

**OFFICIAL**

Dear Mr Gaczol

Please find below CASA's response to your questions of 13 July 2020.

1. What information might CASA require or expect from an applicant proposing a development that may impinge upon an aviation operation, and how would CASA expect that information to be presented?

*When preparing a development application, the proponent is required to consider building location, size, height, and construction method (use of cranes). If the proponent determines there is potential impact on aviation safety, then they are required to submit an Aviation Impact Assessment (AIA) or similar to the relevant planning authority.*

*At the request of the relevant planning authority, CASA assesses the content of the AIA and will advise the authority if CASA believes that the development may give rise to an unacceptable risk to aviation safety, or the level of risk is acceptable with mitigation.*

*The AIA typically includes an assessment of:*

- *Protected airspace around an aerodrome (this includes airspace to protect aircraft flying visually and those flying on instruments),*
- *Aerodrome operations such as circuits, and*
- *Flight paths.*

*The submitted AIA should include consideration of the National Aerodrome Safeguarding Framework (NASF) published by the Department of Infrastructure, Transport, Regional Development and Communications which relates to:*

- *Impact of building lights (such as spotlights),*
- *Impact of building generated turbulence (depending on proximity of the building to a runway), and*
- *Impact of the development increasing the risk of wildlife hazard (such as recycling depots, waste dumps, or bird habitats).*

*CASA would also expect that the development has been comprehensively consulted. This detail would be expected to be provided in the AIA to allow CASA to review the consultation feedback during our assessment process.*

2. Can CASA please provide historical documentation presenting how structures around Sydney Airport (e.g. buildings, refineries, fuel storage, etc) may impinge upon aviation operations at Sydney Airport.

*There are a number of regulations and guidelines a proponent must adhere to or consider in the submission of their proposal regarding structures in the vicinity of aerodromes. CASA provides advice in relation to the*

*potential impact of a development on aviation safety. Information related to the impact of a development on airport operations such as efficiency, noise, and regularity is provided by other agencies and stakeholders. CASA is not aware of any developments that may impinge on aviation safety around Sydney and does not have any documentation related to structures around Sydney that currently impinge on aviation safety. A planning authority may approve a structure that impinges on airport operations if an acceptable level of safety is maintained.*

*Developments at or around federally leased airports are subject to the Airports Act and the Airspace Protection Regulations that seek to ensure the efficiency, capability, capacity and regularity of airport operations are not impacted by developments. Similar considerations apply to Defence airfields where development are controlled under the Defence Building Control Act. At all other airports, developments are generally subject to the NASF. However, CASA advice only relates to matters that may impact aviation safety.*

3. Is the Australia Defence Force subject to CASA oversight or approval in relation to development that may impinge upon an aviation operation?  
*No.*
4. Has any approvals been sought from CASA in relation to Woomera Air Base? If so, please detail the nature of those approvals?  
*No, as CASA does not regulate military aerodromes such as Woomera, no approvals have been sought from CASA in relation to Woomera Air Base.*

Please do not hesitate to contact me if you need any further information.

Regards  
Alison Hayward

**Alison Hayward**  
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