
From: David Markham [davidmarkham@live.com.au]
Sent: Monday, 24 February 2020 1:45 PM
To: DPE PSVC Central Coast Mailbox
Subject: 2020 03 09 Markham, David Individual 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:

The Warnervale airport has been in existence for 47 years providing light aircraft facilities & flight school to support the ever decreasing flight training options in Sydney & the greater area.

The WAR Act which was politically implemented at a state level out of sheer greed so a Labour candidate could get elected, was ill thought of & due to the illegal extension of the runway by Wyong Council from 1500m to 1800m has now enacted the WAR Act.

The WAR Act must be repealed. There is no case to answer that it needs to remain in order to ban jet aircraft from using Warnervale airport as the runway is simply not long enough for jets.

The WAR Act is a huge burden on flight operations in & out of Warnervale & should be at least heavily modified to allow light aircraft under 5700kgs unhindered movements & ban jet aircraft.

But then to ban jets is irrelevant as they can't land there anyway. The runway is not

long enough.

The Warnervale airport is vital to my flying. I regularly take friends for scenic flights around the Central Coast & they all love it & get a real appreciation of the spectacular coastline & waterways.

If the WAR Act is not removed, this will spell the end of the flight school & Aeroclub & even more importantly, the end of a facility that has an enormous potential for jobs on the Central Coast.

The Warnervale airport can become the envy of other councils with the right vision & still protect sensitive environmental areas which it has done so for the last 47 years.

Thankyou for your time.

David Markham.

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

David Markham
davidmarkham@live.com.au
Forresters Beach 2260