

AVIATION IMPACT ASSESSMENT

CROWS NEST OVER STATION DEVELOPMENT (SITE A) - DETAILED SSDA

Prepared for Third.i Group



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ACRONYMS

AC	Advisory Circular
AFAC	Australasian Fire and Emergency Services Council
AGL	above ground level
AHD	Australian Height Datum
AIP	Aeronautical Information Package
AIS	aviation impact statement
ALARP	as low as reasonably practicable
AMSL	above mean sea level
ARP	Aerodrome Reference Point
AS	Australian Standards
AsA	Airservices Australia
ATSB	Australian Transport Safety Bureau
BoM	Bureau of Meteorology
CAAP	Civil Aviation Advisory Publications
CAO	Civil Aviation Orders
CAR	Civil Aviation Regulation (1988)
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulation (1998)
CFIT	controlled flight into terrain
CNS	communications, navigation and surveillance
CTAF	common traffic advisory frequency
DAH	Designated Airspace Handbook
EIS	environmental impact statement
ERC-H	en-route chart high
ERC-L	en-route chart low
ERSA	En Route Supplement Australia
GA	general aviation
ICAO	International Civil Aviation Organization
IFR	instrument flight rules
IMC	instrument meteorological conditions

LGA	local government area
LSALT	lowest safe altitude
MOC	minimum obstacle clearance
MOS	Manual of Standards
MSA	minimum sector altitude
NASAG	National Airports Safeguarding Advisory Group
NASF	National Airports Safeguarding Framework
NDB	non-directional (radio) beacon
OLS	obstacle limitation surface
PANS-OPS	Procedures for Air Navigation Services - Aircraft Operations
PSR	primary surveillance radar
RAAF	Royal Australian Air Force
RFDS	Royal Flying Doctor Service
RPT	regular public transport
RSR	route surveillance radar
SSR	secondary surveillance radar
VFR	visual flight rules
VFRG	visual flight rules guide
VMC	visual meteorological conditions

UNITS OF MEASUREMENT

ft	feet	(1 ft = 0.3048 m)
km	kilometres	(1 km = 0.5399 nm)
m	metres	(1 m = 3.281 ft)
nm	nautical miles	(1 nm = 1.852 km)

EXECUTIVE SUMMARY

Introduction

Third.i Group is proposing a residential mixed-use (including affordable housing and commercial components) over station development (known as Crows Nest OSD—Site A). Crows Nest OSD—Site A will be located above and integrated with the Crows Nest Metro Station. The maximum building height will be 188.3 m AHD (source: Third.i), and it will be located at Lot 2 of DP 1296669, 32 Hume Street, Crows Nest, NSW, approximately 13.4 km north of Sydney International Airport.

Third.i Group has engaged Aviation Projects to provide evidence and analysis to support an application via Sydney Airport Corporation Limited (SACL) for Commonwealth approval for any intrusions into Prescribed Airspace related to Sydney International Airport, including crane operations, which is approximately 60 m above the proposed building height

The Project requires an aviation impact assessment to be undertaken in accordance with:

- The Airports (Protection of Airspace) Regulations 1996
- Airservices Aeronautical Information Package (AIP)
- Civil Aviation Safety Authority (CASA) *Manual of Standards Part 139 – Aerodromes*
- Civil Aviation Safety Regulations (CASR) *Part 173 – Instrument Flight Procedure Design*
- National Airports Safeguarding Framework Guidelines, including:
 - Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports
 - Guideline H: Protecting Strategically Important Helicopter Landing Sites (HLS).

The following Aviation Impact Assessment (AIA) assesses the potential impacts, provides aviation safety advice in respect of relevant requirements of air safety regulations and procedures, and informs and documents consultation with relevant aviation agencies.

This report also includes an Aviation Impact Statement (AIS) and a qualitative risk assessment to determine the need for obstacle lighting.

This report addresses the requirements of SEARS SSD 75660711 - Crows Nest OSD Site A - Detailed Concept SSD and relevant legislation and guidance listed in the Executive Summary.

Project description

A few steps are agreed upon for this Crows Nest Site A project assessment:

- Draft report
- Crane Design Development will be provided for assessment
- Final Report
- Submission to the respective Aviation Authorities (including approval application for building and cranes that penetrate the OLS).

Hence, this report refers to the development site known as Site A and includes the following information (source: Third.i):

- Maximum building height of 188.3 m AHD (617.8 ft AMSL). This includes all lift over-runs, vents, chimneys, aerials, antennas, and roof top garden plantings, exhaust flues, etc.
- Cranes up to 60 m above the building height
- Temporary overall height (including the crane) will be 248.3 m AHD (814.6 ft AMSL).

Conclusions

Based on a comprehensive analysis and assessment detailed in this report, the following conclusions were made:

Certified airports

- The Project would be within 30 nm of 3 certified airports and 2 military airports:
 - Sydney Airport (YYSY)
 - Bankstown Airport (YSBK)
 - Holsworthy Military Airport (YSHW)
 - Camden Airport (YSCN)
 - RAAF Richmond Military Airport (YSRI)
 - The Project:
 - Would not affect the MSA of any airport
 - Would not infringe on the IFR Circling areas of any airport
 - Would not infringe the PANS-OPS surfaces applicable to any of the instrument procedures of any airport

Obstacle Limitation Surfaces

- The Project would infringe on the Outer Horizontal Surface of the obstacle limitation surface (OLS) of Sydney Airport.
- The Project would not infringe on Bankstown Airport, Camden Airport, RAAF Richmond Airport, or Holsworthy Airport's OLS.

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.
- The Project would be located within Restricted Area R405B, which is used by helicopters and seaplanes for operations on the eastern side of the Pacific Highway.

Aviation Navigation Facilities

- The Project would not infringe any protection areas associated with aviation navigation facilities.

ATC Surveillance Radar installations

- The Project site would be located within the Area of Interest for assessing the potential impact of the development on surveillance radar. There is an effect on the lines of sight of Sydney Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR). Cecil Park PSR and SSR provide coverage for radar shadows produced by large buildings on the Sydney radar systems.
- Airservices Australia have assessed the proposed activity to the [initial 180 m AHD (590.6 ft AMSL)] 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.
- Airservices Australia advised that the property development and crane operation [to 180 m AHD (590.6 ft AMSL)] would not affect the Sydney RTCC.

Aviation Impact Statement (AIS)

- The project development:
 - Would be within 30 nm of 3 certified airports and 2 military airports:
 - Sydney Airport (YSSY)
 - Bankstown Airport (YSBK)
 - Holsworthy Military Airport (YSHW)
 - Camden Airport (YSCN)
 - RAAF Richmond Military Airport (YSRI)
 - Sydney Airport:
 - i. Would not affect the MSA
 - ii. Would infringe the OLS – Outer Horizontal
 - iii. Would not infringe on IFR Circling areas
 - iv. Would not infringe the PANS-OPS surfaces applicable to any of the instrument procedures
 - Other Airports (Bankstown Airport, Holsworthy Military Airport, Camden Airport and RAAF Richmond Military Airport):
 - Would not affect the MSA
 - Would not infringe the OLS
 - Would not infringe the IFR Circling areas
 - Would not infringe the PANS-OPS surface applicable to any of the instrument procedures
- Would not impact the Grid LSALT or air routes LSALT.
- Would be situated within restricted area R405B, immediately east of the boundary between R405A and R405B. R405B provides a Restricted Area for helicopters transiting to helicopter landing sites (HLS) north of Sydney and for seaplanes transiting to/from landing sites on Sydney Harbour.

Seaplanes must remain overwater during these operations. All flight operations in R405B must remain below 1000 ft AMSL and aircraft will comply with CASR 91.267.

- Would not impact any aviation navigation facilities.
- Would not impact PSR and SSR lines of sight.
- Would not impact Royal North Shore Hospital HLS's operation.

Summary of key recommendations

As a result of this assessment, the following recommendations are made:

- Written approval shall be obtained from Sydney Airport for penetrating the obstacle limitation surface (OLS).
- If approved, details of the Project must be reported to Airservices Australia via this email address: vod@airservicesaustralia.com, and published in En Route Supplement Australia (ERSA) and other relevant aeronautical chart products.
- Sydney Airport advises that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct. Information required by Sydney Airport prior to any approval is set out in attached crane application form.
- Follow condition B35 under SSD-9579 and make sure:
 - Buildings must not exceed a maximum height of 180 metres AHD. This includes all lift overruns, vents, chimneys, aerials, antennas, and roof top garden plantings, exhaust flues, etc.
 - The tallest building at the site (proposed Building A at the northernmost extent of the site with a previously indicated height of 180 m AHD as indicated in the Aeronautical Impact Assessment V2.1 dated 1 November 2018) must be obstacle lit by medium intensity steady red lighting during hours of darkness at the highest point of the building. Obstacle lights are to be arranged to ensure the building can be observed in a 360 degree radius as per subsection 9.4.3 of the Manual of Standards Part 139 – Aerodromes (MOS Part 139). Characteristics for medium intensity lights are stated in subsection 9.4.7 of MOS Part 13A.
 - The Proponent must ensure that the obstacle lighting has a built-in alarm system that will provide remote monitoring to notify the person responsible for the maintenance of the building's obstacle lighting. The designated person must be available 24 hours per day, 7 days per week. Immediate action must be taken to repair the obstacle lighting and notify Sydney Airport of any outage. Contact details for the person responsible for the obstacle lighting must be provided to Sydney Airport prior to the completion of the building construction and kept up to date.
 - The proponent must advise Airservices Australia at least 3 business days prior to the controlled activity commencing by emailing ifp@airservicesaustralia.com and quoting YSSY-CA-146.
 - As soon as construction commences, the Proponent must complete the Vertical Obstacle Notification Form for tall structures and submit the completed form to AirServices Australia.
 - Separate approval must be sought under the Airports (Protection of Airspace) Regulations 1996 for any construction equipment (i.e. cranes) required to construct the building. 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) be obtained prior to any commitment to construct.

- Within 7 days of completion of each building, the Proponent must provide the airfield design manager at Sydney Airport with a written report from a registered surveyor on the finished height of the building

1. INTRODUCTION

1.1. Situation

This Detailed SSDA seeks approval for the construction and operation of a residential mixed use (including affordable housing and commercial/retail components) over station development (known as Crows Nest OSD - Site A).

Crows Nest OSD - Site A would be located above and will be integrated with the Crows Nest Metro Station. The proposed development includes 2 build-to-rent towers located above the existing Crows Nest Metro Station. An additional tower, situated at the corner of Hume Street and Pacific Highway, is proposed to be affordable housing, extending down to the ground level.

The ground floor, adjacent to the metro station between grids 11 and Hume Street, will feature a mix of lobbies, retail spaces, and service areas.

Table 1 Proposed under Response to Submission Package

<i>Component</i>	<i>Proposed under Response to Submission Package</i>
Site Area	3,879m ²
Maximum building height	Proposed variable building heights: • Tower 1: 188.3 m RL • Tower 2: 188.3 m RL • Tower 3 (Affordable housing): 140.70 m RL
Proposed OSD GFA (FSR) – Residential & non-residential	Proposed: 43,317 m ² (FSR 11.17) comprising: • Residential (Build-to-Rent): 33,433 m² (FSR 8.62:1) • Residential (Affordable housing): 5,273 m² (FSR 1.36:1) • Non-Residential: 4,611 m² (FSR 1.19:1).
Uses	• Residential component: ○ Tower 1 and 2 - Build to rent apartments from level 4 to 24 with open outdoor space on rooftops. ○ Tower 3 - Affordable housing apartments from Level 3 to 10 with affordable housing indoor and outdoor amenity areas on Level 11. • Retail tenancies: located on lower ground and ground levels. • Gym: located on Level 1 and Level 2. • Residential amenity and back of house located on Mezzanine and Level 2 and Level 3. • Residential amenity on Level 24 on Towers 1 and 2 • Rooftop bar on Tower 1.

