
From: desley joy clout [desleyclout@gmail.com]
Sent: Thursday, 13 February 2020 7:32 PM
To: DPE PSVC Central Coast Mailbox
Subject: Warnervale Airport (Restrictions) Act 1996 Review

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 severely restricts student pilot Training at Warnervale with its movement cap.

The WAR Act was put in place in the 90's by a few vocal complainers, who built nearby after the Airfield had been operating for years and now use scare tactics by saying jet aircraft are coming.

Jet aircraft can never land at Warnervale as the runway is too short, so the WAR Act is unnecessary and should be rescinded.

The WAR Act severely discourages aviation businesses from relocating to Warnervale from Bankstown (135 showed an interest recently), thus robbing our young people of apprenticeships and job opportunities.

The Council is the Airport Manager and should be ashamed of themselves the way they have left the WAR Act in place for many years.

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

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