

**Q1**

Your contact details (optional)

Name

**Andrew Vialoux**

Organisation (if appropriate)

**Andrew Vialoux Aviation**

**Q2**

**No**

Do you wish to speak in support of your submission at the hearing? The hearing will be held in the Council Chamber on 14 September 2022. Please note that hearings are publicly live-streamed.

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**Q3**

**Respondent skipped this question**

How you would like to present your submission at the hearing?

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**Q4**

**Yes**

Do you support the goals in the Ashburton Airport Development Plan (as follows)?\* Ashburton airport is enabled to become more financially independent\* More people are attracted to Ashburton Airport for activities that support the vibrancy and viability of the facility\* Ashburton Airport is sustainably managed to support increased use of the facility over the next 30 years\* Ashburton Airport remains an appealing, thriving hub for the local community and visiting aviation enthusiasts for the next thirty years

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**Q5**

**I support a moderate level of rates funding (30%-50%)**

In 2021/22, the total budget for Ashburton Airport was \$152,023, of which 60.9% (\$92,558) was funded from rates. Which level of rates funding would you support us working towards?

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**Q6**

Referring to the map below, please select which of the following you agree with:(you can click on the image to make it bigger)

- Providing more space for recreational hangars,  
The location proposed for the new recreational hangars precinct**
  - ,
  - Providing a dedicated commercial hangar precinct,  
The location proposed for the commercial hangar precinct**
  - ,
  - Providing a hangar homes precinct,  
The location of the hangar homes precinct**
- 

**Q7**

**Up to 14 hangar homes (medium density)**

Referring to the hangar homes proposal on page 8 of the consultation document (click here to view), what is your preferred density of hangar homes?

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**Q8**

Do you have any other comments or feedback about this draft plan?

Associated costs with expansion of regional airports are often much higher than initially anticipated.

New users (particularly commercial users) should pay a large proportion of the upgrades required. An increase in ground movements will potentially disrupt and wear out the existing grass runways and taxiways and either require a significant increase in maintenance (talk to Waimakariri District Council about the extensive grass runway maintenance undertaken at Rangiora airfield) or upgrade to seal portions, either sealed taxiway(s), runway(s) or both.

Other upgrades that would make the airport a destination for out of town users would include lighting upgrades to make the airfield lighting in line with ICAO requirements, and potentially RNAV IFR approaches for training aircraft. Again a significant amount of the upgrade costs here should be fronted by those who would be looking to make regular use and then ongoing costs recouped by user fees.

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