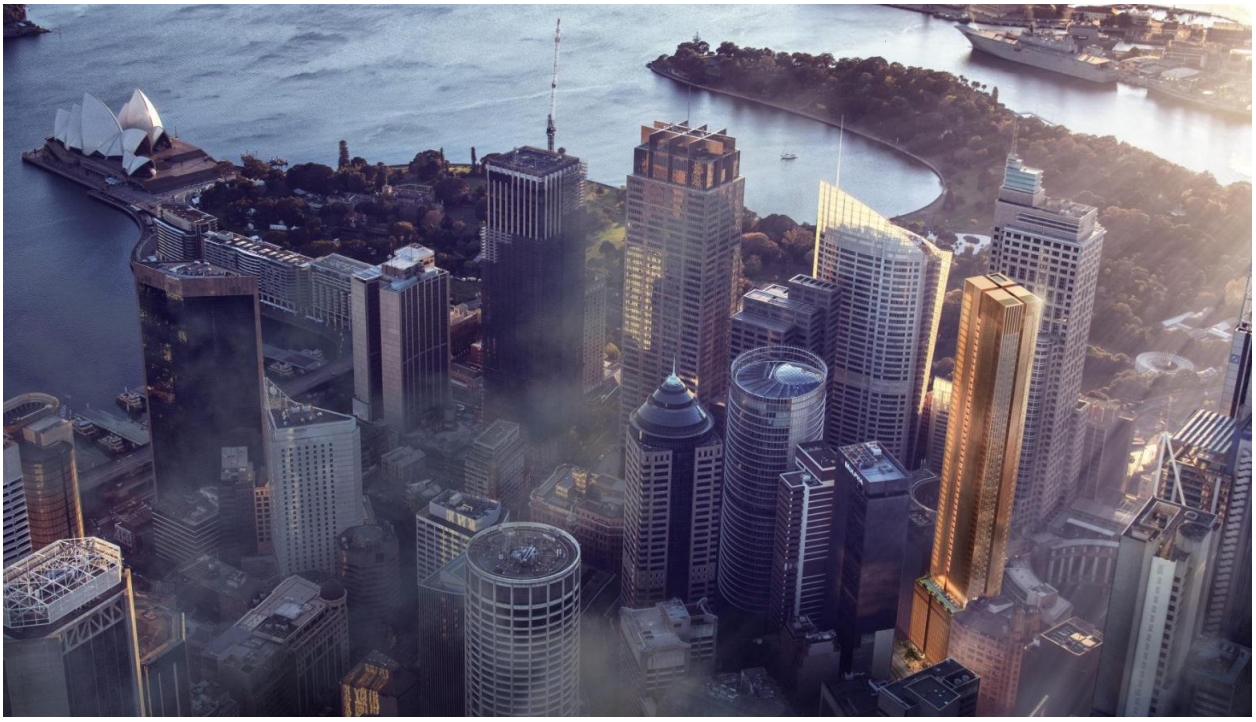
AVIATION IMPACT ASSESSMENT REPORT



AIRSPACE IMPLICATIONS DUE TO THE CONSTRUCTION OF A DEVELOPMENT AT 4-6 BLIGH ST SYDNEY

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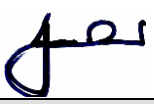
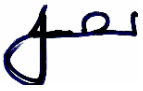
Revision 1.0

AviPro
Document Verification
Page 1 of 1

Job title:	Aviation Impact Assessment Report: 4-6 Bligh St, Sydney
Document title:	AIA – 4-6BLIGH
Document ref:	4-6BLIGH 1.0

Revision	Date	File name			
V1.0	15 Dec 22	Description	Initial issue AIA		
			Prepared by	**Checked by**	**Approved by**
		Name	J.W. Stark	S.J. Graham	S.J. Graham
		Signature			
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This Report on the airspace implications, both during and following construction of the development is prepared for JPY Group, directed by Holdmark, by Resolution Response Pty. Ltd. ABN: 94 154 052 883, trading as 'AviPro'.

The Report relates to the coordination aspects associated with prescribed/protected airspace at Sydney (Kingsford-Smith) Aerodrome due to the establishment and site design of the development at 4-6 Bligh St, Sydney. It is intended to inform design and planning.

Contents

1. BACKGROUND

1.1. Project Establishment and Context

This report has been prepared to accompany an SSDA for the for the mixed-use redevelopment proposal at 4-6 Bligh Street, Sydney.

The Council of the City of Sydney, as delegate for the Minister for Planning and Public Spaces (**the Minister**), is the Consent Authority for the SSDA under an Instrument of Delegation issued by the Minister on 3 October 2019.

The application seeks consent for the construction of a 59-storey mixed-use hotel and commercial development. The purpose of the project is to revitalise the site and deliver new commercial floorspace and public realm improvements consistent with the City's vision to strengthen the role of Central Sydney as an international tourism and commercial destination.

AviPro has been engaged to provide advice regarding the aviation specific impacts that the 4-6 Bligh St development will have on the prescribed/protected airspace at Sydney (Kingsford-Smith) Aerodrome and any strategically important HLSs. This includes an assessment of the impacts caused by the construction crane(s), and also the building itself once complete.

1.2. Secretary's Environmental Assessment Requirements (SEARs) Reporting

In preparing this report, the SEARs requirements have been addressed in Table 1 below.

Item	SEARS Requirement	Relevant Section of Report
24.1	If the development proposes a helicopter landing site (HLS), assess its potential impacts on the flight paths of any nearby airport, airfield or HLS.	*See Sections 4.4 to 4.10*
24.2	If the site contains or is adjacent to an HLS, assess the impacts of the development on that HLS.	*See Sections 4.11 and 4.12*

Table 1: Secretary's Environmental Assessment Requirements - Aviation

1.3. Background Material

Reference material drawn and provided by Woods Bagot in support of the report include early planning designs and concept drawings.

1.4. Methodology

Criteria from all relevant references were assessed, with the Sydney Airport airspace overlays used as the primary tool.

1.5. Explanation of Terms

Aircraft. Refers to both aeroplanes (fixed wing) and helicopters (rotorcraft).

Approach and Departure Path (IFR). The flight track helicopters follow when landing at or departing from the FATO of an HLS under the Instrument Flight Rules. The IFR approach and departure path extends upwards and outwards from the edge of the FATO safety area with an obstacle free gradient of 2.6^0/4.5%/ 1:22.2 (22.2 units horizontal in 1 unit vertical), to a height of 152m above the FATO at a distance of ~3,386 m. The approach and departure path commences at the forward edge of the FATO safety area at a width of 34m, and increases in width uniformly to 152m m above the elevation of FATO surface at a distance of ~3,386 m.

Approach/Departure Path (VFR). The flight track helicopters follow when landing at or departing from the FATO of an HLS. Updated standards to align with ICAO requirements now has the VFR (day and) night approach and departure path extending upwards from the forward edge of the FATO safety area with an obstacle free gradient of 2.6^0/4.5%/ 1:22.2 (22.2 units horizontal in 1 unit vertical), to a height of 152m above the FATO at a distance of ~3,386 m. The approach and departure path commences at the forward edge of the FATO safety area at a width of 34m, and expands uniformly, laterally at an angle of 8.7^0/15%/1:12.8 to a total width of 140 m, then remains parallel to a distance of ~3,386m, where the height is 152 m above the elevation of FATO surface.

Design Helicopter. The Agusta AW139 contracted to the NSW Ambulance. The type reflects the latest generation Performance Class 1 capable helicopters used in HEMS and reflects the maximum weight and maximum contact load/minimum contact area. The design helicopter has a maximum all up mass of 7 tonnes, however for HLS design purposes it is assumed the helicopter will never exceed 6.8 tonnes on the HLS.

