

I wish to take this opportunity to confirm our acceptance of the Dept of Planning Infrastructure and Environment's assessment of our helipad proposal, it followed rigorous investigation and a lengthy consultation process.

My family has been associated with the Penrith area since the late 1960's, and we have as a Company been actively involved in supporting Penrith for the past 17 years, supporting many local community groups in that time.

We are an important existing aviation service provider to the Sydney Basin and Greater NSW having operated since 1984 and for the past 27 years from our Rosehill heliport. We have and continue to support events like The Sydney to Hobart Yacht Race, Vivid, Sydney NYE Fireworks broadcast and in addition to our air transport activities have flown many thousands of hours on bushfires in the Sydney Basin, The Blue Mountains, Wollemi, Kanangra Boyd and Yengo National Parks.

In addition we are actively involved on a weekly basis with land and water management operations within the Sydney Catchment that includes the Blue Mountains World Heritage area.

Our relocation to the Penrith region came about due to the compulsory acquisition of our heliport at Rosehill which we learnt of during the Black Summer bushfires in 2019/20 on which we were deployed for 7 months.

A thorough search for an alternative site was undertaken and resulted in the identification of the Old Castlereagh Road property. We are a complying development within the current planning framework and our impact on the immediate area and adjacent regions will be insignificant. We meet all noise criteria and guidelines which have been tested by conducting actual test flights over a two days period.

For the entire 27 year tenure we had at our heliport at Rosehill we did not receive a single complaint with regard our operations, no breach of any DA condition or EPA license. We operated within 350m of residential and tourism landholdings.

Our proposed flight paths are offset from residential suburbs, the size and shape of our site allows for significant altitude to be achieved by our aircraft when on take-off or approach thus completely avoiding low level flight in the vicinity of residential estates.

We are a compliant operation adhering to all State and Commonwealth legislation. Our flying activities as always will be conducted in accordance with the Office of Airspace Regulation, Civil Aviation Safety Authority requirements and Air Services Australia.

Any flight operations conducted over the Blue Mountains whether they be for Air Transport and Airwork will be, as they **always** have been, conducted in accordance with those regulations.

We do not propose any significant changes to the flight operations that we have conducted in the Sydney Basin since being located at Rosehill in 1993. The bulk of our flying hours are conducted away from base.

We are **not** a new aviation business!

The soon to be completed Western Sydney Airport that will operate on a 24/7 basis is located in closer proximity to the BMWH area than our proposed helipad.

Tourism and the ability to conduct air transport activities is **critical** to the businesses viability and allows for the permanent employment of skilled air crew and maintenance staff on a 365 days basis.

Tourism and air transport revenue provides the stability to the business in order to invest in aircraft and specialised equipment required to provide the Emergency Service capability that we offer year round to the community. Our very existence has assisted with the reduced reliance on contracted overseas firefighting aircraft that are only available for a few months of the year.

Businesses like ours do not just appear overnight, they take decades to develop as do the skilled aircrew and engineers that we employ.

We have launched scores of careers in aviation over the years and continue to develop opportunities for new careers. We have in the past 12 months commenced a working relationship with Western Sydney University supporting their Engineering, Science and Business faculties. This affiliation will lead to collaboration on aeronautical design, research into bushfire activity and the development of ongoing aviation related careers.

We look forward to continuing to be a productive contributor and leader within the aviation industry in Greater Sydney, an industry that is already under pressure from competing commercial and industrial land uses to the point where general aviation broadly is facing an uncertain future, and which if lost, the brunt of the fallout will be most certainly be felt by communities in their time of need.