

**Submission
No 3**

INQUIRY INTO WARNERVALE AIRPORT (RESTRICTIONS) REPEAL BILL 2020

Organisation: Your Central Coast Airport Association

Date Received: 23 October 2020



Your Central Coast Airport Association Inc.

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Friday, 23 October 2020

The President
NSW Legislative Council
Upper House Committees
Parliament of New South Wales
Macquarie Street
Sydney NSW 2000

Submission: Warnervale Airport (Restrictions) Repeal Bill 2020

Dear President,

I submit for the committee's perusal and review in respect of this matter.

Brief Background of the Writer

I am a resident on the Central Coast since 1989. I have been self-employed for most of my working life engaged in consulting fields where the use of General Aviation aircraft is utilised in carrying out my business requirements. I have held a Private Pilot's License with various endorsements, for forty years. I have a thorough understanding of General Aviation in Australia. Further to this, various extended family members are/were pilots and used aircraft in their various business enterprises as a necessary tool, to manage their businesses. My Uncle was a decorated WWII Lancaster Bomber Squadron Leader, with two different Pathfinder Squadrons, who was decorated with a DFC and subsequently a Bar. It was my Uncle who encouraged and generated my keen interest in aviation.

I appreciate the importance of the General Aviation industry and recognises the immense opportunities that are now being presented to Australia, many of these opportunities can be brought to the Central Coast for the benefit of the local regional population. These consist of skilled employment opportunities, investment in business, training and apprenticeships, multiplier effect flow on to other local non-aviation businesses and the list continues.

My passion for the industry, whether it be for business use or recreational activities knows no bounds.

Background Your Central Coast Airport Association Inc.

The Association was incorporated on 26th February 2018 by myself and five other Central Coast domiciled concerned General Aviation enthusiasts.

This was brought about by the political attack instigated by eight of the Councillors for the recently amalgamated Wyong and Gosford Councils, now known as Central Coast Council. This was against the publication of the \$450,000 Central Coast Airport Business Plan using the Warnervale Airport Restriction Act (1996) as their weapon. Further to this, the anti-airport minority group/s were obtaining substantial media coverage disparaging this report and



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making scaremongering false and misleading representations about the Airport and its ability to contribute to the Central Coast's economy.

Secondly, the management of the Central Coast Aero Club were reluctant to become involved in a political discourse for various reasons. It became clear that something had to be done to balance the scales and this was the impetus for the Association to be incorporated to represent all users of the Airport.

The Association is a separate independent entity to the Central Coast Aero Club. The Aero Club is not involved in the Association either as a member or in management.

The Association has a total of 356 members and interested parties who are genuinely concerned for the future of the Central Coast Airport. Many of these are non-aviation people, however, acknowledge the importance economically for the region to have its own Regional Municipal Style Business Airport Hub.

The Association has been actively providing information to remedy various misinformation campaigns by some anti-airport lobby groups, in respect of various restrictions that have been imposed upon the Central Coast Airport users by the current Central Coast Council.

Brief History of the Warnervale Aerodrome

The Aerodrome at Warnervale was constructed by members of the Central Coast Aero Club in 1974. It has never been a licensed airfield and is designated as an ALA (Authorised Landing Area). Up until 2015, the Aerodrome was managed and maintained by the Central Coast Aero Club members at no cost to Council. Around 1995, a company known as Traders Finance Pty Limited owned by a local Central Coast identity, decided that it would be a good idea to develop the airport into a 24/7 Freight Hub utilising large passenger type Jet aircraft such as Boeing 747's and the like. This caused a calamity, and the then Labor State Member for Wyong, Mr Paul Crittenden jumped on the bandwagon, seeing this as an opportunity to ensure his re-election to State Parliament, submitted a Private Members Bill known as the Warnervale Airport Restriction Act (1996). This was passed and is the Act that is now being the subject of this Repeal Bill to which this hearing relates. Mr Paul Crittenden was re-elected to State Parliament for a further term.

The Warnervale Airport Restriction Act (1996) – (WAR Act)

From YCCA's perspective we say the WAR Act is a Clayton's Act!

