



Australian Government
Civil Aviation Safety Authority

AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

GPO Box 2005
Canberra ACT 2601
Telephone 131 757

CASA Ref: G117/55

25 January 2017

Ms Rachael Jeffrey
Town Planner
Kempsey Shire Council
PO Box 3078
West Kempsey NSW 2440

Dear Ms Jeffrey

**Re: Development Application T6-16 - 444 Pilot Training facility
Lot I DP1144474, Airport Road, Aldavilla**

Thank you for the opportunity to comment on the proposed pilot training facility (the proposed development) at Kempsey Airport.

Kempsey Council, as the aerodrome operator, is required to notify CASA if it becomes aware of any development or proposed construction that is likely to infringe the Obstacle Limitation Surfaces (OLS) for Kempsey Airport and therefore become an obstacle.

It appears that the proposed development may infringe the Transitional Surface of the OLS and may present an unacceptable impact to the safety of aviation operations at the airport.

CASA recommends that the Council undertakes a detailed OLS assessment taking into consideration the Council's Kempsey Airport OLS Plan and standards for Transitional Surface specified in the paragraph 7.3.2.6 of the Manual of Standards Part 139 – Aerodromes (MOS).

The MOS can be accessed via the link <https://www.legislation.gov.au/Details/F2016C00220>

Further, CASA recommends that the following issues, in relation to the proposed development, are addressed:

1. Impact of the proposed development on the Taxiway Alfa and future extension of Taxiway Delta. The Kempsey Airport Concept Plan 2012 identifies a future extension and widening of the Taxiway Delta that will provide an additional runway entry/ exit point for larger aircraft and an access to a future aircraft hangar development site. It appears that the proposed development may impact on the existing Taxiway Alfa and proposed Taxiway Delta clearances as required by the MOS;

2. Impact on the proposed facility from the effects of prop wash and jet blast. For example, prop wash from aircraft turning from Taxiway Delta onto Taxiway Alfa may impact on the proposed 'stage 1#2' building;
3. Provision of the aircraft parking areas in front of the hangars. For example, not providing a sufficient aircraft parking area in front of the hangar 1 may severely restrict usage of the Taxiway Delta due to the infringement of taxiway strip;
4. Increased pedestrian movements airside and a direct access from the proposed facilities onto the taxiway Delta should be addressed at the early stage of the development;
5. Lighting in the vicinity of aerodromes as per the MOS needs to be considered; and
6. Detailed information about the use of the construction equipment on site is needed to ensure the ongoing safety of aircraft operations during works.

CASA further recommends that Council ensures that the National Airports Safeguarding Framework (NASF) guidelines are used when assessing developments on and in the vicinity of airports as appropriate.

Please call Slavica Despotovic on 131757 or via ANAA.Corro @casa.gov.au if you require further information.

Yours sincerely



Slavica Despotovic
Aerodrome Inspector
CASA Sydney Office

Rachael Jeffrey

From: INFO OAR <oar@casa.gov.au>
Sent: Monday, 13 February 2017 2:03 PM
To: Rachael Jeffrey
Cc: Records Shared Mailbox; Erin Fuller; INFO OAR
Subject: DA T6-16-444 - Proposed Pilot Training Facility at Kempsey Airport - Airport Road, Aldavilla, NSW [SEC=UNCLASSIFIED]
Attachments: 1617 AIAC DA SOEE r3 2017 01 31.pdf; Annexure 5 -AIAC_NIA (Feb 2017).pdf

UNCLASSIFIED

Hello Rachael,

May I advise that the assessment of aircraft noise associated with the said flying school proposal does not fall within the remit of the Office of Airspace Regulation (OAR), or more generally within CASA. (For example, a key role of the OAR is to assess risk based change proposals for airspace classifications and volumes.)

As Kempsey Shire Council owns the airport it appears the council would be in the best position to consider the aircraft noise documentation associated with the proposed flying school.

Should you have any queries please contact me.

Sincerely

Serghei de Bray
Environmental Specialist
Air Navigation, Airspace & Aerodromes Branch
CASA\Aviation Group
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From: Rachael Jeffrey [mailto:Rachael.Jeffrey@kempsey.nsw.gov.au]
Sent: Monday, 13 February 2017 11:11 AM
To: INFO OAR
Cc: Records Shared Mailbox; Erin Fuller
Subject: DA T6-16-444 - Proposed Pilot Training Facility at Kempsey Airport - Airport Road, Aldavilla, NSW
Importance: High

Hi,

Kempsey Shire Council has received a Development Application (T6-16-444) for a reasonably large Pilot Training Facility to be constructed and operated at the Kempsey Airport. Council referred the DA to the NSW Environment Protection Authority (NSW EPA) for comment in regards to noise impacts to surrounding residents. However the EPA has informed Council of the following:

"The Noise Guide for local Government (EPA, 2013) -

*<http://www.epa.nsw.gov.au/resources/noise/20130127NGLG.pdf> - identifies that responsibility for aircraft when in flight, landing, taking off or taxiing is the regulatory responsibility of AirServices Australia (NGLG – Table 1.3). **More recently the Office of Airspace Regulation within the Civil Aviation Safety Authority has***

assumed a regulatory role. The EPA does not have a regulatory role for these activities and has not reviewed or assessed these proposed activities. Note the following International Civil Aviation Organisation definitions: 'Take-off' commences with the application of power to the aircraft once it is on the runway to bring the aircraft to the speed necessary to become airborne. 'Landing' ends when an aircraft leaves the runway or comes to a stop on the runway."

Can you please confirm if in fact this is the responsibility of your office or not? And if so, please have an appropriate person review the attached reports (Statement of Environmental Effects and Noise Report) and provide some feedback to Council. The most contentious issue associated with this development is the noise the aircraft will make during taking off, landing and when in flight.

Also, if it is not the responsibility of the Office of Airspace Regulation, please advise who is the regulatory authority for this (Council??)?

If your office is the appropriate regulatory authority for this issue could you please also advise on the anticipated timing for providing comments to Council. Council has to provide an assessment report to the Northern Joint Regional Planning Panel (JRPP) this week, however the determination meeting for the DA is not until 2 March 2017. Council is able to provide the JRPP with additional information prior to the meeting date if this is at all possible.

Please don't hesitate to contact me by either email or phone (direct - 02 6566 3283) if you require any further information.

Kind Regards,
Rachael

Rachael Jeffrey
Town Planner | Sustainable Environment | Kempsey Shire Council

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Please note I work Monday to Thursday only.

[For Kempsey Shire Council Records Only:](#)

Name:

Company: Office of Airspace Regulation - CASA

Address: GPO Box 2005, Canberra ACT 2601

File: T6-16-444



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