

21 October 2020

# Central Coast Airport RESISTANCE GROUP INC.

Central Coast Airport Resistance Group Inc.  
216 Yarramalong Rd  
Wyong Creek  
NSW 2259

The Warnervale Airport (Restrictions) Repeal Bill 2020 Inquiry Committee,

Comments regarding Warnervale Airport (Restrictions) Repeal Bill 2020 debate Mr Adam Crouch speech

Dear Committee Chair,

The Central Coast Airport Resistance Group (CCARG) request that the NSW Government supports the resolutions of the majority of Central Coast Councillors, the Central Coast Community and the Central Coast Aero Club, in ensuring Warnervale ALA remains as it is today.

Central Coast Councillors have resolved at least six times to retain Warnervale ALA as it is. Councillors first resolved to retain Warnervale ALA as it is when they rejected the exhibition of Central Coast Council staff's Aviation Hub Master Plan (Master Plan) proposal on 27 November 2017. The seven stage Aviation Hub proposal culminated in an 1800m passenger jet airport by 2033. Councillors went on to reject Aviation Hub exhibition rescission motions by a minority of Councillors on at least five occasions, with the last rejection and confirmation that Warnervale ALA stay as is with a vote of 6 for rescission and 8 against, occurring on 11 June 2019, just three months prior to the Warnervale Airport Act review announcement.

Minutes of the Ordinary Council Meeting of Council 11 June 2019 Cont'd

8.1 Rescission Motion - Draft Aviation HUB

Moved: Councillor Best  
Seconded: Councillor McLachlan

Document tendered by  
*Louie Eyes*  
Received by  
*Louie Eyes*  
Date: 30/10/20  
Resolved to publish Yes

759/17 That Council not alter the position, length, width, thickness or strength of the current runway.

For:  
Councillors Gale Collins, Pilon, McLachlan,  
Holstein, Marquart and Best

Against:  
Mayor Smith and Councillors Matthews,  
Mehrtens, Sundstrom, Greenaway, Vincent,  
MacGregor and Hogan

*The Rescission Motion was put to the vote and declared LOST.*

The CCARG comment below on your Warnervale Airport (Restrictions) Repeal Bill 2020 speech in the Legislative Assembly, with Mr Crouch statements from Hansard italicised.

1. To buy a property next to an airport and then complain about airport noise seems strange. When one moves next to an airport one expects to hear aircraft noise.

Residents have every right to complain about an airport that should never have been built.

On June 25, 1973 the secretary of The State Planning Authority of New South Wales wrote to the Shire Clerk, Wyong Shire Council, objecting to the construction of an airfield at Warnervale:

Dear Sir,

Lot 51, Portion 54, Lots 10 and 11,  
Portion 58, off Sparks Rd., Warnervale.

I refer to the Council's letter of 29th March, 1973, concerning the proposed establishment of an aerodrome for light aircraft on the above site.

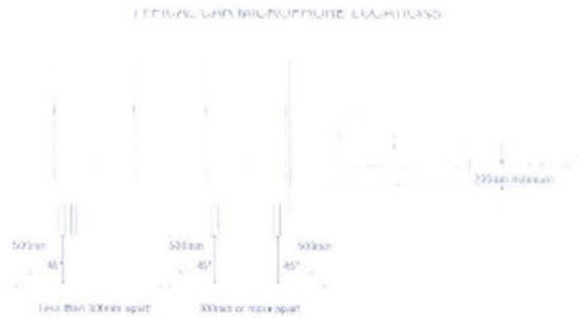
2. Consideration has been given to this matter and the Authority has decided to raise objection to the construction of an airfield in this location for the reasons that:-

- (a) the proposal may have an adverse effect on the strategic studies of the Wyong area; and
- (b) the likely effect of the proposal on the creek system in this area cannot be determined at this stage.