At the time this Members Bill was tabled to NSW Parliament, there existed under Federal Legislation administered by the former Civil Aviation Authority (now known as CASA – Civil Aviation Safety Authority), restrictions which had been legislated, currently known as Manual of Standards Part 139 where it would never have been possible for Traders Finance Pty Ltd to proceed with their proposed development, as this legislation would have prevented this proposed development. Conversely, there was never any need for Mr Paul Crittenden's Private Members Bill for the same reason. This is another reason for the repeal of this Act be



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granted, as this Federal legislation still applies today, in particular a Category 4 Airport, which would have been required to operate Jet Airline Passenger Style Aircraft whether for freight or passenger operations. The Warnervale Site would never meet the requirements for this category. Even Category’s 1-3 do not permit RPT Jet Aircraft operations.

Further, the Act was very poorly drafted and open to misinterpretation. The Act was enacted to prevent RPT Jet Airline Passenger Aircraft operations. However, the unwritten understanding was that any aircraft weighing less than 5,700 kgs (99% of all light GA Aircraft) was exempt from the legislation and any aircraft weighing more than this were restricted to an eighty-eight-movement cap per day. As the runway is restricted to Aircraft weighing less than 12,000 kgs this meant even the operation of medium size aircraft were severely restricted. Under this understanding, the cap of 88 aircraft weighing more than 5,700 kgs per day has never been reached. This arrangement remained unchallenged for twenty-two years with no issues. Everyone was happy!

In 2018, the newly appointed Central Coast Council commenced using the ambiguity of the wording of the WAR Act as a weapon, enforcing the eighty-eight movement rule for aircraft using the Airport, severely hampering the Aero Club with its flying training operations, turning away itinerant GA aircraft visiting the Central Coast citing “breaches of the WAR Act” etc, doing everything in its power to disrupt and close down businesses using the Airport. This another reason for the Repeal of this Legislation to be supported.

You will no doubt receive submissions from groups opposing the Repeal of this Legislation. These groups will cite that the possibility of Boeing 747’s, Airbus A380’s along with other RPT type Jet Airliner aircraft will be able to land here, along with the relevant alleged noise issues. These claims are outright misinformation and scaremongering tactics employed by these groups. I have set out below a newspaper article which was published in the Wyong Chronicle in May 2018.

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Recently, and throughout the history of the Warnervale Airport’s existence, there have been a small, but very vocal group of alarmists who claim that the Warnervale Airport site would be capable of sustaining Jet Transport operations. This has been claimed for at least 24 years since 1996, and still has not happened.

Here are the reasons why this never will.

Some technical detail is required to understand why it is not even remotely feasible.

Unlike a motor vehicle, there several factors that must be taken into account before an aircraft can take to the air and fly. These are;

1. Ground Speed
2. Air Speed
3. Weight
4. Temperature

5. Air Pressure (Density Altitude)
6. Altitude
7. Runway Length
8. Government Regulations

To compare different airports, the International Civil Aviation Organisation (ICAO) has specified certain worldwide averages of temperature, pressure and density, amongst other variables. Collectively, these are known as the International Standard Atmosphere (ISA). Whenever temperature is higher or pressure is lower than these averages, the air will become less dense (known as Density Altitude) and aircraft will perform more sluggishly, requiring greater runway lengths than those specified in the following tables which will occur in 80% of the time in Australia.

Listed Below is a list of Commercial Passenger Jet Airline Aircraft in service in Australia with the minimum runway length required for a fully laden aircraft to take off at ISA.

Aircraft Type	Runway Length Required for Take-off at ISA-Metres	Current Length at Warnervale - Metres	Proposed Additional Runway Length at Warnervale - Metres	Minimum Runway Length to meet CASA Requirements Code 4 Jet Airline Airport-Metres	Aircraft permitted to operate from Warnervale
Airbus 300B4-200	2300	1196	1800	2100	NO
Airbus 300-600	2400	1196	1800	2100	NO
Airbus 318	1780	1196	1800	2100	NO
Airbus 319	1850	1196	1800	2100	NO
Airbus 320	2100	1196	1800	2100	NO
Airbus 321	2100	1196	1800	2100	NO
Airbus 330-200	2770	1196	1800	2100	NO
Airbus 330-300	2770	1196	1800	2100	NO
Airbus 380	3000	1196	1800	2100	NO
Boeing 737-300	1940	1196	1800	2100	NO
Boeing 737-400	2540	1196	1800	2100	NO
Boeing 737-500	1830	1196	1800	2100	NO
Boeing 747 SP	2820	1196	1800	2100	NO
Boeing 747-100	3250	1196	1800	2100	NO
Boeing 747-200	3300	1196	1800	2100	NO
Boeing 747-300	3300	1196	1800	2100	NO
Boeing 747-400	3260	1196	1800	2100	NO
Boeing 747-8	3100	1196	1800	2100	NO
Boeing 767-200	1900	1196	1800	2100	NO
Boeing 767-200ER	2480	1196	1800	2100	NO
Boeing 767-300	2800	1196	1800	2100	NO
Boeing 767-300ER	2650	1196	1800	2100	NO
Boeing 767-300F	2650	1196	1800	2100	NO



