

**Q1**

Your contact details (optional)

Name

**Shane Glassey**

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**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 the current level of rates funding (60%)**

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,**

Other (please specify):  
I would also like to see an area set aside for itinerant aircraft and perhaps camping sights with power, toilet/shower to encourage people to stay overnight and spend money in the town.

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**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?

Perhaps some thought to future proofing the airfield with public vehicle recharging points (Bicycle/Car and aircraft) at various points around the field.

I would also like to see an annual event established that opens up the airfield to the rate payers and encourages them to come and see what their rates are being invested in.

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**Q8**

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

As an airfield user I'm concern is that the council is putting perceived profits ahead of aviation safety and also safety of the wider community when considering allowing new commercial operations onto the airfield and that the council is not aware of the significance of risk escalation that would arise from a considerable increase in traffic.

The airfield operator is required to have a working Safety Management System in place that complies to NZCAR 100 and as such should be carrying out risk assessments prior to approving new operators to set up at the airfield. I would suggest that if the council is not aware of the significance of NZCAR 100 that it should consult NZCAA who have a team available to help you become aware of the significance of this rule and your obligation and liability as the airfield operator.

I would like to suggest that council become familiar with the CAA Act, NZCAR 100 and NZCAR 139 specificity 139.75 and the associated Advisory circulars before accepting any new commercial operators on to the airfield.

Every time we as operate and aircraft or carry out maintenance on an aircraft safety is the number one concern above all else so I would like to ensure that the councilors and CEO are aware that their decisions as the airfield operator could also affect flight safety.

Globally 70% of all mid-air collisions occur with 5 nautical miles (approximately 10km) of an airfield, the risk increases dramatically on an uncontrolled airfield with multiple runways.

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## Richard Mabon

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**From:** Shane Glassey  
**Sent:** Tuesday, 30 August 2022 09:52  
**To:** Richard Mabon  
**Subject:** Re: Draft Ashburton Airport Development Plan

Hi Richard,

I wish to add the text below to my submission please. I'm sorry I can't be in attendance but I will try and watch the live stream and if anyone has any questions let me know.

Rgds

Shane Glassey

Submission to ADC Airport Draft Plan

To whom it may concern,

I'm writing to you in addition to my earlier submission on the Ashburton airfield, As an airfield user I'm concern is that the council may be putting perceived profits ahead of aviation safety and also safety of the wider community when considering allowing new commercial operations onto the airfield and that the council is not aware of the significance of risk escalation that would arise from a considerable increase in traffic.

The airfield operator is required to have a working Safety Management System in place that complies to NZCAR 100 (Safety Management Systems) and as such should be carrying out risk assessments prior to approving new operators to set up at the airfield. I would suggest that if the council is not aware of the significance of NZCAR 100 that it should consult NZCAA who have a team available to help you become aware of the significance of this rule and your obligation and liability as the airfield operator.

I would hope that councillors and the CEO are familiar with the CAA Act, NZCAR 100 and NZCAR 139 (Aerodrome Certification and Operation) specificity 139.75 and the associated Advisory circulars before accepting any new commercial operators on to the airfield.

Every time we operate an aircraft or carry out maintenance on an aircraft safety is the number one concern above all else so the council should be aware that their decisions as the airfield operator do also affect flight safety.

Globally 70% of all mid-air collisions occur within 5 nautical miles (approximately 10km) of an airfield, the risk increases dramatically on an uncontrolled airfield with multiple runways.

In closing I just want to reiterate that the council's decisions will play a big part in the safe operation of the airfield. The safe aviation environment we enjoy today has been built on years of learning things the hard way so it is important we don't forget those lessons and make the same mistakes again.

Regards

Shane Glassey