



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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The Department of Planning Housing and Infrastructure NSW
(to be submitted via portal)

MAMRE ROAD DATA CENTRE CAMPUS, PENRITH: CASA COMMENTS

CASA received the request for advice from DPHI in relation to the Mamre Road Data Centre Campus. CASA has reviewed the Airport Safeguarding Assessment by L+R Consulting. The site approximately 7km from the end of runway 05L/23R and approximately 0.6 km offset to the extended centreline.

The Airport Safeguarding Assessment considers the NASF Guidelines, which is appropriate. The Airport Safeguarding Assessment is All Correct. Incidental CASA comments are as follows:

Guideline A: Measures for Managing Impacts of Aircraft Noise

Section 7.1. This section of the Airport Safeguarding Assessment makes sense. However, CASA has no regulatory responsibilities regarding aircraft noise and does not comment on noise issues. Aircraft noise is not strictly 'Aviation Safety' as such and is a matter for the Planning Authority.

Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

Section 7.2. CASA agrees that the site is "outside the assessment trigger areas" and "no further assessment is required". No issue.

Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Section 4. CASA agrees with the Airport Safeguarding Assessment. Also, [CASA Advisory Circular \(AC\) 139-26\(0\)](#) - Wildlife Hazard Management at Aerodromes provides general advice.

Western Sydney International Airport is the primary stakeholder and has (or will have) a Wildlife Hazard Management Plan, has people trained in wildlife management, and has better situational awareness and local knowledge than this office.

Guideline D: Wind Turbines

Section 7.3. CASA agrees – not relevant.

Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports

Section 5. CASA agrees with the Airport Safeguarding Assessment that “The proposed development site is outside the light control zones and outside the 6 km radius” CASA is prepared to assess lights, solar panels, shiny roofs, and lighting plans if requested.

Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports

Section 6. CASA agrees with the Airport Safeguarding Assessment. The proposed development is approximately 100m below the critical OLS Runway 05L take-off climb surface. No issue.

Section 3 Plume Rise Assessment. CASA agrees. No issue.

Guideline G: Protecting Aviation Facilities — Communications, Navigation and Surveillance (CNS)

Section 7.4. Airservices Australia would normally review any proposed facilities or equipment that could affect aviation related communications/navigation/surveillance.

Guideline H: Protecting Strategically Important Helicopter Landing Sites

Section 7.5. CASA agrees with the Airport Safeguarding Assessment. There are no hospital Helicopter Landing Sites in the vicinity.

Guideline I - Managing the Risk in Public Safety Areas at the Ends of Runways

Section 7.6. CASA agrees that “The proposed development site is outside the PSAs as defined by the SEPP Public Safety Area map and the Airport Plan 2021”. No impact.

Summary

CASA has no issues with the Airport Safeguarding Assessment including the Summary. The only real recommendations appear to be:

Wildlife Hazards:

we recommend that the proposal is provided to WSI for review to ensure wildlife hazards are appropriately considered (which is probably done)

Construction Impacts:

Penetrations of prescribed airspace by construction plant and equipment during construction constitutes a controlled activity under the *Airports (Protection of Airspace) Regulations 1996*. Construction equipment and methodologies will need to be assessed, and any penetrations of prescribed airspace will require approval under the Regulations.

CASA does not object to the Mamre Road Data Centre proposal.

Yours sincerely

David Alder

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Aerodrome Engineer

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