Component	Proposed under Response to Submission Package			
Apartments and mix	Total 568 apartments broken down into the following configurations:			
	Beds	Build to Rent Apartments		Affordable Housing
		Tower 1	Tower 2	Tower 3
	Studio	100 (39%)	100 (39%)	16 (29%)
	1 bed	132 (52%)	132 (52%)	8 (14%)
	2 bed	22 (9%)	22 (9%)	24 (43%)
	3 bed	2 (1%)	2 (1%)	8 (14%)
	Sub-Total	256	256	56
	Total	512		56
Access	- Loading dock (only) access off Clarke Lane - No carpark provided. - Retail access off Pacific Highway and Hume Street. - Rooftop bar access off Pacific Highway - Build to rent apartment and sky lobby access off Pacific Highway. - Gym access off Pacific Highway. - Affordable Housing access off Hume St.			

Third.i Group has engaged Aviation Projects to provide evidence and analysis to support an application via Sydney Airport Corporation Limited (SACL) for Commonwealth approval for any intrusions into Prescribed Airspace related to Sydney International Airport.

This Aeronautical Impact Assessment (AIA) assesses the potential aviation impacts, provides aviation safety advice with respect to relevant requirements of air safety regulations and procedures, and informs and documents consultation with relevant aviation agencies.

1.2. Purpose and Scope

The scope of work is to carry out an aviation impact assessment (AIA) to determine if the proposed building will affect aviation safety and will:

- Assessed the likely infringements in the surrounding Prescribed Airspace, including OLS and PANS-OPS surfaces.
- Included an Aeronautical Impact Study (AIS) for Airservices Australia that will form the basis for an application to the Department of Infrastructure, Transport, Regional Development and Cities (DITRDC) via SACL.
- Provided an application under the protection of airport regulations to SACL to commence the application process for a decision by DITRDC.

Assistance will be provided in support of stakeholder consultation and engagement in preparing the assessment and negotiating acceptable mitigation to identified impacts.

1.3. Methodology

The engagement will generally be delivered as outlined below:

1. Confirmed the scope and deliverables
2. Reviewed client material
3. Reviewed relevant regulatory requirements and information sources
4. Identified aviation assets and activities within the vicinity of the Project, and identify any aviation constraints to OLS, PAN-OPS surfaces and designated airspace
5. Prepared a draft aviation impact assessment and supporting technical data that provides evidence and analysis for DITRDCA to assess the project. The draft aviation impact assessment report will include an Aviation Impact Statement (AIS) for consideration by Airservices Australia and a qualitative risk assessment to determine need for obstacle lighting
6. Liaised with aviation regulators, consisting of Airservices Australia, SACL, CASA (if required) and DITRDCA as appropriate
7. Considered the potential operational impacts on Sydney Airport and develop high-level mitigation options
8. Consulted/engaged with stakeholders to negotiate acceptable outcomes (if required)
9. Finalised the aviation impact assessment report for client acceptance
10. Assisted with or prepare the Application to DITRDCA via SACL.

The aviation impact assessment and supporting technical data will provide evidence and analysis for the planning application to demonstrate that appropriate risk mitigation strategies have been identified.

1.4. Aviation Impact Statement (AIS)

The AIS included in this report (see Section 6) includes the following specific requirements as advised by Airservices Australia:

Aerodromes:

- Specify all certified aerodromes that are located within 30 nm (55.6 km) of the project site.
- Nominate all instrument approach and landing procedures at these aerodromes.
- Review the potential effect of project operations on the operational airspace of the aerodrome(s).

Airspace:

- Nominate the airspace classification – A, C, D, E, G etc where the project site is located.

Navigation/Radar:

- Nominate radar navigation systems with coverage overlapping the site.

1.5. Material reviewed

The material provided by the Proponent for the preparation of this assessment includes:

- A-DA-3111-PROPOSED ELEVATION - PACIFIC HWY_C.pdf
- A-DA-3210-LONG SECTION_C.pdf
- DA-3215-LONG SECTION 01_E.pdf
- Crane information (emails received on 10 September 2024)

2. BACKGROUND

2.1. Site overview

The subject site, referred to as Crows Nest Over Station Development (Site A), is located within Crows Nest and within the North Sydney Local Government Area (LGA). The site is located at 32 Hume Street, Crows Nest. The site is located directly above and adjacent to the operational Crows Nest Metro Station.

The site comprises the entirety of the block and is bound by Pacific Highway to the west, Hume Street to the south, Clarke Lane to the east, and Oxley Street to the north. It is 3,879m² in size legally referred to as Lot 2 of DP1296669. It is noted that Lot 1 of DP1296669 relates to the Crows Nest Metro Station intertwines with Lot 2 (Site A) on some levels.

Table 2 Lots and addresses that constitute Site A

<i>Address</i>	<i>Legal description of lots that constitute the Scope of Works under the Subject SSDA Site A</i>	<i>Details</i>
505 Pacific Highway, Crows Nest, NSW, 2065	Lot 1 of DP1296669	Station Lot (Crows Nest Metro Station)
32 Hume Street, Crows Nest, NSW, 2065	Lot 2 of DP1296669	Development for Lot A – Site A Third.i (Subject to the SSDAs).

Note:

- The Plan of Subdivision for the Metro (DP1296669) was registered with NSW Land Registry Services (LRS) on the 5 August 2024. The Plan of Subdivision, once registered, created the following lots:
 - Lot 1 (Metro Station),
 - Lot 2 (Site A for Thirdi)
 - Lot 3 (Site B for Thirdi)
 - Lot 4 (Parcel on the northern side of Clarke Lane).
- Lot 1 of DP1296669 relates to the Crows Nest Metro Station.
- Lot 2 of DP1296669 relates to Crows Nest OSD (Site A) (works subject to this SSDA).
- Lot 1 and 2 are intertwined (on some levels, with Lot 2 (Site A) located above the Lot 1 (the Crows Nest Metro Station)).

An overview of the project site relative to Sydney Airport is provided in Figure 1 (source: Google Earth).



Figure 1 Project site overview relative to Sydney Airport

2.2. Project Description

The Project includes the development of a building known as Site A, located at Lot 2 of DP 1296669, 32 Hume Street, Crows Nest, NSW.

Figure 2 shows the elevation information for the project development (source: Probject).

The following details for the building are relevant to the assessment herein:

- Maximum building height of 188.3 m AHD (617.8 ft AMSL). This includes all lift over-runs, vents, chimneys, aerials, antennas, and roof top garden plantings, exhaust flues, etc.

2.3. Temporary crane operations

Crane information received on 10 September 2024 indicated that the Crane model will be Jaso 280, which will be 60 m above the building height. The temporary overall height (including the crane) will be 248.3 m AHD (814.6 ft AMSL).

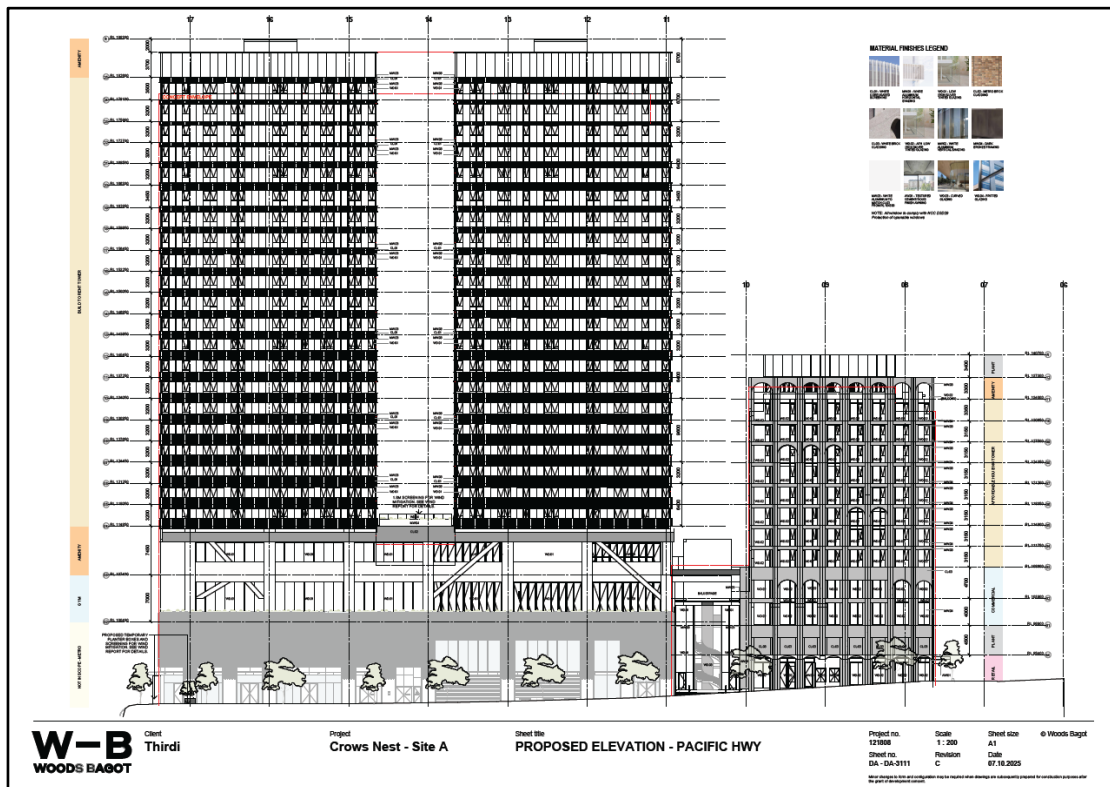


Figure 2 Crows Nest OSD – Site A –Proposed Elevation – Pacific Highway

3. EXTERNAL CONTEXT

3.1. National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG) was established by the Commonwealth Department of Infrastructure and Transport to develop a national land use planning framework called the National Airports Safeguarding Framework (NASF). The purpose of the NASF is to enhance the current and future safety, viability, and growth of aviation operations at Australian airports through:

- The implementation of best practice in relation to land use assessment and decision making in the vicinity of airports
- Assurance of community safety and amenity near airports
- Better understanding and recognition of aviation safety requirements and aircraft noise impacts in land use and related planning decisions
- The provision of greater certainty and clarity for developers and landowners
- Improvements to regulatory certainty and efficiency
- The publication and dissemination of information on best practice in land use and related planning that supports the safe and efficient operation of airports.

3.1.1. NASF Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports

This guideline provides guidance to State/Territory and local government decision makers as well as airport operators to jointly address the issue of intrusions into the operational airspace of airports by tall structures, such as buildings, cranes and transmission lines, as well as trees in the vicinity of airports.

Key considerations for managing risk of intrusions into the protected operational airspace of airports

Protection of visual operations - Obstacle limitation surfaces

The first group of criteria are used to determine the obstacle limitation surfaces (OLS) for a runway. Criteria for determining these surfaces are established by the International Civil Aviation Organisation (ICAO). In Australia, CASA publishes these criteria in the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations.

Structures, trees or other activities that intrude into the OLS could constitute obstacles to aircraft taking off or approaching to land. The OLS for an airport charts the volume and dimensions of operational airspace that should be kept free of obstacles to aircraft operations being conducted under VFR or during the visual stages of IFR operations.

It is important to note that the OLS does not prohibit all intrusions. The aim is to ensure that all objects that intrude into the OLS can be identified and assessed for their potential impact on aircraft operations. The assessment will enable a determination on whether the intrusion is permissible, and if so, a determination on whether any risk mitigation requirements should be imposed.

The requirements to protect operational airspace will be enforced most rigorously along the extended centrelines of runways in the approach and takeoff areas. This could extend up to 15 kilometres from the ends of runways at major airports. Other OLS surfaces that protect aircraft circling to land may also extend up to 15 kilometres from major airports.

The effects of individual obstacles may be relatively minor, but together a number of obstacles may seriously limit runway utilisation, cause airspace congestion and reduce the effective handling capacity of the airport. It is therefore important to understand that the pre-existence of a structure or other intrusion into operational airspace does not necessarily mean that a new proposal to penetrate operational airspace will be approved under Commonwealth legislation.

Land use planning authorities and state/territory governments should be aware that all intrusions into the OLS have the potential to create aviation safety risks and to limit the scope of aviation operations into and out of the airport.

Protection of instrument operations - Procedures for Air Navigation Services – Operations (PANS-OPS) surfaces

A second group of criteria is used to determine the volumes and dimensions of airspace required to protect the safety of IFR operations. Under IFR operations, pilots fly aircraft relying on instruments for navigation. Airspace protection for IFR operations cannot allow for any long-term penetrations.

