



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

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: GI18/511

27 July 2018

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

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

Dear Mr Gibson

Thank you for your letter of 2 July 2018 requesting comment from the Civil Aviation Safety Authority (CASA) on the Coffs Harbour Hospital Expansion (SSD 8981).

CASA has reviewed the development application and has no concerns, provided that the aerodrome operator has ensured the building does not penetrate the Obstacle Limitation Surfaces (OLS) or instrument approaches for Coffs Harbour Airport. Further information about OLS and departure and approach procedures, as well as other specific issues, is contained in the attachment and should be considered by the proponent as part of any planning and development.

CASA recommends that input is sought from Airservices Australia regarding the operations at the helicopter landing site.

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  
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/](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.