



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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MIXED-USE RESIDENTIAL AND COMMERCIAL DEVELOPMENT (SSD-77458970) (LIVERPOOL CITY) 135 BADGERYS CREEK ROAD CASA COMMENTS ON SEARS

CASA has reviewed the Interim Aviation Safeguarding Assessment (by Avlaw) and the Scoping Report (by Ethos Urban) for the proposed Mixed-Use Residential and Commercial developments at 135 Badgerys Creek Road in Bradfield near Western Sydney Airport. The site is approximately 4.7km offset from the existing runway centreline and approximately 2.9km offset from the 'future' runway centreline.

Regarding Aviation Safety, the Interim Aviation Safeguarding Assessment advises the elevation of a crane will be up to 228.8m. The Scoping Report advises that PANS-OPS is expected to be approximately 165m AHD, the OLS is 126m AHD and the max building height is 163.7m AHD. An OLS infringement of approximately 38m.

The EIS should include an Aviation Impact Assessment by an expert in aviation airspace protection (ground based) covering (not limited to) (or justifying not covering):

National Airports Safeguarding Framework (NAFS) Guidelines A, C, E, F and G.

The analysis of Guideline F 'Managing the Risk of Intrusions into the Protected Operational Airspace of Airports' should include (not limited to):

PANS-OPS (all aspects as far as practical considering that the PANS/OPS or instrument procedures have not been formalised ... development progress, latest approximation, procedures affected, justification and mitigation of crane height up to 228.8m against a PANS-OPS of 165m, Minimum Sector Altitudes, possible changes to procedures in future);

Description of missed approaches and associated risks with respect to the proposal;

Description of flight paths including circling (if any), holding patterns and associated risks with respect to the proposal;

Potential Engine Inoperative flight paths;

Theory behind the Inner Horizontal Surface and consequences if any of significant infringements (risks of Inner Horizontal Surface infringement);

Likelihood of aircraft being in vicinity of proposed development / collision risk;

Crane Management and Staging Plan (envisaged only given that it is early days);
A description of the existing obstacle environment for Western Sydney Airport and any imperatives to preserve the existing obstacle environment;
A comment on whether the ICAO proposed OLS will make any difference;
Mitigating factors including obstacle lighting and marking if any;
Visibility, or lack of, of the site area from camera mounted ATC tower;
Local conditions generally including low-level turbulence and visibility (eg. fog) issues;
Precedence and potential cumulative effect of other OLS penetrations in the area.

Any other low-level operations likely in the area (eg emergency services).

CASA is prepared to review the Draft SEARs. CASA is prepared to review the EIS / Aviation/Aeronautical Impact Assessment.

Yours sincerely

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