ICAO established these criteria which are published in a document titled ‘Procedures for Air Navigation Services – Operations (PANS-OPS)’. The surfaces determined by using the criteria in the PANS-OPS publication are called PANS-OPS surfaces.

The PANS-OPS surfaces are used in the construction of take-off, landing and approach procedures based entirely on navigation with sole reference to aircraft instruments. They are designed to protect aircraft from colliding with obstacles when flying on instruments. Minimum safe altitudes are established for each segment of an instrument procedure.

If it is agreed by all stakeholders that a long-term penetration of the PANS-OPS surfaces is essential, the PANS-OPS surfaces must be raised so they are clear of the development causing the penetration. However, this may also have operational penalties for airport operations and could have community impacts, such as re-design of flight paths that increase the population exposed to high levels of aircraft noise.

3.1.2. NASF Guideline H: Protecting Strategically Important Helicopter Landing Sites (HLS)

The purpose of this guideline is to protect important Helicopter Landing Sites (HLS) from infringements. An HLS is a specific nominated area (not located on an aerodrome) wholly or partly used for the arrival or departure of helicopters for strategically important purposes.

Key Considerations:

It will be the responsibility of each jurisdiction to consult with the asset owner to identify those HLS that are considered to be of strategic importance or those that are to be protected in the interest of public safety.

SHLS to protect should include:

- a) a HLS associated with a hospital; or*
- b) an elevated HLS1, located within a populated area; or*
- c) a HLS subject to instrument flight procedures; or*
- d) any other facility identified as strategic by State/Territory or Commonwealth government/authorities.*

Where otherwise not required under state/territory provisions, a responsible planning authority or proponent is encouraged to consult with the relevant SHLS asset owner to establish protocols for the referral process within their jurisdiction including:

- a) *material to be provided as part of the referral;*
- b) *the timeframes in which advice is required to be provided; and*
- c) *the format of any advice provided and the wording of appropriate conditions that can be applied to mitigate any impacts. This should include standard conditions that can be applied in the event that the asset owner is unable to respond within the required assessment timeframes.*

3.2. Airports (Protection of Airspace) Regulations 1996

Part 12 of the **Airports Act 1996** and the **Airports (Protection of Airspace) Regulations 1996** establish a framework for the protection of airspace at and around airports. The following summary of these requirements is provided on the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications website.

The **Airports Act 1996** defines any activity resulting in an intrusion into an airport's protected airspace to be a "controlled activity", and requires that controlled activities cannot be carried out without approval.

The Regulations provide for the Department or the airport operator to approve applications to carry out controlled activities, and to impose conditions on an approval.

Any activity that infringes an airport's protected airspace is called a **controlled activity** and requires approval before it can be carried out. Controlled activities include the following:

- Permanent structures, such as buildings, intruding into the protected airspace;
- Temporary structures such as cranes intruding into the protected airspace; and
- Any activities causing intrusions into the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter.

The Regulations 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, excluding PANS-OPS infringements, and for the Department to approve long-term controlled activities, or **short-term** controlled activities referred to it by the airport operator, including short-term infringements of the PANS-OPS surface. However, long term intrusions of the PANS-OPS surface are prohibited.

Applications to carry out a controlled activity are to be made to the airport operator in writing. The information required in the application must include:

1. A description of the proposed controlled activity (building construction, crane operation etc);
2. Its precise location (street directory grid references are suitable);
3. If the controlled activity consists of the erection of a building or structure:
 - a. The proposed maximum height of the structure above the Australian Height Datum (including any antennae or towers), and
 - b. The proposed maximum height of any temporary structure or equipment (e.g. cranes) intended to be used in the erection of the structure.
4. The purpose of the controlled activity.

The airport operator will conduct the initial assessment of the application in terms of:

- Whether the activity results in an intrusion into the OLS or PANS-OPS surface;
- The extent of the intrusion; and
- The precise location of the development or activity.

The airport operator is required to invite the following organisations to assess or comment on an application:

- **The Civil Aviation Safety Authority (CASA)** for an assessment of the impact on aviation safety;
- **Airservices Australia** for assessments of proposals resulting in a penetration of the PANS-OPS surface or temporary redirection of flight paths;
- **The local council authority** responsible for building approvals; and
- **The Department of Defence** in the case of joint-user airports.

For short term controlled activities, comments are only required from CASA and Airservices.

The approval process varies depending on the type of controlled activity:

- **Short-term controlled activities** which penetrate the OLS can be approved/refused by the airport operator after consultation with CASA and Airservices Australia or referred by the airport to the Department for a decision. However, if the short term controlled activity penetrates the PANS-OPS surfaces, airport operators are required to consult with CASA and Airservices and then refer applications to the Department for a decision. This referral is to include advice about whether the short-term penetration of the PANS-OPS has the support of the airport operator;
- **Long-term controlled activities penetrating the OLS** are referred by the airport to the Department for a decision after consultation with CASA, Airservices and the relevant building authority; and
- **Long-term controlled activities penetrating the PANS-OPS airspace** are not permitted, and the airport operator can notify the refusal of such controlled activities.

The Regulations require any decision by the airport operator to be made in the interests of the *safety, efficiency or regularity* of existing or future air transport operations into or out of the airport.

3.3. Civil Aviation Safety Regulations Part 139—Aerodromes

The Civil Aviation Safety Authority (CASA) regulates aviation activities in Australia. Applicable requirements include the Civil Aviation Safety Regulations Part 139—Aerodromes (CASR 139), the associated Manuals of Standards Part 139—Aerodromes (MOS 139) and other guidance and advisory material.

3.4. Development Consent (SSD-9579, 09 September 2025)

Under development consent, conditions A19 and B35 are related to airspace protection and are listed as follows:

Table 3 Condition A19 and B35 details

<i>Condition No</i>	<i>Conditions of Development Approval</i>	<i>Addressed in Report</i>
A19	Prior to the lodgement of any Future Development Application(s), and for the purposes of controlled activities within the protected airspace of Sydney Airport, a separate approval must be obtained from the Commonwealth CONSOLIDATED CONSENT Department of Infrastructure, Regional Development and Cities under the Airports (Protection of Airspace) Regulations 1996 for the part of the building or any construction cranes that penetrate the Obstacle Limitation Surface (156 metres Australian Height Datum).	Section 4 and Section 8
B35	(Buildings must not exceed a maximum height of 180 metres AHD. This includes all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, and roof top garden plantings, exhaust flues, etc. The tallest building at the site (proposed Building A at the northernmost extent of the site as indicated in the Aeronautical Impact Assessment V2.1 dated 1 November 2018) must be obstacle lit by medium intensity steady red lighting during hours of darkness at the highest point of the building. Obstacle lights are to be arranged to ensure the building can be observed in a 360 degree radius as per subsection 9.4.3 of the Manual of Standards Part 139 – Aerodromes (MOS Part 139). Characteristics for medium intensity lights are stated in subsection 9.4.7 of MOS Part 13A. The Proponent must ensure that the obstacle lighting has a built-in alarm system that will provide remote monitoring to notify the person responsible for the maintenance of the building's obstacle lighting. The designated person must be available 24 hours per day, 7 days per week. Immediate action must be taken to repair the obstacle lighting and notify Sydney Airport of any outage. Contact details for the person responsible for the obstacle lighting must be provided to Sydney Airport prior to the completion of the building construction and kept up to date. The proponent must advise Airservices Australia at least 3 business days prior to the controlled activity commencing by emailing ifp@airservicesaustralia.com and quoting YSSY-CA-146. As soon as construction commences, the Proponent must complete the Vertical Obstacle Notification Form for tall structures and submit the completed form to AirServices Australia. Separate approval must be sought under the Airports (Protection of Airspace) Regulations 1996 for any construction equipment (i.e. cranes) required to construct the building. 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	Section 8

Condition No	Conditions of Development Approval	Addressed in Report
	operate construction equipment (i.e. cranes) be obtained prior to any commitment to construct. Within 7 days of completion of each building, the Proponent must provide the airfield design manager at Sydney Airport with a written report from a registered surveyor on the finished height of the building	

3.5. Planning Secretary's Environmental Assessment Requirements (SSD-75660711)

Crows Nest OSD Site A – Detailed SSDA (SSD-75660711) was issued on 18 October 2024. The key issues related to Aviation are list below (Table 4):

Table 4 Key Issues (aviation)

No	Issue and Assessment Requirements	Addressed in Report
26	Aviation - If the development proposes a helicopter landing site (HLS), assess its potential impacts on the flight paths of any nearby airport, airfield or HLS. - If the site contains or is adjacent to an HLS, assess the impacts of the development on that HLS.	The proponent did not plan the development of HLS at the Project Site, no analysis is required. Royal North Shore Hospital HLS is approximately 800 m from the project site, this has been addressed in Section 6

3.6. Willoughby Council

Willoughby Council published the Willoughby Local Environmental Plan 2012 – NSW Legislation. Which have airspace operations requirement.

6.6 Airspace operations

(1) The objective of this clause is to protect—

- (a) airspace around airports, and
- (b) hospital helicopter airspace.

(2) Development consent must not be granted to development that is a controlled activity within the meaning of the [Airports Act 1996](#) of the Commonwealth, Part 12, Division 4, unless the applicant has obtained approval for the controlled activity under regulations made for the purposes of that division.

Note—

Controlled activities include the construction or alteration of buildings or other structures that causes an intrusion into airspace around airports.

(3) Development consent must not be granted to development under, or that intrudes into, hospital helicopter airspace unless the consent authority is satisfied the development does not present a hazard to helicopters using hospital helicopter airspace.

(4) In this clause—

hospital helicopter airspace means the airspace above the following land in St Leonards—

(a) Lots 11–13, DP 1003022, Lot 2, DP 1015776 and Lot 1, DP 746018, 2–10 Chandos Street,

(b) Lots 7–10 and 15, Section 28, DP 4241, Lot 2, DP 900827 and SP 60114, 110–120 Christie Street,

(c) Lot 11, DP 1013030, 207 Pacific Highway.

3.7. Sydney Airport Master Plan

The Sydney Airport 2039 Master Plan establishes a clear vision of aviation and non-aviation activities at the Airport.

The Sydney Airport Master Plan 2039, and in particular Chapter 16, addresses current and future requirements for airport safeguarding. In particular:

16.4 Airport Safeguarding

The capacity of an airport to operate and its ability to respond to growing demand for aviation services can be directly impacted by what occurs on the land surrounding it. For example, the construction of buildings or other structures that physically intrude into the airspace around existing flight paths can clearly limit or prevent use of a particular runway at the airport.

Impacts on the airport can also occur as a result of other off-airport development activities that are less obvious. These include:

- *Residential developments in inappropriate areas adjacent to airports or under flight paths, which are likely to result in future complaints about aircraft noise and calls to further restrict airport operations (e.g. through curfews or other noise management strategies)*
- *Large structures/buildings and industrial activities, chimneys and ventilation outlets that generate wind turbulence or wind shear, smoke or intrusions, which may constitute a hazard to aircraft in flight or further constrain airport operations*
- *Land uses or activities that may attract wildlife (e.g. birds, bats or flying foxes) which may constitute a hazard to aircraft in flight*

The long term and effective safeguarding of Sydney Airport is critical to maintaining existing and future aviation operations and the social and economic benefits the Airport contributes to the wider community.

While Sydney Airport can control development and activities on the airport, off-airport development involves external agencies and authorities, and needs to be managed cooperatively.

Sydney Airport has been actively working with the NSW Government and local councils to ensure planning decisions made in areas outside the boundary of Sydney Airport have regard to and, where applicable, comply with the existing National Airport Safeguarding Framework (NASF) Guidelines.

3.8. Sydney Airport Airspace protection

To ensure sustainable future growth and the safety of aircraft and airline passengers, airspace surrounding an airport must be protected from inappropriate development.

For this reason, Australian Government regulations have long recognised the need to restrict the height of buildings and other structures (such as cranes) near airports or under flight paths. This protected airspace is formally known as “prescribed airspace”.

These regulations aim to ensure that:

- The airspace aircraft fly in is obstacle-free;
- Radar and other air navigation equipment can operate free from interference and;
- Airport safety lights are not obscured.

