

From: [Andrew Lee](#)
To: [Andrew Lee](#)
Subject: RE: Airservices response: YSW5-CA-027 - AP068901-01
Date: Monday, 15 December 2025 2:24:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

From: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Sent: Friday, 5 December 2025 1:28 PM
To: 'Linlin Wang' <lwang@aviationprojects.com.au>
Cc: 'Ops' <ops@aviationprojects.com.au>; Lloyd Henderson (DHL Supply Chain) <lloyd.henderson@dhl.com>; Airspace Protection <airspace.protection@casa.gov.au>; Armando De Olim <Armando.DeOlim@AirservicesAustralia.com>
Subject: Airservices response: YSW5-CA-027 - AP068901-01

OFFICIAL

Good afternoon,

I refer to your request for an Airservices assessment of the proposed controlled activity at 1953-2109 Elizabeth Drive, Badgerys Creek, NSW.

Airspace Procedures

With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, at a height of 95.6m (314ft) AHD the property development and crane operations will not affect any sector or circling altitude, nor any instrument approach or departure procedure at Western Sydney aerodrome.

The property development and crane operations will not affect the Sydney RTCC.

Note: procedures not designed by Airservices at Western Sydney aerodrome were not considered in this assessment.

Communications/Navigation/Surveillance (CNS) Facilities

We have assessed the proposed activity to the above specified height for any impacts to Airservices Precision/Non-Precision Navigation Aids, Anemometers, HF/VHF/UHF Communications, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links and have no objections to it proceeding.

Note: Meteorological instruments not owned by Airservices were not considered in this assessment. In accordance with Part 139 (Aerodromes) Manual of Standards, Chapter 19, we recommend consulting with the Bureau of Meteorology (the Bureau) to ensure that the proposed activity does not adversely affect their equipment. The Bureau can be contacted at airport.developments@bom.gov.au

Air Traffic Control (ATC) Operations

There are no additional instructions/concerns from ATC.

Summary

The proposed activity does not impact Airservices operations or facilities at Western Sydney aerodrome.

This advice remains valid for any future time extensions if there is no change to the location and height of the proposed controlled activity for the purposes of sub-regulations 10(2)(b), 10(4)(b) and 13(d) of the Airports (Protection of Airspace) Regulations 1996.

Thanks and Regards,
Kwanele Diallo
AIS Data & Airspace Development Protection Specialist
Airservices Australia
Phone: 0436 325 205
Email: Kwanele.diallo@airservicesaustralia.com



I acknowledge Aboriginal and Torres Strait Islander peoples as the traditional custodians of country throughout Australia where we live, learn and work.

OFFICIAL

From: Airport Developments
Sent: Tuesday, 25 November 2025 10:21 AM
To: Linlin Wang <lwang@aviationprojects.com.au>
Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com
Subject: RE: Consultation advice - AP068901-01

Hi Lyn,

We have processed your application, and it is now with our assessment teams. Should you have any enquiries regarding your application, please contact us and quote the reference code: **YSWS-CA-027**.

Please note that should FPD requires the coordinates of each corner of the warehouses, this might cause delays as the information would need to be supplied before they can proceed with their assessment.

Please be advised that a copy of Airservices response may be provided to the Civil Aviation Safety Authority and we may also send a copy to the Bureau of Meteorology (the Bureau).

Additionally, please note that meteorological instruments not owned by Airservices will be excluded from this assessment. In accordance with Part 139 (Aerodromes) Manual of Standards, Chapter 19, we recommend consulting with the Bureau to ensure that the proposed activity does not adversely affect their equipment. The Bureau can be contacted at airport.developments@bom.gov.au

If you have any queries, please let our team know.

Thanks and Regards,
Kwanele Diallo
AIS Data & Airspace Development Protection Specialist
Airservices Australia
Phone: 0436 325 205
Email: Kwanele.diallo@airservicesaustralia.com



I acknowledge Aboriginal and Torres Strait Islander peoples as the traditional custodians of country throughout Australia where we live, learn and work.

From: Linlin Wang <lwang@aviationprojects.com.au>
Sent: Monday, 24 November 2025 4:32 PM
To: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com
Subject: Re: Consultation advice - AP068901-01

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Hi Kwanele

Please see the attached drawing of warehouse 3 and 4. Hope that would be enough for the FPD team to do the assessment.

I will follow up with Warehouse 1 and 2. Thanks.

Kind regards,

Lyn Wang
Specialist Consultant – Airspace
Safeguarding and Design



aviationprojects.com.au

This email comes to you from Wurundjeri Country

E: lwang@aviationprojects.com.au
M: +61 433 747 835
P: +61 07 3371 0788
A: 1201/401 Docklands Dr, Docklands VIC 3008

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Holiday closure dates:

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From: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Sent: Monday, November 24, 2025 3:29 PM
To: Linlin Wang <lwang@aviationprojects.com.au>
Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com <lloyd.henderson@dhl.com>
Subject: RE: Consultation advice - AP068901-01

OFFICIAL

Hi Lyn,

The FPD team has advised that they require the exact coordinates in lat/long of each corner of the polygon.