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Boeing 767-400ER	3290	1196	1800	2100	NO
Boeing 777-200	2440	1196	1800	2100	NO
Boeing 777-200ER	3380	1196	1800	2100	NO
Boeing 777-200LR	2800	1196	1800	2100	NO
Boeing 777-F	2830	1196	1800	2100	NO
Boeing 777-300	3230	1196	1800	2100	NO
Boeing 777-300ER	3050	1196	1800	2100	NO
Boeing 787-8	2600	1196	1800	2100	NO
Boeing 787-9	2800	1196	1800	2100	NO
Boeing 787-10	2800	1196	1800	2100	NO
Boeing 717 - MD90	2100	1196	1800	2100	NO

The list clearly shows that none of these aircraft can operate from either the current runway length 1196 metres or the suggested proposed extended length in the Central Coast Airport Business Plan of 1800 metres. There is one aircraft, the Airbus A318 which sneaks in at 1780 metres at ISA, however, would be forbidden from operating due to operational safety constraints set out by CASA under a category Four Runway. There are no Airbus A318s operating in Australia.

A requirement mandated by Australia's Civil Aviation regulator, CASA (Civil Aviation Safety Authority), states that any airport that wishes to operate Jet Airline Aircraft must meet a minimum requirement of a Category 4 Airport, where one of the mandatory requirements is a minimum runway length of 2,100 metres plus a further 600 metres of Emergency "run-off" (300 meters at each end of the Runway). The current CASA Regulatory Requirements obliterate this argument and concern completely!

Should be noted that the main General Aviation Aerodromes around Australia such as and including Bankstown Airport, Moorabbin Airport, Archerfield Airport, Jandakot Airport all have runway lengths of approximately the same distance with Bankstown Centre Runway being the longest 1416 metres and its northern parallel runway 1100 metres.

Whilst the current length of 1196 metres is suitable for the proposed General Aviation Airport Business Hub, even if the runway was ever to be lengthened to 1,800 metres as set out in the Central Coast Airport Development Report, it still would **NOT** meet CASA's requirements for Jet Airline Aircraft Operations to be ever permitted and falls short by 300 metres of the 2100 meters required plus another 600 metres in run-off requirements (as mentioned previously), let alone the other requirements that would need to be included. Further, **these requirements have been in place since 2002 (MS 139 – Regs)** and prior to this these requirements **were in effect far back as 1990** under the then RPA (Recommended Practices for Aerodromes) under the original Civil Aviation Authority (CAA) now known as Civil Aviation Safety Authority (CASA).

Therefore, the ability for Jet Airline Aircraft to operate from the Warnervale Aerodrome **would never have been approved or permitted.**

Clearly, any talk of Jet transport operations is **wrong, scaremongering and baseless.** It is the erroneous rumourmongering campaign employed by anti-airport reactionaries to shut down debate,



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frighten our local community and unfairly malign the tremendous opportunity we have before us at the Central Coast's own, vital General Aviation Airport.

Why was the Warnervale Airport Restriction Act (WAR Act) put in place? The simple answer is POLITICS.

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In addition, the Central Coast Council's own Central Coast Airport Business Plan paper clearly states within this document that a Category Four Airport has not been considered.

The Association has never received any challenges to this data by the anti-airport minority groups or any other parties.

Further we expect that there will be allegations that the WAR Act has been breached, particularly as to the alleged lengthening of the Runway in 2015. Given the current Repeal process this may not be relevant. The Association puts to the Members, that there has been no such breach, as the Act clearly states that for a breach to have occurred, requires an Application to be placed before the Court and for the Court to issue a Judgement to confirm that a breach has occurred. We are not aware of any such Court Application having been made with a subsequent judgement being issued.

Finally, nowhere else in Australia does a similar piece of legislation exist such as this!

The Association therefore supports the Repeal of this unwarranted Legislation and we seek the support of the Members to allow this Repeal to pass.

The information provided in this submission is accurate to the best of my recollection and knowledge.

Yours faithfully,

John Codrington
Chair