



Australian Government
Civil Aviation Safety Authority

STAKEHOLDER ENGAGEMENT GROUP

CASA Ref: GI17/909

22 November 2017

Mr Clinton Tink
Development Assessment Planner
Port Macquarie Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Email council@pmhc.nsw.gov.au

Dear Mr Tink

Thank you for your letter of 11 October 2017 addressed to Ms Slavica Despotovic at the Civil Aviation Safety Authority (CASA) about the Port Macquarie Airport terminal upgrade.

CASA has reviewed the development application (DA) provided and I am advised that there are no immediate concerns about the development as outlined.

CASA recommends the proposal be assessed against the National Airports Safeguarding Framework Guideline B to examine the potential for unacceptable building induced wind effects created by the development.

Due to the proximity of the site to the Port Macquarie aerodrome movement areas and the potential for cranes to be used during construction, the proposed development should be referred to the procedure design organisation/s responsible for the maintenance of instrument flight procedures at Port Macquarie aerodrome.

The proponent should also consider the specific issues which are contained in the attachment as part of any planning and development.

Please contact Mr Joe Hain, Team Leader Aerodromes on 03 9518 2714 or email joe.hain@casa.gov.au if you require further information.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CHutton'.

Carolyn Hutton
Manager
Government and International Relations Branch

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.