Note: Stage 2 Kmz file appears to be the wrong file.

Thanks and Regards,

Kwanele Diallo

AIS Data & Airspace Development Protection Specialist

Airservices Australia

Phone: 0436 325 205

Email: Kwanele.diallo@airservicesaustralia.com



I acknowledge Aboriginal and Torres Strait Islander peoples as the traditional custodians of country throughout Australia where we live, learn and work.

OFFICIAL

From: Linlin Wang <lwang@aviationprojects.com.au>

Sent: Monday, 24 November 2025 2:00 PM

To: Airport Developments <Airport.Developments@AirservicesAustralia.com>

Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com

Subject: Re: Consultation advice - AP068901-01

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Hi Kwanele

I've attached the KMZ file of the construction site boundary of the 2 stages.

Kind regards,

Lyn Wang

Specialist Consultant – Airspace
Safeguarding and Design



aviationprojects.com.au

E: lwang@aviationprojects.com.au

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From: Airport Developments <Airport.Developments@AirservicesAustralia.com>

Sent: Monday, November 24, 2025 2:42 PM

To: Linlin Wang <lwang@aviationprojects.com.au>

Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com <lloyd.henderson@dhl.com>

Subject: RE: Consultation advice - AP068901-01

OFFICIAL

Hi Lyn,

To create a work package for the FPD team, could you please provide the coordinates in latitude and longitude of each corner of warehouse 1, 2, 3 and 4?

Thanks and Regards,

Kwanele Diallo

AIS Data & Airspace Development Protection Specialist

Airservices Australia

Phone: 0436 325 205

Email: Kwanele.diallo@airservicesaustralia.com



I acknowledge Aboriginal and Torres Strait Islander peoples as the traditional custodians of country throughout Australia where we live, learn and work.



OFFICIAL

From: Linlin Wang <lwang@aviationprojects.com.au>
Sent: Monday, 24 November 2025 12:32 PM
To: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com
Subject: Re: Consultation advice - AP068901-01

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Hi Kwanele

Please see here are a few responses from WSI, they asked us to consult with Airservices Australia. Could you please provide some feedback?
Thanks.

PANS-OPS	The PANS-OPS is not finalised and Airservices Australia will need to assess the development against the PANS-OPS. It should be noted that under the Airports (Protection of Airspace) Regulations permanent intrusions are prohibited and temporary intrusions are limited to three (3) months. The EIS notes that Airservices Aust needs to be consulted. WSI will refer the application to Airservices Australia for assessment. Advice from Airservices will be forward to the Department of Planning once it is received.
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Glide Path Building Restricted Area	
Proposal is in Glide Path Restricted Area, as shown in the Western Sydney Airport Plan	A small portion of Warehouse 2 is within the Glide Path Trigger Assessment Area, assessment should be included in regard to the Glide Path Building Restricted Area. The EIS/AIA notes that Airservices Aust needs to be consulted, and it appears this has not been done by the applicant to date. The AIA indicates that consultation was undertaken with CASA, Airservices and WSI, however there no details documented in Table 1.

	WSI will refer the application to Airservices Australia for assessment to conduct a formal assessment of potential impacts to Communications, Navigation and Satellite systems. The AIA refers to a Ground Base Augmentation System (GBAS), WSI will not be using GBAS. Any assessment is to also include temporary intrusions such as cranes.
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Kind regards,

Lyn Wang
Specialist Consultant – Airspace
Safeguarding and Design



aviationprojects.com.au

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From: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Sent: Thursday, July 24, 2025 2:45 PM
To: Linlin Wang <lwang@aviationprojects.com.au>
Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com <lloyd.henderson@dhl.com>
Subject: RE: Consultation advice - AP068901-01

NWilliams@wsiairport.com.au

OFFICIAL

Good afternoon Linlin,

Airservices received this application directly from WSIA and processed it earlier this month. Please contact Natasha Williams NWilliams@wsiairport.com.au if you require any further details.

Thanks and Regards,

Kwanele Diallo

AIS Data & Airspace Development Protection Specialist

Airservices Australia

Phone: 0436 325 205

Email: Kwanele.diallo@airservicesaustralia.com



I acknowledge Aboriginal and Torres Strait Islander peoples as the traditional custodians of country throughout Australia where we live, learn and work.

