

#88

Q1 **Respondent skipped this question**
Your contact details (optional)

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**
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

Q5 **I support the current level of rates funding (60%),**
Other (please specify):
Funding needs to be appropriate to the activities of the airfield. Recreational pilots need and want minimal facilities for their flying as this will keep the cost of the sport lower. It is very hard now to keep the current levels of activity going. I'm concerned that costs we be covered by higher charges.

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):

I'm concerned about the location of the speedway parking to the approach and departure area on Runway 06/24.

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 10 hangar homes (low density),

Other (please specify):

I think a smaller community of hangar homes would work better for Ashburton than high density.

Q8

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

Regarding the flight school proposal in the draft plan. I have grave concerns and do not support any commercial flight school operating from Ashburton (obviously the Mid Canterbury Aero Club do not come under this). By the figures presented of 42 flights per day, and taking the average of 3 take-off and landings (some aircraft flying circuits while others on x/c flights) it would end up being approximately 240 movements a day just from the flight school. This makes the airfield very busy (similar to Ardmore in Auckland) and difficult for other recreational activities to take place on or in the immediate vicinity of the airfield for the proposes of its users and owners. 100 students is a similar number of students that the Canterbury Aero Club operate with from 3 bases being Christchurch, West Melton and Rangiora. This number of movements compressed into our airfield will cause safety concerns and a increase chance of an accident at our airfield. At present the airfield is always in good order. The increase wear and tear on the grass runways will be catastrophic and I do not support the construction of any sealed runways. The increased in traffic volume will bring to the attention of CAA. If it was deemed that an MBZ (Mandatory Broadcast Zone) was needed around Ashburton then this would also destroy the enjoyment of this airfield for the local and visiting pilots of vintage aircraft that don't have or can't fit a radio to their aircraft. Hence creating a dis-connection between our museum and vintage aircraft with have in this country. I believe allowing a flight school as proposed in the draft plan would be a foolish move by the ADC and not appreciated by its existing rate payers and airfield tenants.