Further, the Warnervale Airport (Restrictions) Act 1996 has successfully protected residents from any expansion of Warnervale ALA since 1996. Housing has been built since 1996 and new residents have moved in on the basis that the Act protects the new residents from any airport expansion, which includes night flying. Since 2015, the Act has protected against movements exceeding 88 per day following the well known and well publicised construction of a new 1196m long, 10m wide and 12,000kg capacity runway. Hundreds of homes have been constructed and thousands of residents move into the area in the knowledge that the Act protected them from any expansion and aircraft noise. However it now appears the residents were mistaken, because the NSW government is in the process of repealing the Act that the residents relied on to maintain their amenity. In fact there may be a question of liability when hundreds of residents have built under the assumption that Act protected their home, their principle investment in life, only to have it and their amenity devalued by government repealing the Act, including the 88 movement limit that applied from 2015.

2. *The noise from a Cessna is quite bit (sic) less than a souped-up Holden.*

Below are the microphone positions for the National Transport Commission motor vehicle noise tests. The microphone is 500mm from the tail pipe and the maximum allowed EPA noise level for a post 1983 vehicle is 90 dB(A).



Below is the 2012 noise test for a Cessna 172 carried out for Alps-Adria Accoustics Association "Community Noise Analysis of GA Aircraft." At a distance of 93m and an altitude of 300 ft the noise level of the Cessna is 88.5 dB(A).

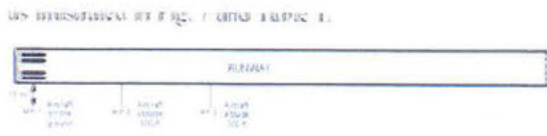


Fig. 7 Measurement positions

Measurement position	Aircraft altitude	Speed knots	Approximate distance to noise source (m)
1	0	50	15
2	100 ft	60	34
3	300 ft	60	93

Environment noise: 38 dB(A)

Noise measurement	Noise measurement at position, SPL, dB(A)		
	1	2	3
1	76,0	87,0	88,0
2	78,2	88,0	89,0
3	77,0	87,6	88,5
Average	77,1	87,5	88,5

Maximum A-weighted Sound Level

Table 3 Noise measurement at Varaždin, LDVA

### 5.3. Differences between measured aircraft noise levels at Lučko (LDZL) and Varaždin (LDVA)

Go to the site below and many other sources to discover the inverse square law. <http://hyperphysics.phy-astr.gsu.edu/hbase/Acoustic/isprob2.html>

You can explore numerically to confirm that doubling the distance drops the intensity by about 6 dB and that 10 times the distance drops the intensity by 20 dB.

While the claim of a noisier Holden is correct when the 90 dB(A) noise level of the Holden is measured 500mm from the exhaust pipe, the inverse square law ensures this would not be the case with the Holden noise level about 45dB(A) at 300 ft. Clearly at 300 ft altitude and 88.5dB(A) as they climb to their 1,000 ft circuit altitude, the Cessna is far noisier.

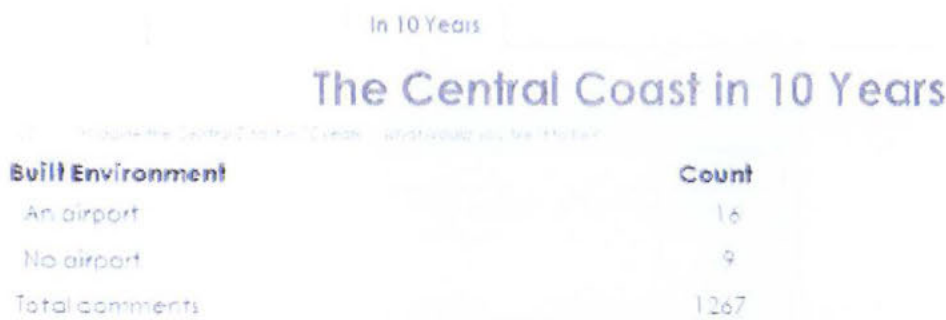
While the Police could stop the noisy Holden driving past your home every few minutes, there is little the hapless residents can do about the 88.5dB(A) Cessna flying over their homes day in day out and all day Saturday and Sunday.

### 3. My concern was not isolated. It was shared by many in the Central Coast Community I serve.

While the 190 Central Coast Aero Club ordinary flying members (ASIC financial statement 2018) represent a miniscule self interest group, they and their backers, the national Aircraft Owners and Pilots Association (AOPA) are certainly not, *many in the Central Coast Community*.

