
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Tuesday, 25 February 2020 7:22 AM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 09 Handmer, Marcus Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 22 February 2020 3:04 PM
To: DPE PS ePlanning Exhibitions Mailbox <epanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Sat, 22/02/2020 - 15:00

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Marcus

Last Name: Handmer

Name Withheld: No

Email: mhandmer@gmail.com

Suburb/Town & Postcode: 2170

Submission file:

[submission-for-warnervale-airport-restrictions-act-1996-review.docx](#)

Submission: Submission for Warnervale Airport Restrictions Act 1996 Review I am writing to protect the operation of Warnervale Airport in a manner consistent with that prior to when the flight movement restrictions were triggered. I firmly believe that the Warnervale Airport (Restrictions) Act 1996 is no longer relevant or necessary and should be rescinded. I write in a private capacity, as someone who was born and grew up on the Coast, and who learned to fly at Warnervale Airport while working as a junior doctor at Wyong Hospital. It is important to note that Warnervale Airport is not, nor is suitable to be, a jet airport. Much of the advertised opposition to the airport has alleged that should the Act be rescinded, jets will land the following day. This could not be the case, due to the physical limitations of the airport which prohibit access by jet aircraft – as they require much longer runways, shallow approach and climb-out terrain profiles. The airport is the hub of operations for the Central Coast Aero Club and Warnervale Air, as well as maintenance businesses and visiting light aircraft. I understand that the airport currently has over 300 movements a day, and historically has had similar activity for tens of years prior to the triggering of the movement restrictions. These are all small, light aircraft, not large jets. It would seem that the intention of the movement restrictions would be to control large 'jet' style aircraft, not small light aircraft, which have been the focus of airport operations for tens of years. Should the 'cap' of 88 movements per day be strictly applied to all aircraft, the Central Coast Aero Club, Warnervale Air, maintenance providers and private pilots will be devastated. I cannot see how they could possibly continue operations, and the airport would be functionally closed. This would equate to a profound reduction in airport operations compared with those performed for many years prior to triggering of the movement restrictions. Though I feel that the Act should be removed, if it was at least modified so that restrictions applied only to large aircraft (e.g. >5700kg MTOW), this would address the concerns of those worried about expansion of the airport, but also preserve usage of this asset for light aircraft – in a manner consistent with the historical operation of the airport. Though the economics and use of the airport are out of scope of this review, the significance of the airport provides context for the operation of the airport prior to the triggering of the movement restrictions. It has been the only usable airport for general aviation between Bankstown and Cessnock. For nearly fifty years it has trained pilots, acted as a base for firefighting, aeromedical operations and aerial photography, hosted (and continues to host) numerous local owned and operating businesses including aircraft maintenance, Warnervale Air, and the thriving Central Coast Aero Club, and acted as an important safety stop for aircraft transiting the area. Please consider removal of the Warnervale Airport (Restrictions) Act 1996, or at

least modification of the Act to protect ongoing operation of the airport in a manner consistent with that prior to the triggering of movement restrictions. Yours Sincerely, Dr Marcus Handmer

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