

AMENDED ITEM

Item No: 4.1
Title: Questions with Notice
Department: Governance

26 October 2020 Ordinary Council Meeting

Reference: F2020/00039 - D14229279



The following question was submitted by Councillor Greenaway:

Obstacle Limitation Services Calculations

Would you please provide a copy of how the Obstacle Limitation Services calculations were made and confirmation as to how often the weather conditions relied upon to derive the OLS figures have been encountered at Warnervale (ie 42 degrees with 980 HPa)

Notes:

Due to my unfamiliarity with weather conditions I did approach people with expertise around the figures used

The reply is:

A station level pressure of 980hPa would most likely be an indicator that the aerodrome was at a higher elevation. Alice Springs and Canberra airports can typically record station level pressures of around 940-950hPa, with elevations of 545m and 575m respectively, and have corresponding MSLP or QNH of around 1000-1010 hPa. A station level pressure of 980 hPa would be fairly common place at a aerodrome located at approximately 250m above sea level e.g. Somersby Airport.

If your materials specifies that the pressure is to be taken as MSLP these would present some very exceptional conditions, and I can't think of a realistic commonplace scenario that you would encounter them in. MSLP of 980hPa do occur in the far south e.g. the Antarctic circle, but you would be unlikely to encounter them along with 42C temperatures.

Response provided by Director Roads Transport Drainage and Waste:

It is not clear what is meant by OLS calculations. The OLS is a set recommended gradient and is not dependent on calculations, a 5% gradient is recommended for day operations and a 3.3% for night operations.

There were some calculations undertaken by the airport surveyor and aviation advisor to determine where to place the temporary displaced thresholds at each end of the runway to

4.1 Questions with Notice (contd)

accommodate a 5% OLS recommended for day operations. These temporary displaced thresholds were implemented on 7 September 2020.

However, the calculation of where to place the displaced threshold does not rely on the atmospheric conditions of the airfield (temperature and air pressure) as referenced in the question. The calculation of displaced thresholds will depend on the height of any obstacles and their distance from the runway, as well as the relative elevation of the displaced threshold and the obstacles.

Atmospheric condition data, along with other variables, is used by pilots to determine the minimum take off distance required for their aircraft to take off and the minimum landing distance for their aircraft to land. In the Council report of 12 August 2019 on the Management of the OLS, some information was provided by the Central Coast Aero Club based on their worst case scenario conditions and their commonly used aircraft. This was provided to Council to provide an indication only of the impact to CCAC operations if displaced thresholds were implemented.

Council does not retain any records on historic temperature and air pressure at the Warnervale ALA.

4.1 Questions with Notice (contd)

The following question was submitted by Councillor Greenaway:

Night flying at Warnervale ALA

Given that the State Government WAR Review stated that night flying is currently not permitted at Warnervale ALA, why has the Ecologist's Report stated that it was looking at managing trees for the OLS for night flying?

Councillors Note:

Page 22 of Review of the Warnervale Airport (Restrictions) Act 1996; April 2020

- assemble the supporting legal and aeronautical documentation to give effect to the ACP
- advise the proponent if the ACP is approved or not approved.

Airspace is designed and segregated in Classes (A to G) to provide appropriate services to the range of aviation operations, and considers aspects such as:

- Size, Weight, Speed and Type of operation of aircraft
- Categories such as Instrument or Visual Flight Rules.

For example, high-flying, heavy, fast, passenger carrying aircraft receive a vastly different service compared to low-flying, light, slow, recreation types of flying operations. These complexities, divisions and services are detailed at **Appendix G**.

The flying operations at Warnervale ALA currently operate in Class G Airspace (NON-CONTROLLED). Any development of Warnervale Airport and/or associated changes (increases) to flying activities are likely to implicate several higher Airspace Classes (CONTROLLED).

Warnervale ALA resides below a complex airspace architecture that services arrivals and departure at Sydney, Bankstown and, in the future, Western Sydney airport. The additional proximate airspace complexity and density, to the North, is the Joint User airport at Newcastle / RAAF Williamtown; Australia's Premier Fighter Air-Base.

Any changes to operations at Warnervale Airport would require extensive effort, cost and time to:

- change the registration / certification of the airport from an ALA to a Registered or Certified status
- address the CASA ACP approvals for integration into a complex and high-demand airspace that services current and future airports in the Sydney Basin as well as Newcastle / RAAF Williamtown
- comply with any Airservices Australia management requirements, including with regard to air traffic control communications, coordination, re-sectorisation and changes to procedures for separation 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.

The process would also involve economic studies as well as detailed and comprehensive noise and environmental studies, and a formal, structured Environmental Impact Assessment.

The *Warnervale Airport (Restrictions) Act 1996* also restricts operations, for example by means of the number of aircraft movements and by curfew. Without these restrictions the circuit rate is however self-limiting due to physical, operational and daylight VMC factors, and is also controllable by the Aerodrome Operator.

page 77 of the Ecologist's Report relating to Tree Management to the North

The impact area has been determined based on the management of vegetation 3m below an obstacle limitation surface gradient of 3.33% for night time flying.

Response provided by Director Roads Transport Drainage and Waste:

Staff have not been able to locate any reference in the Warnervale Airport (Restrictions) Act Review report dated 27 April 2020 which states that night flying is currently not permitted at Warnervale Aircraft Landing Area (ALA).

Prior to Council's decision to close for night operations from 5 October 2020, night flying was permitted, but was not practically available for most users, as there is no lighting provided by Council for night operations at the airfield. The Central Coast Aero Club (CCAC) and Warnervale Air Pty Limited was the exception to this as they used and were responsible for putting out their own temporary lighting when they wanted to undertake night operations.

As under Civil Aviation Order 29.2, which relates to night flying training, an ALA must be certified for night flight training and Warnervale ALA is not. Warnervale Air Pty Limited undertook any night flight training by taking off from Warnervale ALA with the qualified instructor at the helm, undertaking the night flying training at another certified aerodrome and returning to Warnervale ALA again with the qualified instructor at the helm.

All of the above have been superseded by the Council's decision to close the airfield to night operations from 5 October 2020, until the trees can be trimmed to manage the risk with respect to the Obstacle Limitation Surface (OLS).

There is and remains a curfew currently in place at the Warnervale ALA that does not permit operations between 10:00pm and 6:30am each day. This curfew came into effect in July 2019, as it relates to Clause 5 of Part 2 of the Warnervale Airport (Restrictions) Act 1996 (the WAR Act).

The intention for the management of the trees is to create an Obstacle Limitation Surface (OLS) of 3.3% recommended for night operations, so that Warnervale Air Pty Limited can return to providing the Night Visual Flight Rules rating, even if this is just to enable to take off and land, with the training undertaken elsewhere.

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4.1 Questions with Notice (contd)

The following question was submitted by Councillor Gale:

Operational Budget Meetings

Following on from my motion on 24 July 2018, can the CEO advise how often he met with ELT to discuss the high level cash flow statements and rolling forecast against Operational Budget prior to releasing the Quarterly Budget Review Statements?

The response provided:

The response to this question will require additional review of calendar and meeting content. It is noted that the Chief Executive Officer is currently on leave. Due to other priorities this review has not been able to be completed so as to provide a response for inclusion in this Business Paper. As a result, it is proposed to provide the response for inclusion in the Business Paper for the meeting of 9 November 2020.

Attachments

Nil