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**From:** Colin Moore [colmoore7@me.com]  
**Sent:** Friday, 21 February 2020 2:06 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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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:

I began training as a pilot on small aircraft at Warnervale around 17 years ago. I now have children and would like them to have the same opportunity to learn to fly in a safe, low traffic, friendly club atmosphere - something that is only accessible on The Central Coast at Warnervale.

The club has been there for nearly fifty years and should not be hamstrung, discriminated against nor criticised for carrying out the regular business and activities of an aerodrome.

Local residents that have moved into the area have no right to object; the club was there first and home buyers and land holders moved in, knowing full well of the associated issues of living near an airfield.

These people should be told the obvious - if you didn't like it, you should not have bought in the vicinity and if you can't deal with it, sell up and move.

Local Council need to stand on the side of a great long-standing club that benefits many residents and visitors alike and not be lobbied by a few relative newcomers and their whinging!

The law should not be abused and twisted to cater to complainers who knew exactly what they were buying into and if they didn't, should have.

We can land the Flying Doctor Pilatus aircraft, the Westpac choppers and other rescue/emergency aircraft on this great established public site.

The club can use it for training and recreational purposes just as it is and, as technology progresses, aircraft may well become much quieter and cleaner in the foreseeable future.

The runway is well long enough already and there has been no submission to extend by the club - that was a media suggestion/rumour.

There are not many facilities like the Warnervale Aero Club left on the NSW coast, let's treasure what we have here in our beautiful Central Coast region and keep the aerodrome and it's activities ours and our children's.

**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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