

12 August 2024

Ms Christine Phan  
Project Manager - Civil & Utilities  
Bradfield Development Authority  
50 Belmore Street  
PENRITH NSW 2750

References:

- A. Email Christine Phan – Jeff Stark of 14434 hrs 27 June 2024
- B. State Environmental Planning Policy (Precincts—Western Parkland City) 2021 Clause 4.22 – Airspace Operations
- C. National Airports Safeguarding Framework (NASF) Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports;
- D. NASF Guideline E: Managing the risk of distractions to pilots from lighting in the vicinity of airports;
- E. NASF Guideline F: Managing Protected Airspace Intrusion;
- F. NASF Guideline H: Protecting Strategically Important Helicopter Landing Sites
- G. ICAO Annex 14 Volume II: Heliports, 5th Edition 2020 (AL 9)
- H. ICAO Heliport Manual Doc 9261-AN/903 5th Edition 2021
- I. Advisory Circular (AC) 139.R-01 v2.1 Guidelines for heliports - design and operation

Dear Christine,

In accordance with Reference A, pertaining to the Review of Environmental Factors (REF) compliance with aviation requirements for the proposed works at Bradfield Development Authority's (BDA) Regional Stormwater Infrastructure (RSI) project in the vicinity of Thompson's Creek and Moore Gully, you requested that AviPro provide advice in relation to airport safeguarding requirements for Western Sydney Airport (WSA) as follows:

- Outline key framework pieces including the airspace height control, airspace approval process and other aviation requirements.
- Undertake a prescribed airspace assessment against Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation – Aircraft Operations (PANS-OPS) surfaces.

The requirements above have been assessed against the content of Reference B and other guidance provided under the National Airports Safeguarding Framework (NASF).

I note that this project involves constructing stormwater basins and associated infrastructure – and that the scope of work for the landscaping would include pedestrian walkways, a boardwalk connection over the basins, extensive landscape re-vegetation and shady pavilions. I further note that landscape design around the basins have proposed glow lights for pedestrian connections. Based upon previous advice from AviPro, I note that BDA have approached a consultant to conduct a Wildlife Hazard Assessment to both the basins and landscaping components. This Wildlife Hazard Assessment report will address criteria and requirements contained in Reference C.

I have reviewed the requirements of Reference B to I. Noting that a Wildlife Hazard Assessment report will address criteria and requirements contained in Reference C, I confirm that proposed lighting arrangements will not trigger an assessment requirement under Reference D.

The primary WSA airspace of note is the OLS. It permits unrestricted development up to RL 125.5 or 125.5 m above mean sea level within the Inner Horizontal Surfaces (IHS). The proposed RSI will be wholly within the IHS for the WSA OLS. The terrain elevation within the BDA RSI area is generally in the range of 60m (western end) to 70m (eastern end) above mean sea level. Development activities can therefore proceed unrestricted as long as plant and fixtures are not erected more than approximately 55m above ground level towards the eastern end of the site, or 65m above ground at the western end of the site. WSA PANS-OPS surfaces are not yet developed however they are generally always higher than the OLS when viewed laterally from a runway. Any requirement to consider PANS-OPS intrusion would be covered by the need to assess OLS intrusion first.

No crane methodology has been provided however it is assumed that with no multi-storey structures to be built, tower cranes will not be installed. It is assumed that mobile cranes will support the preferred construction methodology. Mobile cranes are normally unlit as they typically only operate during daylight hours. If operating at night, in poor light, or in low visibility (rain, fog, duststorms, smoke haze etc) mobile cranes should be lit if they are deemed as potentially hazardous to aviation operations. I have reviewed the most probable crane methodology and likely construction plan in the context of maintaining safe aviation operations to and from the WSA during the BDA RSI project. Any proposed crane and construction activities are sufficiently remote from the WSA so as to not present as hazards to aviation.

There are no strategically important helicopter landing sites in proximity to the BDA RSI site. There are two heliports known as Leppington Pastoral East and Leppington Pastoral West to the west of the site but these are not "strategically important". To that end, Reference F is not triggered by the proposed BDA RSI project.

In my capacity as a suitably qualified and experienced aviation professional; and with regard to statutory requirements at Reference B and relevant National and International guidelines at References C to I, I hereby attest that the proposed works and will not incur any negative impacts on aviation operations at Western Sydney Airport. All of the above advice should note that WSA is currently under construction and any temporary intrusion into prescribed or protected airspace would not impact aviation safety in any case whilst that remains the case. Temporary hazards to aviation (cranes and plant above OLS level) only become so once the WSA is operational.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Stark".

Jeff Stark

**Senior Consultant - Infrastructure**

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