
From: Geoffrey Kent [geoff@jmkexcavations.com]
Sent: Saturday, 15 February 2020 3:53 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
PO Box 1148
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:

Director, I have been a resident of the Central Coast for over thirty years. During that time I have become more and more aware of the importance of maintaining a viable airport for the over 340,000 residents of the greater coastal area. I currently live directly under the flight pattern for aircraft conducting training and also the general circuit pattern for aircraft taking off and landing at Warnervale. I have never encountered any adverse noise or inconvenience from aircraft overhead.

I believe it is essential that aircraft movements remain unrestricted and that the Warnervale Airport Restrictions Act was put in place as a "knee jerk" reaction to some over-zealous miss information relayed to the public many years ago. There is and never has been, any intention of landing large jet aircraft at Warnervale. The entire airfield does not physically lend itself to such operations and the members of the Central Coast Aero Club who I have spoken to, and the meetings I have attended certainly agree with this assumption.

The Warnervale Airport and Central Coast Aero Club have trained many many pilots who have gone on to commercial operations with some of our major airlines. It is vital

for training. Also, medical services utilise Warnervale Airport as it is in close proximity to Wyong hospital. The hospital itself has undergone several expansions over the years and, I'm sure, having Warnervale airport close by gives the hospital a certain benefit with regards to the transfer of emergency patients.

Recent bushfire activity has highlighted the importance of the Warnervale Airport for re-fuelling and support services.

Over-riding all of these benefits to the general public is the access provided to the general private and recreational pilots of the Central Coast and surrounds.

Warnervale Airport is a significant asset for the Central Coast and the greater community. I do not believe that there is any case to restrict the aircraft movements to or from the airport.

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

Geoffrey Kent

geoff@jmkexcavations.com

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