
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Friday, 28 February 2020 4:35 PM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 11 King, Anthony Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 28 February 2020 4:12 PM
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 Fri, 28/02/2020 - 16:11

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Anthony

Last Name: King

Name Withheld: No

Email: anthonyking01@hotmail.com

Suburb/Town & Postcode: Hamlyn Terrace, 2259

Submission file: [webform_submission:values:submission_file]

Submission: I SUPPORT THE CENTRAL COAST AIRPORT! The Central Coast Warnervale Airport is a vital part of the coast. It's history stretches back to the 70s before modern suburbia moved in, surrounded mainly by farmland. Since people who don't have an appreciation for the value of the airport have moved in and began making noise because they can. False information caused by such people has led to the WAR act. Warnervale Airport is not in any way intended or capable of being a jet airport. It IS an important asset to the central coast region, and provides an aviation hub for public, private, and government aviation services. NSW Police use the airport for high-speed training exercises. NSW Fire and RFS use the airport for hot-fuelling procedures (a practice that is vital for regional air firefighting capabilities). Local business owners use the airport to commute between business locations in Sydney and the Central Coast. Tourists also use the airport to visit, and refuel and resupply. All these functions bring and move money through the Central Coast, and as such thousands of jobs are affected by the existence of the Central Coast Airport. Misinformation spread by people and groups such as the Central Coast Airport Resistance Group stand to destroy the benefits this airport brings, lying and disseminating false and misleading information in order to do so. The ACT was created under false information and thus should not exist. I 100%, as both a private Pilot and ex-RAAF, support the existence of the Central Coast Airport. The 88 movement limit should not be in place and absolutely negatively impacts the Central Coast Aeroclub and Warnervale Air that exist there and have existed there for many many years. A ridiculous 24hr notice period for any visiting pilots is absurd and chases away tourism/visiting pilots. This insistence to NOT trim the trees at the northern end of the runway poses an extreme safety issue, an opinion even CASA (Civil Aviation Safety Authority) has openly and directly expressed. There is physically no capability for the airport to function as a regional airport for Jet Airliners. As this was a basis for the creation of the WAR act, the WAR Act should be amended or ideally completely removed as it was created under false information. I personally live within 5 minutes of the airport, almost under the circuit pattern for the runway and find there is hardly any noise pollution from the airport and the little noise that does appear from the occasional overflying aircraft is so little due to their small size and altitude, that I barely notice the fly-over. This airport has been attacked time and time again by people with extreme political opinions based on false information, and people who have an obsession for negativity. This has to stop. Allow the airport to continue to operate, as it has, without harm since the 1970s. Remove the ridiculous WAR Act that was built on Fear and Misinformation. I Support the Central Coast Airport.

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

From: Anthony King [anthonyking01@hotmail.com]
Sent: Friday, 28 February 2020 4:07 PM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 11 King, Anthony Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

The Director

Central Coast and Hunter Region
Department of Planning, Industry and Environment
PO Box 1148
GOSFORD NSW 2250

Email: centralcoast@planning.nsw.gov.au

Dear Director,

Submission in relation to the Warnervale Airport (Restrictions) Act 1996 review.

I understand and agree that my submission will be made public.

The statement below represents my personal opinion pertaining to the act review:

The Central Coast Warnervale Airport is a vital part of the coast. It's history stretches back to the 70s before modern suburbia moved in, surrounded mainly by farmland. Since people who don't have an appreciation for the value of the airport have moved in and began making noise because they can. False information caused by such people has lead to the WAR act. Warnervale Airport is not in any way intended or capable of being a jet airport. It IS an important asset to the central coast region, and provides an aviation hub for public, private, and government aviation services. NSW Police use the airport for high-speed training exercises. NSW Fire and RFS use the airport for hot-fuelling procedures (a practice that is vital for regional air firefighting capabilities). Local business owners use the airport to commute between business locations in Sydney and the Central Coast. Tourists also use the airport to visit, and refuel and resupply. All these functions bring and move money through the Central Coast, and as such thousands of jobs are affected by the existence of the Central Coast Airport. Misinformation spread by people and groups such as the Central Coast Airport