D Value (Overall Length). The distance from the tip of the main rotor tip plane path to the tip of the tail rotor tip plane path or the fin if further aft, of the Design Helicopter.

Elevated Helicopter Landing Site. An HLS located on a roof top or some other elevated structure where the Ground Effect Area/Touchdown and Lift-off Area (TLOF) is at least 2.5m above ground level.

Final Approach. The reduction of height and airspeed to arrive over a predetermined point above the FATO of an HLS.

Final Approach and Takeoff Area (FATO). A defined area over which the final phase of the approach to a hover, or a landing is completed and from which the takeoff is initiated. For the purposes of these guidelines, the specification of 1.5 x D Value or Overall Length of the Design Helicopter is used and equates to 25m. diameter. Area to be load bearing.

Ground Taxi. The surface movement of a wheeled helicopter under its own power with wheels touching the ground.

Hazard to Air Navigation. Any object having a substantial adverse effect upon the safe and efficient use of the navigable airspace by aircraft, upon the operation of air navigation facilities, or upon existing or planned airport/heliport capacity.

Helicopter Landing Site (HLS). One or more may also be known as a **Heliport**. The area of land, water or a structure used or intended to be used for the landing and takeoff of helicopters, together with appurtenant buildings and facilities.

Helicopter Landing Site Elevation. At an HLS without a precision approach, the HLS elevation is the highest point of the FATO expressed as the distance above mean sea level.

Helicopter Landing Site PC1 Survey Reference Point. A position at the forward edge of the FATO safety area in the centre of the approach and departure path, from which the PC1 survey at 2.6º (4.5%) is initiated.

Helicopter Landing Site Reference Point (HRP). The geographic position of the HLS expressed as the latitude and longitude at the centre of the FATO.

Hospital Helicopter Landing Site. HLS limited to serving helicopters engaged in air ambulance, or other hospital related functions.

Note:

*A designated HLS located at a hospital or medical facility is an emergency services HLS and **not** a medical emergency site.*

Heliport. Two or more co-existing helicopter landing sites (HLS). There are no implications for operating a heliport as opposed to an HLS, other than having a “Heliport Operations Manual” rather than an “HLS Operations Manual” which would address the various interactions and interoperability (aviation, clinical etc) at the dual sites.

Hover Taxi. The movement of a helicopter above the surface, generally at a wheel/skid height of approximately one metre. For facility design purposes, a skid-equipped helicopter is assumed to hover-taxi.

Landing and Lift Off Area (LLA). A load-bearing, nominally paved area, normally located in the centre of the TLOF, on which helicopters land and lift off. Minimum dimensions are based upon a 1 x metre clearance around the undercarriage contact points of the Design Helicopter.

Lift Off. To raise the helicopter into the air.

Movement. A landing or a lift off of a helicopter.

Object Identification Surface. The OIS are a set of imaginary surfaces associated with a heliport. They define the volume of airspace that should ideally be kept free from obstacles in order to minimise the danger to a helicopter during an entirely visual approach.

Obstacle Limitation Surface. The OLS are a set of imaginary surfaces associated with an aerodrome. They define the volume of airspace that should ideally be kept free from obstacles in order to minimise the danger to aircraft during an entirely visual approach.

Obstruction to Air Navigation. Any fixed or mobile object, including a parked helicopter, which impinges the approach/departure surface or the transitional surfaces.

Parking Pad. The paved centre portion of a parking position, normally adjacent to an HLS.

Performance Class 1 (PC1). Similar to Category A requirements. For a rotorcraft, means the class of rotorcraft operations where, in the event of failure of the critical power unit, performance is available to enable the rotorcraft to land within the rejected take-off distance available, or safely continue the flight to an appropriate landing area, depending on when the failure occurs. For an elevated HLS, the reject area is that area within the FATO (25 m. diameter) and therefore this area is to be load bearing. PC1 also requires Civil Aviation Safety Authority (CASA) approved flight path surveys to/from the HLS.

Performance Class 2 (PC2). For a rotorcraft, means the class of rotorcraft operations where, in the event of failure of the critical power unit, performance is available to enable the rotorcraft to safety continue the flight, except when the failure occurs early during the take-off manoeuvres, in which case a forced landing may be required. PC2 also requires CASA approved flight path surveys to/from the HLS.

Performance Class 2 With Exposure (PC2WE). PC2WE is very similar to PC2 as mentioned above. The primary difference is that there need not be any provision for a suitable forced landing area during the take-off and landing phases of flight, within the designated exposure period for the rotorcraft. PC2WE offers operators alternative mitigation strategies based on: a defined exposure time limit, demonstrated engine reliability, engine maintenance standards, pilot procedures and training, and operator risk assessments. Specific approval to operate with exposure is required from CASA and will require a number of mitigation strategies from the operator to gain that approval.

Performance Class 3 (PC3). For a rotorcraft, means the class of rotorcraft operations where, in the event of failure of the critical power unit at any time during the flight, a forced landing:

- in the case of multi-engine rotorcraft – may be required; or
- in the case of single-engine rotorcraft – will be required.

Pilot Activated Lighting (PAL). A PAL system utilises a hospital-based VHF radio and timed switching device, activated by the pilot via a radio transmission on a pre-set frequency, to turn on the associated HLS lighting.

Prior Permission Required (PPR) HLSs. An HLS developed for exclusive use of the owner and persons authorized by the owner, i.e. a hospital-based emergency services HLS.

Note:

The HLS owner and the HEMS operator are to ensure that all pilots are thoroughly knowledgeable with the HLS (including such features as approach/departure path characteristics, preferred heading, facility limitations, lighting, obstacles in the area, size of the facility, etc.). This is addressed as part of the HLS commissioning process.

Rotor Downwash. The volume of air moved downward by the action of the rotating main rotor blades. When this air strikes the ground or some other surface, it causes a turbulent outflow of air from beneath the helicopter.

Safety Area. A defined area on an HLS surrounding the FATO intended to reduce the risk of damage to helicopters accidentally diverging from the FATO. This area should be free of objects, other than those frangible mounted objects required for air navigation purposes. The Safety Area for the Design Helicopter extends 4.5 m. beyond the FATO perimeter forming a 34 m. X 34 m. square or a 34m. diameter circle.

Safety Net. Surrounds the outer edge of a rooftop HLS. It is to be a minimum of 1.5 m. wide and have a load carrying capacity of not less than 122 kg/m^2. The outer edge is not to project above the HLS deck, and slope back and down to the deck edge at approximately 10 degrees, and not more than 20 degrees. Both the inside and outside edges of the safety net are to be secured to a solid structure.

Shielded Obstruction. A proposed or existing obstruction that does **not** need to be marked or lit due to its close proximity to another obstruction whose highest point is at the same or higher elevation.

Standard HLS. A place that may be used as an aerodrome for helicopter operations by day and night.

Take off. To accelerate and commence climb at the relevant climb speed.

Take off Position. A load bearing, generally paved area, normally located on the centreline and at the edge of the TLOF, from which the helicopter takes off. Typically, there are two such positions at the edge of the TLOF, one for each of two takeoff or arrival directions.

Touchdown and Lift-off Area (TLOF). A load bearing, generally paved area, normally centred in the FATO, on which the helicopter lands or takes off, and that provides ground effect for a helicopter rotor system. Size is based on 1 x main rotor diameter of Design Helicopter, and is 14m diameter.

