

Q1

Your contact details (optional)

Name

Steve Kelsen

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

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

No,

Comments:

While I agree with the goals in principle, there are significant risks to health & safety, financial viability of the airfield, and neighbouring residents' amenity if the scale of airfield development is too great. 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 envisages sky dive operations in addition to a flight school that will operate 42 flights per day. This will add 84+ daily aircraft movements due to Flight School aircraft alone. Previous skydiving activity saw over 30 aircraft movements on a busy day. All this will be in addition to the club operations of MCAC and events such as Akrofest and Flying New Zealand competitions. Health & Safety risk: The proposed number of aircraft movements, along with the operation of a commercial flight school alongside a skydiving operation in uncontrolled airspace, would create an unacceptable risk to all operators and to individual pilots. Financial Risk: Previous sky-diving activity, with a maximum of 30+ movements per day, caused significant damage to taxiways and runways. The draft plan, if fully implemented, would see 25-35 skydiving movements per day along with 84 movements of the flight school. This is simply unsustainable from a runway / taxiway durability, serviceability and safety point of view. Amenity: A core part of the curriculum for airline training organisations is night flying. Ashburton aerodrome has only one lit runway, and the downwind part of the circuit is over residential Ashburton. MCAC limits it's night flying to winter, when early sunsets allow night flying at relatively early hours. This will not be the case with a commercial flight school, which will need to operate night flights all year round, which means late into the night during summer.

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 the current level of rates funding (60%)

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

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Providing a hangar homes precinct,

The location of the hangar homes precinct

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?

You might wonder why a Christchurch resident is submitting on this plan. My daughter is learning to fly, and after investigating the options in Canterbury we chose Ashburton and MCAC as the best option. Ashburton currently offers the opportunity of joining a club (not a commercial operation) on an airfield which is actively busy (but not horrendously so).

So despite the distance, we regularly travel to Ashburton for flying lessons and then a meal before we return home.

The Ashburton aerodrome and Mid-Canterbury Aero Club are taonga for Ashburton. That doesn't imply that development shouldn't take place. But development on the scale suggested in the draft plan will damage, rather than enhance, greater Ashburton.
