
From: Anthony Tavella on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Friday, 31 January 2020 12:18 PM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 31 January 2020 12:17 PM
To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>
Subject: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Submitted on Fri, 31/01/2020 - 12:16
Submitted by: Anonymous
Submitted values are:
Submission Type:I am making a personal submission
First Name: Andrew
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Suburb/Town & Postcode: Tuggerah, 2259
Submission file:
[warnervale-submission.pdf](#)

Submission: Please refer submissions in attached PDF file.

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

Andrew Fisher Submissions for Review of the Warnervale Airport Restrictions Act 1996

I make the following submissions for consideration:

1. I own and operate a commercial construction company based out of Tuggerah, around 10 minutes drive from Warnervale airport. We employ 41 people across the Hunter and Central Coast areas, and we carry out work across the whole of NSW. Having access to an airport and General Aviation opens up a significant market for us, allowing us to get to virtually any site in NSW within 3-4 hours. This is a tremendous resource and economic benefit for Central Coast companies like mine.
2. The WAR Act, amongst other things, imposes a 24 hour Prior Permission Requirement, noted in the ERSA to be submitted via email.
 - a. I have always, where practicable, submitted the 24 hour email notice for PPR. On a couple of occasions this has prevented me from using Warnervale because I had less than the 24 hour notice period available to me to submit the notice.
 - b. However, on one occasion I departed Warnervale (with permission) but once in the air decided that continuing the flight would be unsafe due to reduced visibility in smoke - so I turned around and landed.
 - c. Despite immediately advising the Warnervale ARO via email (including a photograph of the smoke) that I had returned, the next day I was initially “refused” permission for any aircraft movement.
 - d. After begrudgingly accepting that the decision was made purely for the safety of the flight the ARO gave me permission for the aircraft movement. Disappointingly, the approval was accompanied with an admonishment for my decision and advising that it wouldn’t be permitted in future. An excerpt from that email is below:

“...for future reference, there will not be any short notice approvals even though this was partially due to conditions, this was a once off. The fact that enough time was not allowed for to fly diversion around the smoke before last light will need to be taken into account as no further short notice (less than 24hrs) approvals will be forthcoming.

If we make an exception for one everyone will expect it.”
3. Aeronautical Decision Making is perhaps one of the most challenging elements of being a pilot. Of course I didn’t want to return to the airfield I had just left; it was extremely inconvenient for me. I had to leave my aircraft there, book a hotel for the night, pay for taxis both ways and cause an inconvenience to my family! Despite concern that I may be reprimanded by the Administrators of Warnervale Airfield I made the decision to return because:
 - a. It was the safest, perhaps the “only” safe course of action available to me.
 - b. I was faced with last light approaching (I am not rated to fly at night). Diverting for a longer route around the smoke would have likely meant I would not reach my destination (Maitland Airfield) before nightfall – an illegal and extremely dangerous situation for an unqualified pilot.

- c. I was unable to climb over the smoke without a clearance through a Restricted Area (R578F). Even if I could get clearance, the additional time needed for climb and descent would again mean I'd run a risk of needing to land after last light.
4. I would like to see the WAR Act repealed. I feel that the administrators of Warnervale Airfield are oblivious to their influence on flight safety, and the actions that I have described in this submission illustrate that.
5. If the review concludes that the Act remains relevant, I submit that:
 - a. The PPR requirement should be removed, and;
 - b. The movement cap should be removed for aircraft lighter than 5700kgs, and;
 - c. The current runway length of 1196mtrs should be protected, and maintenance activities (eg. tree pruning) should be carried out to ensure a safe approach can be made in both day and night conditions, and;
 - d. The Administrators of Warnervale Airfield undergo training to educate them regarding their duty of care to pilot and passenger safety.

Photograph of Reduced Visibility / Flight Risk Faced

