



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

CASA Ref: F23/1376-45

Your Ref: SSD-90572458 Request for advice auto email Tue 14/07/2026 2:36 PM

Gabriel Kim gabriel.kim@dpie.nsw.gov.au
Department of Planning, Housing and Infrastructure DPHI NSW
Submitted through NSW Major Projects portal.

PROPOSED MIXED USE MOSTLY RESIDENTIAL BUILDING DEVELOPMENT EASTLAKES SHOPPING CENTRE 19A EVANS AVENUE - CASA COMMENTS

CASA received a request for advice from DPHI in relation to the Redevelopment of Eastlakes Shopping Centre. The due date for the request was 31/07/26.

CASA has reviewed the Aviation Impact Assessment (AIA) Report by Thompson GCS of 28 May 2026.

The AIA and Architectural Drawings advise a maximum building height of 70m above Australian Height Datum (AHD) (~53m above ground level and ~18 storeys).

History

CASA assessed a similar project in 2018 at the same site and advised:

"CASA advises that at a height of 73.7m (or 71.7m AHD) the construction of the proposed tallest building (...) at the site will present an unacceptable effect on the safety of existing and future air transport operations at Sydney Airport..."

Current

Since the previous assessment above, the PANS-OPS height has increased from a previous height of 60.6m AHD.



Permanent infringements of PANS-OPS / TIFPOP are not permitted. Above is a PANS-OPS snip from the Sydney Airport web page. It is difficult for a casual observer to interpret and could be out of date. It indicates PANS-OPS Horizontal Plane of 83.4m (except for maybe the SE corner of the site). The AIA indicates PANS-OPS is: *From 79m (southeast of site) but 83m AHD over most of the site*. It is important to get a definitive PANS-OPS assessment from Airservices Australia, as the designer of the

Instrument Flight Procedures (IFP). As the AIA correctly says: *Airservices' Procedure Design Unit (PDU) will confirm this height during their evaluation of the aviation application. They are final arbiter of the TIFPOP height.*



The above OLS diagram from the Sydney Airport web page confirms that the Inner Horizontal Surface over the site is 51m (and the site is outside the Approach Surface). As it correctly says in the AIA, the inner horizontal is a secondary surface. Permanent infringements of secondary surfaces are permitted ... for example Eastgardens is in a similar position.

The buildings and cranes need to be approved by the federal Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts under the Airports (Protection of Airspace) Regulations 2026 ('Airspace Regulations').

As described correctly in the AIA, under the recently revised Airspace Regulations, "Permission is required from the airport owner company (AOC), in this case Sydney Airport Corporation Ltd (SACL), before a sensitive application can be submitted to penetrate a primary surface."

The federal Department of Infrastructure is the Approval Authority under the Airspace Regulations. The Department of Infrastructure will get advice from CASA, Airservices and Sydney Airport. It is recommended that the Department of Infrastructure is consulted.

Assuming the following:

- The Department of Infrastructure will consider each tower crane as a temporary sensitive controlled activity;
- Airservices can mitigate the PANS-OPS / TIFPOP infringements by tower cranes;
- If the mobile crane infringes PANS-OPS / TIFPOP, it can be mitigated by Airservices adjusting IFPs and / or Sydney Airport adjusting runway lengths;
- The buildings can be built safely / in accordance with the Airspace Regulations ...

Then CASA is prepared to make recommendations for mitigations for:

- the buildings (it is likely that CASA would recommend obstacle lighting on the tallest building noting that the tallest existing buildings in the vicinity are in the order of 9 storeys (and it is close to PANS-OPS).
- the tower cranes (obstacle lighting, obstacle marking, NOTAMs etc - to be finalised)
- the mobile crane(s) (obstacle lighting, obstacle marking, NOTAMs etc - to be finalised)

on receipt of an Invitation(s) to Comment from Sydney Airport under the Airspace Regulations.

However, before CASA makes recommendations, CASA will need Airservices' assessment of the buildings and cranes.

CASA has no issues with the AIA (although the maximum building height doesn't match the drawings). It is noted that CASA does not comment on Aircraft Noise issues – noise is not strictly 'Aviation Safety' as such, and CASA has no regulatory responsibilities regarding Aircraft Noise.

Yours sincerely

David Alder

David Alder
Aerodrome Engineer

27 July 2026