While the CCARG accept the now 1196m long 10m wide Warnervale ALA is to stay as it is, there is no support for an airport in the wider Central Coast community and as a consequence little or no support for repealing the Act, when the opinion of 350,000 residents is considered.

Central Coast community opinions on the future of the Central Coast and hence the airport were sought through the 18 month Community Strategic Plan consultation process, involving the opinions of 7,400 residents, finding NO support for an airport. Indeed there is no airport included in the final Community Strategic Plan. Drilling down into the detail, in answer to the question *"imagine the Central Coast in 10 years....what would you like it to be?"*, 1.26% of 1267 respondents said an airport and 0.7% said no airport. Council also conducted an independent phone poll of 1012 residents, asking *"thinking of the next 10 years, what do you believe will be the highest priority issue within the Central Coast area?"* an airport was not mentioned with responses recorded down to 5% of respondents. It is clear from these Council staff surveys, and the independent phone poll, an airport is not supported by the 350,000 residents of the Central Coast and yet you say *My concern was not isolated. It was shared by many in the Central Coast Community I serve.*



The stage 2 telephone survey compares closely with the stage 1 in person survey below.

### Priority Issues for the Next 10 Years – Comparison to Stage 1



The priority issues for the next 10 years that respondents described in the survey showed strong similarities to the responses given in stage 1 of the community engagement process, as when residents believe will make the Central Coast better. Specifically, in both surveys, the most frequent issues mentioned focused on roads and transport, followed by the built environment. Employment, however, appeared to be an issue at the top of mind of respondents in this survey to a greater extent than those in stage 1.

The CCARG represents the interests of the entire Central Coast Community which not only includes the residents surrounding Warnervale ALA, but also the wealthy Terrigal electorate. The CCARG are not just protecting residents from aircraft noise, or the destruction of the natural environment, but also attempting to stop the plundering of the public purse to the tune of over \$500,000 per year to support airport losses and from further wasted expenditure on expanding the airport which has amounted to over \$10m since 2015 with not a single job created. This review in itself, the second in two years, would have cost the community tens of thousands of dollars directly and indirectly.

The suburbs of Mr Crouch's Terrigal electorate, containing the suburbs listed below are the most advantaged on the Central Coast and include that of the of the Aero Club. The suburbs over which the pilots fly out of Warnervale include Wyong the most disadvantaged suburb and Watanobbi the 6<sup>th</sup> most disadvantaged suburb on the Central Coast.

Avoca Beach, Bensville, Copacabana, Daleys Point, Davistown, Empire Bay, Erina, Erina Heights, Forresters Beach, Green Point, Hardys Bay, Holgate, Killcare, Killcare Heights, Kincumber, Kincumber South, Lisarow, Macmasters Beach, Matcham, Mount Elliot, North Avoca, Picketts Valley, Pretty Beach, Saratoga, Springfield, St Huberts Island, Terrigal, Wagstaffe, Wamberal, Yattalunga.

## Central Coast Council area

SEIFA by profile area

In 2016, Holgate - Matcham - Erina Heights had the lowest level of Disadvantage in the Central Coast Council area, with a SEIFA index score of 1,118.9.

Central Coast Council area's small areas and benchmark areas

Area	2016 index	Percentile
Holgate - Matcham - Erina Heights	1,118.9	99
Forresters Beach - Wamberal	1,080.0	91
Coastal District	1,078.9	90
Avoca Beach - Picketts Valley - Copacabana - MacMasters Beach	1,078.6	90
Terrigal - North Avoca	1,071.3	88
Valleys	1,069.1	87
Australia	1,001.9	46
New South Wales	1,001.0	45
Warnervale - Wallarah - Bushells Ridge	995.2	43
Wyong Ward	982.2	36
Wadaiha	980.2	34
Wyong District	945.7	20
Watanobbi	911.2	12
Wyong	859.7	6

The Act is all that Wyong and Watanobbi, the most disadvantaged communities on the Central Coast have to rely on to protect themselves from the pro airport Council staff and aircraft noise. It is ironic that the most disadvantaged community subsidises the pilots mainly of the most advantaged community to the tune of over \$500,000 per year or at \$1,000 per year in rates over 500 ratepayers or most of the homes in Watanobbi.

