
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Monday, 3 February 2020 9:16 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, 1 February 2020 1:34 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, 01/02/2020 - 13:32

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: George

Last Name: Paterson

Name Withheld: No

Email: george.paterson@Dell.com

Suburb/Town & Postcode: Davistown 2251

Submission file:

[war-act-review-submission.docx](#)

Submission: The War Act 1996(The Act) is unique in that it is the only piece of legislation like it, imposed on any airport, anywhere in Australia. The Act was introduced to address the concerns of residents in 1996 that Warnervale airport (WVA), which had operated in more or less the same manner since early 1973 was to be altered and expanded to allow 24/7 operations of large passenger jet aircraft. In today's world with Badgerys Creek under construction, airspace etc it is clearly never going to happen. The current runway slab is not strong enough, wide enough or long enough to support large aircraft let alone Jets. The airport has existed for 47 years without any need for such legislation. It has only now been triggered by the action of council not its users. The Act, without intention or input from its users, the Central Coast Aero Club (CCAC) or the community is impacting the viability of a strategic central coast asset now and for future generations. It is a community asset and serves as an important hub for the RFS, Medivac flights, RFD flights, police helicopter operations & training & Westpac rescue services. 1000's of pilot trained by Instructors over 47 years are flying all over the world in commercial, emergency, & RAAF roles as well as private pilots. In a June 2019, Boeings CEO says a global pilot shortage is 'one of the biggest challenges' facing the airline industry. Demand for air travel is growing so rapidly that 800,000 new pilots are expected to be needed over the next 20 years, according to Boeing's latest forecast. <https://www.cnbc.com/2019/06/17/boeing-ceo-says-global-pilot-shortage-is-one-of-the-biggest-challenges.html> The central coast community needs access to a wide set of facilities and activities. Infrastructure that serves the community and provides social function to experience outcomes from a diverse set of activities. Any adverse impact on nearby residents is no greater than any other similarly sized airport. Or indeed the 6-lane freeway that runs parallel to the runway. As the airport has been operating for approaching 50 years it can be safely assumed that only residents over 70 years old lived there before the airport came into existence. Most local residents outright support the airport. It is only a small minority of very vocal campaigners who chose to locate near the airport in the late 1980's that have been complaining about the threat of Jets ever since. The airport supports a number of organisations and activities which if the Act is allowed to stand in its current form will impact the below. • Supports emergency service operations such as police, air ambulance, RFS water bombing and fire reconnaissance, • Provides aviation related education and skills training (including qualification of commercial pilots and instructors) • Provide youth opportunities hosting the Australian Air League the Scouts • Provide skilled employment opportunities (such as the current thriving maintenance operation conducted at the airport) • Facilitates tourism, benefitting local small businesses through fly ins, open days etc • Support charitable works such as the Club's annual community open days providing free flights for disabled and disadvantaged children and their families, • Provide recreational flying opportunities for local residents. • If allowed to develop a future aviation school of excellence • Provides the only fuel stop & emergency landing area between

Bankstown & Newcastle. • Facilitate the operations of local businesses, and status of the local government area as a desirable place to establish business by the continued operation of a local airport and retain the existing club social environment for its members. I apologies for going off topic regarding the review criteria but the below is important to understand Support for the airport in the community and wider aviation sector is overwhelming. A Change.Org petition last year in support of the airport generated 5,500 signatures. Councils own polls show strong majority community support for this vital, irreplaceable and strategic community asset. We should no longer allow the few to control and adversely affect the many. There has been calls from the very vocal 'Central Coast Airport Resistance Group' & the 'Community Environment Group(CEN) to close the airport and build warehouses on the site. It should be noted that both these groups are the same people led by a Mr Laurie Eyes & indeed two of there senior members are councillors Smith (former CEO of CEN) & Greenaway. They are a minority group and some of the same people responsible for the Act being put in place. It is their agenda to airport closed no matter the cost to the community. 1. Central coast councillors led by Smith & Greenaway have been informed that there is 120 years' worth of industrial zoned land elsewhere on the central coast, yet they are fixated on closing the airport in favour of warehouses. 2. Protection of the Porters creek wetlands to the south of the runway has been weaponised as a reason to close the airport. This despite WVA being 95% grasslands, and has provide natural protection for 47 years 3. Tree height at both the north and south ends of the runway has been weaponised by council's refusal to trim the trees to a safe height. Hence the runway threshold has had to be moved in at both ends to reducing the usable runway to just over 800mtrs of the 1196mtr total length. This is also a huge safety risk for student & itinerant pilots. 4. In order to control daily movements 24hr prior permission to land (PPR) was imposed in Feb 2019. i.e. Pilots wishing take-off or land at WVA must give council 24hr notice of movement and approval need to be granted. This impacts owners & operators at WVA in that students & pilots having assessed the weather on any given day cannot fly as well as pilot who wish to land at WVA on business, pleasure or otherwise. The only reason this restriction is in place is due to the Act and the need to count movements. Is the Act relevant and necessary? - My assertion is that it is not, and it should be repealed. The purpose of the 1996 Act has been served. Its only reason to exist was to address the perceived operation of heavy Jet aircraft back in 1996. However, collaterally, it has caught present and future operators of light aircraft if S6(1) in its net. There is no longer a need for it, and it should be repealed to relieve airport users and council of its administration, inconvenience it causes and unnecessary, unintended restrictions on operations that resulted collaterally from the manner and haste in which it was drafted. JETS will never land at WVA. If the review concludes that the Act remains relevant: - 1. CASA already has in place an aircraft weight limit in their legislation separating aircraft over 5700 kgs from those lighter. The movement cap should be removed for aircraft operations lighter than 5700 kgs. This will allow light training aircraft, charter flights, aeromedical operations & emergency services to continue operations as normal. 2. If a cap is deemed necessary. It should only be placed on aircraft operations greater than 5700kgs weight. This will protect the community from the misguided fear of 747's and large jet operations. 3. Reset the Act, the runway length today is 1196mtrs. Set that as the base length & increase the daily movements allowed to a maximum level agreed by the airport users (CCAC) i.e. the Act is triggered only if the runway is lengthened beyond 1196Mtrs.

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

From: George [georgepaterson16@gmail.com]
Sent: Wednesday, 26 February 2020 4:18 PM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 10 Paterson, George 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:

If the NSW Government repeals the W.A.R. Act, the Central Coast will benefit greatly.

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

George

georgepaterson16@gmail.com

Davistown 2251