



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

CASA Ref: F24/3132-78

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The Department of Planning, Housing and Infrastructure
NSW

WAREHOUSE (SSD-590247118) 350 KING STREET, MASCOT: CASA COMMENTS

CASA has reviewed the Aeronautical Impact Assessment, by Landrum and Brown of 19 October 2023, for the proposed warehouse at 350 King Street Mascot.

The AIA assesses the proposal against the NASF Guidelines, which is appropriate methodology for assessment of planning proposals near airports. CASA has no major issues with the AIA and is in broad agreement with the conclusions with the following minor qualifications:

1. Cranes that infringe PANS-OPS surfaces for more than 3 months (or less than 3 months without suitable mitigation) would present an unacceptable risk to the safety of air transport operations to and from Sydney Airport. Also, following is an extract from ICAO Annex 14 Volume 1 'Aerodrome Design and Operations':
'New objects or extensions of existing objects shall not be permitted above a take-off climb surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.'
The Take off Surface over the site is very approximately 50+m AHD. Therefore, conventional construction methods and/or scheduling may not be viable. For example, as indicated by Sydney Airport (section 4.7.2.2), higher lifts may need to be conducted during curfew with runway 16L/34R closed.
2. Regarding section 1.2.1., it is unlikely that the handrail would be frangible unless specifically designed that way ... CASA would take the height as 50.81m AHD. Not that it makes much difference.
3. Regarding section 1.2.1., the logic behind the following extract is not clear:
"Temporary construction equipment / cranes could potentially be permitted by Sydney Airport and CASA up to 61m in height."

Following is an incidental comment about construction cranes that may be required to build the project. In accordance with the Airports (Protection of Airspace) Regulations 1996 (the Airspace Regulations), cranes that infringe an Obstacle Limitation Surface will require a controlled activity approval from the Federal Department of Infrastructure,

Transport, Regional Development, Communications and the Arts (DITRDC). At the appropriate stage, the proponent should seek a controlled activity approval through Sydney Airport (AirspaceProtection@syd.com.au). Sydney Airport will confirm the infringement and obtain comments from aviation stakeholders including CASA and Airservices Australia and refer the application to DITRDC.

CASA has no issues with the Glint and Glare Assessment by Landrum and Brown. CASA agrees with the conclusion that 'there is no aviation reason that the solar panels should not be permitted'.

Notwithstanding that CASA is not an Approval Authority as such, CASA does not object to the proposal.

Note that CASA does not comment on noise issues (a matter for the Planning Authority); and Communications, Navigation and Surveillance issues (including the potential TAR noncompliance) are a matter for Airservices Australia.

Yours sincerely

David Alder

David Alder
Aerodrome Engineer

9 July 2024