



**Australian Government**

**Department of Infrastructure and Regional Development**

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**DECISION UNDER THE AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996:**

**Proposed Activity:** Crane Operations: One (1) Tower Crane (crane)

**Location:** Crown Sydney Hotel Resort, Barangaroo NSW

**MGA 94 Coordinates:** E333593.798; N6251670.487

**Proponent:** Crown Resorts Ltd

I refer to the application from AvLaw Pty Ltd (on behalf of the proponent), received by the Department on **10 September 2014** from Sydney Airport Corporation Ltd (SACL). This application sought approval under the Airports (Protection of Airspace) Regulations 1996 (the Regulations) for the intrusion of a tower crane at the **Crown Sydney Hotel Resort, Barangaroo NSW (the site)**, into airspace which, under the Regulations, is prescribed airspace for Sydney Airport.

‘Prescribed airspace’ includes ‘the airspace above any part of either an Obstacle Limitation Surface (OLS) or Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) surface for the airport’ (see subregulation 6(1)).

The Outer Horizontal Surface of the OLS above this site is at a height of **156 metres AHD** and hence prescribed airspace above the site commences at **156 metres AHD**. At a maximum height of **333 metres AHD**, the crane will penetrate the OLS by **177 metres**.

Accordingly, the proposed operation of the crane would constitute a “controlled activity” under Section 182 of the *Airports Act 1996* (the Act). Section 183 of the Act requires that controlled activities cannot be carried out without approval.

Details of the penetration of prescribed airspace are provided in **Table 1**.

**Table 1:** Height and location of proposed crane at the site that will intrude into prescribed airspace for Sydney Airport

Activity	MGA 94 coordinates	Maximum height (AHD)	Penetration of prescribed airspace
Tower crane	E333593.798; N6251670.487	333 metres	177 metres

Attachment A1 shows the location of the proposed crane which will intrude into prescribed airspace at the site.

I sought further information which was provided on 12 February 2015.

The crane is to be used to construct a building which was approved by the Department on 18 February 2015.

Under the Regulations, the Secretary is empowered to make decisions in relation to the approval of controlled activities, and the imposition of conditions on approvals. I have been delegated the Secretary’s powers under the Regulations.

### **Decision**

Regulation 14 provides that a proposal to carry out a controlled activity must be approved unless carrying out the controlled activity would interfere with the safety, efficiency or regularity of existing or future air transport operations into or out of the airport concerned. Paragraph 14(1)(b) provides that an approval may be granted subject to conditions.

In making my decision, I have taken into consideration the opinions of the proponent, the Civil Aviation Safety Authority, Airservices Australia, airlines and SACL.

In accordance with this Regulation 14(1)(b), I **impose the following conditions on my approval**:

1. The crane **must not exceed** a maximum height of **333 metres AHD**.
2. The crane **must be obstacle lit** at night with medium intensity flashing red obstacle lighting on the top of the jib and top of the engine platform in accordance with Part 139 (Part 139 MOS) of the Civil Aviation Safety Regulations 1998, section 9.4. Characteristics for medium intensity lights are stated in subsection 9.4.7
3. The crane **must be obstacle marked** (red and white) in accordance with the Manual of Standards for Part 139 MOS, subsection 8.10.2. or;
  - **Lit with flashing white obstacle lights** and marked in a single conspicuous colour in lieu of obstacle marking in accordance with paragraph 9.4.7.4 of the MOS Part 13;
4. The crane **must be obstacle lit** with high intensity flashing white lighting during daylight hours as per Section 9.4 of the MOS on the tip of the jib and the top of the engine platform. Characteristics for high intensity lights are stated in subsection 9.4.8.

5. Obstacle lighting should have a remote monitoring capability, in lieu of observation every 24 hours, to alert SACL reporting staff of any outage. For detailed requirements for obstacle monitoring within the OLS of an aerodrome, refer to subsection 9.4.10 of the MOS.
6. The crane's obstacle lighting is to be maintained in serviceable condition and any outage immediately reported to SACL.
7. The crane may engage in operations which will cause it to intrude into prescribed airspace **only as follows:**
  - from 1 November 2016 to 30 September 2019.
8. The proponent **must provide SACL** with surveyed as installed details including the height of the tower crane after it is erected.
9. The proponent must give SACL at least 48 hours notice before commencing operations which will result in intrusions into prescribed airspace (to allow SACL to raise the required NOTAMs).
10. At the end of the project the proponent is to contact Sydney Airport to provide the dates and hours for the removal of the Tower Cranes and give a minimum of 48hrs notice.

**Breaches of approval conditions are subject to significant penalties** under sections 185 and 187 of the Act.

Yours sincerely



Susan Strickland  
Director, Airspace Protection  
Aviation and Airports Division

12 February 2015

