
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Tuesday, 28 January 2020 9:44 AM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 25 January 2020 9:49 AM
To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Sat, 25/01/2020 - 09:48

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Peter

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Submission file: [webform_submission:values:submission_file]

Submission: Dear Sir/Madam, I write in support of Warnervale Airport. I am a private pilot's license holder (fixed wing aircraft) having received initial training in Cessnock with BASAIR from 2010. At the time I was a resident of Arcadia Vale in Lake Macquarie. For a variety of reasons I did not fly for two years from 2014, but at the prompting of a friend resumed flying at Warnervale through the Central Coast Aero Club in October 2016. Warnervale was much closer to my home, and provided more competitive rates for aircraft hire and training, while not compromising the high level of professionalism and ability required in the aviation industry. Since becoming a resident of Mayfield in 2018 I have maintained my association with Central Coast Aero Club and Warnervale Airport. As a member of the Central Coast Aero Club I have been able to resume my love of flying, take passengers on scenic flights around the Central Coast, Newcastle and Sydney, while spending money on a valuable Central Coast business, which is only possible by utilising the infrastructure available at Warnervale Airport. During this time, however, I have been aware of the growing height of the tree line at the northern end of the runway, and have become increasingly aware of the danger that this presents to pilots trying to take off and land at the Airport. A number of components of the WAR Act also concern me. The potential triggering of a cap of 88 aircraft movements is a most troubling issue. It would appear that the Central Coast Council have deceptively tried to trigger this cap during the resurfacing of the runway in 2015. If this cap were to be enabled, the use of the Airport would be severely restricted, causing issues not only for the training of pilots, but also for scenic flights around the picturesque Central Coast, business trips in and out of the Central Coast, emergency medical flights and as we have seen in the current bushfire crisis, the use of Warnervale Airport for refuelling of emergency aircraft. As an example - in a one hour flying session (usually first thing in the morning) I would frequently practice circuits. This may include between 6-8 take offs and landings (or between 12-16 aircraft "movements"). Should another student or pilot be using the Airport at the same time for the same purpose, this would lead to 24-32 aircraft movements in one hour. That equates to more than 1/4 of allowed aircraft movements by 9am. As a vital part of Central Coast infrastructure, providing flight training for private and commercial pilots alike, transport for people conducting business, emergency medical transfers, and as a strategic point for refuelling for emergency aircraft such as firefighting aircraft, it is irresponsible to impose a limit on the movements of small aircraft. Such an imposition would effectively close the flight training business, which would see the relocation of highly qualified staff outside the Central Coast LGA. The follow on from such an event would be catastrophic, with the region losing its aviation industry and skilled workers. This would be a significant loss of economy for the Central Coast. The aircraft movement cap is unreasonable for an airport which by its size is restricted in capacity to only light aircraft. If the cap is enacted, it should not be inclusive of aircraft under 5700kgs MTOW. The cap may be in place to prevent the use of passenger jet aircraft. I recognise this as a valid concern, however, the runway at Warnervale Airport is neither long nor wide enough to facilitate the use of such aircraft, and neither is it realistic that such significant improvements to the airport to allow the use of such aircraft would be

possible. In considering the WAR Act, I stand with the Central Coast Aero Club and would like to see this piece of legislation repealed. If that is not possible, the movement cap should be removed for aircraft lighter than 5700kgs. The Act should also approve the current runway length of 1196 metres. It would be short sighted of the Central Coast Council to impose such negative restrictions on Warnervale Airport. The airport provides incredible benefits to the community including support for emergency services, aviation related education and skills training, opportunities for you such as hosting the Australian Air League and Scouts, skilled employment opportunities, facilitating tourism, supporting charitable works and the training of many private, commercial, airline and RAAF pilots that this country needs at a time when it is experiencing a shortage of pilots. I urge those engaged in the review of the WAR Act to favourably consider the removal of the movements cap, and to continue to educate Central Coast Council on the value of Warnervale Airport and its need for sensible administration for a local government perspective. Regards, Peter Guy

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/review-warnervale-airport-restrictions-act-1996>