Transitional Surfaces. Starts from the side edges of the FATO safety area parallel to the approach and departure path centre line, and extends upwards and outwards (to the sides) at a slope of 2:1 (two-units horizontal in one-unit vertical or 26.6°) to a height of 45m above the elevation of the FATO surface. Further, from the forward edge of the side transitional surfaces, the transitional surface joins the outer edges of the approach and departure surface, and proceeds upwards and outwards until the outer edges are 152m wide at ~3386m which corresponds with the end of the approach and departure surface.

Unshielded Obstruction. A proposed or existing obstruction that may need to be marked or lit since it is **not** in close proximity to another marked and lit obstruction whose highest point is at the same or higher elevation.

1.6. Applicable Abbreviations

Acronym	Meaning
AC	Advisory Circular (from Aviation Regulator)
ACC	Aeromedical Control Centre (HQ Eveleigh). Responsible for control and tasking of HEMS
CASA	Civil Aviation Safety Authority (Australia)
CASRs	Civil Aviation Safety Regulations (1998) Australia
CBD	Central Business District
CTR	Control Zone (Air Traffic)
DCP	Development Control Plan
DDO	Design and Development Overlay
ERSA	Enroute Supplement Australia
FAA	Federal Aviation Administration, USA
FATO	Final approach and Take-Off Area (1.5 x helicopter length)
FARA	Final Approach Reference Area
GPS	Global Positioning System
HEMS	Helicopter Emergency Medical Service
HLS	Helicopter Landing Site
HLSRO	HLS Reporting Officer (Airservices requirement)
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions - requiring flight under IFR
L	Length (also referred to as Overall Length), in relation to a helicopter, the total distance between the main rotor and tail rotor tip plane paths when rotating
LDP	Landing Decision Point (Category A/Performance Class 1 operations)
LEP	Local Environment Plan
LLA	Landing and Lift Off Area. Solid surface meeting dynamic loading requirements, with undercarriage contact points + I metre in all directions
MoH	Ministry of Health NSW
MRI	Magnetic Resonance Imagers
MTOW	Maximum Take Off Weight
NOTAM	Notice to Airmen. Issued by Airservices in relation to airspace and navigation warnings
NVG	Night Vision Goggle(s)
OIS	Object Identification Surface(s) (Heliport/HLS)
OLS	Obstacle Limitation Surface(s) (Aerodrome)
PC1	Performance Class 1
PC2	Performance Class 2

Acronym	Meaning
PC2(WE)	Performance Class 2 (With Exposure)
PC3	Performance Class 3
RD	Main Rotor Diameter
RTCC	Radar Terrain Clearance Chart
SACL	Sydney Airports Corporation Limited
SARPS	Standards and Recommended Practices developed by ICAO and promulgated in the Annexes to the Convention of International Civil Aviation
TDP	Takeoff Decision Point (Category A/Performance Class 1 operations)
TLOF	Touch Down and Lift Off Area. Load bearing min. 1 x main rotor diameter.
VFR	Visual Flight Rules
VHF	Very High Frequency radio
VMC	Visual Meteorological Conditions - allowing flight under VFR
V_{TOSS}	Take off Safety Speed

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2. EXECUTIVE SUMMARY

The aim of this report is to provide insights into the impacts of constructing the 4-6 Bligh St development on the aviation operations into and out of Sydney (Kingsford-Smith) Aerodrome. The report analyses the likely impact of the completed building and any associated construction cranes on aviation activities.

The following key outcomes arose from the analysis:

- The 4-6 Bligh St development, once constructed, will intrude into the Sydney (Kingsford-Smith) Aerodrome OLS and will require approval to do so.
- The 4-6 Bligh St development, once constructed, will not intrude into the Sydney (Kingsford-Smith) Aerodrome PANS-OPS surfaces.
- The 4-6 Bligh St development, once constructed, will not intrude into the Sydney RTCC.
- The 4-6 Bligh St development, once constructed, will not impact the approach and departure paths of any strategically important HLSs.
- The 4-6 Bligh St development construction crane(s) will intrude into the Sydney (Kingsford-Smith) Aerodrome OLS and will require approval to do so.
- The 4-6 Bligh St development construction crane(s) will not intrude into the Sydney (Kingsford-Smith) Aerodrome PANS-OPS surfaces.
- The 4-6 Bligh St development construction crane(s) will not intrude into the Sydney RTCC.
- The 4-6 Bligh St development construction crane(s) will not intrude into the approach and departure of any strategically important HLSs.
- The 4-6 Bligh St development, once constructed, will require aviation-standard obstacle lighting.
- The 4-6 Bligh St development construction crane(s) will require aviation-standard obstacle lighting.
- The 4-6 Bligh St development, once constructed, will meet the requirements of a notifiable tall structure.
- The 4-6 Bligh St development, and any associated construction crane(s) will require formal assessment by both CASA and Airservices Australia.

The 4-6 Bligh St development, including its construction cranes, will not adversely impact aviation safety in relation to either Sydney (Kingsford-Smith) Aerodrome or any strategically important HLSs. Approvals will be required for both the building and the construction crane(s) to intrude into the the Sydney (Kingsford-Smith) Aerodrome OLS and both the building and construction crane(s) will require aviation standard obstacle lighting. The competed building will be notifiable to Airservices Australia as a tall structure.

3. GENERAL AIRSPACE REQUIREMENTS AND CONSIDERATIONS

3.1. Purpose of this Section

It is important that the reader has a good understanding of the fundamentals of airspace protection for aerodromes and heliports/HLSs in order to be able to understand the analysis later in this report. Section 3 provides this general overview.

3.2. Airspace Regulation in Australia - Aerodromes

Approvals will be required if prescribed airspace could be impinged. The normal contact for this process is through Sydney Airport, the operator of Sydney (Kingsford-Smith) Airport.

Prescribed airspace includes an airport's Obstacle Limitation Surfaces (OLS) involving a set of imaginary surfaces associated with an aerodrome that should be kept free of obstacles. Additionally, the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surfaces that takes account of the airspace associated with aircraft instrument procedures, and the airspace associated with the Radar Terrain Clearance Chart (RTCC) must be considered.

The Airports (Protection of Airspace) Regulations 1996 differentiate between short-term (less than 3 months) and long-term controlled activities. The Regulations provide for the airport operator to approve short-term controlled activities that penetrate the OLS, and for the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications for approval of long-term controlled activities and those short-term controlled activities referred to it by the airport operator. However, the airport operator must refer short-term PANS-OPS infringements to the Department for approval. Long term intrusions of the PANS-OPS surface are prohibited.

CASA Advisory Circular (AC) 139.E-01 Reporting of Tall Structures provides guidance on what needs to be reported.

Regulation 139.165 (Notifying CASA of certain proposed objects or structures) of Civil Aviation Safety Regulations Part 139 states: "This regulation applies if a person proposes to construct or erect an object or structure that…will have a height of 100 metres or more above ground level…or is of a kind prescribed by the Part 139 Manual of Standards." This is done through Airservices Australia.

3.3. Airspace Management in Australia – Heliports and Helicopter Landing Sites

Currently within Australia, there are no set rules or regulations applicable to the design, construction or placement of HLS'. The appropriate national regulatory guidance at present for the use of HLS' is Civil Aviation Safety Regulation (CASR) 91-410 which places the onus on the helicopter pilot to determine the suitability of a landing site. CASA, as the regulator of aviation in Australia divested itself of direct responsibility for regulating HLS' in the early 1990s and currently provides only basic operating guidelines via CASA Advisory Circular (AC) 91-29 Guidelines for helicopters – suitable places to takeoff and land.

