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**From:** Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox  
**Sent:** Friday, 31 January 2020 8:56 AM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

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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:** Friday, 31 January 2020 5:29 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 Fri, 31/01/2020 - 05:27

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Andrew

Last Name: Craig

Name Withheld: No

Email: [andrew.craig@typhooneight.com](mailto:andrew.craig@typhooneight.com)

Suburb/Town & Postcode: 2008

Submission file:

[war-act-repeal-letter.pdf](#)

Submission: Please find my submission letter attached as a pdf document.

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

**Andrew Craig**  
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Date 31/01/2020

**Central Coast Council  
Review of Warnervale Airport (Restrictions) Act 1996**

To whom it may concern,

I am writing to let you know what Warnervale Airport and the Central Coast Aero Club are to me. I hope this will contribute toward a decision to either repeal or amend the act so that the Central Coast Aero Club may continue to provide flight training and Warnervale Airport may continue serving the community and the General Aviation industry.

I am a student pilot and the registered owner of a Piper PA28-180 light aircraft (VH-CTJ). I live in central Sydney and since 2015 I have been commuting to Warnervale Airport for flight training at the CCAC whenever time allows. Whilst geographically not the closest, the commute time of about 1.5 hours from the CBD means Warnervale Airport is the most accessible flight training facility for anyone living in the Sydney CBD and anywhere north of it. In addition, the light amount of air traffic, exclusion of larger and faster aircraft, it's close proximity to safe training areas over water and non-controlled airspace make it ideal for the early stages of pilot training from both an economic and safety standpoint. The loss of the airport would not only be a huge blow to my aspirations of flying but also the loss of a great community, asset and service to the Central Coast.

Whilst I agree with the reasoning behind the existence of the act, I question the necessity of it given todays aviation regulations themselves prohibit the kind of expansion the Act was addressing. Having been triggered on what I would consider a technicality, its current arrangement now has it threatening all operations at Warnervale Airport. As this is outside of its intended purpose or reasoning, in the very least the Act should be amended.

Unfortunately for me, the current requirement for landing approval 24 hours prior has put a halt to my training for the last 12 months. Financially, I needed to begin utilising my own aircraft, As the aircraft doesn't reside at Warnervale the approvals become a problem. As such its operations have been out of Maitland Airport and whilst I have tried, the 2.5 hour commute each way is simply too much.

Please repeal or amend the act so that the movements of light aircraft are not limited and remove the requirement for prior landing approvals making it easier for outside aircraft to utilise it.

Yours Sincerely,  
Andrew Craig