
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Tuesday, 4 February 2020 2:32 PM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 4 February 2020 1:59 PM
To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Tue, 04/02/2020 - 13:58

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Bryan

Last Name: Greenfield

Name Withheld: No

Email: flash.89@bigpond.com

Suburb/Town & Postcode: Woongarrah 2259

Submission file: [webform_submission:values:submission_file]

Submission: Bryan Greenfield, 2 Warrigal Road, Woongarrah, NSW 2259 Dear Madam/Sir, This submission relates to the review of the Warnervale Airports Restrictions (WAR) Act (1996). I would like to see the act repealed. I have been a Central Coast resident since 1984. I live five minutes drive from Warnervale airport. I completed my secondary education nearby at Gorokan High School attending Warnervale airport for Year 11 work experience. This exposure to the aviation industry on the Central Coast assisted me to pursue a career in aviation. Currently I am a pilot with Qantas Airways flying the Boeing 787 Dreamliner on routes to Asia, London & North America. I am a member of the Central Coast Aero Club & part owner of an aircraft which is cross hired to the flying school for training & aerobatic joy flights. I believe the WAR Act (1996) was imposed as a result of concerns by residents about Warnervale airport becoming a facility to allow 24 hour per day unrestricted operation of heavy jet cargo aircraft up to the size of Boeing 747 aircraft. Having flown the B747 I find this suggestion amusing. Whilst their concern as a statement may be valid, the reality of such an undertaking from a commercial, environmental & operational perspective by individuals or businesses in the aviation industry is unlikely. Freight operations by land, sea & air are amply catered for by facilities in Sydney. Sydney airport has infrastructure to meet the needs of a dedicated air freight operation. A runway extension at Warnervale airport is not necessary. I would like to see it's runway length of 1196m approved. A flying school conducts pilot training. Learning to take off & land takes rehearsal to reach a proficient standard. During a typical lesson teaching these manoeuvres a student & instructor can complete anywhere between six & ten take offs & landings. By limiting the number of these movements to 88 each day imposes a significant impediment on the number of lessons which can be programmed. Inevitably due to Mother Nature the number of movements are reduced. Should the act remain in effect I would like to see the movement cap removed. Warnervale airport provides opportunities for both aviation & non aviation activities. My fourteen year old son is a member of the Australian Air League. He attends Warnervale airport each Friday night with other young boys who have an interest in the military & aviation. As well as providing employment & training, the airport facilitates tourism & supports local charities & emergency services. The airport is an asset whose current & continued operations are being hindered by WAR Act (1996). Kind regards, Bryan Greenfield

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