

Q1

Your contact details (optional)

Name

Catherine Kilgour

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

Yes,

Comments:

1 Ashburton Airport remains an appealing, thriving hub for the local community and visiting aviation enthusiasts for the next thirty years This is the most important of the goals. It is an airport first and foremost so any changes must take into consideration what impact any changes will have on those already using the airport and future local students. 2/3 More people are attracted to Ashburton Airport for activities that support the vibrancy and viability of the facility 2/3 Ashburton Airport is sustainably managed to support increased use of the facility over the next 30 years These next two are of equal importance in my mind, as long as it doesn't go from under utilised to being so over used that restrictions on hours of operation need to be introduced. 4 Ashburton airport is enabled to become more financially independent I put this at the bottom of the list as it depends on how you define "more financially independent". There should never be any expectation that the airport will ever be completely financially independent.

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%),

Other (please specify):

I consider the airport an important community asset which should as such receive funding. I would not want to see a flat rate applied to all aircraft using the airfield. Private aircraft in a hanger at the airfield are already contributing financially and should not be charged per landing/taking off. A visiting private aircraft on the other hand should expect to pay a small charge for landing. Then there are options such as charging a yearly rate to flight schools/aero clubs and are they cheaper for those who are based at the airfield as different to those who regularly use Ashubrton airfield for cross country flying. Prices need to be kept at a reasonable level so our students are not punished by having rates made higher at other airfields as all students need cross country training to gain the private pilots licence and at the moment there seems to be good relationships between the different schools/areo clubs around the country. I would hate to see that runed by any one airfield seeing visiting students as a cash cow when learning to fly is already expensive enough as is. To stay current a pilot must have completed three take offs and landings within the last 90 days. The same for being current for night flying, they must have completed at night time three take off and landings within the previous 90 days. Which is on top of the numerous hours spent as a student just flying circuits. Taking off, staying in the pattern before landing and doing it all again.

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 dedicated commercial hangar precinct,

Other (please specify):

In theory having a dedicated commercial hanger precinct sounds good. My concern is that the traffic on Seafield Road. It tends to be vehicles passing through the area. I only cycled along Seafield Road once before deciding it was too dangerous as around half of the drivers going past didn't want to go over the centre line to pass me as they were in too much of a rush to get to their destination. Adding more entrances/exits would have to be carefully managed. Providing a hanger homes precinct as sounds positive in theory. Updrafts are already noticeable some days when flying late finals over homes. As it is the four wind socks can already be seen pointing in different directions due to the wind break and buildings in place. How close would the new buildings be, and how tall. Would having both hanger homes and commercial hangars create a funneling effect when landing or taking off on runway 06.

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?

Other (please specify):

The space isn't unused. Having it open allows a good clear view of aircraft in the air near the airport. Being G airspace it is legal to fly into and land without any radio or transponder at Ashburton airport. So a good clear view of the sky before taking off is important. IF it were decided to go ahead with hangar homes then that would require the up front cost of ensuring there was plumbing and electricity available at each site. No one is going to want to pay thousands of dollars to get services to a site that they are only ever going to be able to lease and not own. I am unwilling to say if I am for or against having hangar homes as there is no way to know what their future impact will be on flying at Ashburton airport. Such as changing wind patterns with new buildings or whether having people living at the airfield would lead to future limits on hours of operation?

Q8

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

There is no questions on here regarding the proposed new aviation school. It is hard to judge what impact of the expected increased number of flights per day without having some idea of how many there are currently.

I have heard rumours that students will to a large extent be those for whom English is a second language. Without a control tower that does increase the risk of something going wrong due to the students inability to communicate clearly what they are doing or where they are or to understand what other pilots are saying. I know of two organisations that do not allow their students to fly solo into Oamaru airport because of the standard of radio calls there.

I see a big difference between an already established school building a hub at Ashburton Airport and a new untrailed one setting up a new school. The speed at which they wish to get set up and then increase their numbers seems very optimistic. So while I am happy for there to be more students not all schools/clubs are equal.

At the moment I know that any risk of flooding is noted on a property's lim report. Should proximity to the airport also be listed? I live 2.9km in a straight line from the end of runway 06 where aircraft regularly turn final to land. My concern is that with new housing divisions approved on the south east side of town and increased flights that people new to the area will complain about the noise which would lead to restrictions on hours of operation.

Thank you for this opportunity to give feed back on future use of our airport. The number of runways and the fact it has lights for night flying really does make it an excellent place to learn to fly.
