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To: DPE PSVC Central Coast Mailbox
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Subject: 2020 03 09 Simpson, Justin Individual Warnervale Airport (Restrictions) Act 1996 Review

Categories: Submission filed in CM9, Reply Sent

The Director

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

Dear Director,

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

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

I live in Sydney's northern beaches and started flying around seven years ago. I'm a legal professional who has finally found time and money to do something I've always wanted to do – fly planes. I started my training at Bankstown airport but found the commute across busy Sydney traffic was stressful and tiring and the control tower put a whole lot of additional pressures on my flying training.

When I discovered Warnervale aerodrome it was a breath of fresh air. It's a beautiful little runway without the traffic and distracting radio requirements of Bankstown. Although it technically takes the same time to travel there from Newport it's a much more pleasant drive up the motorway through the national forest.

If Warnervale didn't exist, the stress and challenge of travelling to and from Bankstown would probably have ended my flying ambitions.

Andrew Smith and his team at Warnervale Air/Central Coast Aero Club and a professional, capable and friendly team that provided a training standard high above that I had received at Bankstown. I now have my pilot's licence and have recently purchased a 2 seat aeroplane that I hope to use at Warnervale on a regular basis.

I have heard the suggestions that big jets can land at Warnervale. That's simply not true. The runway isn't long enough for big jets to land. It's a shame that the opponents of the airport have to resort to lies to try to push their agenda.

Warnervale is the best place to learn to fly for anyone in the north of Sydney. Without it, people like me wouldn't be able to fulfil their lifelong dreams of flying and the airline industry would be without young capable new pilots coming through the system.

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 performing 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.

Kind regards,

Justin

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