Because no Federal or State (NSW) legislation is in place to protect VFR approach and departure paths and the transitional surfaces associated with hospital HLSs, in May 2018, the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications issued Guideline H: Protecting Strategically Important Helicopter Landing Sites under the National Airports Safeguarding Framework (NASF). Whilst this publication has no legal effect in NSW as yet, its content is gradually being aligned within the NSW MoH Guidelines for Hospital Helicopter Landing Sites in NSW.

3.4. State Government Requirements

The various legislative/regulatory requirements relating to HLSs in NSW are complex. Current regulation excludes emergency service landing sites from the definition of "designated development" in the Environmental Planning and Assessment Regulation (which otherwise includes most HLSs). Generally, hospital HLSs are considered "ancillary-uses" to hospital purposes and are thus not separate "development". The same cannot necessarily be said about off-site emergency medical HLSs, e.g. local sports fields.

Whilst not an aviation requirement, cranes may need access to airspace above neighbouring properties in which case the NSW Access to Neighbouring Land Act 2000 may apply.

3.5. Local Government Requirements

Requirements emanate from the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996.

Clause 7.16 of the Sydney Local Environment Plan 2012 states that one objective of the Clause is "to provide for the effective and on-going operation of the Sydney (Kingsford-Smith) Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport."

In this case, the term "Limitation or Operations Surface" means "the Obstacle Limitation Surface or the Procedures for Air Navigation Services Operations Surface as shown on the Obstacle Limitation Surface Map or the Procedures for Air Navigation Services Operations Surface Map for the Sydney (Kingsford-Smith) Airport."

Further, Clause 7.16. states that "If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application."

3.6. Obstacle Limitation Surfaces

The objective of the OLS is to define a volume of airspace in proximity to the airport which should be kept free of obstacles that may endanger aircraft in visual operations, or during the visual stages of an instrument approach.

The intention is not to restrict or prohibit all obstacles, but to ensure that either existing or potential obstacles are examined for their impact on aircraft operations and that their presence is properly taken into account. Since they are relevant to visual operations, it may sometimes be sufficient to ensure that the obstacle is conspicuous to pilots, and this may require that the obstacle be marked or lit.

In reality, there is little issue with breaching the OLS as pilots will be visual with the obstruction and can work on "see and avoid" principles. OLS at a multi-runway aerodrome look akin to Figure 1 below:

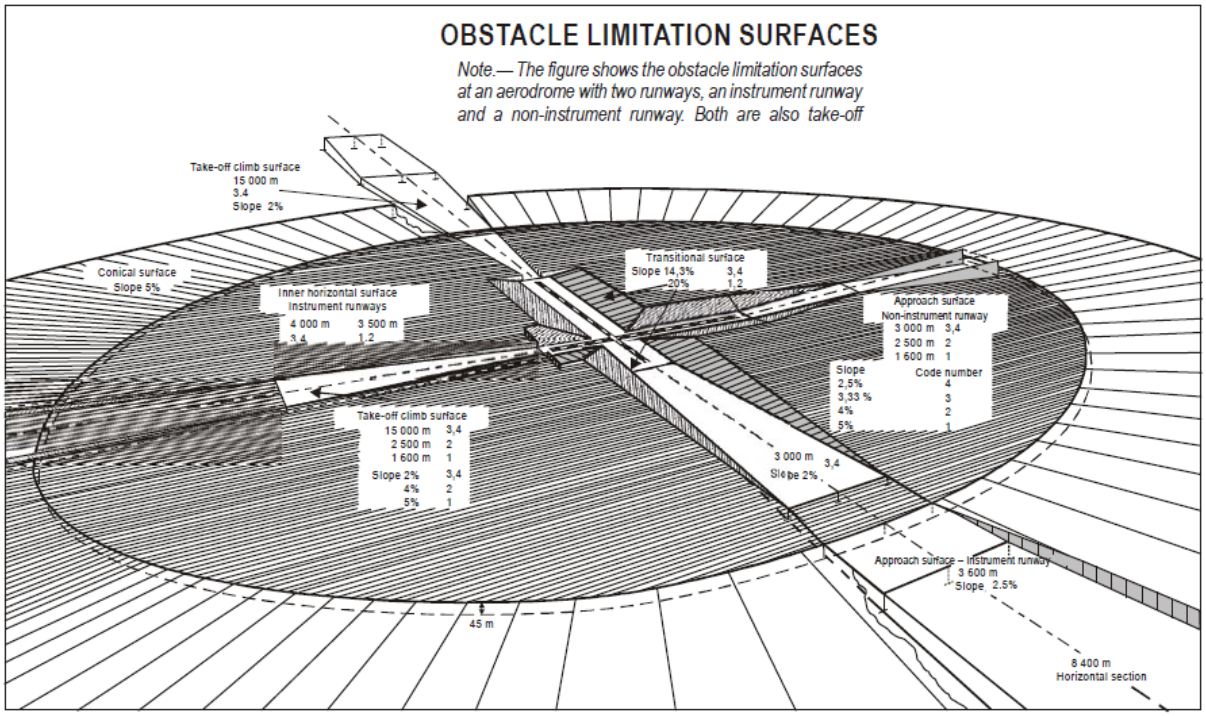

Figure 1: Example of Obstacle Limitation Surfaces

3.7. Procedures for Air Navigation – Aircraft Operations (PANS-OPS) Surfaces

PANS-OPS surfaces detail essential areas and obstacle clearance requirements for the achievement of safe, regular instrument flight operations.

The instrument flight procedures enable pilots to either descend from the high enroute environment of cruise type flight to establish visual contact with the landing runway, or climb from the runway to the enroute environment, with a prescribed safe margin above terrain and obstacles, by use of aircraft instruments and radio navigation aids or GPS in conditions where the pilot cannot maintain visual contact with the terrain and obstacles due to inclement weather conditions.

Pilots must be protected against protrusions into the PANS-OPS surfaces as they have no way of avoiding obstructions if they get off track and they cannot see such obstructions.

PANS-OPS surfaces are constructed differently to OLS however they serve a similar purpose. An example of PANS-OPS surfaces is in Figure 2 below:

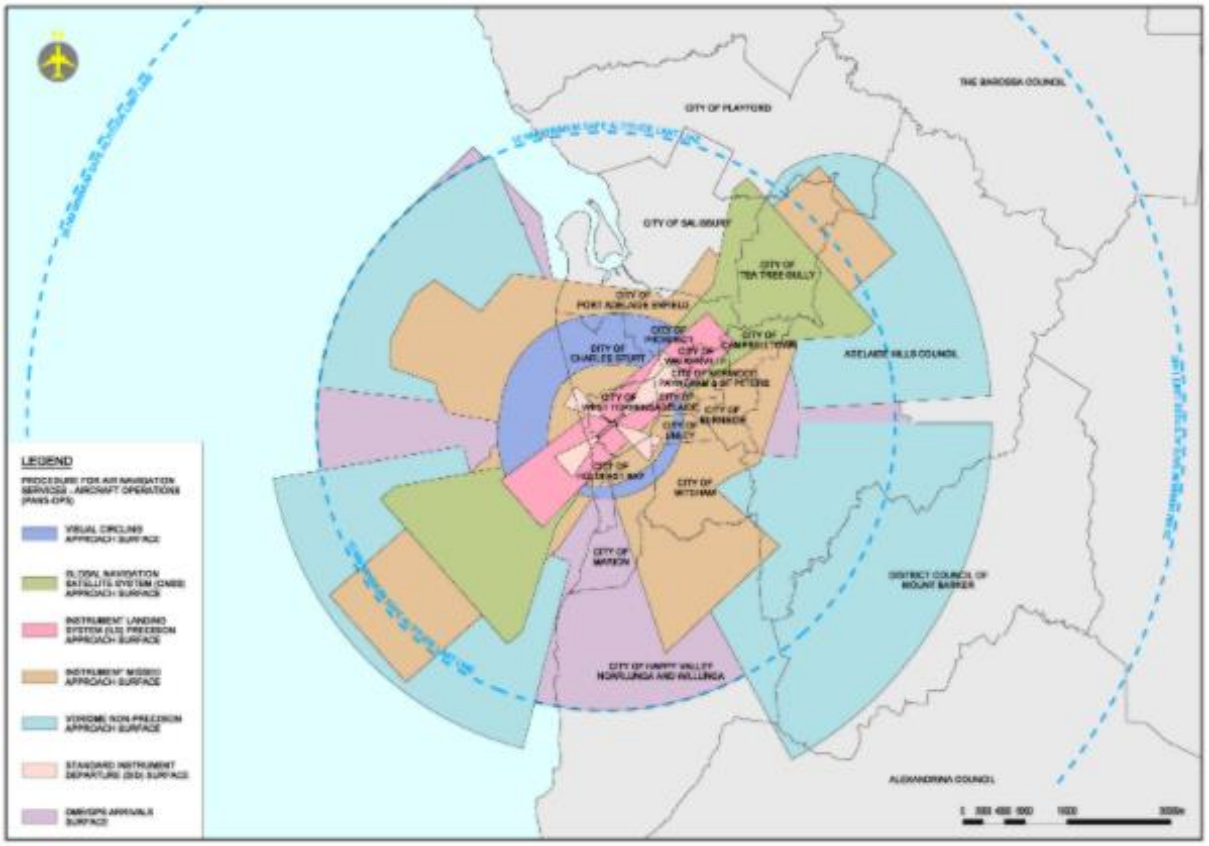

Figure 2: Example of PANS-OPS Surfaces

3.8. Radar Terrain Clearance Charts

The Radar Terrain Clearance Chart defines an area in the vicinity of an aerodrome, in which the minimum safe levels allocated by an Air Traffic Controller (ATC) vectoring Instrument Flight Rules (IFR) flights with Primary and/or Secondary Surveillance RADAR equipment have been predetermined. The figure shown on the chart is the lowest altitude which an ATC may assign to a pilot. An example of an RTCC is in Figure 3 below:

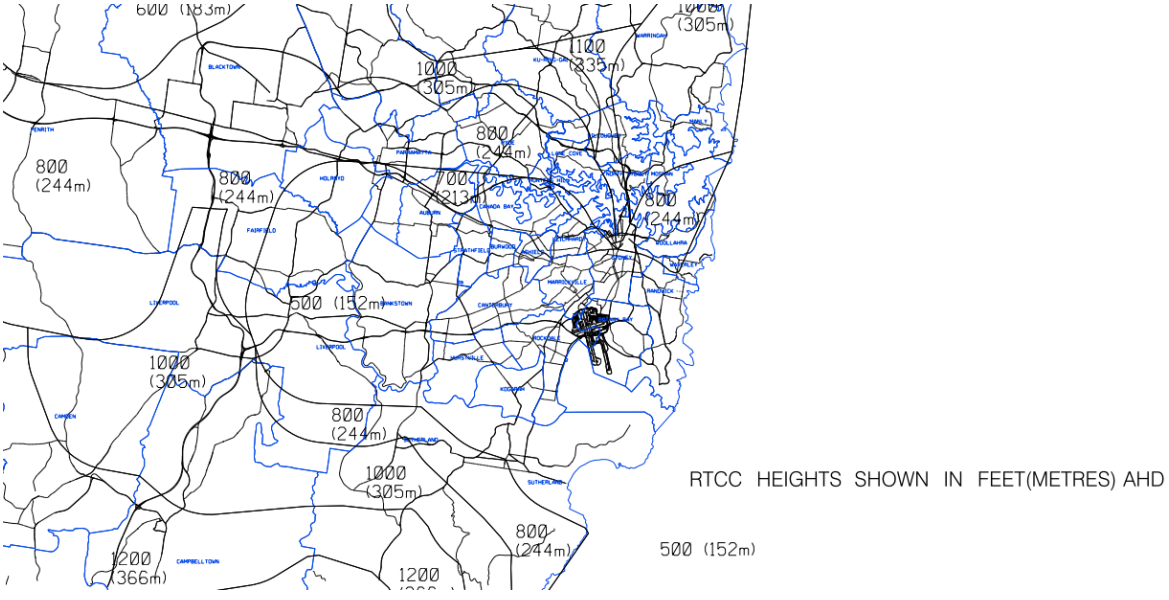

Figure 3: Example of a Radar Terrain Clearance Chart (RTCC)

3.9. Helicopter Routes

In addition to considering the impacts on heliports, HLSs and their associated approach and departure paths (see paragraph 3.3) it is also necessary to consider special routes designed for, and used by, helicopters to navigate the complex airspace around major aerodromes. These routes are typically associated with key destinations such as aerodromes, heliports and hospitals. Details of these routes can be found in the Sydney (Kingsford-Smith) Aerodrome entry of the Enroute Supplement Australia (ERSA).

4. SPECIFIC 4-6 BLIGH ST DEVELOPMENT CONSIDERATIONS

4.1. The 4-6 Bligh St Development Location

The location of the lot of the proposed 4-6 Bligh St development footprint is shown in Figure 4 below. It is approximately 9 km from Sydney (Kingsford-Smith) Aerodrome and not in proximity to any strategically important HLSs.

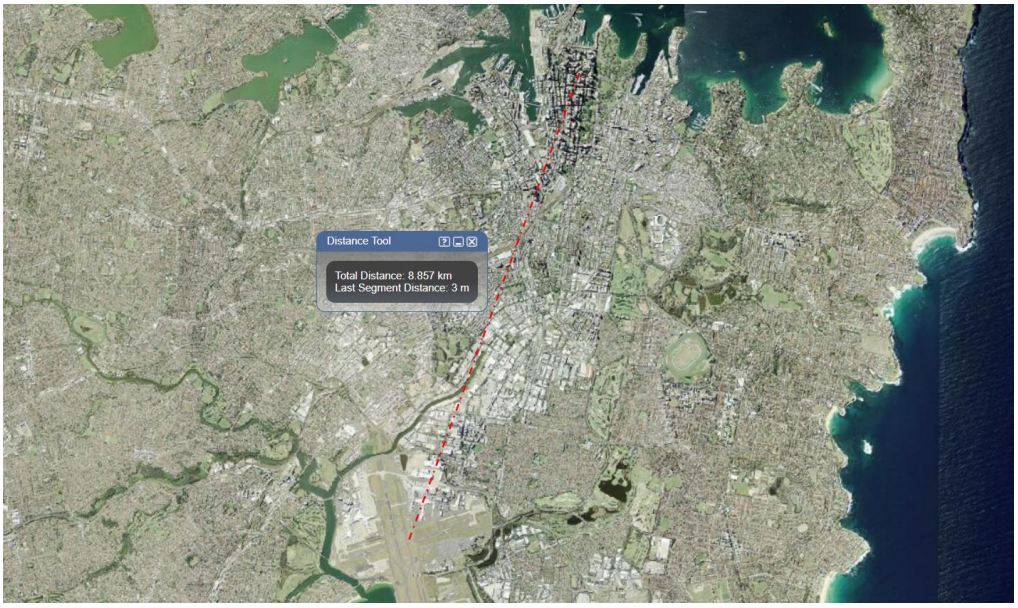

Figure 4: Location of the Proposed 4-6 Bligh St development Building

4.2. The 4-6 Bligh St Development Elevation

The 4-6 Bligh St development is planned to be built to approximately RL 225.88 (see Figure 5 below) with additional elevation to a maximum of RL 230 allowed for rooftop fixtures e.g. antennae, vents, exhausts, plant and fixtures. Ground level over the site is approximately 20 m so the building will be in excess of 200 m above ground level.