OFFICIAL

From: Linlin Wang <lwang@aviationprojects.com.au>
Sent: Tuesday, 22 July 2025 1:49 PM
To: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Cc: Ops <ops@aviationprojects.com.au>; lloyd.henderson@dhl.com
Subject: Consultation advice - AP068901-01

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Confidential

Good afternoon,

I'm writing regarding the proposed development of new DHL warehouses located at 1953-2109 Elizabeth Drive, Badgerys Creek.

The Project will now consist of:

SSDA -1 South (SSD-70818708) and includes the following information:

- Warehouse 3's maximum height of 80.6 m AHD (264.4 ft AMSL).
- Warehouse 4's maximum height of 79.8 m AHD (261.8 ft AMSL).
- Assumed cranes up to 15 m above the building. Warehouse 3 will be 95.6 m AHD (313.6 ft AMSL), and Warehouse 4 will be 94.8 m AHD (311 ft AMSL).

SSDA-2 North (SSD-70817958) and includes the following information:

- Both warehouses (Warehouse 1 and Warehouse 2) have a maximum height of 79.6 m AHD (261.2 ft AMSL)
- Assumed cranes up to 15 m above the building, the maximum height will be up to 94.6 m AHD (310.4 ft AMSL).

We have conducted an aviation impact statement and identified that the proposed Project:

- Guideline A: Measure for Managing Impact of Aircraft Noise:

The Project belongs to the 'other industrial' building type, which would be acceptable for all ANEF zones.

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

The height of the Project Site would be lower than the height of windshear trigger area. And narrow structures like cranes do not cause significant wind turbulence effects.

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

The Project Site would be within Area A. Specifically in Guideline C, Warehouse (non-food storage) is listed as a 'very low' risk and requirement to 'Monitor' within Area A.

- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

As the proposed development is not a wind farm nor includes a single wind turbine this Guideline does not apply

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

SSDA -1 South (SSD-70818708): The proponent needs to ensure that the design and construction of the proposed development limits the upward light (measured 3° to the horizontal) is no more than 0 candelas for Zone A area, 50 candelas for Zone B area, 150 candelas for Zone C area and 450 candelas for Zone D area during both construction and ultimate operation.

SSDA-2 North (SSD-70817958): The proponent needs to ensure that the design and construction of the proposed development limit the upward light (measured 3° to the horizontal) to no more than 150 candelas for Zone C area and 450 candelas for Zone D area during both construction and ultimate operation.

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

Certified airports

- The Project is within 30 nm of four (4) certified airports and two (2) military airports:
 - Western Sydney Airport.
 - Sydney Airport (YSSY).
 - Bankstown Airport (YSBK).
 - Holsworthy Airport (YSHW).
 - Camden Airport (YSCN).
 - RAAF Richmond Airport (YSRI).

Western Sydney Airport:

- Calculating PANS-OPS surfaces is complex because of the highly technical nature of the design and interaction of procedures. The design of a full set of PANS-OPS for Stage 1 and long-term operations will be required following the formal flight path design before the start of operations. Once designed, the PANS-OPS will be protected under the Airspace Protection Regulations.
- Once the construction details can be provided before starting the procedure design, the height of the warehouse will be considered into the design and won't affect the PANS-OPS surfaces.

Other Certified Airports (Sydney Airport, Bankstown Airport, Holsworthy Military Airport, Camden Airport and RAAF Richmond Military Airport):

- Would not affect any PANS-OPS surfaces.

Obstacle Limitation Surfaces

- The Project would not infringe on the OLS surfaces of any airport.

Air Routes and Lowest Safe Altitude (LSALT)

- The Project would not impact the Grid LSALT and any Air Route LSALT.

Airspace

- The Project Site would be located outside of controlled airspace (wholly within Class G airspace) and is not located in any Prohibited and Restriction areas.
- The Project would be located within Danger Area –D556A. Consultation with the Consultation with CASA will be required. Airservices Australia will provide this report to CASA when they receive the consultation advice.

- Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)

Aviation Navigation Facilities

- Aviation Projects cannot confirm any specifics as to the potential impacts as public information on the planned equipment and final locations is not available.
- Consultation with Airservices Australia will be required.

ATC Surveillance Radar installations

- The Project site would not impact ATC surveillance radar coverage.

- Guideline H: Protecting Strategically Important Helicopter Landing Sites (HLS)

The proposed Project Site would be located more than 3.5km from any relevant helicopter landing sites. Therefore, the Project Site would not impact on any HLS operations.

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

The Project Site would be outside the PSA of Western Sydney Airport.

I have attached an excerpt of the aviation impact assessment report.

Please don't hesitate to get in touch with me to discuss further. I'd be happy to answer any queries you might have.

Regards

Lyn Wang

Specialist Consultant – Airspace Safeguarding and Design

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OFFICES IN BRISBANE, MELBOURNE AND PERTH

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AVIATION. FROM THE GROUND UP.



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