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**From:** Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox  
**Sent:** Tuesday, 25 February 2020 11:26 AM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** 2020 03 09 Piper, William Individual Warnervale Airport (Restrictions) Act 1996 Review

**Categories:** Follow-up, Reply Sent

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**From:** [noreply@feedback.planningportal.nsw.gov.au](mailto:noreply@feedback.planningportal.nsw.gov.au) <[noreply@feedback.planningportal.nsw.gov.au](mailto:noreply@feedback.planningportal.nsw.gov.au)>  
**Sent:** Tuesday, 25 February 2020 11:22 AM  
**To:** DPE PS ePlanning Exhibitions Mailbox <[eplanning.exhibitions@planning.nsw.gov.au](mailto:eplanning.exhibitions@planning.nsw.gov.au)>  
**Subject:** Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Tue, 25/02/2020 - 11:15

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: William

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Submission file:

[war-act-review-submission-w-piper.pdf](#)

Submission: Please see attached submission letter.

URL: <https://pp.planningportal.nsw.gov.au/draftplans/exhibition/review-warnervale-airport-restrictions-act-1996>

The Director  
Central Coast and Hunter Region  
Department of Planning, Industry and Environment  
PO Box 1148  
GOSFORD NSW 2250

Please see below my comments regarding the upcoming review of the Warnervale Airport Restrictions Act (1996):

I am Central Coast resident and a private pilots licence (PPL) holder, having completed all my training at Warnervale. I am currently completing further training to obtain a commercial pilots licence (CPL) in the hope of one day gaining employment in aviation.

My understanding of the Warnervale Airport Restrictions (WAR) Act is that it was introduced in 1996 on the basis that expansion of the airport was imminent and that regular public services, and associated jet aircraft, would start operating out of Warnervale. As none of this actually materialised the Act has remained dormant until recently when it was apparently triggered by the actions of the former Wyong Council. I note that the current main user of the airport, the Central Coast Aero Club (CCAC), was not responsible for triggering the Act but will most definitely be the most affected by enforcement of the Act.

The movement cap presented in Clause 2 of the Act does not distinguish between large jet aircraft, which the Act was seemingly written for, and small general aviation aircraft, which have operated at Warnervale without issue for over 40 years. The Civil Aviation Safety Authority (CASA) generally considers planes greater than 5,700 kg to be 'large' aircraft.

Enforcing the daily movement cap on general aviation aircraft would severely restrict the viability of the airport, resulting in the current flight training school (operated by CCAC) becoming unsustainable. The main training exercise undertaken by student pilots like myself is completing circuits with up to 20 take-offs and landings in an hour. The daily movement cap of 88 take-offs or landings could be used by the flying school in less than 2 hours on a busy day, without considering any other users of the airport. Ceasing business after 2 hours on the most productive days would be detrimental to any commercial operation.

In addition to the flying school, the movement cap would also adversely impact any general aviation aircraft trying to use the airport, as once the cap has been reached no aircraft can conduct a take-off or landing until the following day unless they declare an emergency. The airport would essentially become off-limits to any other private or commercial pilots as the movements would be used almost entirely for the flying school. To my knowledge this kind of restriction is not seen at any other Council owned airport in the country.

The movement cap would also require prior written permission from Central Coast Council for all users of the airport which is incredibly restrictive in its own right, and completely goes against the inherent freedom in learning to fly.

Mr William Piper  
TERRIGAL NSW 2260

I believe that the WAR act in its current form is unfairly restrictive to the aviation community and has no relevance for the airport as it stands today. It severely degrades the operations and overall viability of the current users of the airport who are simply trying to continue operating as they have for the last 47 years. On a personal note it is unlikely that I would be able to continue my commercial pilot training if the flying school at Warnervale were unable to sustain their business and were forced to close due to enforcement of the movement restrictions. I envisage there are many other budding pilots who would be unable to continue their training if the Warnervale flying school were no longer operating.

I believe that the WAR act should be removed entirely as it was originally intended to minimise regular public transport, jet aircraft operations. Large jet aircraft cannot possibly use the airport unless significant development and runway upgrades are undertaken. Enforcing the Act in its current form and at this time seems to serve no purpose other than to render the airport obsolete. The flying operations at Warnervale have not changed and to my knowledge there have been no fatalities, major injuries or damage to private property, so why now should restrictions be applied?

If the Act is to be retained it should at the very least be adjusted so as to remove the movement cap for light, general aviation aircraft (i.e. less than 5,700 kg).

The airport is a tremendous community asset, and we are very fortunate to be able to engage in aviation and learn to fly on the Central Coast. I believe that we should encourage flight training and general aviation on the Central Coast, not unfairly punish those who simply want to continue using the airport as it has been used for over 40 years.

Thank you for your time.

Sincerely,

William Piper