



Australian Government
Civil Aviation Safety Authority

AIR NAVIGATION, AIRSPACE AND AERODROMES

CASA Ref: GI17/759

22 September 2017

Mr Michael Young
Planner
Department of Planning and Environment NSW
GPO Box 31
SYDNEY NSW 2001

Dear Mr Young

Albion Park Rail Bypass – Response to Submissions and Preferred Infrastructure Report

Thank you for your email dated 11 September 2017 requesting CASA comments on the Road and Maritime Services (RMS) Preferred Infrastructure Report (PIR) for the Albion Park Rail Bypass (the project).

CASA has reviewed the Preferred Infrastructure Report (PIR) and PIR Appendix B – Addendum Aviation Assessment (the aviation assessment) dated September 2017.

Part of the submission is the proposed relocation of the Croom Regional Sporting Complex (CRSC) facilities as part of the project.

Obstacle Limitation Surfaces

The aviation assessment identifies several penetrations of the current and the future Obstacle Limitation Surfaces (OLS) at Wollongong Aerodrome. For instance, the aviation assessment indicates that the noise barriers will infringe the Inner Horizontal Surfaces of the future OLS in the vicinity of the runway 16 approach by as much as 9.8m.

The aviation assessment also indicates that a number of facilities and floodlighting within the relocated CRSC would intrude significantly into the OLS, to an extent that will have an impact on aircraft operating to and from airport.

The proponent will need to provide an aeronautical study for each penetration that provides information about the risk to ongoing aviation safety. The aeronautical study should identify how the risk to aviation safety created by the proposed obstacles will be satisfactorily managed. The study should include, and attribute, input from the aerodrome operator (i.e. Shellharbour City Council), Airservices and aircraft operators and address any concerns raised by the stakeholders.

Instrument Flight Procedures

The proposed development is in close proximity to the Wollongong Aerodrome, which has instrument flight procedures published. The proposed construction sites and cranes if used in the construction should be referred to the procedure design organisation/s responsible for the maintenance of instrument flight procedures at Wollongong Aerodrome. Please be aware that there may be more than one organisation responsible for the procedures at the aerodrome. To check which organisations are responsible you can view the instrument procedures at <http://www.airservicesaustralia.com/aip/aip.asp> via the 'Departure and Approach Procedures (DAP)' menu. The logo on the bottom of each procedure plate indicates the design organisation responsible.

Light Control Zones and Vehicle Head lights (glare to pilots)

The RMS PIR and the aviation assessment acknowledge that road side and floodlighting associated with the proposed motorway and the CRSC will need to be designed to meet requirements of the section 9.21 of the Manual of Standards Part 139 - Aerodromes (MOS) and the National Airports Safeguarding Framework (NASF) Guideline E 'Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports'.

Road structure generated windshear and turbulence

The preliminary aviation assessment of windshear and turbulence, conducted by Roads and Maritime Services (RMS) using the NASF Guideline B 'Managing the Risk of Building Generated Windshear and Turbulence at Airports', indicated that the proposed structures associated with the project will not trigger the '1:35 rule'. However, any amendment to the structures identified in the aviation assessment will require further windshear and turbulence assessment.

Wildlife hazard

The proposed rest area abeam the freeway, overhead gantries and noise barriers in the vicinity of aerodrome, and the relocated CRSC may provide an environment for bird and animal congregation. The risk posed to aviation safety by wildlife strikes need to be analysed and mitigated during each stage and of the project and for the final design.

Construction impact

CASA notes that once the contractor for the project is appointed, RMS will require a method of works plan to be prepared in agreement with the operator of Illawarra Regional Airport (Wollongong Airport) and will be subject to consultation with appropriate stakeholders including CASA, Airservices and aircraft operators.

Please do not hesitate to contact me if you require further information.

Yours sincerely



Andrew Tiede
Manager ANAA