



Australian Government
Civil Aviation Safety Authority

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: G118/413

6 June 2018

Ms Annie Leung
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms Leung

I refer to your letter of 22 May 2018 inviting the Civil Aviation Safety Authority (CASA) to comment on the development application for the Victoria Cross Over Station Development in North Sydney.

CASA has reviewed the application and I am advised that at a maximum height of 230m Australian Height Datum and given the proximity of the proposed development to Sydney Kingsford Smith Aerodrome, this proposal will require an approval from the Department of Infrastructure, Regional Development and Cities (DIRDC) as it will infringe prescribed airspace for Sydney Airport. In the first instance, the proponent must seek an approval through Sydney Airports Corporation Ltd (SACL) and SACL will obtain comments from CASA and Airservices Australia before referring the application to DIRDC.

More specifically, NSW Planning and Environment should consider the land use impact on the Procedures for Air Navigation Services – Aircraft Operations surfaces associated with instrument flight procedures at Sydney aerodrome and the development should be referred to the procedure design organisation/s responsible for the maintenance of these instrument flight procedures.

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 'C Hutton'.

Carolyn Hutton
Branch Manager
Government and International Relations

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.