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Sent: Friday, 28 February 2020 2:21 PM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 11 Taylor, Christopher Individual 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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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:

I reside 18km to the north-east from Warnervale airport, and work 13km from the airport in the Central Coast Council area as a medical practitioner, and have done so the past 26 years. I have never found the aircraft in the area to be noisy, intrusive or disruptive. I appreciate the presence a local airfield with quick access to allow for emergency transport for patients and services that are unsuitable for helicopter or road transport including aeromedical transport.

As the summer has indicated, it is important to have local and quick access for firefighting aircraft, especially given the large areas of bush that surround the Central Coast. A local base for these aircraft should be considered to be of paramount importance.

As has been proven in the USA, local airfields bring income and facilitate industry by welcoming visitors to their areas. The Central Coast Council has an excellent opportunity to emulate this by assisting the development of an avionics and maintenance industry, enabling increased local employment opportunities in skilled

industries.

The presence of a local airfield also would enable setting up a venture for tourists with scenic flights, showcasing the Central Coast to more of the world.

The existence of an airfield between Newcastle and Sydney is important for safety and emergency reasons for overflying aircraft, who, in the event of an emergency, would require an airfield to land.

Given the size of Warnervale airport there is no possibility of passenger jet aircraft being able to use the airport. To suggest otherwise is ridiculous. The take off and landing distances required by jet aircraft may be found in the aircraft specifications readily available on the internet. These distances exceed the available runway length at Warnervale, so the suggestion this will happen is spurious and misleading.

I fully support the continued existence of Warnervale airport and encourage the Central Coast Council to retain it as a vital facility.

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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