*4. Some 75% of the 939 unique written and verbal submissions received supported the Act being repealed. They were not form letters-unique written submissions were received to say the Act needed to go.*

In fact the Act review says on pages 6 and 16

*Of the submissions:*

*908 were from the general community. Of these, 79% were 'form' letters (non-unique), being standardised letters dealing with frequently occurring matters.*

*Of the submissions:*

- 908 were from the general community. Of these, 79% were 'form' letters (non-unique), being standardised letters dealing with frequently occurring matters.*

It is incorrect to say *They were not form letters-unique written submissions were received.....*As the review states, 79% were form letters (non-unique). It is more than disappointing to see this fundamental point misrepresented in Parliament.

*5. It is crucial that we give some certainty to the airport's operator, the Central Coast Aero Club because its license expires later this year.*

The Aero Club has certainty. A majority of Central Coast Councillors have consistently resolved to maintain the Warnervale runway as it is, to support the Act and to support the Aero Club. Now the 88 movement limit has been removed. Surely certainty does not get any better than that.

Of course the license does not expire until August 2021, not later this year. It is disappointing to see this simple fact can not be presented correctly to Parliament.

According to page 21 of the Act Review it is in fact "The Central Coast Council, as the Aerodrome Operator, has particular rights of control with respect to operations at the ALA."

*The Central Coast Council, as the Aerodrome Operator, has particular rights of control with respect to operations at the ALA. These include devices such as curfew, types of aircraft operations restrictions and 'Fly and again on page 36 of the Review*

*Overall, the Act appears intended to control and restrict operations and development at the aerodrome with an intent to ensure process is followed by the Central Coast Council as the Aerodrome Owner and Operator.*

This apparent conflict as to who is the Operator needs to be clarified.

*6. The member for Wyong mentioned previous council plans that have scared the bejesus out of the community. What he did not mention was a public campaign being run by certain interest groups in the community. Flyers with jumbo jets all over them saying "This is what was going to happen" are being distributed.....We will not be seeing 737's landing at Warnervale at any time.*

The CCARG distributed flyers during the submission period for the Act review and as such we take issue with the misrepresentations made above.

The CCARG flyers attached do NOT have jumbo jets on them. A jumbo jet or B747 has four engines and looks nothing like the A320 on the flyer below.



The CCARG flyers have four images of an Airbus A320 above, on just two thirds of one side of the flyer.

The flyer asks for the Act to be kept intact and says:

**KEEP THE ACT INTACT**

Today it is only the Warnervale Airport Restrictions Act 1996, the NSW law, that protects you and your neighbourhood from the proposed jet airport plan, to fly at least forty Boeing and Airbus passenger jet movements every day from Warnervale Airport.....over your home.

The statement in the flyer is correct. Page 163 Attachment 8 of the second to bottom line from the Master Plan below forecasts 40, B737-800/A320/FK70 movements per day by 2030. The entire flyer is attached to this letter, however as can be seen from the above, the flyer does not state, "This is what was going to happen", it states "Today it is only the Warnervale Airport Restriction Act 1996, the NSW law, that protects you and your neighbours from the proposed jet airport plan."

It is very disappointing to have our flyer misrepresented in Parliament.

Table 2 - Forecast annual and daily movements for 2025 and 2030

Aircraft type (fixed and rotary wings)	2025 Movements		2030 Movements	
	Annual	Daily	Annual	Daily
C150/PA28K172/C182/HQ207/BE36	96,000	126	50,000	136.98
PA44B76PA30/P31/A30	1,960	5.36	2,260	6.02
NS007/BM750/PC127/B210/C441/FC20B/LJ	5,000	13.69	5,860	16.34
L135/145/C172/ATON 500 or 600	600	1.64	800	2.19
DHC-302/METRO/ATR72/AS50/58/34	17,400	47.67	5,840	16
B737-800/A320/FK70	-	-	14,680	40
B727/744/B206/BH97/AS50/A109/AS135	1,110	3.01	1,320	3.61

The Master Plan has the Airbus A320 and Boeing B737-800 listed below as aircraft to use Warnervale in Stage 6 (2033). Lightly loaded these aircraft can use the 1800m, 30m wide runway and CASA exemption to fly all over the east coast of Australia. Of the 42 aircraft listed, 27 are pure jets.





