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**From:** Bob Clout [robert.clout@environment.nsw.gov.au]  
**Sent:** Thursday, 13 February 2020 7:39 PM  
**To:** DPE PSVC Central Coast Mailbox  
**Subject:** Warnervale Airport (Restrictions) Act 1996 Review

**Categories:** Submission filed in CM9, Reply Sent, Duplicate

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

Dear Director,

This email is regarding the Warnervale Airport (Restrictions) Act 1996 review currently being conducted.

The statement below represents my personal opinion pertaining to the act review:

The WAR Act is a spiteful piece of Legislation hastily put together in 1995 supported by a few dissident anti airfield supporters and should be removed,  
The WAR Act knobbles student pilot training with the daily movement cap.  
The WAR Act was devised by local airfield knockers who are terrifying locals by saying Warnervale will be a jet airport soon. Utter lies!  
Warnervale Airfield is a valuable community asset and should be supported by all, not punished by an obsolete law.

In addition to my personal comments above I also agree and support with the common points stated below in answering the question of 'Does the act remain relevant and necessary'.

- This act is a unique piece of legislation in that no other Airport or Aerodrome facility within Australia is restricted in this way. There is nothing special about Warnervale.
- The act was hastily drafted and enacted legislation to address a concern at the time a 24-hour freight airport with Jumbo Jets would be established at

Warnervale

- The act doesn't make a distinction between Jets and small General Aviation aircraft like those that currently operate at Warnervale.
- The concerns of Warnervale becoming a Jet airport no longer exist, there is no desire to expand the airport beyond the boundaries that it currently has.
- The runway at Warnervale cannot and will not be able to accommodate Jet aircraft
- The enforcement of the 88-movement cap without distinction in the type of aircraft that currently operate at Warnervale will have detrimental impacts to the operators of the airport.
- The current flight training operators at Warnervale have been operating in harmony with the community for over 47 years and have worked within the Act when the 88-movements weren't being enforced, through no fault of the current operators at Warnervale.
- Warnervale is the only piece of aviation infrastructure for the Central Coast and provides flight training for the Central Coast community, a home to the Australian Air League, and important port of call for RFS, medical and other emergency services and charity fun days for the Coast's sick and underprivileged children.
- If the act is to remain then amend the 88 movement cap within the act to be applicable only to aircraft above 5700kg that will ensure that Jet's will never be a part of Warnervale and the movement cap will not hinder or adversely affect the smaller general aviation aircraft that have worked harmoniously within the Central Coast community for over 47 years.

I thank you for taking the time to consider this submission.

Kind Regards

Bob Clout

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Swansea 2281

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Central Coast and Hunter Region  
Department of Planning, Industry and Environment  
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Dear Director,

This email is regarding the Warnervale Airport (Restrictions) Act 1996 review currently being conducted.

The statement below represents my personal opinion pertaining to the act review:

Warnervale has always been a pilot training airfield for 48 years and should remain that way, to cater for the huge world wide shortage of pilots, but the WAR Act restricts operations there with its 88 daily movement cap.

No other airfield in Australia is hampered by a WAR Act.

Warnervale boasts the best safety record in the nation and should be encouraged, not disadvantaged by such a sloppy piece of Legislation.

The WAR Act was designed by a few dissident local complainers to stop jet aircraft, but the runway is far far too short to accommodate jets and the Aero Club wishes to remain the same with no expansion.

In addition to my personal comments above I also agree and support with the common points stated below in answering the question of 'Does the act remain relevant and necessary'.

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