

my name is Bruce Peterson I'm the owner and operator of Aerospread limited based in the Hawks Bay.

I'm also chairman for the NZAAA (New Zealand agricultural aviation association)

I'd like to talk to you today about real practical implications of what is being proposed with noise- fert bins- usage servicing the rural primary sector.

Let's use a practical strip example out at Wallingford, this airstrip has recently been made all weather and had 400 tonne of red metal spread on the surface after the base had been prepared.

This means we and other operators can fly off it after large quantities of rain. Or prolonged wet periods.

There are eight different farmers that fly off this airstrip.

If each farmer average's 80 tons for maintenance fertilizer in the autumn months, in the perfect world this alone will take 10 to 14 days at approximately 3 to 3 1/2 hours per day.

This is the reality due to changing weather conditions, it can be unsafe to continue, or transport is unavailable to bring more product up to the airstrip on the day. The weather is what dictates when we can operate.

It is more uncommon than it is common to spend any more than five hours on any particular airstrip on any particular day.

The norm is about 3 to 3 1/2 hours and then we will move on to another airstrip where there is fert in the bin.

That is covered off the autumn maintenance fertilizer applications.

Once we get into the late winter early spring there is often high analysis fertilizers or nitrogen applied to lambing paddocks, calving paddocks.

This is also applied if coming out of a drought, to help with animal welfare or to produce quick grass to increase tapping weights which all contribute to production.

Typically, these jobs are a lot lower tonnage, and often different brews which requires the bin to be emptied before the next one can go in, on average going this would take about 2 hours.

For logistics reasons generally you come back the next day when the next Brew is in the bin.

Take our eight farmers. Who, is going to miss out when the 14-day limit is reached? who is policing the 14-day limit?

You can have two or three different operators working off this airstrip.

let's talk about firefighting using airstrips Given the increased number of pine trees being planted there is an increase in fire risk These Air strips play a part in community safety.

We also play a part in bio security or disease control a good example of this is (Dothistroma needle blight) in pine trees or needing to poison for pest control good example of this is Tb in cattle.

How long does it take to get a resource consent to use any air strip once the 14 days is up?

The reality of what will happen.

Agricultural aviation is a legal permitted activity that adds billions of dollars of value to the primary sector, it is conducted under the Civil Aviation rules and regulations.

The terminology used is (**when the aircraft is prepared for imminent flight**) The responsibility moves onto the Pilot and the CAA rules and regulations.

This is controlled by the agricultural companies (**be it fix wing or helicopter**) having an Air operating certificate which is issued by CAA, only when they have met All regulatory and safety management requirements under the legislation.

If we get to 14 days whoever is policing this , will force the operation to the next closest airstrip. There is nothing but negative gains for the same people that contribute to our community.

Bruce Peterson

Turbine Cresco Operator

Owner / Pilot



Negative's

A 3 min increase in flight time from the next closest strip = \$60 per tonne increase.

Increase duration of noise.

And an Increase Carbon footprint.

These increases in cost along with the latest fertiliser price increases (Attached) there is no gain in (Efficiency- Reduce Noise- or contribute in any positive way)

What's the cost in time and money for a resource consent and for what gain?

Thanks for listening any question?

Bruce Peterson

Turbine Cresco Operator

Owner / Pilot