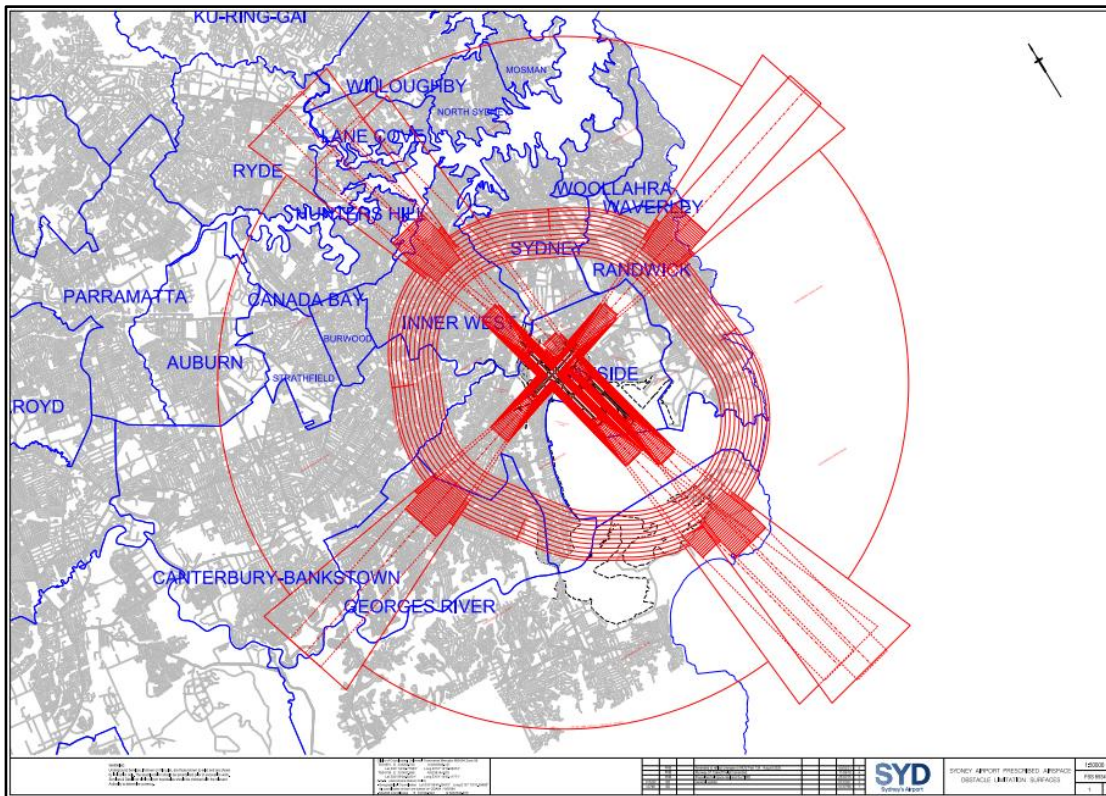


Figure 3 Sydney Airport Obstacle Limitation Surfaces

4. CONSULTATION

The following list of stakeholders were identified as requiring consultation:

1. Airservices Australia
2. Department of Defence
3. Bankstown Airport
4. Sydney Airport

Details and results of the consultation activities are provided in Table 5.

Table 5 Stakeholder consultation details

<i>Agency/Contact</i>	<i>Activity/Date</i>	<i>Response/ Date</i>	<i>Issues Raised During Consultation</i>	<i>Action Proposed</i>
Airservices Australia	Email sends out on 09 October 2024 to Airservices Australia		Airspace Procedures With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, at a maximum height of 240m (788ft) AHD the property development and crane operation will not affect any sector or circling altitude, nor any instrument approach or departure procedure at Sydney aerodrome. The property development and crane operation will not affect the Sydney RTCC. Note: procedures not designed by Airservices at 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. Please consult with the Bureau of Meteorology to ensure that the proposed activity does not adversely impact their equipment.	Re-consultation with Airservices Australia would be highly recommended for the building height increase to 188.3 m AHD (617.8 ft).

<i>Agency/Contact</i>	<i>Activity/Date</i>	<i>Response/ Date</i>	<i>Issues Raised During Consultation</i>	<i>Action Proposed</i>
			Air Traffic Control (ATC) Operations There are no additional instructions or concerns from ATC. Summary The proposed activity does not impact Airservices operations or facilities at Sydney aerodrome.	
Department of Defence	Email sends out on 09 October 2024 to the Department of Defence	Received on 14 October 2024 from Anthony Deutschmann (Assistant Director)	Defence has conducted an assessment of the proposed residential mixed use development for potential impacts on the safety of military flying operations, as well as, possible interference to Defence communications and radar. It is advised there are no impacts to such operations.	No Action required
Bankstown Airport	Email sends out on 09 October 2024 to Bankstown Airport	Received on 16 October 2024 from Alan Collins (Aviation Compliance Manager)	No issues with this proposal for Bankstown Airport.	No Action required
Sydney Airport	Email sends out on 09 October 2024 to Sydney Airport	Received on 09 October 2024 from Peter Bleasdale (Airfield Technical Planning Manager)	The proposed development with a maximum height of 180m AHD would be subject to the FEDERAL AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996. Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations.	Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

<i>Agency/Contact</i>	<i>Activity/Date</i>	<i>Response/ Date</i>	<i>Issues Raised During Consultation</i>	<i>Action Proposed</i>
			Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.	

5. AVIATION IMPACT STATEMENT

The proposed project site is located within 30 nm of 3 certificated airports and 2 military airports:

- Sydney Airport (YSSY)
- Bankstown Airport (YSBK)
- Holsworthy Military Airport (YSHW)
- Camden Airport (YSCN)
- RAAF Richmond Military Airport (YSRI)

5.1. Sydney Airport

Sydney Airport (YSSY) is the closest certified aerodrome to the project site. It is operated by Sydney Airport Corporation Limited (SACL).

A check of Airservices Australia's Aeronautical Information Package (AIP) dated 27 November 2025, shows that airspace procedures are measured from the aerodrome reference point (ARP). The coordinates published in Airservices Australia's Designated Airspace Handbook (DAH) dated 27 November 2025 are as follows:

- ARP coordinates: Latitude 33° 56' 46" S and Longitude 151° 10' 38" E

According to the En Route Supplementary Australia (ERSA) facilities information chart (FAC) for YSSY, Sydney Airport has an aerodrome elevation of 6.4 m AHD (21 ft AMSL).

5.1.1. Obstacle Limitation Surface (OLS)

Sydney Airport provides a map that shows the contours of the different OLS surfaces of Sydney Airport. The OLS surfaces of Sydney Airport are designed to accommodate future upgrade needs.

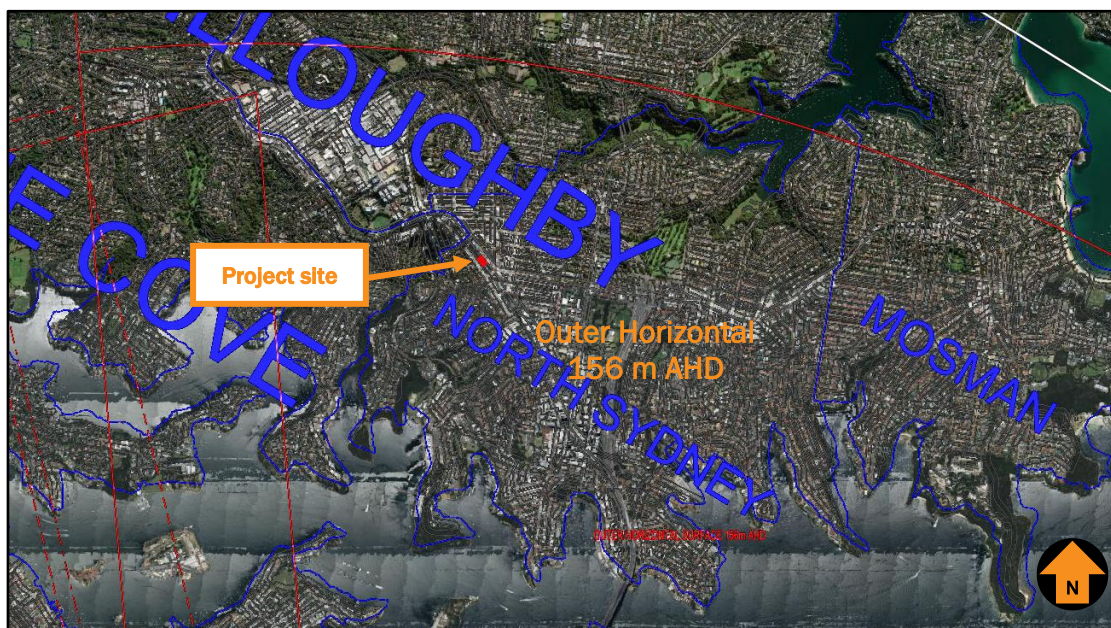


Figure 5 Sydney Airport OLS contours and project site

The maximum horizontal distance that an OLS may extend for an aerodrome in Australia is 15 km (8.1 nm) from the edge of a runway strip. The Project is located approximately 13.4 km north of the airport's ARP and is therefore constrained by the outer horizontal surface, as shown in Figure 5 (source: Google Earth, Sydney Airport).

The proposed development site would be constrained by the outer horizontal surface at a height of 156 m AHD (511.8 ft AMSL). The proposed building height is 188.3 m AHD (617.8 ft AMSL), which would infringe on the outer horizontal surface by 32.3 m (106 ft). The temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which infringes on the outer horizontal surface by 92.3 m (302.8 ft).

5.1.2. Instrument procedures

A check of the Aeronautical Information Package (AIP) via the Airservices Australia website showed that Sydney Airport is served by precision and non-precision flight procedures (source: AIP, effective 27 November 2025).

Table 6 Identifies the aerodrome and procedure charts for Sydney Airport designed by Airservices Australia.

Table 6 Sydney Airport (YSSY) aerodrome and procedure charts

<i>Chart name (Procedure Designer)</i>	<i>Effective date</i>
AERODROME CHART PAGE 1 (AsA)	04 September 2025 (Am 184)
AERODROME CHART PAGE 2 (AsA)	12 June 2025 (Am 183)
SID SYDNEY THREE DEPARTURE (RADAR) (AsA)	12 June 2025 (Am 183)
ILS OR LOC RWY 07 (AsA)	12 June 2025 (Am 183)
ILS OR LOC RWY 16L PAGE 1 (AsA)	12 June 2025 (Am 183)
ILS RWY 16L PAGE 2 (AsA)	12 June 2025 (Am 183)
ILS OR LOC RWY 16R PAGE 1 (AsA)	12 June 2025 (Am 183)
ILS RWY 16R PAGE 2 (AsA)	12 June 2025 (Am 183)
ILS OR LOC RWY 25 (AsA)	12 June 2025 (Am 183)
ILS OR LOC RWY 34L PAGE 1 (AsA)	12 June 2025 (Am 183)
ILS RWY 34L PAGE 2 (AsA)	12 June 2025 (Am 183)
ILS OR LOC RWY 34R PAGE 1 (AsA)	12 June 2025 (Am 183)
ILS RWY 34R PAGE 2 (AsA)	12 June 2025 (Am 183)
RNP RWY 07 (AsA)	04-September-2025 (Am 184)
RNP RWY 16L (AsA)	12 June 2025 (Am 183)
RNP RWY 16R (AsA)	12 June 2025 (Am 183)
RNP RWY 25 (AsA)	12 June 2025 (Am 183)
RNP RWY 34L (AsA)	12 June 2025 (Am 183)
RNP RWY 34R (AsA)	12 June 2025 (Am 183)
GLS RWY 07 (AsA)	04-September-2025 (Am 184)

Chart name (Procedure Designer)	Effective date
GLS RWY 16L (AsA)	12 June 2025 (Am 183)
GLS RWY 16R (AsA)	12 June 2025 (Am 183)
GLS RWY 25 (AsA)	12 June 2025 (Am 183)
GLS RWY 34L (AsA)	12 June 2025 (Am 183)
GLS RWY 34R (AsA)	12 June 2025 (Am 183)

5.1.3. PANS-OPS Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken:

- MSA Surfaces
- IFR Circling Areas
- PANS-OPS Approach and Departure Procedure Surfaces.

