



**Australian Government**  
**Civil Aviation Safety Authority**

CORPORATE SERVICES DIVISION

CASA Ref: GI19/605

16 August 2019

Mr Stephen O'Donoghue  
Director, Resource Assessments  
Planning and Assessment  
NSW Planning, Industry and Environment

Dear Mr O'Donoghue

Thank you for your letter of 29 July 2019 addressed to Mr Shane Carmody, Chief Executive Officer and Director of Aviation Safety at the Civil Aviation Safety Authority (CASA) regarding the proposed Atlas-Campaspe Mineral Sands Project Modification 1 (SSD 5012 MOD 1). Mr Carmody has asked me to respond on his behalf.

CASA has reviewed the information provided and I am advised that the location of the emergency airstrip is proposed to be on a haulage road which generates a safety risk if there are vehicles on the road at the same time an aircraft seeks to use the road. The surface of a haulage road may not be compatible or safe for aircraft operations. The location as proposed is estimated (by diagram scale) to be 500 metres from an overburden dump. The overburden dump is 110 metres Australian Height Datum which is possibly up to 30 metres higher than the proposed location of the airstrip (based on contour information). This may present a hazard to aircraft safety during landing or departure.

There is a residue dam proposed approximately 300 metres north of the runway "12" threshold which potentially is a source of attraction for birds. There are also five other water storage areas at the proposed mining venture which is a further possible attraction for birds. There is no indication if the aircraft landing area will be fenced to prevent the risk of animal hazard issues. CASA recommends the proponent reviews the National Airports Safeguarding Framework (NASF) guidelines on wildlife hazards and incompatible land use in the vicinity of an aerodrome. Further information on NASF can be found at the following link:

[https://www.infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/](https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/)

Given the proposed direction and the location of tailings areas, there is the possibility of mechanical wind turbulence being generated under certain wind conditions that may affect the safety of aircraft operations.

CASA notes that there is no information provided in relation to the possibility of night operations which will require lighting to support aircraft operations, and consideration should be given to the potential for pilot visibility to be impacted by lighting on the mine site buildings and operational areas. CASA also notes that the Royal Flying Doctor Service has been invited for comment on the proposal and their comments from an operational perspective will be informative.

For more information or to discuss this matter further please email: [anaa.corro@casa.gov.au](mailto:anaa.corro@casa.gov.au).  
I hope this information is of assistance.

Yours sincerely

Carolyn Hutton  
Branch Manager  
Governance and Government Relations