
From: Anthony Tavela on behalf of DPE PS ePlanning Exhibitions Mailbox
Sent: Thursday, 20 February 2020 2:44 PM
To: DPE PSVC Central Coast Mailbox
Subject: FW: Webform submission from: Review of Warnervale Airport (Restrictions) Act 1996

Categories: Reply Sent

From: noreply@feedback.planningportal.nsw.gov.au <noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 20 February 2020 2:26 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 Thu, 20/02/2020 - 14:26

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Trevor

Last Name: Bright

Name Withheld: No

Email: trevor.bright@hpe.com

Suburb/Town & Postcode: Ashtonfield 2323

Submission file: [webform_submission:values:submission_file]

Submission: To whom it may concern... I am a flight instructor and commercial pilot and I operate from the Royal Newcastle Aero Club at Rutherford. I have been involved with commercial and flight instruction for over 40 years and I am currently active with same. Warnervale Airport has always been an integral part of the flying community and has provided a significant contribution towards safety in times of emergency, training by way of alternate flight planning and community by way of a stopover point if required. In 1988, I raced a train from Morrissett to Ourimbah, landed at Warnervale and then conducted "Joy Flights" in our Tiger Moth as part of the Central Coast, Bi-Centenary celebrations. In more recent times, (August 2019 – January 2020), Warnervale Air and CCAC have come to our aid by being able to maintain flying training operational continuity via CASA mandatory requirements for our Aero Club. This came about due to unforeseen circumstance that were beyond our control. As a result, employment for our staff and our pilot trainee base has been maintained. This outcome could never have been achieved without the help of both Warnervale Air and the Central Coast Aero Club. The Act as it stands is unreasonable, unfair and fundamentally skewed towards having the practicality of a working airfield stopped. Ultimately, this may see the collapse of both Warnervale Air and the Central Coast Aero Club. Is this the true logic behind the Act? Light aircraft today are becoming more community friendly in terms of noise. The advent of electric aircraft will virtually make them silent. If the true intent of this act is one of restriction, then it needs to be placed on aircraft above 5700kgs in weight. These are the aircraft that make noise and generate maintenance on the airfield. In the interest of an historic piece of Central Coast infrastructure that contributes greatly to the local community and to the general aviation community, please amend the act to aircraft above 5700kgs only. This would represent the middle ground and a practical, common sense outcome for all. Kind regards, Trevor. Trevor Bright Vice President - Royal Newcastle Aero Club

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