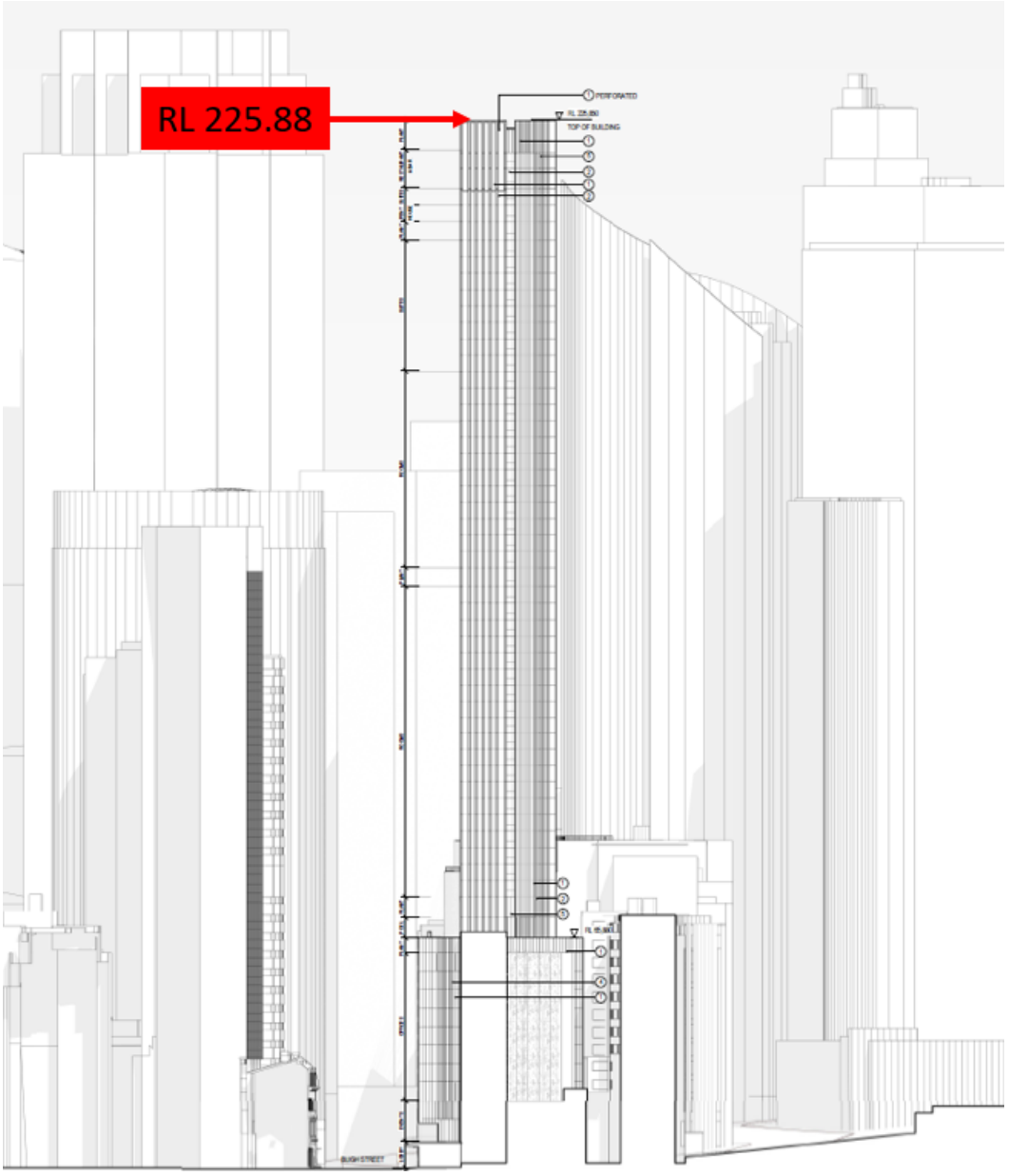

Figure 5: Elevation of the 4-6 Bligh St development

4.3. General Airspace Overhead the 4-6 Bligh St Development

The 4-6 Bligh St development sits at the northern end of the Sydney City Central Business District and within the Sydney Aerodrome's Control Zone (CTR). See Figure 6 below.

Figure 6: Sydney (Kingsford-Smith) Aerodrome General Airspace

4.4. The Sydney (Kingsford-Smith) Aerodrome OLS Overlay

The Sydney (Kingsford-Smith) Aerodrome OLS is depicted in Figures 7 and 8 below. The approximate location of the 4-6 Bligh St development is also indicated.

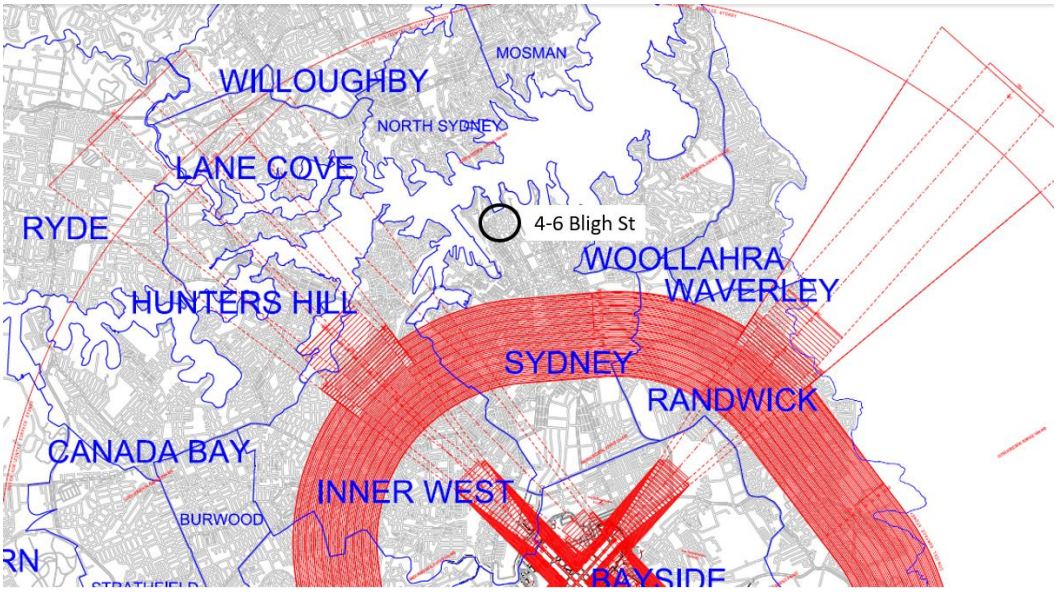

Figure 7: Sydney (Kingsford-Smith) Aerodrome Obstacle Limitation Surfaces (1)

