

DRAFT ASHBURTON AIRPORT DEVELOPMENT PLAN 2022 - 2052 SUBMISSION

Leslie Vincent

Airport user

Flight School

I wish to speak to this submission

Flight School

Given that a sky-dive operator is preparing to begin operations on Ashburton Airfield, I see the following points worthy of consideration from a safety and serviceability point of view.

1: The Draft Ashburton Airport Development Plan suggests the additional Flight School will operate 42 flights per day by year 2025. This indicates 84 daily aircraft movements due to Flight School aircraft alone.

2: Recalling the level of damage and degradation of the taxiways and runways due to previous sky-diving activity flying up to 25 or at most 35 movements on an unusually full day, I contend that by combining supposed 25 or 35 movements of the new sky-dive operator with the anticipated 84 movements of a Flight School plus any additional movements brought about by an increase of new local usage due to Draft Development Plan initiatives as simply unsustainable from a runway / taxiway durability, serviceability and safety point of view.

3: Ashburton Airfield soil type is Eyre Stony Silt Loam. The surface profile and vegetation cover is durable, solid and ideal for the purposes and level of current use due to ongoing consolidation since prior to WW11.

4: Rangiora Airfield soil type is Waimakariri Stony Silt Loam - almost identical to Ashburton Airfield's soil type.

5: Remedial work attempted to restore damage and improve Rangiora's Runway 07 / 25 surface and cover through the past 5 or 6 years has been seriously problematic. Work done on Rangiora's main runway hasn't yet brought about a satisfactory end result and in fact during the past year, the runway has been divided in half laterally with each half being closed for months on end in an effort to achieve a suitable surface. Stony Silt Loam can through time consolidate and become a durable base but doesn't easily tolerate cultivation.

6: I firmly believe that, if there is a sky-dive operation plus a flight school combined with existing and any increase in locally based traffic brought about by Draft Ashburton Airport Development Plan initiatives, our airfield's surface will collapse under the strain.

7: It bewilders me to think that planners believe traffic of between 130 and 150 movements a day including skydiving is anything but pushing serviceability, operational and above all, safety issues beyond acceptable levels.

8: Add if you dare, runway / taxiway damage and a potential 15 to 30 (maybe more) training RNAV Instrument Approaches per day and the overall just doesn't bare thinking about from a safety point of view!

9: I am wholly supportive of the three hangar precinct development proposals in the form and manner suggested but consider the RNAV issue as one requiring further serious discussion and appraisal.

10: INFLIGHT has been given approval to begin its skydiving operation, let's give them a fair go in a safe and harmonious environment and let's be aware - skydiving and intensive general aviation traffic simply do not mix without serious operational difficulty and safety risk.
