



Australian Government
Civil Aviation Safety Authority

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: GI18/41-1

13 July 2018

Mr David Gibson
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Email: david.gibson@planning.nsw.gov.au

Dear Mr Gibson

Thank you for your letter of 18 June 2018 requesting comment from the Civil Aviation Safety Authority (CASA) on a State significant infrastructure application for the New Maitland Hospital (Concept Proposal and Stage 1) at Metford.

CASA has reviewed the proposal and I am advised that the advice I provided to you on 1 February 2018 remains valid. A copy of the correspondence is attached for your information.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CHutton'.

Carolyn Hutton
Branch Manager
Government and International Relations



Australian Government
Civil Aviation Safety Authority

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: GI18/41

February 2018

Ms Luisa Maguire
DA Coordinator
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Email: Luisa.maguire@planning.nsw.gov.au

Dear Ms Maguire

Thank you for your email of 18 January 2018 requesting comment from the Civil Aviation Safety Authority (CASA) on a request for Secretary's environmental assessment requirements for New Maitland Hospital (Concept Proposal and Stage 1) at Metford.

CASA has reviewed the proposal and I am advised that, under NSW Government contractual arrangements, aeromedical helicopter operations are required to be conducted under Performance Class 1. CASA expects that a formal survey of the Obstacle Limitation Surface (OLS) for the proposed Helicopter Landing Site will be required, and a program for monitoring the OLS on an ongoing basis is recommended. CASA supports the approach by the NSW Government.

CASA recommends that the NSW Government considers the compatibility of the site and the associated lighting is appropriate for operators using night vision systems.

CASA offers guidance through Civil Aviation Advisory Publication (CAAP) 92-2 regarding the design and operation of Helicopter Landing Sites. A copy of the CAAP can be downloaded from the following link: <https://www.casa.gov.au/files/922pdf>.

I am also advised that the Department of Infrastructure, Regional Development and Cities is currently drafting a safeguarding policy for Helicopter Landing Sites, and it is recommended that the NSW Government considers the design of this facility in accordance with this draft guideline.

The proponent should also consider the specific issues which are contained in the attachment as part of any planning and development.

For more information or to discuss this matter further, please email: anaa.corro@casa.gov.au.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CHutton'.

Carolyn Hutton
Manager
Government and International Relations Branch

ATTACHMENT – CASA Recommendations

Departure and Approach Procedures

Any proposed structures and cranes if used in construction should be referred to the procedure design organisation/s responsible for the maintenance of instrument flight procedures at the 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 procedures at:

<http://www.airservicesaustralia.com/aip/aip.asp> then Departure and Approach Procedures. The logo on the bottom of each procedure plate indicates the design organisation responsible.

Compliance with standards

Any aerodrome developments to aviation facilities associated with the planning proposal need to be consistent with the requirements of Civil Aviation Safety Regulations 1998 Part 139 and the associated Manual of Standards. Further details are available on the CASA website:

<https://www.casa.gov.au/standard-page/casr-part-139-aerodromes>

The National Airports Safeguarding Framework provides guidance on planning requirements for development that affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. The Framework consists of a set of guiding principles with six guidelines relating to aircraft noise, windshear and turbulence, wildlife strikes, wind turbines, lighting distractions and protected airspace. Further information is available from the following link:

https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/

Aerodrome operations

Consultation should also be undertaken with the aerodromes operational management team to manage the following issues with developments adjacent to any aerodromes:

- Airport master planning: Council should ensure that the proposal does not affect any future development or upgrades planned by the aerodrome's operational management.
- Obstacle limitation surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations: Prior to construction, the development and crane activity should be reviewed by the aerodrome's management team for the protection of these surfaces.
- Wildlife hazard management plan: Consideration needs to be given to the final heights and bird attractions of landscaping provisions which potentially may cause a risk to aviation activities.
- Obstacle lighting: The building and any construction cranes would need to be marked to comply with CASR 139 and associated MOS, paying particular attention to the quantity, type, luminescence and whether day and/or night marking is required.
- Lighting in the vicinity of an aerodrome: Any proposed non-aeronautical ground light in the vicinity of an aerodrome may by reason of its intensity, configuration or colour, cause confusion or glare to pilots and therefore might endanger the safety of aircraft.
- Gaseous plume: Exhaust plumes can originate from a number of sources and aviation authorities have established that an exhaust plume with a vertical gust in excess of 4.3 metres/second may cause damage to an aircraft airframe, or upset an aircraft when flying at low levels.
- Control of dust: During any construction the emission of airborne particulate may be generated which could impair the visual conditions.