Resistance Group stand to destroy the benefits this airport brings, lying and disseminating false and misleading information in order to do so. The ACT was created under false information and thus should not exist. I 100%, as both a private Pilot and ex-RAAF, support the existence of the Central Coast Airport. The 88 movement limit should not be in place and absolutely negatively impacts the Central Coast Aeroclub and Warnervale Air that exist there and have existed there for many many years. A ridiculous 24hr notice period for any visiting pilots is absurd and chases away tourism/visiting pilots. This insistence to NOT trim the trees at the northern end of the runway poses an extreme safety issue, an opinion even CASA (Civil Aviation Safety Authority) has openly and directly expressed. There is physically no capability for the airport to function as a regional airport for Jet Airlines. As this was a basis for the creation of the WAR act, the WAR Act should be amended or ideally completely removed as it was created under false information. I personally live within 5 minutes of the airport, almost under the circuit pattern for the runway and find there is hardly any noise pollution from the airport and the little noise that does appear from the occasional overflying aircraft is so little due to their small size and altitude, that I barely notice the fly-over. This airport has been attacked time and time again by people with extreme political opinions based on false information, and people who have an obsession for negativity. This has to stop. Allow the airport to continue to operate, as it has, without harm since the 1970s. Remove the ridiculous WAR Act that was built on Fear and Misinformation. I Support the Central Coast Airport.

Is the Warnervale Airport (Restrictions) Act 1996 (the Act) relevant or necessary?

The Act is neither relevant nor necessary.

- The Act was enacted to protect the community from large jet transport operations. The runway has never been sufficiently long enough for any jet transport aircraft operating in Australia.
- The airport is surrounded by terrain which makes it very difficult to physically lengthen the runway (wetlands immediately South, a major road and rising terrain to the North).
- Environmental zoning surrounding the Airport requires that State Government must consent to any lengthening of the runway.
- There is no economic case for jet airline or freight operations at Warnervale, as Warnervale is within a 2 hour radius of Sydney, Newcastle and soon, Western Sydney Airport, all of which cater to these operations.

If the Review concludes the Act is to remain.

Clause 2 of the Act limits aircraft movements to 88 per day in the event the runway is lengthened. The department has made a determination that the former Wyong council lengthened the runway, triggering this clause.

- The current flight training provider has operated for over 4 decades without being constrained by the movement cap and at the time the Act was put in place was regularly performed over 300 movements a day.
- Training aircraft regularly perform up to 20 movements per hour. Multiple training aircraft may be operating at once; therefore the movement cap may be reached within 2 hours or less of commencing operations for the day.
- Once the cap is reached, no other users of the airfield will be permitted to operate, save in an emergency.
- As the movements will almost exclusively be absorbed by the flying school, the Aero Club members based on the field and itinerant operators wishing to fly into Warnervale, including patient transfer and Rural Fire Service refuelling and positioning flights, will regularly be excluded from operating.

Clause 2 of the Act should be removed, or amended to apply only to aircraft above 5,700 kgs – a figure used by the Civil Aviation Safety Authority to designate large aircraft. This still gives the community protection from large and jet transport operations, but allows the existing operators to continue their current, low impact operations.

Warnervale Airport is the only aviation infrastructure servicing the 340,000 residents of the Central Coast. The Act is unique, no other airport of this type in Australia is constrained by such a limiting piece of legislation. The Act, and Clause 2 specifically, serve to heavily cripple the ability of the Airport to serve its purpose, and threaten to heavily restrict, or completely destroy, the ability of operators to continue a viable business on the site.

I respectfully recommend that the Reviewers take appropriate action through repealing of the Act, or amending its structure, to create a legislative environment which is fair and workable for the Central Coast community and the operators who rely on this important asset.

I thank you for taking the time to consider this submission.

Yours Faithfully

Anthony King

anthonyking01@hotmail.com

Hamlyn Terrace 2259