

Q1

Your contact details (optional)

Name

Ross Brodie

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?

Q4

Yes,

Comments:

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

Ashburton is in my opinion the best public airfield in the Canterbury region. I believe the goals of the ADP are in line with what it needed to make the airport thrive.

Q5

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?

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

Other (please specify):

I do believe the Airport should work towards being more self-sufficient. However, it is important to note that if hangar ground leases and landing fees do not stay competitive then the airfield users that will be needed to drive the growth will go elsewhere.

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,

Other (please specify):

The plan appears to be well thought out

Q7

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?

Up to 14 hangar homes (medium density)

Q8

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

I am a pilot that flies out of Ashburton often. I would like to object to the proposition of a flight school being based at Ashburton. I believe that Ashburton is in a unique position. I am involved with flying aerobatic, vintage and warbird aircraft. Ashburton is becoming a hub for aerobatics and vintage aircraft. This is mostly due to the fact it is uncontrolled, has large runways in multiple directions and has a relatively low traffic density. Operation of vintage aircraft and aerobatic aircraft are not compatible with flight schools with this many proposed movements. As we often have poor visibility, fly tighter circuits and may have poor or no radio communications. I believe it will create an unsafe environment for us to be operating in and if the flight school were to come to Ashburton I and I believe many other pilots in my community would find another airfield to fly from.

Adding to the safety issues will be the skydiving business who will be operating from the field in the near future. Skydiving and flight school operations are a real safety issue.

The Ashburton Airport is very well maintained by the Mid Canterbury Aero Club and is one of the best of its type in the country. Even so, there are limits to the amount of use an all grass airfield can sustain. Many other grass runways in the country break up during sustained dry periods and turn to mud during wet periods when they are over used. I believe that the number of flights proposed will lead to deterioration of the runways and taxiways.