Table B: Lots count within N65 contours at Central Coast and Lake Macquarie

N65	Lots within Central Coast	Lots within Lake Macquarie	Total number of Lots
2025	5,745	525	6,270
2035	10,870	7,465	18,335

The flyers correctly show the N65 noise contour from the Master Plan with the contour running over 18,366 lots from Somersby and Ourimbah, over Wyee and on to Morisset Park on Lake Macquarie.

*7. The restrictions have cruelled the aspirations of many young Central Coast pilots who were forced to go elsewhere to get their flying hours up to obtain and retain their pilot licences.*

Nothing has changed at Warnervale ALA with respect to pilot training. Night flying is not allowed as pointed out on page 22 of the Act Review.

and flow-control. For example, Warnervale ALA is currently permitted to operate only during daylight Visual Meteorological Conditions (VMC) because it does not have instrument approach systems or lighting for flying after daylight ends or begins.

Student solo flying and student dual flying prior to the attainment of the General Flying Progress Test level and its recent replacement has never been allowed on Warnervale ALA.

**4 - WHICH TYPES OF OPERATIONS MAY BE CONDUCTED FROM A LANDING AREA?**

4. Aeroplanes engaged in the following operations may use a landing area:

- (a) private;
- (b) aerial work—excluding student solo flying and student dual flying prior to successful completion of the General Flying Progress Test; and

The Aero Club and Council staff have not enforced the limit on movements and the Minister waved the limit in 2019, so that is not an issue.

There appears to be no substance to the claims made regarding aspirations of young Central Coast pilots being cruelled.

*8. Recently the air ambulance had to stop flying into Warnervale Airport because of the trees. They have written to Council saying they cannot fly into the airport because of the untrimmed trees at the end of the runway.*

AirMed actually said in the Chief pilot's letter to Council:

Dear Sir,

AirMed perform over 3000 non-emergency patient transfers each year, both within NSW and interstate.

With the current runway reductions at Warnervale (YWVA), AirMed are no longer able to operate aeromedical flights into or out of Warnervale airfield, as the available runway length and obstacle clear take-off gradient is inadequate for suitable aircraft.

Please advise when the runway length and take-off gradient improves, so we can re-evaluate the situation. Thank you,

Note the AirMed patients are NON urgent. No other air ambulance or other air evacuation organisation has withdrawn services. The Act has nothing to do with AirMed's decision.

Virtually all medical evacuation and indeed all emergency services including fire fighting on the Central Coast is undertaken by helicopter. Warnervale ALA is suited to helicopter use as are numerous other facilities throughout the coast. As the Aero Club publicise the AirMed use of Warnervale, their use appears to be just twice in the past two years. When Air Med last used Warnervale the trees were there and have not grown to any degree since, so there is no change in any perceived safety issues that were not there last year or the year before. The CCARG has requested information from the AirMed CEO regarding their use of Warnervale, the aircraft used, the runway lengths required, the number of times used over the past five years, however no information has been forthcoming.

*9. The fact that the review found the Act adds complexity for pilots really sounded alarm bells for me, as it should for every member of this House.....safety risks we simply cannot allow.....*

The Review said on page 36:

*In the case of aviation operations there are more appropriate references to ensure that pilots and the flying public are informed and aware of aerodrome considerations and in the case of an emergency, would be unlikely to have the time or awareness of an Act that manages aviation operational information at any particular aerodrome, especially where for a unique and unprecedented piece of legislation. In this regard enforcement of the Act presents potential operational, compliance and safety risks.*

The Review says above it is the "enforcement" of the Act that presents potential operational, compliance and safety risks, not the Act itself. Therefore there is not and never has been any safety risks associated with the Act as Council staff and Aero Club have not complied with the Act and it has never been enforced, as can be attested to by reviewing Council movement records. To believe a landing in emergency would be refused is fanciful and all emergency landings are exempt the restrictions in the Act.

