



THE CENTRAL COAST'S WINGS

CENTRAL COAST AERO CLUB LIMITED

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Inc. WARNERVALE AIR PTY LTD

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AIRPORT FACT SHEET – FOR CCAC MEMBERS

Airport Land History

- In the early 1970s the Club acquired firstly by lease (and later purchased) a portion of land for use as an airport from Arch Duffy, a local farmer. The land acquired in this way comprised approximately the middle third of the existing runway, some land to the west of the runway and a slim strip of land on which the existing Clubhouse stands. The balance of the lands on which the existing runway stands were owned by either Wyong Council or others.
- The Club's efforts to acquire the rest of the runway land were unsuccessful. Ultimately Wyong Council acquired much of the surrounding land, including both the northern and southern ends of the runway. In 1983 Wyong Council had intended the closure of the airport (by fencing their land) however, by 1987, the Club Board was able to negotiate a deal with Council whereby the airport remained open, the Club land was consolidated on the eastern side of the runway and a number of improvements were carried out at Council's cost, including runway sealing and power and water supply to the Club's site. The Club also secured rights to conduct flying training etc on an exclusive basis for 25 years.
- The term 'in perpetuity' was used on the original agreement with respect to the CCAC's access to the runway and Airport land.
- Since the early 1990s there have been several revisions of the 1987 deal, whereby the Club sought to accommodate Council's varying plans for the expansion of the site to a regional airport. Ultimately these various propositions were thwarted by the Warnervale Airport Restrictions Act, introduced by the NSW Government. The Act severely limited any opportunity for Warnervale to expand to a viable regional facility.

Land Ownership & Airport Management

- Central Coast Council (CCC) owns the majority of the airport including the runway.
- The Central Coast Aero Club (CCAC) own 2.4 Ha of land on the Eastern side which contain all of our hangars and offices.
- The CCAC managed the Airport on behalf of Council from 1973 until 2015, at no cost to council. In 2015 after Council altered/upgraded the runway council took over the day to day operations of the field. Note: Council went from \$0 cost per annum for airfield management to 3 full time and numerous support staff contributing to \$800K+ costs per annum.
- In 2015 CCAC renewed an agreement with council which expires on 1st August 2021 to operate at the current site.

- Mayor Jane Smith promised the CCAC Board that a renewal to our agreement would be looked at in July 2018. Repeated attempts to finalise this matter have fallen on deaf ears.

Current Position of the Club's tenure on the Airport Site.

- At the present time the Club occupies its own land (being Lots 211 & 212 on DP 812718).
- Prior to the new agreement in 2015, the CCAC had rights to acquire the runway and some associated land at market prices if Council decided to sell the site. Such a Council decision (to abandon the airport) was described as a 'trigger' event, allowing the Club to acquire the runway and associated land for the purpose of continuing to operate an airport. When the new agreement was entered into (2015), Council refused to allow that provision to remain, inserting the clause allowing them to mandatorily acquire our land instead. When the CCAC argued the point, Council threatened to fence us off from their land, going so far as to send aircraft owners a notice giving them 2 weeks to relocate their aircraft.

The Warnervale Airport Restrictions Act

- The airport is subject to a State Act (The Warnervale Airport Restrictions Act), see attached. The only piece of legislation like it in Australia.
- This piece of legislation was crafted largely out of fear – the idea that 'jumbo jets' may one day fly in & out of Warnervale. Note: Warnervale will never land Jets, the runway is too short and narrow
- Within the WAR Act, there is a clause limiting daily movements to 88, which is **only triggered** if the runway is lengthened beyond its length at the commencement of the Act in 1996.

Alleged Lengthening of the Runway & Triggering of the WAR Act

- Council resealed the runway in 2015, and it is alleged by some who oppose the airport that they also lengthened it at the same time, which has until recently been denied by council.
- Council is now stating that this has 'probably' triggered the act, but still won't admit that it lengthened the runway. They will be acting as though they 'definitely' triggered the Act.
- The WAR act does not state the length of the runway in 1996! The definition of 'runway' is very grey – is it distance between gables, TODA or anything acceptable for the taking off of an aircraft?
- Council has stated it is now going to enforce the 88-movement cap which will in effect cripple arguably one of the most successful pilot training schools in the country.
- Council is doing this by requiring 24-hour email notice of any movement from all aircraft including itinerant, club members based at Warnervale, and even the Flying School aircraft. This has HUGE safety implications for all aircraft operating in, around and en-route through Warnervale including emergency services.
- **If the Cap has been triggered, it can only be due to a lengthening of the runway. Council, as the Airport operator, are the only entity with the resources and permissions to have lengthened the runway.**

Effect of the Movement Cap on the Club and Airfield

- The situation is obviously entirely unworkable and if enforced will effectively destroy our Club. However, the CCAC will comply with our agreement as directed by council via an official notification.
- The flying school obtains many of its bookings within 24 hours of departure, and many of our lessons need to be adjusted due to weather constraints, which alter the number of movements on the day.
- Under the Act, a movement is considered a take-off or landing, therefore a 'touch and go' is 2 movements. In one hour, a training aircraft training a student in the all-important pre solo phase of training will complete around 10 circuits, therefore 20 movements.
- If we have 3 of our training aircraft doing circuit training on a weekend, we can reach the cap within 2 hours of the start of the day, much faster if, like on most weekends, we have numerous club members and itinerant aircraft using the airport.
- It presents a huge problem for the Aero Club financially, and a hugely damaging restriction on our ability to operate caused entirely by council. We have existed for 47 years doing what we do without these arcane restrictions. Council's actions, with no input by the CCAC, have damaged our ability to operate.

Council's Motion to Effectively Ban Trimming of Vegetation & Trees

- On Monday, 8th July 2019, Council approved a motion to investigate replanting an area at the southern part of the airport adjoining Porters Creek Wetlands, where it was alleged Council illegally cleared plant life on Airport land in 2015.
- The motion goes further: there is to be a 100m buffer around the area where there is to be a permanent ban on mowing slashing or trimming. This will infringe the Southern portion of the runway. Council immediately further displaced the runway threshold due to this ban reducing TODA and LDA.
- The motion also requires council consent and environmental reports for all activities within 200m of the Northern and Southern borders of the airport.
- The tree line at the northern end of the runway has no relation to the Wetlands.
- CCAC has on a number of occasions notified council that these trees are already a safety concern for aircraft on final approach. Council have confirmed this in writing to the CCAC.
- The overall effect of the replanting, ban on mowing or trimming of that replanted section and tree lines on approach will be a displaced threshold immediately, and within a few short years, a runway which is too short for any aircraft to operate on.
- The Councillor who introduced the motion ran her entire campaign on closure of the airport prior to being elected. She was unable to do that immediately, so this is a transparent attempt to do it by underhanded means, using the idea of 'environmental responsibility' as a cover for her true agenda: closure of the airport.

Warnervale Airport Restrictions Act:

<https://www.legislation.nsw.gov.au/#/view/act/1996/57/title>