MSA surfaces

The minimum sector altitude (MSA) applies to each instrument approach procedure at Sydney Airport. An image of the MSA published for the airport in AIP DAP is shown in Figure 6 (Source: Airservices Australia).

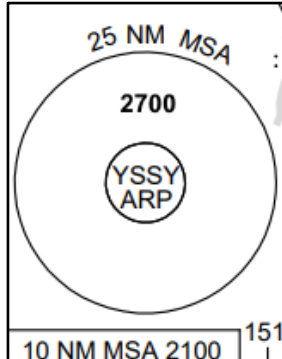


Figure 6 MSA at Sydney Airport

The CASR Part 173 MOS requires a minimum obstacle clearance (MOC) of 984 ft to be applied above the highest terrain or obstacle within the applicable segment.

Obstacles within the 10 nm and 25 nm MSA of Sydney Airport's aerodrome reference point (ARP) define the minimum height at which an IFR aircraft can fly within 10 nm and 25 nm of the airport when not in visual flight conditions.

The project site would be located within the 10 nm MSA and 25 nm MSA, as shown in Figure 7 (Source: Probject).

The 10 nm MSA's minimum altitude is 640 m AHD (2100 ft AMSL), and its PANS-OPS surface elevation is 340 m AHD (1116 ft AMSL).

The 25 nm MSA's minimum altitude is 823 m AHD (2700 ft AMSL), and its PANS-OPS surface elevation is 523 m AHD (1716 ft AMSL).

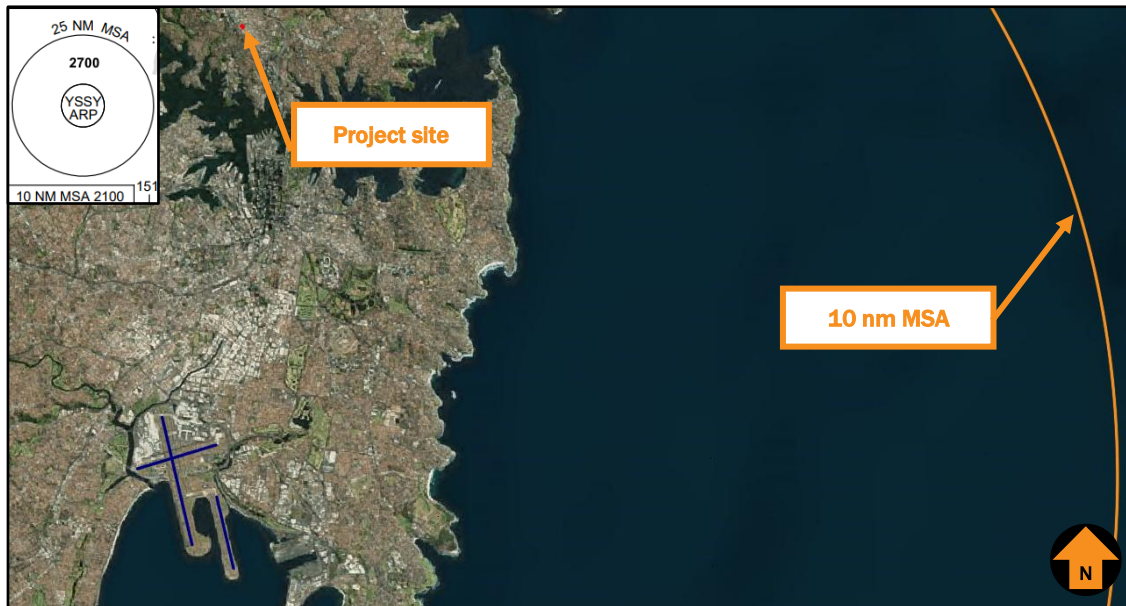


Figure 7 Sydney Airport MSA

Table 7 This summarises an impact analysis of the MSA based on the proposed building height and temporary overall height of the Project. The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which would not affect the MSA.

Table 7 MSA analysis

<i>MSA Segments</i>	<i>Minimum altitude (ft AMSL)</i>	<i>PANS OPS Surface (ft AMSL)</i>	<i>Impact</i>	<i>Potential solution</i>	<i>Impact on aircraft ops</i>
10 nm MSA	2100	1116	Nil – below the surface	N/A	N/A
25 nm MSA	2700	1716	Nil – below the surface	N/A	N/A

IFR Circling areas

An IFR circling approach is an extension of an instrument approach to the specified circling minima (lowest altitude permitted without visual reference to the ground) at which point the pilot will visually manoeuvre the aircraft to align with the runway for landing. Typically, a circling approach is only conducted where there is no runway-aligned instrument procedure or if the runway used for the approach procedure is not suitable for landing.

Circling areas are established by the instrument flight procedure designer based on ICAO specifications related to the performance category of the design aircraft. The circling area is determined by drawing an arc centred on

the threshold of each usable runway and joining these arcs by tangents. Sydney Airport's instrument flight procedures provide for the most demanding aircraft category, Category D.

The radii for each relevant category of aircraft are provided below:

- Category A – 1.68 nm / 3.11 km
- Category B – 2.66 nm / 4.93 km
- Category C – 4.20 nm / 7.78 km
- Category D – 5.28 nm / 9.78 km

The Project would be located 13.4 km away from Sydney Airport and would be outside the airport's Circling surfaces.

Approach and Departure Procedure Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken. Table 8 Details the assessment for each instrument approach procedure.

Table 8 Sydney Airport PANS-OPS Assessment

<i>Instrument Approach Title</i>	<i>Minimum Altitude over Project (ft AMSL)</i>	<i>PANS- OPS Surface (ft AMSL)</i>	<i>Impact</i>	<i>Potential solution</i>	<i>Impact on aircraft ops</i>
SID SYDNEY THREE DEPARTURE (RADAR)	1265.5	971.5	Nil – beneath departure surface	N/A	N/A
ILS OR LOC RWY 07	2700 (MSA)	1716	Nil – outside	N/A	N/A
ILS OR LOC RWY 16L	2700 (MSA)	1716	Nil – outside	N/A	N/A
ILS OR LOC RWY 16R	2700 (MSA)	1716	Nil – outside	N/A	N/A
ILS OR LOC RWY 25	2700 (MSA)	1716	Nil – outside	N/A	N/A
ILS OR LOC RWY 34L	2700 (MSA)	1716	Nil – outside	N/A	N/A
ILS OR LOC RWY 34R	2700 (MSA)	1716	Nil – outside	N/A	N/A
RNP RWY 07	2700 (MSA)	1716	Nil – outside	N/A	N/A
RNP RWY 16L	1800	1308	Nil – beneath intermediate approach surface	N/A	N/A
RNP RWY 16R	2700 (MSA)	1716	Nil – outside	N/A	N/A
RNP RWY 25	2700 (MSA)	1716	Nil – outside	N/A	N/A
RNP RWY 34L	2700 (MSA)	1716	Nil – outside	N/A	N/A
RNP RWY 34R	2700 (MSA)	1716	Nil – outside	N/A	N/A
GLS RWY 07	2700 (MSA)	1716	Nil – outside	N/A	N/A

Instrument Approach Title	Minimum Altitude over Project (ft AMSL)	PANS- OPS Surface (ft AMSL)	Impact	Potential solution	Impact on aircraft ops
GLS RWY 16L	2700 (MSA)	1716	Nil – outside	N/A	N/A
GLS RWY 16R	2700 (MSA)	1716	Nil – outside	N/A	N/A
GLS RWY 25	2700 (MSA)	1716	Nil – outside	N/A	N/A
GLS RWY 34L	2700 (MSA)	1716	Nil – outside	N/A	N/A
GLS RWY 34R	2700 (MSA)	1716	Nil – outside	N/A	N/A

Standard Instrument Departure (SID) THREE DEPARTURE (RADAR)

The SID procedures have PANS-OPS surfaces determined by the Procedure Design Gradient (PDG), which is the minimum climb gradient that aircraft are required to achieve in order to ensure obstacle clearance during the initial climb after take-off.

The lowest SID PANS-OPS surface above the development site is 296 m AHD (971.5 ft AMSL), based on runway 34 L, with a turn height of 600 ft AMSL and a PDG of 3.3%. The proposed site would not affect SID procedures.

RNP-RWY 16L

The development site would be located within the intermediate approach track shown on the distance/altitude profile view of this procedure. Figure 8 and Figure 9 The site location is shown in relation to the intermediate approach segment of the RNP RWY 16L procedure (Source, Google Earth, Airservices).

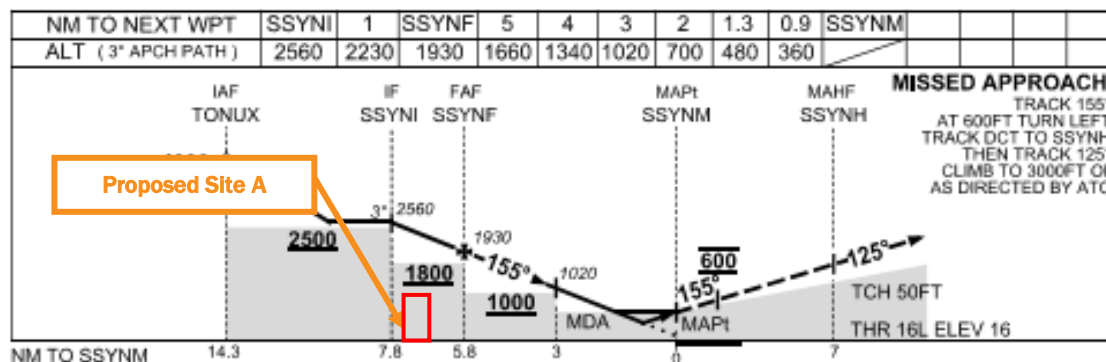


Figure 8 Project location in relation to vertical intermediate approach of RNP-RWY 16L procedure

The development site would be within the intermediate segment, with a minimum altitude of 1800 ft AMSL. The PANS-OPS surface height is 1308 ft AMSL. Based on the proposed location, the site would be below the protection surface elevation of 1308 ft AMSL; therefore, there is no impact anticipated on the intermediate approach segment.

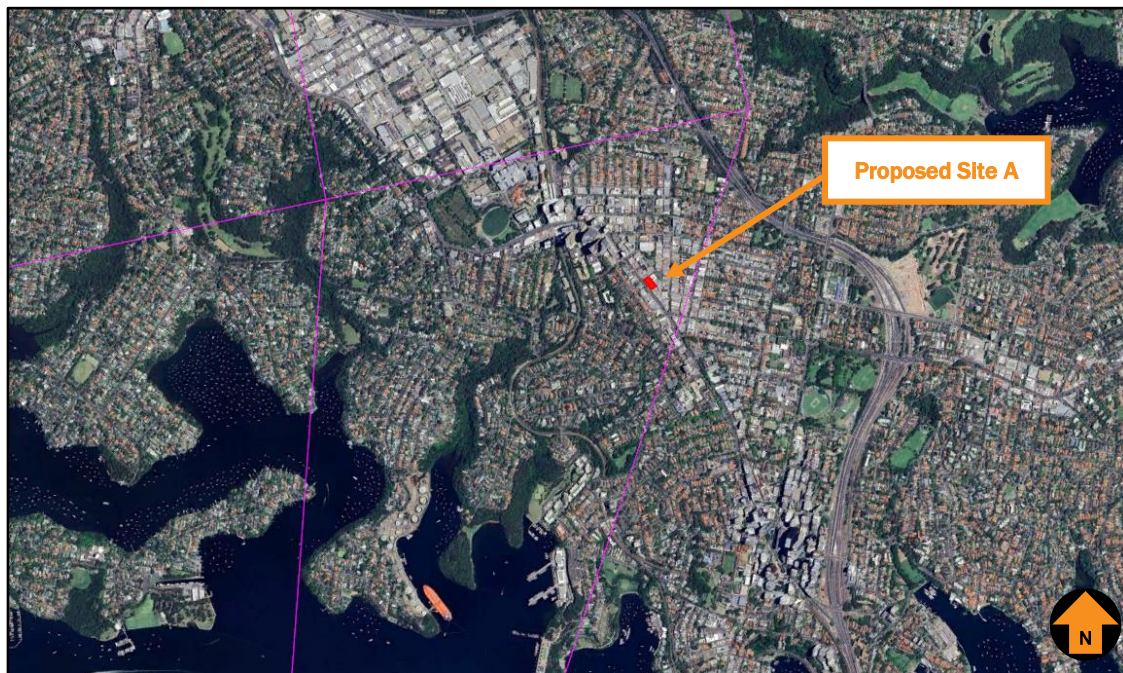


Figure 9 Project location in relation to the intermediate approach of RNP RWY 16L procedure

5.2. Bankstown Airport

Bankstown Airport (YSBK) is operated by Bankstown Airport Limited.

