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Sent: Saturday, 15 February 2020 4:01 PM
To: DPE PSVC Central Coast Mailbox
Subject: Warnervale Airport (Restrictions) Act 1996 Review

Categories: Reply Sent

The Director

Central Coast and Hunter Region
Department of Planning, Industry and Environment
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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 Warnervale Airport provides an essential service to the central coast community. Not only does it provide flight training to aspiring pilots such as myself, it provides for essential community services such as a landing/staging area for aeromedical and emergency service aviation operations. Most recently the Warnervale airport has seen a number of aeromedical aircraft in response to emergency transportation required by our fellow community members, it also provided a staging area for water bombing helicopters for the most recent bush fires that occurred in the surrounding areas of the central coast community.

I believe that the Act is completely unnecessary and enforcement of a movement cap will not only be detrimental to the CCAC, but also the community at large. It is my dream as an aspiring pilot to fly for the Royal Flying Doctor Service and utilise my skills to provide an essential service to the Australian community. Eventually I hope to aspire as a flight instructor and provide the next generation of pilots the opportunity to learn to fly. Without the Warnervale Airport and the CCAC, the opportunity to achieve

a lifelong dream of becoming a pilot would not be a possibility.

People in the community who are in support of the act are being misled into believing that the repeal of this act would see large jet and small jet aircraft utilising the airport. Terrain constraints will not allow a runway of sufficient length to be built to accommodate these aircraft. It is disappointing that influential members of our community are scare mongering the community into believing these inaccurate claims and preying on their ignorance to achieve an outcome that will ultimately be at our detriment.

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

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