Further, if it is the movement approval system that is seen as the issue, it is still in force, as can be seen below in the September 2020 movement records, even though the movement limit was removed a year ago. It would appear that the notification is a revenue measure to prevent itinerant pilots using Warnervale ALA without paying a fee and has nothing to do with Act compliance. However the movement limit has been removed, therefore the Act can now stay in place, now it presents no safety issues at all.

Warnervale Airport: September 2020 Movement Data

Date	Total Mvmnts	W.A. Mvmnts	Local Mvmnts	Itinerant Mvmnts	Mvmnt Rqsts Rcvd	Mvmnts Apprvd	Mvmnts Dcld
1/9/20	91	70	19	2	4	2	2
2/9/20	132	108	19	5	22	22	0
30/9/20	71	54	17	0	28	28	0
Total	3397	2626	617	91	516	514	2

10. There is a multitude of compelling safety, economic and environmental reasons that mean the current restrictions should be lifted so Warnervale airport has a viable future and the Central Coast has a viable airport.

The current booming Warnervale ALA must be a dream come true and all on the existing ALA. As can be seen from the movement figures above, Warnervale is booming with movements up from 2202 in September 2018 to 3397 in September 2020, a rise of 54%.

Apart from the movement limit which has been removed, there clearly there are no compelling safety, economic or environmental reasons for repealing the Act and the viable future for Warnervale airport is already here in the form of booming movements, a vast improvement on movements of two years ago.

Therefore the data provided is the number of combined movements (landings, takeoffs and touch & go's) on a monthly basis as follows:

- Jan 2018 - 1987
- Feb 2018 - 2148
- Sept 2018 - 2202

Airport Operations  
Central Coast Council

The Central Coast Aero Club has just announced in the local media that "It's the busiest we've been in our history". This aviation boom at Warnervale ALA is occurring with the Act in place, demonstrating that there is no economic justification to repeal the Act.



IT'S THE BUSIEST WE'VE BEEN IN OUR HISTORY!

The number of keels keen to take up flying has reached new heights, with Central Coast Aero Club reporting business is up 200% in recent months.

While the nation's travel industry remains at a standstill due to the coronavirus pandemic, regional flight schools like the one at Warnervale airport say they've never been busier.

The Aero Club's general manager Andrew Smith says additional pilots and engineering staff have been recruited, and new aircraft put based to try to keep up with demand.

Mr Smith attributes the new found interest to business people seeking alternative ways to commute, as well as those who want to fulfil a life-long dream of being a pilot.

Photo: ABC Central Coast

Further it is clear that the EEC trees to the north of Warnervale ALA are NOT a safety issue as the pilots would not fly out of Warnervale were that the case, as put below on page 21 of the Review. Further, the Review states Warnervale is suited to day use only, which specifies a 5% clear slope for takeoff and approach. The 5% slope leaves the EEC trees to the north intact while still providing 709m of runway as a minimum for a northern takeoff. The Cessna 150 used by Warnervale Air for training purposes requires just 578m for a safe take off on a 40 deg C day. The Review Team is in error to say the EEC trees are a safety risk and further in error by using a 2.5% slope in their calculations on page 23 of the Review, rather than the 5% slope for day use.

Warnervale Airport is an 'Aerodrome' and, by regulatory definition, an 'Aircraft Landing Area' (ALA). An ALA is of lower prescribed operating standards than a Certified or Regulated Aerodrome. ALAs are limited in the type of operations that can be carried out, and place a high level of operational requirements on the pilot.

CASA ALA Guidelines CAAP-92 makes it clear the onus is on the pilot to ensure the ALA is satisfactory. Therefore the Warnervale ALA is safe according to the pilots that use it.

8.2 A pilot should not use a landing area without taking all reasonable steps to ensure the physical characteristics and dimensions are satisfactory. For aenal

Please accept the foregoing comments on Mr Crouch speech as constructive criticism. The CCARG deal in the facts, not rhetoric and we would appreciate the discussion on Warnervale ALA to be guided by the facts.

