
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Monday, 17 February 2020 9:14 AM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 15 February 2020 4:54 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 Sat, 15/02/2020 - 16:49

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Paul

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Submission file:

[warnerval-submission-150220.docx](#)

Submission: The Director Central Coast and Hunter Region Department of Planning, Industry and Environment PO Box 1148 GOSFORD NSW 2250 15th February 2020 Dear Director, Submission - Warnervale Airport (Restrictions) Act 1996 I disclose that all maintenance on my aircraft is carried out by Warnervale Air at Warnervale Airport. It is my understanding that the runway maintenance work carried out by the Wyong Shire Council (as it was then known) has triggered a clause in the Warnervale Airport (Restrictions) Act 1996 (The Act) that limits airport movements to 88 per day. A flying school and an aircraft maintenance facility operate from Warnervale Airport. A restriction of 88 movements per day would effectively make that airport unviable for those operations to continue. All pilots using Warnervale Airport are required to avoid overflying the residential areas to the south and south-east of the airport. Similar requirements are quite common at airports where residential development is nearby. It is therefore not clear why The Act is required. It has been suggested that it was out of concerns about large jet aircraft operations. If so, given that the airport is operationally unsuitable for large jet aircraft, The Act seems irrelevant. The vast majority of aircraft movements at Warnervale Airport are piston-engine aircraft in a category that has an upper limit of 5,700kg maximum take-off weight. It is this type of aircraft that the flying school operates and the maintenance facility serves. To me it would be sensible to exclude this category of aircraft from restrictions in the number of movements and that would enable the existing businesses to continue to operate, provide employment for local people and provide the services required by this part of the aviation sector. Yours faithfully, Paul Hamilton

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