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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:

Warnervale airport , through the central coast aeroclub introduced me to other people sharing my same interests and provided me with an extended social and business network.

I also trained to become a pilot there , and ultimately recieved an unrestricted pilots licence.

Thereafter with a friend i met through the aeroclub , we purchased an aircraft . It was maintained by warnervale air at the time and we parked the aircraft on the aerodrome.

Being aviation minded and also a motor mechanic i have also been employed on a part time basis by both warnervale air and in recent times by central coast aeroclub.

I was willing to invest in hangarage at warnervale but due to no land being available

had to look further a field and ended up building a hangar at Cessnock.

As i live close to the Airport i would have much preferred to invest in my local area.

The airport has also provided a place for air cadets in the area to get hands on experience to compliment their training.

The airport provides an enroute , alternative to transient flights that may encounter bad weather or an inflight emergency as well as a refuelling pont.

Warnervale is often used by corporate aircraft visiting the area , fire fighting aircraft as well as medivac situations .

Over the years parachuting operations have made use of the airport , bringing tourists and thrill seekers to the area.

The Central Coast Aeroclub also provide joy flights fir the visiting public , access to aerial photography for the likes of real estates and tourism.

The Airport has been an integral part of my work and leisure time.

It is a essential asset to the central coast community and could quite easily accommodate related businesses to locate around it providing much needed employment and essential services.

The restrictions currently in place , hindering the day to day operation and restriction to the movements on the airport need to be lifted to ensure the continued operation of the Central Coast Aeroclub.

The Cap on movements on transient aircraft that may need to use the airport for safety or medical reasons.

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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