A check of Airservices Australia's Aeronautical Information Package (AIP) dated 27 November 2025, shows that airspace procedures are measured from the aerodrome reference point (ARP). The coordinates published in Airservices Australia's Designated Airspace Handbook (DAH) dated 27 November 2025 are as follows:

- ARP coordinates: Latitude 33°55'28"S and Longitude 150°59'18"E

According to the En Route Supplementary Australia (ERSA) facilities information chart (FAC) for Bankstown Airport, the aerodrome elevation is 10.4 m AHD (34 ft AMSL).

5.2.1. Obstacle Limitation Surface (OLS)

The maximum horizontal distance that an OLS may extend for an aerodrome in Australia is 15 km (8.1 nm) from the edge of a runway strip. The Project would be located approximately 22.35 km northeast of the airport's ARP and will be outside the OLS.

5.2.2. Instrument approach procedures

A check of the Aeronautical Information Package (AIP) via the Airservices Australia website showed that Bankstown Airport is served by non-precision instrument approach procedures (source: AIP, effective 27 November 2025).

Table 9 Identifies the aerodrome and procedure charts designed by Airservices Australia.

Table 9 Bankstown Airport (YSBK) aerodrome and procedure charts

<i>Chart name (Procedure Designer)</i>	<i>Effective date</i>
AERODROME CHART PAGE 1 (AsA)	04 September 2025 (Am 184)
AERODROME CHART PAGE 2 (AsA)	20 March 2025 (Am 182)
SID BANKSTOWN ONE DEPARTURE RWY 11C/29C (AsA)	12 June 2025 (Am 183)
NDB RWY 11C (AsA)	13 June 2024 (Am 179)
NDB A (AsA)	13 June 2024 (Am 179)
RNP RWY 11C (AsA)	13 June 2024 (Am 179)

5.2.3. PANS-OPS Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken:

- MSA Surfaces
- IFR Circling Areas
- PANS-OPS Approach and Departure Procedure Surfaces.

MSA surfaces

Images of the MSA published for Bankstown Airport are shown in Figure 10 (Source: AIP, effective 27 November 2025).

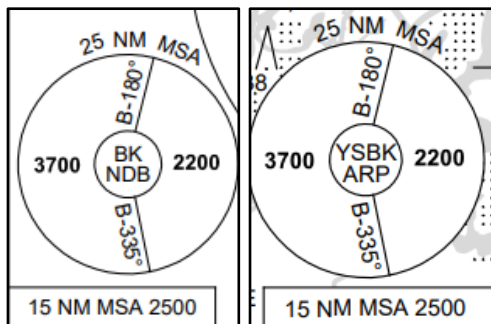


Figure 10 MSA at Bankstown Airport

The project site would be located within the 10 nm MSA and 25 nm MSA. Figure 11 (Source: Probject) shows Bankstown Airport's 10 nm MSA from ARP (orange) and Non-Directional Beacon (NDB) (green) and their related PANS-OPS surface heights (ft AMSL).

The 10 nm MSA minimum altitude is 762 m AHD (2500 ft AMSL), and the PANS-OPS surface elevation is 462 m AHD (1516 ft AMSL).

The 25 nm MSA eastern sector's minimum altitude is 670.6 m AHD (2200 ft AMSL), and the PANS-OPS surface elevation is 370.6 m AHD (1216 ft AMSL).

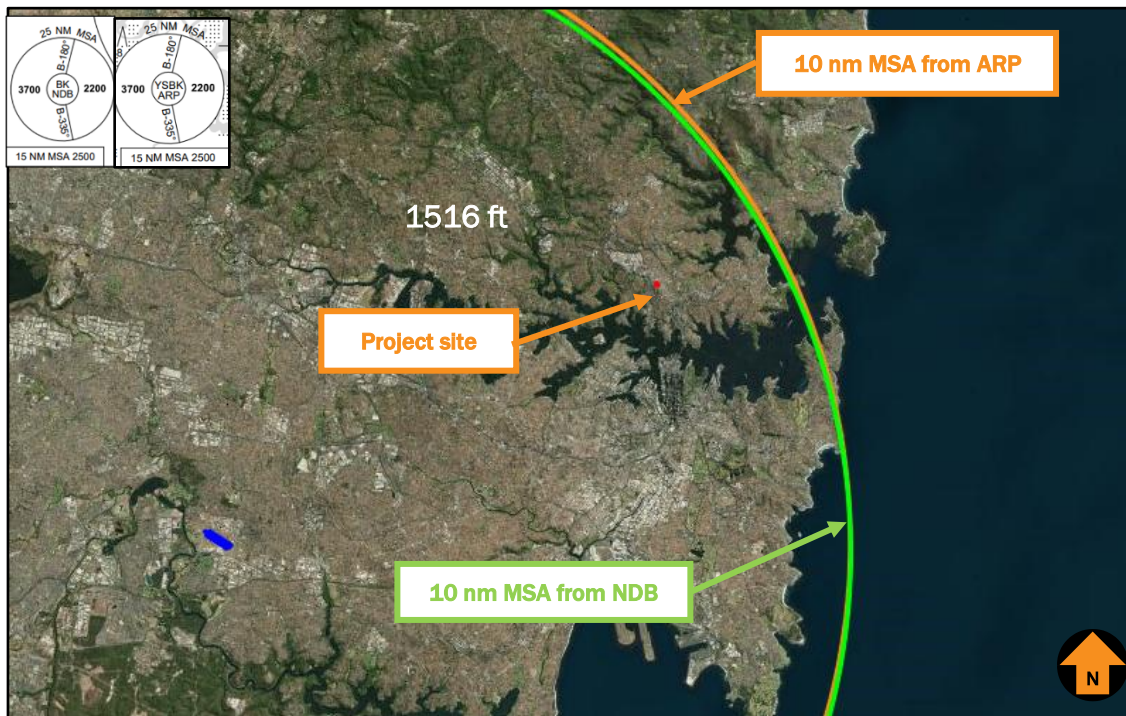


Figure 11 Bankstown Airport MSA

The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which would not affect MSA.

IFR Circling areas

Category C is the most demanding aircraft category for instrument flight procedures. Its radii are 7.78 km (4.20 nm).

The Project would be located 22.35 km from Bankstown Airport and would be outside the airport's Circling surfaces.

Approach and Departure Procedure Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken. The Project would be outside the procedure protection surfaces.

5.3. Camden Airport

Camden Airport Limited operates Camden Airport (YSCN).

A check of Airservices Australia's Aeronautical Information Package (AIP) dated 27 November 2025, shows that airspace procedures are measured from the aerodrome reference point (ARP). The coordinates published in Airservices Australia's Designated Airspace Handbook (DAH) dated 27 November 2025 are as follows:

- ARP coordinates: Latitude 34° 02'25"S and Longitude 150° 41'12"E

According to the En Route Supplementary Australia (ERSA) facilities information chart (FAC), the airport's aerodrome elevation is 70 m AHD (230 ft AMSL).

5.3.1. Obstacle Limitation Surface (OLS)

For the Code 2 non-precision runway, the maximum lateral extent of the OLS is up to 4.7 km for the conical surface and 2.5 km for the take-off and approach surfaces.

The closest point of Site A would be 53 km away from Camden Airport, outside the OLS.

5.3.2. Instrument procedure

A check of the Aeronautical Information Package (AIP) via the Airservices Australia website showed that Camden Airport is served by non-precision flight procedures (source: AIP, effective 27 November 2025).

Table 10 Identifies the aerodrome and procedure charts for Camden Airport designed by Airservices Australia.

Table 10 Camden Airport (YSCN) aerodrome and procedure charts

<i>Chart name (Procedure Designer)</i>	<i>Effective date</i>
AERODROME CHART PAGE 1 (AsA)	5 November 2020 (Am 165)
AERODROME CHART PAGE 2 (AsA)	8 September 2022 (Am 172)
RNP W (AsA)	1 December 2022 (AM 173)

5.3.3. PANS-OPS Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken:

MSA Surfaces

An Image of the MSA published for Camden Airport is shown in Figure 12 (Source: Airservices Australia).

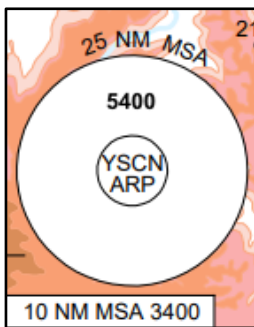


Figure 12 MSA at Camden Airport

The project site would be located within the 25 nm MSA. The 25 nm MSA's minimum altitude is 1646 m AHD (5400 ft AMSL), with a PANS-OPS elevation of 1346 m AHD (4416 ft AMSL). The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which would not affect the MSA of Camden Airport.

IFR Circling Areas

Category C is the most demanding aircraft category provided for in Camden Airport's instrument flight procedures. Its radii are 7.62 km (4.11 nm).

The Project would be located 53 km from Camden Airport and is outside the airport's Circling surfaces.

Instrument Approach Procedure Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken. The Project would be outside the procedure protection surfaces.

5.4. Richmond Airport

Richmond Airport (YSRI) is operated by the Royal Australian Air Force (RAAF).

A check of Airservices Australia's Aeronautical Information Package (AIP), dated 27 November 2025, shows that airspace procedures are measured from the aerodrome reference point (ARP). The coordinates published in Airservices Australia's Designated Airspace Handbook (DAH) dated 27 November 2025, are as follows:

- ARP coordinates: Latitude 33° 36'02"S and Longitude 150° 46'51"E

According to En Route Supplementary Australia (ERSA) facilities information chart (FAC), the airport has an aerodrome elevation of 20.4 m AHD (67 ft AMSL).

5.4.1. Obstacle Limitation Surface (OLS)

The maximum lateral extent of the OLS is up to 6 km for the conical surface and 15 km for the take-off and approach surfaces.

The closest point of the building would be 46 km away from Richmond Airport, outside Richmond Airport OLS.

5.4.2. Instrument approach procedures

A check of the Aeronautical Information Package (AIP) via the Airservices Australia website showed that RAAF Richmond Airport is served by precision and non-precision flight procedures (source: AIP, effective 27 November 2025).

Table 11 Identifies the aerodrome and procedure charts for Richmond Airport designed by Airservices Australia.

Table 11 Richmond Airport (YSRI) aerodrome and procedure charts

<i>Chart name (Procedure Designer)</i>	<i>Effective date</i>
AERODROME CHART PAGE 1 (AsA)	13 June 2024 (Am 179)
AERODROME CHART PAGE 2 (AsA)	13 June 2024 (Am 179)
SID RICHMOND FOUR DEPARTURE (RADAR) (AsA)	13 June 2024 (Am 179)
RNP RWY 10	04 September 2025 (Am 184)
RNP RWY 28	04 September 2025 (Am 184)
ILS Z or LOC Z RWY 28 (AsA)	13 June 2024 (Am 179)
NDB B or NDB RWY 28 (AsA)	13 June 2024 (Am 179)

<i>Chart name (Procedure Designer)</i>	<i>Effective date</i>
ILS Y or LOC Y RWY 28 (RAAF)	27 November 2025
ILS X or LOC X RWY 28 (RAAF)	27 November 2025
ARA RWY 10 (RAAF)	27 November 2025
ARA RWY 28 (RAAF)	27 November 2025
TACAN RWY 10 (RAAF)	27 November 2025
TACAN RWY 28 (RAAF)	27 November 2025
NDB – A or NDB/DME A (RAAF)	27 November 2025
COMPOSITE	27 November 2025

5.4.3. PANS-OPS Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken:

MSA Surfaces

An Image of the MSA published for Richmond Airport in AIP DAP is shown in Figure 13 (Source: Airservices Australia).