The Act has a number of important functions as well as providing for the independent assessment of environmental and noise studies and giving residents within 7.5km of Warnervale ALA the opportunity to voice their opinion on any expansion plans. The Act limits the runway to less than 1200m, as Planning Minister Refshauge rejected Council's once only application for a longer 1600m runway in 2001 and ensures that the still valid 1800m runway consent Council granted to themselves in 1993, can not proceed. As the Review stated, Warnervale ALA is only suited to flying in daylight hours, therefore the curfew in the Act is no longer required.

While the CCARG accept the removal of the 88 movement limit at Warnervale ALA, there is clearly no justification for repealing the Act. The basic provisions of the Act have always been in place purely to stop the expansion of Warnervale ALA, which it has achieved to date. Warnervale ALA is successful as built and requires no expansion or alteration to continue to successfully service the Aero Club and community.

The CCARG request that in light of the facts the Government support the democratically elected Central Coast Councillors and community representatives resolutions to retain the Act and the Warnervale ALA as it exists now by ensuring the Liberal party do not support the Act Repeal Bill in the Legislative Council.

Yours sincerely

Central Coast Airport Resistance Group

## THIS IS A JET NOISE & ENVIRONMENTAL ALERT

The only way you can protect yourself from aircraft noise, potential loss of home value and unwanted jet pollution is to make a submission to the NSW State Government review of the Warnervale Airport Restrictions Act 1996, demanding that the **ACT is KEPT INTACT**.

A proposed Warnervale jet airport, to compete with Newcastle, Sydney and Badgerys Creek airports is not viable, desirable or necessary.

To have a voice and be heard, you must make your submission before 28 February 2020.  
**Please make a submission today.**

We have provided important information and made it easy for you to make a submission  
Just Google:

[centralcoastairportresistancegroup.com](http://centralcoastairportresistancegroup.com)  
or [ccarginc.com](http://ccarginc.com)

click the online submission on the home page and make your submission using the choices available.

Or go to the **Have Your Say** portal on the NSW Department of Planning website to make a submission.

**Central Coast Airport  
RESISTANCE GROUP**  Inc.

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# WARNING

## JET AIRCRAFT NOISE & POLLUTION ALERT

AIRPORT PROMOTERS WANT TO DUMP THE LAW (WARNERVALE AIRPORT RESTRICTIONS ACT 1996) THAT PREVENTS PASSENGER JETS OPERATING FROM WARNERVALE AIRPORT. PROTECTS THE WATER SUPPLY AND SAVES THE PORTERS CREEK WETLAND AND FAUNA CORRIDORS FROM DESTRUCTION. YOUR NEIGHBOURHOOD, HOME VALUE AND THE ENVIRONMENT COULD BE SEVERELY IMPACTED.

**DON'T LET THEM DUMP THE LAW.**

# KEEP THE ACT INTACT



# WARNING

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# KEEP THE ACT INTACT

## KEEP THE ACT INTACT

Today it is only the Warnervale Airport Restrictions Act 1996, the NSW law, that protects you and your neighbourhood from the proposed jet airport plan, to fly at least forty Boeing and Airbus passenger jet movements every day from Warnervale Airport.....over your home.

We want the law kept intact to retain the existing curfew and 88 flight per day restriction, which does not include emergency flights and to limit the size of the airport, while protecting our precious wetland and environment.

You should demand that the Warnervale Airport Restrictions Act 1996, currently the law in NSW, is kept *intact*.

To have a voice and be heard, you must make your submission before 28 February 2020.

