

Q1

Your contact details (optional)

Name **Matthew Croft**
Organisation (if appropriate) **MCAC**

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%)

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?

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?

Q8

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

As a pilot who regularly uses the Ashburton Airport I object to the Ashburton District Councils proposal to welcome a commercial flight school to the airfield.

The expectation of an average of 42 extra flights per day by trainee pilots will be unsafe and unsustainable.

This number of extra movements on an already busy, uncontrolled, airfield has the potential to cause accidents both on the ground and in the air. This is because the sheer number of flights and that many of the extra flights will be piloted by fresh solo pilots with very little experience compared to the good mix of experienced and fresh pilots on the field now. In my personal experience flying around these students, they are often unsafe due to their lack of situational awareness. I have had one of these students fly directly at me simply because the older aircraft I was flying did not appear on their modern ADS-B. As Ashburton is a hub for warbirds and many older aircraft, this disregard for simply flying VFR would only result in a serious increase in risk for all operators. The FTO in question has also completely surrounded their current home aerodrome with training zones from ground level to 4500ft AMSL. This makes accessing the aerodrome in question very difficult and dangerous as it requires pilots to fly through training zones with student pilots performing all manner of manoeuvres. If this same approach was used at Ashburton, it would kill the atmosphere of the field and reduce usage of the aerodrome and its facilities down to just the FTO.

Adding to the safety issues will be the skydiving business who will be operating from the field in the near future. Skydiving and fresh solo pilots 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.
