

Pamela Morales

Subject: RE: Notice of Exhibition – First Building, Bradfield City Centre (SSD-25452459) CASA Comments [SEC=OFFICIAL]

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F20/7984-64

Jessica

CASA has reviewed the EIS and Architectural Plans for the first building at the Bradfield City Centre, the Advanced Manufacturing Research Facility. It is noted that Airport Safeguards were addressed at Table 6 of the EIS.

The EIS advises that the site is within the 125.5 m Obstacle Limitation Surface (OLS) contour for Western Sydney Aerodrome and that the maximum height of the building is RL 95.7 m. Therefore CASA does not need to assess the building from a height perspective.

The EIS and the Architectural Plans indicate that the building will incorporate solar arrays, oriented towards the north. At this stage, there are no specific Australian standards that apply to solar panels near aerodromes. CASA does not have any “reflectivity standards” with regard to solar installations.

The US Federal Aviation Administration (FAA) is relatively advanced in terms of solar glare evaluation. The FAA has recently revised its policy and has concluded that *“in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass facade buildings, parking lots, and similar features. However, FAA has continued to receive reports of potential glint and glare from on-airport solar energy systems on personnel working in ATCT cabs. Therefore, FAA has determined the scope of agency policy should be focused on the impact of on-airport solar energy systems to federally-obligated towered airports, specifically the airport's ATCT cab.”*

The building site is approximately 4km SE from the proposed ATCT cab and at least 4.5 km SE from the end of proposed runway 05L/23R and at least 2.5 km SE from the end of proposed runway 05R/23L.

A glare assessment by an expert / consultant is not necessary in this case; mainly due to the relatively small scale of the proposed arrays, there will be other surfaces with more glare emitting potential in the vicinity of the airport, the location to the south of the airport and the distance from the airport. The proposed solar panels are not likely to impact on pilots’ or Air Traffic Controllers’ sight. The arrays will not constitute an unacceptable risk to aircraft operations and an acceptable Level of Safety should be achieved.

CASA has no objections to the building development, including the solar arrays, and no recommended conditions.

Please note that CASA does not comment on Aircraft Noise issues.

Regards

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