

PO Box 7608, St Kilda Road, Victoria 8004, Australia

9 April 2026

Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy St
Parramatta NSW 2150

Dear Sir/Madam,

8 Wilson Street, Chatswood: Prescribed Airspace Heights and Implications

I am the aviation consultant engaged by BB Wilson Property Pty Ltd to address aviation matters associated with the construction of two building towers at 8 Wilson Street, NSW 2057. This letter presents the heights of prescribed airspace above 8 Wilson Street and implications for the buildings and cranes.

1.0 Prescribed Airspace

This section details the distance of 8 Wilson Street from Sydney Airport. It then describes the three categories of prescribed airspace above 8 Wilson Street, namely the Sydney Airport obstacle limitation surface (OLS), PANS-OPS surface and radar terrain contour chart (RTCC) surface. Detail about prescribed airspace was obtained from Sydney Airport Corporation Ltd (SACL) and information held by this consultant.

1.1 Distance from Bankstown and Sydney Airports

The development site is located at 8 Wilson Street is located approximately 16km from the Sydney Airport aerodrome reference point (ARP).

1.2 Sydney Obstacle Limitation Surface (OLS)

At approximately 16km from Sydney Airport, the 8 Wilson Street site is beyond the outer extremity of the Sydney OLS.

1.3 Sydney Terminal Instrument Flight Procedure Obstacle Protection (TIFPOP) Surface

The height of the Sydney terminal instrument flight procedure obstacle protection (TIFPOP) surface, formerly known as the PANS-OPS surface, at 8 Wilson Street is 340m AHD. Temporary obstructions may be approved to penetrate the TIFPOP surface for a maximum duration of three months. A penetration of the TIFPOP surface must not impact the safety and regularity of air transport operations.

1.4 Radar Terrain Contour Chart (RTCC) Surface

The height of the Sydney radar terrain contour chart (RTCC) surface is 335.2m AHD. A three-month temporary approval for crane operations may be approved, in some circumstances. Any penetration of the RTCC cannot impact the safety and regularity of air transport operations.

1.5 Summary

Since the RTCC is below the TIFPOP surface it governs the maximum height of permanent obstructions (i.e., buildings) at 8 Wilson Street, namely 335.2m AHD. Cranes may be approved to penetrate the RTCC and PANS-OPS surface for a maximum duration of three months.

2.0 Maximum Building Heights and Impact on Prescribed Airspace

This section details the maximum building heights and impact on Sydney prescribed airspace and.

2.1 Maximum Building Heights

The maximum heights of the two building towers are:

- Building Tower A: 312.3m AHD;
- Building Tower B: 299.7m AHD.

2.2 Impact of Buildings on Prescribed Airspace

Table 1 below presents the impact of the building towers on Sydney prescribed airspace.

Table 1: Impact of Building Towers on Sydney Prescribed Airspace

	Max Height	Implications for Sydney Prescribed Airspace
Tower A	312.3m AHD	Outside the lateral dimensions of Sydney OLS 27.7m below TIFPOP surface 22.9m below RTCC surface
Tower B	299.7m AHD	Outside the lateral dimensions of Sydney OLS 40.3m below TIFPOP surface 35.5m below RTCC surface

The table shows that the buildings are outside the Sydney OLS and, at their maximum heights, are 22.9m (Tower A) and 35.5m (Tower B) below the RTCC surface. No aviation approval is required for the buildings but notification is required to be given to CASA. The notification requirements to CASA will be detailed below in Section 4.

3.0 Implications for Crane Operations

This section details the implications of prescribed airspace on crane operations at 8 Wilson Street.

3.1 Obstacle Limitation Surface (OLS)

As noted with the buildings, this development site is outside the lateral dimensions of the Sydney OLS.

3.2 TIFPOP and Radar Terrain Contour chart (RTCC) Surfaces

Since the RTCC is lower than the TIFPOP surface, it governs the maximum height of permanent obstructions. This means that most crane operations must take place up to a maximum height of 335.2m AHD. At a height of 335.2m AHD there is 22.9m (Tower A) and 35.5m (Tower B) freeboard between the top of the building and the bottom of the RTCC surface.

Freeboard of at least 22.9m is sufficient for hammerhead crane operations to take place.

If the construction strategy involves the use of luffing cranes, it almost means that these cranes will penetrate the RTCC and PANS-OPS surfaces. The penetration of these surfaces may be approved for a maximum duration of three months. This penetration requires an aviation approval from the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA).

3.3 Summary

Crane operations involving hammerhead crane(s) are unlikely to penetrate the RTCC. Should luffing cranes be used, it is almost certain that they will need to penetrate the RTCC and TIFPOP surfaces.

Crane operations not exceeding 335.2m AHD, do not require an aviation approval. If the cranes are required to exceed 335.2m AHD, that is penetrating the RTCC and/or TIFPOP surfaces, an aviation approval is required. Cranes may be approved to penetrate the RTCC and TIFPOP surfaces for a maximum duration of three months.

4.0 Notification of Buildings and Cranes to CASA

When buildings and/or cranes exceed 100m AGL (above ground level) but do not penetrate prescribed airspace, notification is required to be given to CASA. In this case, since the two building towers exceed 100m AGL but are outside the OLS and below the RTCC surface, notification is required to be given to CASA. If the cranes remain below the RTCC surface, notification must also be given to CASA. CASA will ensure that the building and cranes are denoted on aviation charts and very likely require that they have obstacle lighting and marking.

If the cranes penetrate the RTCC, an aviation approval is required from the DITRDCSA. Notification is not required to be given to CASA. The aviation application will seek CASA's view about the impact of the buildings and cranes on aviation safety from the penetration of prescribed airspace during the aviation approval process.

Mitigation measures required by CASA will be incorporated into the aviation approval that is issued by the DITRDCA.

The ground height at 8 Wilson Street, Chatswood is approximately 104m AHD. This means that notification must be given to CASA when the buildings and cranes exceed 204m AHD but remain below 335.2m AHD, the height of the RTCC surface.

In conclusion, 8 Wilson Street is beyond the outer extremity of the Sydney OLS. The buildings and hammerhead cranes, if used, are unlikely to penetrate Sydney prescribed airspace. Since the buildings and cranes will exceed 100m AGL notification must be given to CASA. Luffing cranes, if chosen, are likely to penetrate the RTCC (335.2m AHD) and TIFPOP (340m AHD) surfaces. In this case, an aviation approval is required to penetrate the RTCC and/or TIFPOP surfaces for a maximum duration of three months.

Please contact me if you have any questions.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'J.W. Thompson', followed by a horizontal line.

Dr Ian Thompson

Director

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