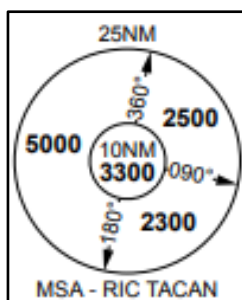


Figure 13 MSA at RAFF Richmond Airport

The project site is located within the 25 nm MSA. The 25 nm MSA minimum altitude of the south-eastern sector is 701 m AHD (2300 ft AMSL), with a PANS-OPS surface elevation of 401 m AHD (1316 ft AMSL). The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which would not affect the MSA.

IFR Circling Areas

Category D is the most demanding aircraft category provided for the instrument flight procedures. Its radii are 9.78 km (5.28 nm).

The Project would be located 46 km from Richmond Airport and would be located outside the Circling area.

PANS-OPS Approach Procedure Surfaces.

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken. The Project would be outside all the procedures' protection surfaces

5.5. Holsworthy Military Airport

Holsworthy Airport (YSHW) is an airport operated by the Australian Department of Defense. Its published aerodrome elevation is 76.2 m AHD (250 ft AMSL) (Source: AIP, 27 November 2025). The Aerodrome Reference Point (ARP) coordinates published in Airservices Australia's Designated Airspace Handbook (DAH) are Latitude 33°59'42"S and Longitude 150°57'09"E.

5.5.1. Obstacle Limitation Surface (OLS)

Holsworthy Airport's OLS extends to a maximum distance of 2.7 km from the aerodrome. The closest point of the building would be 29.6 km outside Holsworthy Airport OLS.

5.5.2. Instrument procedures

A check of the Aeronautical Information Package (AIP) via the Australian Defence Force website showed that Holsworthy Airport is served by non-precision flight procedures (source: Australian Defence Force, effective 27 November 2025).

Table 12 Identifies the aerodrome and procedure charts for Holsworthy Airport designed by the Global Airspace Solution.

Table 12 Holsworthy Airport (YSHW) aerodrome and procedure charts

Chart name (Procedure Designer)	Effective date
AERODROME CHART PAGE (RAAF)	27 November 2025
SID HW2SI ONE DEPARTURE (HELICOPTER, RNAV) (RAAF)	27 November 2025
RNP 021	27 November 2025

5.5.3. PANS-OPS Surfaces

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken:

MSA Surfaces

An Image of the MSA published for Holsworthy Military Airport in RAAF is shown in Figure 14 (Source: Australian Defence Force).

The project site is located within the 25 nm MSA. The 25 nm MSA minimum altitude of the eastern sector is 701 m AHD (2300 ft AMSL). The PANS-OPS surface elevation is 401 m AHD (1316 ft AMSL). The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which will not affect MSA.

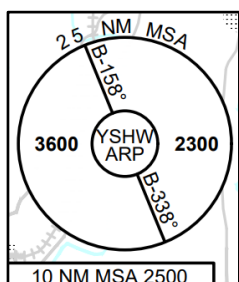


Figure 14 MSA at Holsworthy Airport

Approach and Departure Procedure Surfaces.

A detailed assessment of the PANS-OPS surfaces associated with the published instrument approach procedures was undertaken. The Project would be outside the procedure of protecting surfaces.

5.6. Grid and Air routes LSALT

MOS 173 requires that the published lowest safe altitude (LSALT) for a particular airspace grid or air route provides a minimum of 1000 ft clearance above the controlling (highest) obstacle within the relevant airspace grid or air route tolerances.

5.6.1. Grid LSALT

The Project would be located within an airspace grid with LSALT of 1067 m AHD (3500 ft AMSL), which provides clearance above obstacles with heights up to 762 m AHD (2500 ft AMSL).

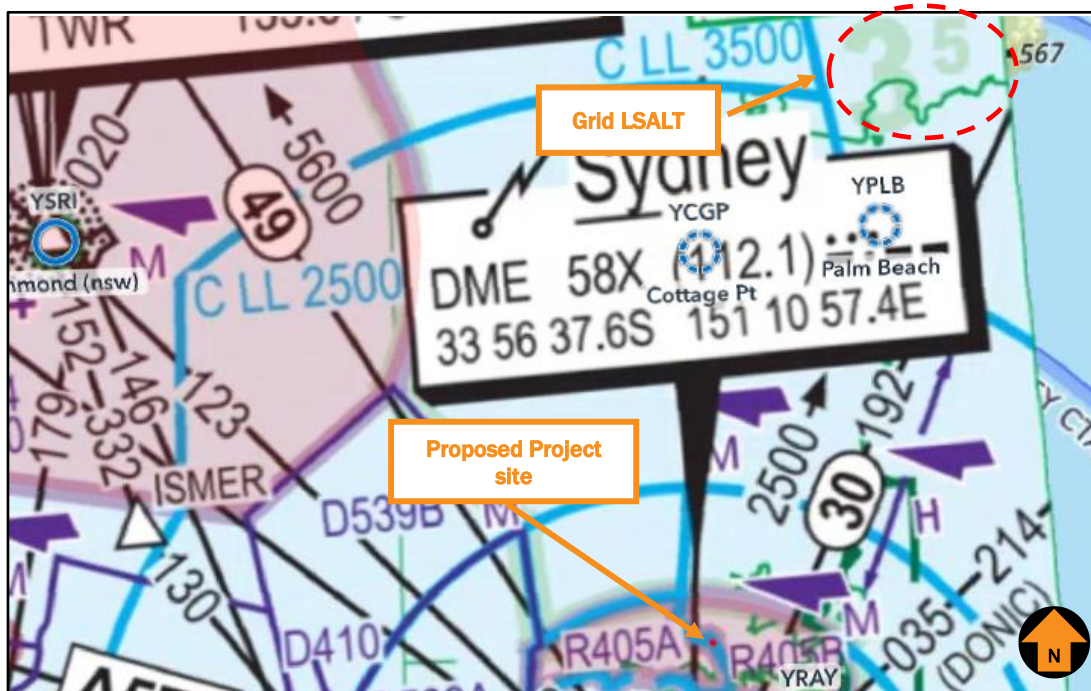


Figure 15 Grid LSALT in proximity to the project site

Figure 15 provides the Grid LSALT in proximity to the project site (source: ERC Low National, OzRunways, October 2025, Google Earth).

The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which will be below the 2500 ft obstacle height limit.

Therefore, the proposed site would not impact the Grid LSALT.

5.6.2. Air Route LSALTs

A protection area 7 nm laterally either side of an air route is used to assess the LSALT for the air route.

Several air routes are within 7 nm of the project site. The proposed building height would 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which would be below all air route LSALTs. Therefore, the Project would not impact the air route LSALT.

5.7. Airspace

The project site would be located within the restricted area R405B, as shown in Figure 16.

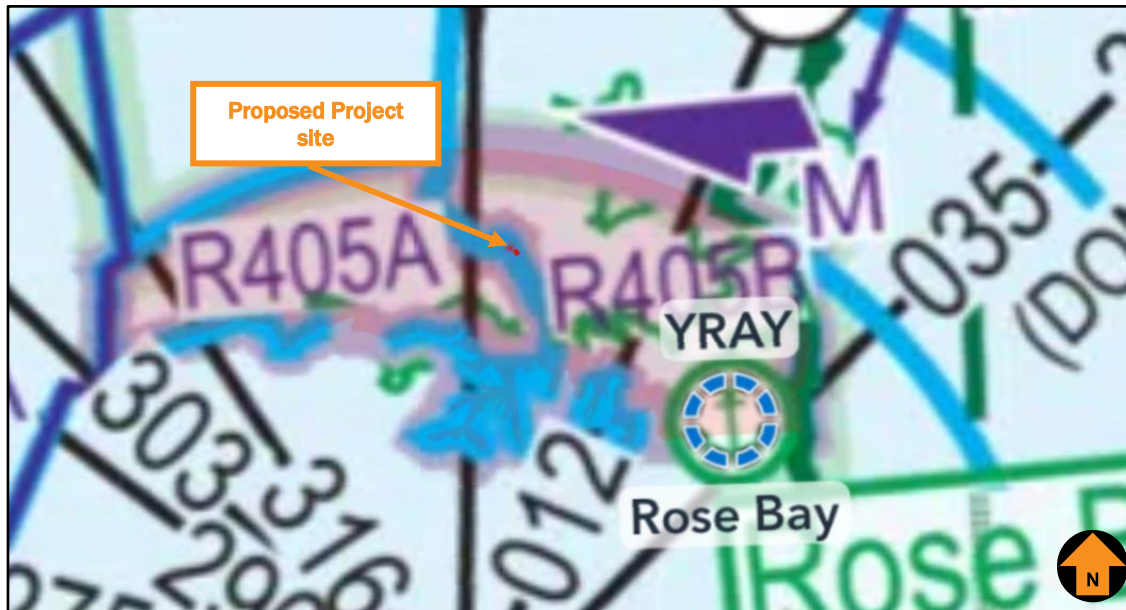


Figure 16 Project site in relation to restricted area.

The restrictions of R405B on the airspace are shown below in Figure 17 (Source: DAH 27 November 2025).

Within R405B, the aircraft can fly between the surface and 1000 ft AMSL without infringing controlled airspace.

Seaplanes and helicopters use Restricted Area R405B for access to/from helicopter landing sites on land and seaplane landing sites within Sydney Harbour. Seaplanes must only operate over water when within them.

Aircraft and helicopters operating within the Restricted Area must comply with Civil Aviation Safety Regulations related to minimum heights above the built-up area on the north shore of Sydney Harbour.

YMMM/R405B SYDNEY CONDITIONAL STATUS: RA3 HELICOPTERS & SEAPLANES LATERAL LIMITS: 334949S 1511705E - 335006S 1511652E then along THE COAST 61 - 335134S 1511705E then along THE COAST 16 - 335222S 1511701E 335224S 1511446E then along SY HarbourB - 335120S 1511228E 335110S 1511241E then along THE PACIFIC HWY 3 - 334807S 1511053E then along the clockwise arc of a circle radius 8.50NM centre 335638S 1511057E (SY/DME) - 334949S 1511705E VERTICAL LIMITS: SFC - 1000 HOURS OF ACTIVITY: H24 CONTROLLING AUTHORITY: Regulatory Oversight Division (CASA)

Figure 17 Dimensions of R405B

5.8. Aviation facilities

The closest aviation facilities to the project site are located at Sydney Airport (YSSY) (Ground Based Augmentation System (GBAS), Glide Path (GP), Distance measuring equipment (DME), an instrument landing system (ILS) and localiser (LOC)).

According to National Airports Safeguarding Framework Guideline G *Protecting Aviation Facilities - Communications, Navigation and Surveillance (CNS)*, the navigation facilities have areas restricted to developments.

The project site would be located approximately 13.4 km north of Sydney Airport and outside the areas restricted to developments for noted aviation facilities, and therefore, would not interfere with these facilities.

5.9. ATC Surveillance Radar installations

Airservices Australia currently requires an assessment of the potential for a development site to affect radar lines of sight.

With respect to aviation radar facilities, the following facilities are referenced:

- Sydney Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR) - approximately 13.8 km south of the project
- Cecil Park PSR and SSR - approximately 34 km west of the project

The antenna elevation at Sydney Airport is 38.2 m AHD. The clearance plane elevation at the development will be 98.4 m AHD. The proposed building height would be 188.3 m AHD (617.8 ft AMSL), and the temporary overall height would be 248.3 m AHD (814.6 ft AMSL) (including the 60 m crane above the building height), which would affect the Sydney PSR and SSR. As there are high buildings in the Sydney CBD area, there would be an impact on the lines of sight of Sydney Airport. Cecil Park PSR and SSR provides coverage for radar shadows produced by large buildings on the Sydney radars systems.

Cecil Park PSR and SSR would be 34 km away from the site, the site would not affect line of sight of both Cecil Park PSR and SSR.

