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Sent: Monday, 17 February 2020 4:59 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
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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:

During my Hobby "Career" as a Flight Instructor, CFI., Chief Pilot, and CASA ATO, - eventually an Independent CASA ATO, I have found the Warnervale Airport a most valuable Community Airfield, as it is a small airfield, a challenge for Students doing Navigation exercises to find, and then to approach and land. I also used it when testing Students for their Private Pilot Licence. It has served the Central Coast Community wonderfully for over 40 years, and has an excellent reputation in General Aviation as a highly Professionally run, and very effective Aero Club. Modern Communities now include very intolerant Australians, and some who have NO interest and in fact dislike Light Aircraft operating near them, show real selfishness in challenging the operations whenever they can. At my Aero Club, Royal Newcastle Aero Club, we have suffered similar persecution by people who simply do not like what we do. They unfortunately use personal and political opportunities and contacts to restrict us whenever that is possible. I have watched this for some fifty years now at RNAC, I challenge these people as UNDEMOCRATIC and very selfish! Our Airfields also provide emergency assistance in many of the nasty events which Nature thrusts

upon us all. I am sure that the airfield was VERY useful during the recent bushfires, and has been very useful on many occasions over those forty and more years, as has our Rutherford Airfield. Flying "For the Love of it" is very beneficial to all of Society. EVERY Pilot has a VERY STRONG level of SELF CONTROL, and has good skills in movement and separation judgement. This means that on our roads they are invariably safer drivers, as they judge separation, closing rates, distances, and other skills which apply to driving as well as to flying. the VAST majority of Australians have respect for and value their local airfields and those who teach flying there. Reducing movements to 88 daily is ludicrous, as is clearly explained below. It will destroy the Club, and the Central Coast will be very much worse off for that. The complete history of that airfield should be published, as it was used in wartime by our Forces. I STRONGLY OPPOSE any changes which might threaten the wellbeing of that valuable Airfield and all who operate on it! The Act is not only IRRELEVANT and UNNECESSARY, it THREATENS the future of that valuable asset for it's large nearby Community!

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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