



**Australian Government**

**Department of Infrastructure and Regional Development**

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| <b>TO:</b><br><b>Mr Mark Ciano</b><br>Brookfield Multiplex<br><a href="mailto:Mark.Ciano@brookfieldmultiplex.com">Mark.Ciano@brookfieldmultiplex.com</a> | <b>Cc:</b><br><b>Sydney Airport</b><br><a href="mailto:airspaceprotection@syd.com.au">airspaceprotection@syd.com.au</a><br><b>Airport Relations</b><br>Airservices Australia<br><a href="mailto:airport.developments@airservicesaustralia.com">airport.developments@airservicesaustralia.com</a><br><b>Airspace Protection</b><br>Civil Aviation Safety Authority<br><a href="mailto:airspace.protection@casa.gov.au">airspace.protection@casa.gov.au</a><br><b>Randwick City Council</b><br><a href="mailto:council@randwick.nsw.gov.au">council@randwick.nsw.gov.au</a> | <b>FROM:</b><br><b>Flysafe</b><br>Airspace Protection<br><a href="mailto:flysafe@infrastructure.gov.au">flysafe@infrastructure.gov.au</a> |
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**DECISION UNDER THE AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996:**

**Proposed Activity:** Building Construction: Multi-storey building

**Location:** UNSW Union, International and College Road,  
Kensington NSW

**MGA 94 Coordinates:** E336165; N6245690

**Proponent:** Brookfield Multiplex

I refer to the application from the Brookfield Multiplex (the proponent), received by the Department on 6 April 2016 from Sydney Airport Corporation Ltd (SACL). This application sought an approval under the Airports (Protection of Airspace) Regulations 1996 (the Regulations) for the intrusion of a multi-storey building at the UNSW Union, International and College Road, Kensington NSW, 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 Conical Surface of the OLS above this site is at a height of 56 metres Australian Height Datum (AHD) and hence prescribed airspace above the site commences at 56 metres. At a maximum height of 79 metres AHD, the building will penetrate the OLS by 23 metres.

Accordingly, the proposed construction of the building 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 penetrations of prescribed airspace are provided in **Table 1**.

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

| Activity | MGA 94 coordinates | Maximum height (AHD) | Penetration of prescribed airspace |
|----------|--------------------|----------------------|------------------------------------|
| Building | E336165; N6245690  | 79 metres            | 23 metres                          |

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.

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**

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 Regulation 14, **I approve** the controlled activity of the intrusion of the multi-storey building at the UNSW Union, International and College Road, Kensington NSW into prescribed airspace for Sydney Airport to a **maximum height of 79 metres AHD**.

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

1. The building **must not exceed** a maximum height of **79 metres AHD**, inclusive of all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, any roof top garden plantings, exhaust flues etc.
2. The building **must be obstacle lit** with a low intensity red steady obstacle lights during the hours of darkness at the highest point of the building. The obstacle lights are to be arranged so as to at least indicate the points or edges of the object to ensure the object can be observed in a 360° radius as per subsection 9.4.3 of the Manual of Standards Part 139 – Aerodromes (MOS Part 139). Characteristics for low intensity lights are stated in subsection 9.4.6.
3. The proponent **must** ensure obstacle lighting arrangements 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 Part 139.
4. The obstacle lighting **must** be maintained in serviceable condition and any outage immediately reported to the aerodrome operator.

5. Separate approval **must be sought** under the Regulations for any cranes required to construct the buildings. Construction cranes may be required to operate at a height significantly higher than that of the proposed controlled activity and consequently, may not be approved under the Regulations. Therefore it is advisable that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct.
6. At the completion of the construction of the building, a certified surveyor is to notify (in writing) the airfield design manager of the finished height of the building.

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

Yours sincerely



Craig Downsbrough  
Director, Airspace Protection  
Aviation and Airports Division

12 April 2016