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**From:** Kate Purcell [katesjunk@randomsound.net]  
**Sent:** Monday, 17 February 2020 7:39 PM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** Warnervale Airport (Restrictions) Act 1996 Review

**Categories:** Reply Sent

The Director

Central Coast and Hunter Region  
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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 would like to be able to see the Central Coast Aero Club be able to continue their regular operations without the restrictions of the WAR Act that has been enacted by council's action in reportedly lengthening the runway.

I have attended a number of social events as the partner of a current board member who is also a student pilot of the Central Coast Aero Club. The great highlight is the annual Christmas party whereby Santa Clause arrives by plane to deliver all the presents to the kids. I have bought interstate relatives to witness this fun afternoon. I would hate to see Santa be unable to arrive in this spectacular way either because 88 arrivals and departures have happened that day or because the Aero Club has been put out of business.

The Aero Club runs discounted Try and Fly days as an introduction to anyone who might be interested in learning how to fly. They hold annual Fun Flight days for disadvantaged children and their families and carers. I've gone up on joy flights and

have also been up with friends and family from the local area, interstate and overseas for a great tour of the Central Coast. My partner is learning to fly, as are many other people and it's great to follow their progress. Some of these learners actually travel specifically to the Central Coast to have their lessons due to the unique airspace due to our proximity to military airspace in the Hunter and also less air traffic so that more training is able to be achieved during the lesson. With a restriction on 88 movements a day, these specialty days, joy flights and lessons would become severely limited making it difficult for people to book. As soon as it's difficult for people to attend an event, they will generally go elsewhere. Without these bookings, the Aero Club will become financially unviable and money that could have been spent on the Central Coast will be lost.

While I don't live directly by the airport, I regularly have small planes flying around my house and it's great to watch them in action. Nobody supports Warnervale Airport being adapted to accommodate larger airplanes - this in itself is unnecessary due to Sydney airport in the South, Newcastle airport in the North and the soon to be built Badgerys Creek airport in the West.

I personally believe that the Central Coast Aero Club has been a great asset to the Central Coast for the last 47 years and could continue to bring tourists and aviation enthusiasts to the Central Coast for the next 47 years. The Aero Club are asking to continue their operations without draconian restrictions with the support of the council and residents of the Central Coast, and they have this support from many.

**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

Kate Purcell

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