
From: Lloyd Winney [lloyd.11@bigpond.com]
Sent: Thursday, 27 February 2020 2:08 PM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 10 Winney, Lloyd 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:

Today I received a brochure in my mail box telling me that Airport Promoters are trying to dump the 'WAR' Act and fly in Jumbo Jets into Warnervale. I can't believe that someone is allowed to promote such utter lies and deception scaring people into believing this is going to happen and therefore implement the 'WAR' act. This would cripple the operation of the CC Aero Club which has been in the same place operating for longer than most people have lived here.

My Father bought land down the end of St Johns Rd 47 Years ago where the planes have always flown over us and even now we live in Wyong where the planes still fly over us. This has had Zero impact on us for the past 47 years and never will as we know, there will never be Jumbo Jets flying into Warnervale for obvious reasons. If people don't like planes flying over them they should never have bought in this area. CC aero club are providing a great service to our community training young pilots chasing their dreams to become airline pilots all over the world, as well as giving many other people enjoyment just flying recreationally.

I can't believe that some of these councilors are so opposed and biased towards this airport with their sole aim just to close it down. This airport has the ability to create so many needed specialized jobs for the people living in the Central Coast and they are blocking this every time. This is a great injustice to the people of the Central Coast and the Council need to be stopped.

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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