**Please make a submission today.**

We have provided important information and made it easy for you to make a submission Just Google:

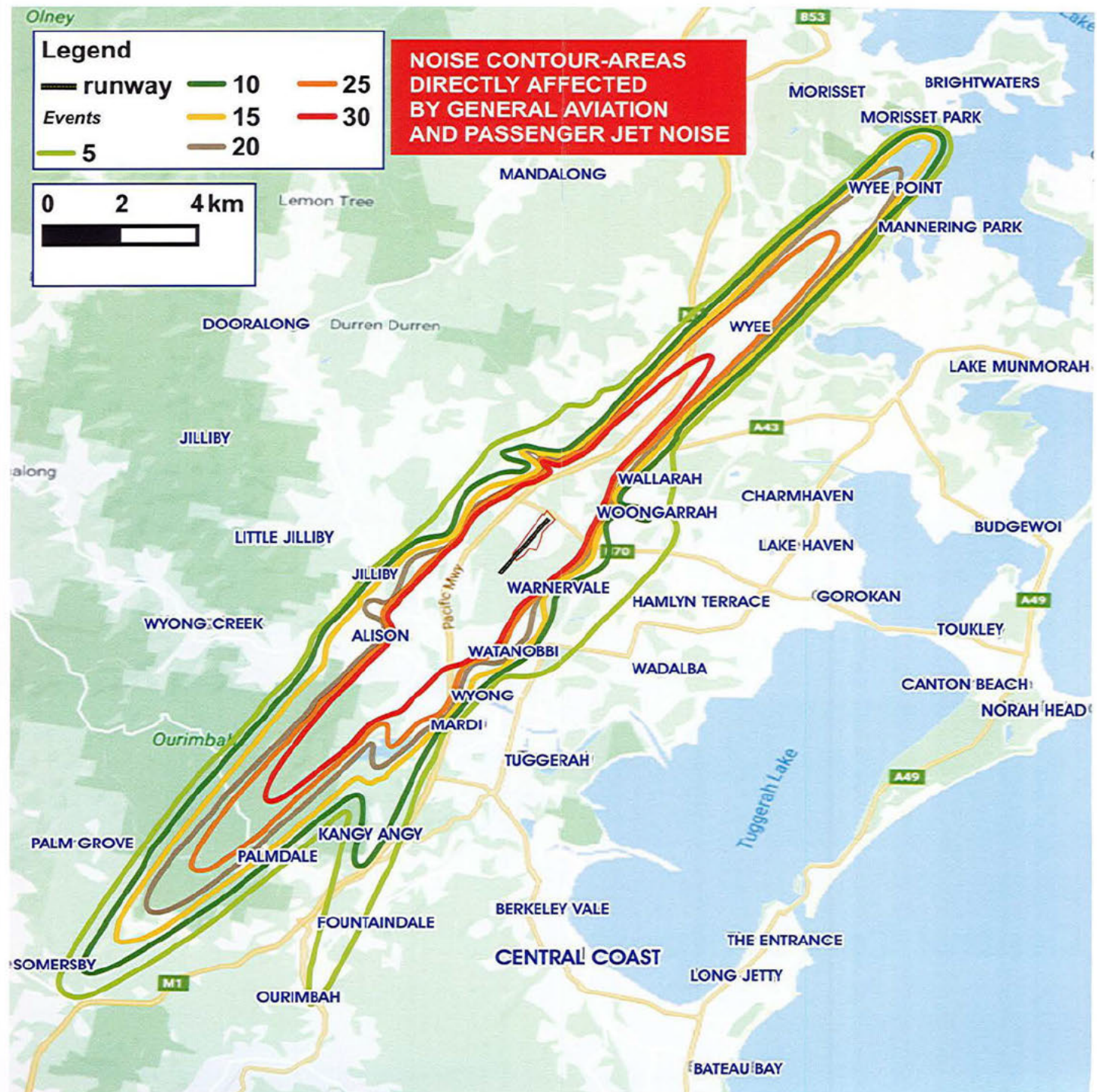
[centralcoastairportresistancegroup.com](http://centralcoastairportresistancegroup.com)  
or [ccarginc.com](http://ccarginc.com)

click the online submission on the home page and make your submission using the choices available.

Or go to the **Have Your Say** portal on the NSW Department of Planning website to make a submission

**Central Coast Airport  
RESISTANCE GROUP**

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\* ALL MAP AND CONTENT IS USED FROM GOOGLE MAPS \* NOISE CONTOUR IS FROM CENTRAL COAST AVIATION HUB NOISE ASSESMENT FIGURE 11:N65-2030 (02LH-20RH)