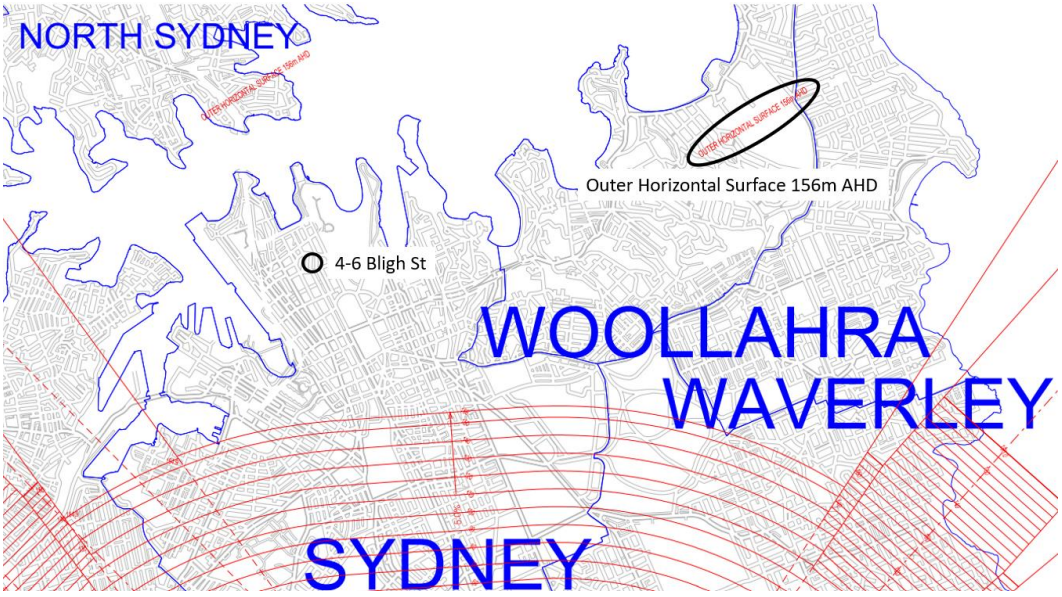

Figure 8: Sydney (Kingsford-Smith) Aerodrome Obstacle Limitation Surfaces (2)

4.5. Impact on the Sydney (Kingsford-Smith) Aerodrome OLS

The 4-6 Bligh St development is within the Sydney (Kingsford-Smith) Aerodrome OLS.

4.6. The Sydney (Kingsford-Smith) Aerodrome PANS-OPS Overlay

The Sydney (Kingsford-Smith) Aerodrome PANS-OPS is depicted in Figures 9 and 10 below. The approximate location of the 4-6 Bligh St development is also indicated.

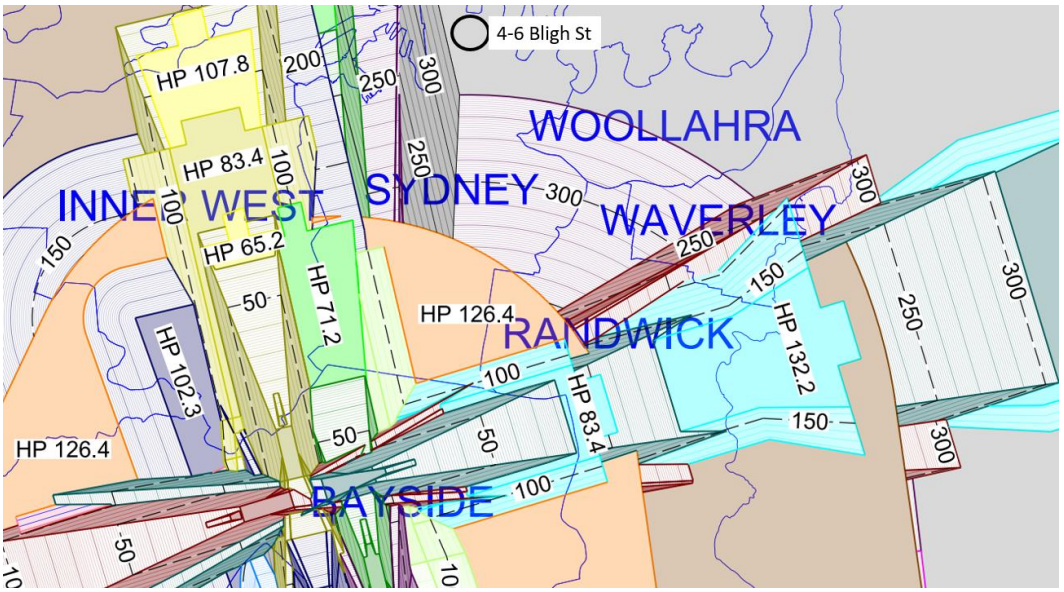

Figure 9: Sydney (Kingsford-Smith) Aerodrome PANS-OPS Surfaces (1)

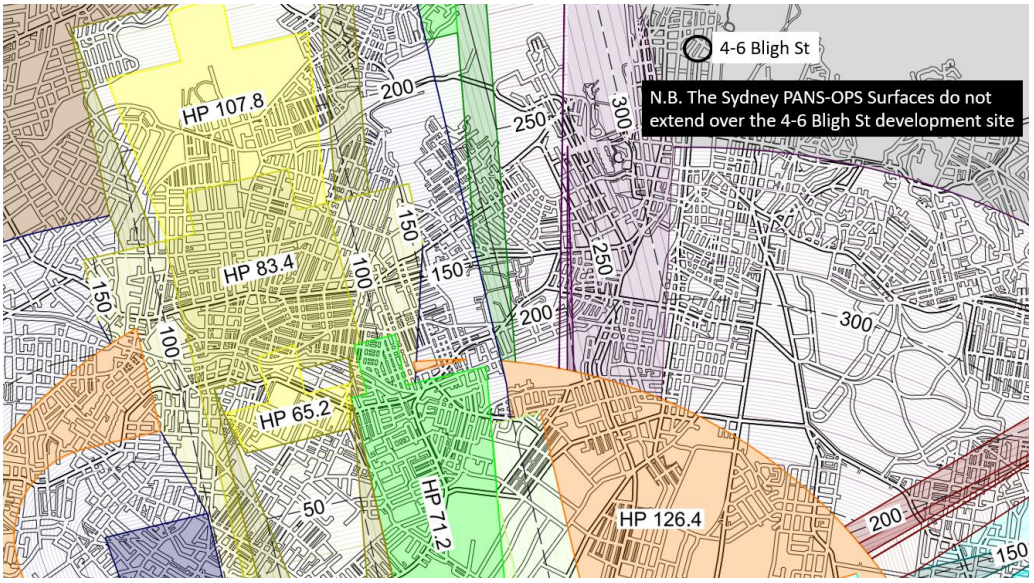

Figure 10: Sydney (Kingsford-Smith) Aerodrome PANS-OPS Surfaces (2)

4.7. Impact on the Sydney (Kingsford-Smith) Aerodrome PANS-OPS Surfaces

The Sydney (Kingsford-Smith) Aerodrome PANS-OPS surfaces do not extend over the 4-6 Bligh St development. There will be no intrusion (including construction cranes).

4.8. The Sydney Aerodrome Radar Terrain Clearance Chart (RTCC) Overlay

The Sydney Aerodrome RTCC overlay is depicted in Figure 11 and 12 below. The approximate location of 4-6 Bligh St is also indicated.