Table 13 Surveillance System Clearance Plane

<i>Surveillance System</i>	<i>Distance from development</i>	<i>Antenna Elevation (m AHD)</i>	<i>Clearance Plane Elevation at development site (Distance x Tan 0.25 + TAR elevation (m AHD))</i>
Sydney PSR/SSR	13.8 km	38.2	98.4

Airservices Australia have assessed the proposed activity to the [initial 180 m AHD (590.6 ft AMSL)] 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, refer to Consultation in Section 4.

Airservices Australia advised that the property development and crane operation [to 180 m AHD (590.6 ft AMSL)] would not affect the Sydney RTCC, refer to Consultation in Section 4.

Re-consultation with Airservices Australia would be highly recommended, as the building height increases to 188.3 m AHD (617.8 ft).

6. HELICOPTER LANDING SITES

A Helicopter Landing Site (HLS) is a specific nominated area (not located on an aerodrome) wholly or partly used for the arrival or departure of helicopters for strategically important purposes

There is one HLS within a 3.5 km distance of the project site – Royal North Shore Hospital (YXNS) (Source: Google Earth, Airservices Australia).

HMAS Penguin HLS would be approximately 5.7 km away from the Project Site, and the Project Site won't impact it.

Royal North Shore Hospital operates the Royal North Shore Hospital HLS.

The coordinates published in Airservices Australia's Designated Airspace Handbook (DAH) dated 27 November 2025, are as follows:

- ARP coordinates: Latitude 33° 49'16"S and Longitude 151° 11'31"E

According to En Route Supplementary Australia (ERSA) facilities information chart (FAC), the HLS has an elevation of 110.6 m AHD (363 ft AMSL).

In Hospital Helicopter Landing Sites in NSW, section 3.13 contains the detailed explanation regarding HLS OIS:

1.13 Object Identification Surfaces

The object identification surfaces (OIS) can be described as:

- *in all directions from the safety area, except under the approach/departure paths, the object identification surface starts at the safety area perimeter and extends out horizontally for a distance of ~30m*
- *under the approach/departure surface, the object identification surface starts from the FATO outside edge and extends horizontally out for a distance of ~700. From this point, the object identification surface extends out for an additional distance ~2,800m while rising on a 2.5° or 22:1 slope (22 units horizontal in one unit vertical). From the point ~700m from the FATO perimeter, the object identification surface is ~30m beneath the approach/departure surface*
- *the width of the safety surface increases as a function of distance from the Safety Area. From the safety area perimeter, the object identification surface extends laterally to a point ~30m outside the safety area perimeter. At the upper end of the surface, the object identification surface extends laterally ~60m on either side of the approach/departure path.*

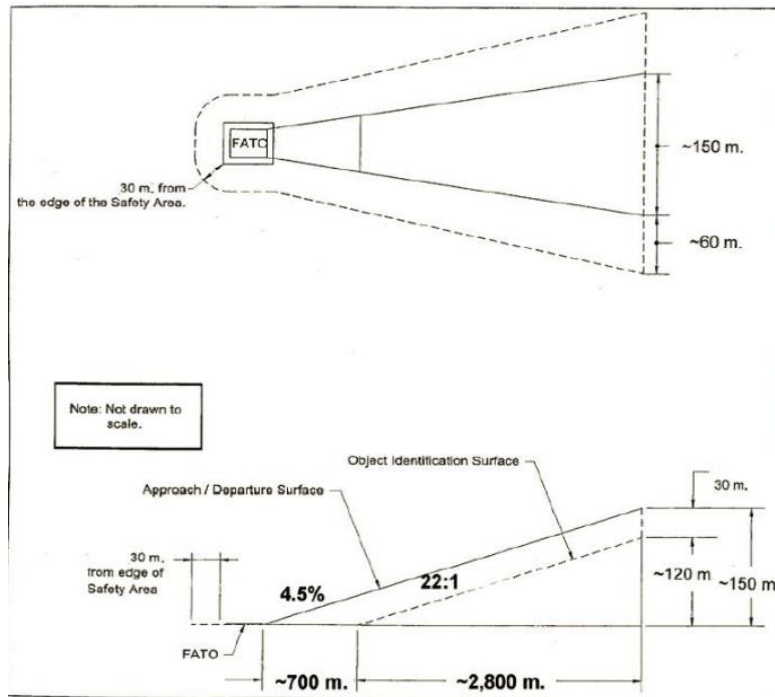


Figure 18 HLS Surfaces

For the purpose of the Design Development Overlay (DDO), the OIS below the VFR approach and departure paths are the limit for the penetration of obstructions. That is, there should be no future development penetrating the OIS, which extends out to 3.5km from the forward edge of the FATO.

The Royal North Shore Hospital HLS (YXNS) would be approximately 800 m away from the development site.

Both ERSA and OzRunways have airspace information regarding YXNS. It is understood that the data in ERSA is incorrect and related to a non-operational HLS at Royal North Shore Hospital, and the information in the OzRunways Helipad section contains the correct information for this HLS. Therefore, the information in OzRunways has been referred to.

OzRunways:

Approach : "Fly Neighbourly" approach in SW sector over Gore Hill Oval on 008 T. Alternate "Fly Neighbourly" approach in NE sector on 219 T.

Departure: "Fly Neighbourly" departure in SW sector over Gore Hill Oval on 188 T. Alternate "Fly Neighbourly" departure in NE sector on 039 T. Yellow in NE sector is yet to be positioned on the HLS deck.

As shown in Figure 19, green lines represent flight paths based on OzRunways.

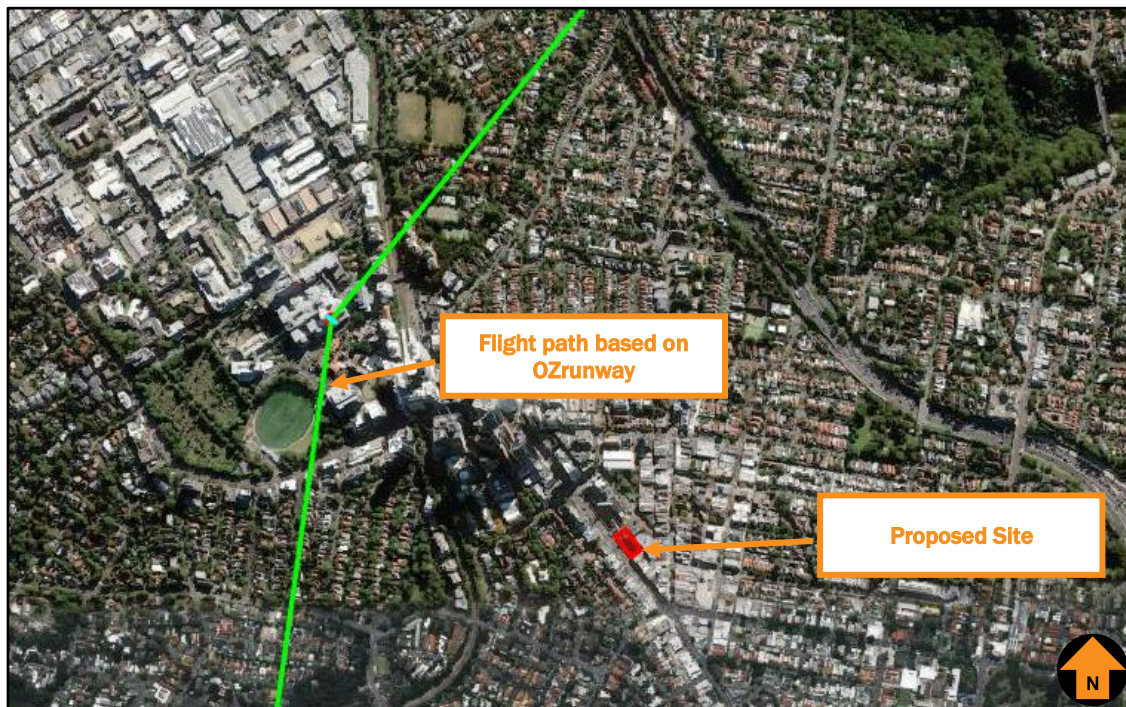


Figure 19 HLS flight path in relation to the development site

7. CONCLUSIONS

As a result of this aeronautical assessment, the following conclusions are made:

- The proposed site has the following characteristics:
 - a. Building A's height would be 188.3 m AHD (617.8 ft AMSL. This includes all lift over-runs, vents, chimneys, aerials, antennas, and roof top garden plantings, exhaust flues, etc. Excluding lighting protection.
 - b. Cranes up to 60 m above the building height
 - c. Temporary overall height (including the crane) would be 248.3 m AHD (814.6 ft AMSL).
- The project development:
 - a. Will be within 30 nm of 3 certificated airports and 2 military airports:
 - i. Sydney Airport (YSSY)
 - ii. Bankstown Airport (YSBK)
 - iii. Holsworthy Airport (YSHW)
 - iv. Camden Airport (YSCN)
 - v. RAAF Richmond Airport (YSRI)

Sydney Airport:

- i. Would not affect MSA
- ii. Would infringe OLS surface – Outer Horizontal
- iii. Would not infringe Circling areas
- iv. Would not infringe the obstacle clearance heights applicable to any of the instrument procedures

Remaining Airports (Bankstown Airport, Holsworthy Military Airport, Camden Airport and RAAF Richmond Military Airport):

- i. Would not affect MSA
 - ii. Would not infringe on OLS surface
 - iii. Would not infringe Circling areas
 - iv. Would not infringe the obstacle clearance heights applicable to any of the instrument procedures
- b. Would not impact Grid LSALT and air routes LSALT
 - c. Would be located within Restricted Area –R405B. Would not create an adverse impact to flight operations within R405B as all aircraft must comply with CASRs in relation to minimum heights above built-up areas.
 - d. Would not impact any aviation navigation facilities
 - e. Would not impact ATC surveillance radar coverage

- f. Would not impact Royal North Shore Hospital HLS operation.
- Comparative analysis: The detailed SSDA is the same as the Amending SSDA.

8. MITIGATION MEASURES

As a result of this aeronautical assessment, the following recommendations are made:

- Written approval shall be obtained from Sydney Airport for penetrating the obstacle limitation surface (OLS).
- If approved, details of the Project must be reported to Airservices Australia via this email address: vod@airservicesaustralia.com, and published in En Route Supplement Australia (ERSA) and other relevant aeronautical chart products.
- Sydney Airport advises that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct. Information required by Sydney Airport prior to any approval is set out in attached crane application form.
- Buildings must not exceed a maximum height of 188.3 metres AHD. This includes all lift over-runs, vents, chimneys, aerials, antennas, and roof top garden plantings, exhaust flues, etc. Excluding lightning protection.
- The tallest building at the site (proposed Building A at the northernmost extent of the site with a previously indicated height of 180 m AHD as indicated in the Aeronautical Impact Assessment V2.1 dated 1 November 2018) must be obstacle lit by medium intensity steady red lighting during hours of darkness at the highest point of the building. Obstacle lights are to be arranged to ensure the building can be observed in a 360 degree radius as per subsection 9.4.3 of the Manual of Standards Part 139 – Aerodromes (MOS Part 139). Characteristics for medium intensity lights are stated in subsection 9.4.7 of MOS Part 13A.
- The Proponent must ensure that the obstacle lighting has a built-in alarm system that will provide remote monitoring to notify the person responsible for the maintenance of the building's obstacle lighting. The designated person must be available 24 hours per day, 7 days per week. Immediate action must be taken to repair the obstacle lighting and notify Sydney Airport of any outage. Contact details for the person responsible for the obstacle lighting must be provided to Sydney Airport prior to the completion of the building construction and kept up to date.
- The proponent must advise Airservices Australia at least 3 business days prior to the controlled activity commencing by emailing ifp@airservicesaustralia.com and quoting YSSY-CA-146.
- As soon as construction commences, the Proponent must complete the Vertical Obstacle Notification Form for tall structures and submit the completed form to AirServices Australia.
- Separate approval must be sought under the Airports (Protection of Airspace) Regulations 1996 for any construction equipment (i.e. cranes) required to construct the building. 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) be obtained prior to any commitment to construct.
- Within 7 days of completion of each building, the Proponent must provide the airfield design manager at Sydney Airport with a written report from a registered surveyor on the finished height of the building



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