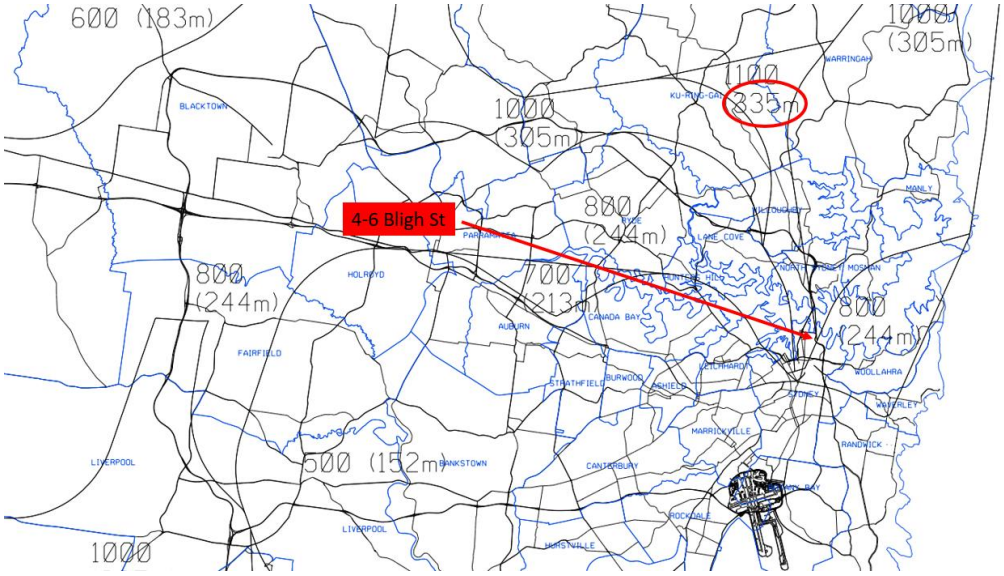

Figure 11: The 4-6 Bligh St development within the Sydney RTCC (1)

Figure 12: The 4-6 Bligh St development within the Sydney RTCC (2)

4.9. Impact on the Sydney Aerodrome RTCC

At its current height, the development (including construction cranes) will be well below the RTCC lower level for the area of 35m AHD.

4.10. Overall impacts on Sydney (Kingsford-Smith) Aerodrome OLS, PANS-OPS and RTCC

The development (and any associated construction cranes), will only intrude into the Sydney (Kingsford-Smith) Aerodrome OLS.

4.11. Impact on Strategically Important HLSs

There are no strategically important HLSs within close proximity to 4-6 Bligh St. The nearest HLS strategically important HLSs are shown in Figure 13 below.

Figure 13: Location of Nearest HLSs to 4-6 Bligh St

4.12. Impact on Helicopter Routes

The 4-6 Bligh St development will not impact any helicopter routes. There are three routes in the ERSA that enter and leave the Sydney Aerodrome CTR near 4-6 Bligh St. The Erskineville and Harbour Bridge routes both require helicopters to track via Darling Harbour, to Central Railway Station and Redfern Railway Station; or to follow that route in reverse. The Barracks route requires helicopters to track from Rushcutters Bay to Victoria Barracks to the Sydney Cricket Ground; or to follow that route in reverse. All routes avoid the northern end of the Sydney CBD where the 4-6 Bligh St development is located.

4.13. Tall Structure Considerations

CASA AC 139.E-01 v1.0 Reporting of tall structures dated December 2021 states that “Any object that extends to a height of 100 m or more above local ground level, must be notified to CASA by the proponent or owner.” At more than 200 m above ground level, this building must be notified to CASA for assessment. CASA may then specify obstacle lighting requirements. AC 139.E-01 v1.0 also states that “the RAAF and Airservices Australia require information on structures that are 30 m or more above ground level - within 30 km of an aerodrome or 45 m or more above ground level elsewhere for the RAAF, or 30 m or more above ground level elsewhere for Airservices Australia.” This building will also require to be notified to Airservices Australia as a tall structure. This information will be recorded on a tall structures database but no other action will be required.

4.14. Construction Crane Considerations

As a construction crane(s) will be above the elevation of the HLSs, the Guidelines require such cranes to be lit when “in the vicinity” of a Hospital HLS. The illumination requirements for cranes in the vicinity of a Hospital HLS are detailed below.

It should be noted that there are no specified lighting requirements for mobile cranes however a similar level of safety should be applied for these as would be applied for tower cranes.

<u>As a minimum for all tower [hammerhead] cranes:</u>

- top of crane A frame or cabin: medium intensity flashing red obstruction light;
- both ends of Jib: medium intensity flashing red obstruction light
- along Jib: line of white LED fluoro on a PE cell along the full length of the jib, and
- tower section: stairway lights or spot lights attached to the top of the tower pointing down and onto the tower (not up into pilot eyes).

<u>As a minimum for all luffing cranes:</u>

- top of crane A-frame or cabin: medium intensity red obstruction light;
- end of Jib: medium intensity red obstruction light;
- along Jib: line of white LED fluoro on a PE cell along the full length of the jib; and
- tower section: stairway lights or spot lights attached to the top of the tower pointing down and onto the tower (not up into pilot eyes).

The LED jib fluoro lights are to be LED weather proof emergency fluoros controlled via a PE cell with a minimum 90 minute battery back-up.

4.15. Deductions: Airspace, Cranes, Obstructions and HLSs

The following key deductions can be made:

- The 4-6 Bligh St development, once constructed, will not intrude into the Sydney (Kingsford-Smith) Aerodrome PANS-OPS surfaces.
- The 4-6 Bligh St development, once constructed, will intrude into the Sydney (Kingsford-Smith) Aerodrome OLS and will require approval to do so.
- The 4-6 Bligh St development, once constructed, will not intrude into the Sydney RTCC.
- The 4-6 Bligh St development, once constructed, will not impact the approach and departure paths of any strategically important HLSs.
- The 4-6 Bligh St development construction crane(s) will not intrude into the Sydney (Kingsford-Smith) Aerodrome PANS-OPS surfaces.
- The 4-6 Bligh St development construction crane(s) will intrude into the Sydney (Kingsford-Smith) Aerodrome OLS and will require approval to do so.
- The 4-6 Bligh St development construction crane(s) will not intrude into the Sydney RTCC.
- The 4-6 Bligh St development construction crane(s) will not intrude into the approach and departure of any strategically important HLSs.
- The 4-6 Bligh St development, once constructed, will require aviation-standard obstacle lighting.
- The 4-6 Bligh St development construction crane(s) will require aviation-standard obstacle lighting.
- The 4-6 Bligh St development, once constructed, will meet the requirements of a notifiable tall structure.
- The 4-6 Bligh St development, and any associated construction crane(s) will require formal assessment by both CASA and Airservices Australia.

4.16. Principle of Shielding may be applicable

“Shielding” is a principle whereby one tall structure acts as a barrier for another tall structure such that the level of hazard or risk to aviation safety is not actually increased. It is used in some cases by the relevant Regulators and Delegates involved in granting approvals for OLS, PANS-OPS and RTCC penetrations, however, the CASR Part 139 (Aerodromes) Manual of Standards 2019 (MOS 139) states in a note to Chapter 7, Division 4 Part 7.25 General that: “A new obstacle, located in the vicinity of an existing obstacle, and assessed as not being a hazard to aircraft, would be considered to be shielded. Only existing permanent obstacles may be considered in assessing the applicability of shielding of new obstacles.”

In the case of the development, there may be a “prima facie” case that the development is in very close proximity to another higher development, thus providing shielding. This shielding might cover both the building and the construction crane(s) if the maximum elevation of the construction crane was known depending on the elevation of the shielding structure.

4.17. Conclusion

The 4-6 Bligh St development, including its construction cranes, will not adversely impact aviation safety in relation to either Sydney (Kingsford-Smith) Aerodrome or any strategically important HLSs. Approvals will be required for both the building and the construction crane(s) to intrude into the the Sydney (Kingsford-Smith) Aerodrome OLS and both the building and construction crane(s) will require aviation standard obstacle lighting. The competed building will be notifiable to Airservices Australia as a tall structure.