



AIRSERVICES AUSTRALIA

Corporate Affairs

Manager Airport Relations
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23 June 2006

Ms Cristina Mojica
Director
Airport Oversight and Planning
Airport Planning & Regulation
Department of Transport & Regional Services
GPO Box 594
Canberra ACT 2601

Dear Ms Mojica,

Subject: Perth Airport – Brickworks Major Development Plan

I write in response to your request for Airservices' comment on the above Major Development Plan. Airservices has reviewed the proposal and conducted necessary assessments to test the impact on our facilities and operations.

PLUME

With respect to potential impact of the plume efflux on aviation operations, Airservices relies on CASA's assessment that there is no safety impact and therefore no requirement for Danger or Restricted Areas. We note that Environ reports the plume to be at the "critical" 4.3 m/s at a distance of 0.3m above the OLS and that CASA does not consider this to be of any significance as the situation will only occur under very light wind conditions [i.e. 2 knots]. CASA also acknowledge that the Environ assessment is based on empirical data and that there is already some degree of tolerance built into the 4.3m/s and the kiln stack is on the extreme outer edges of the transitional surface.

We also note that CASA reserves the right to re-evaluate it's assessments if there were issues such as reported turbulence or steam clouds [but not limited to these] attributed to the brickworks. If CASA subsequently reviews its assessments, we will also need to reassess the impact on Airservices operations.

FOG

With respect to the potential for steam plumes to contribute to the formation of fog, we note from the Environ Report that the potential for the brickworks to significantly contribute to regional fog formation is considered to be small and that, between 1994 and 2004, fog events occurred 1.3% of the time on average. The potential impact on fog formation as reported by Environ will not have a significant effect on air traffic control operations.

GAS SUPPLY

Risks associated with the 200 kilopascal high-pressure gas supply and 70 gigajoules per hour consumption need to be assessed by the Fire and Emergency Services Authority (FESA) and considered by WAC for inclusion in the Airport Emergency Plan for Perth Airport.

Please contact me on 0262684060 if you require additional information on the above.

Yours sincerely,



Denise Spinks
Manager, Airport Relations
Airservices Australia



Australian Government
Civil Aviation Safety Authority

Trim Ref: EX06/12102

6 July 2006

Ms Cristina Mojica
Section Head
Airport Oversight and Planning
Department of Transport and Regional Services
GPO Box 594
CANBERRA ACT 2601

Dear Ms Mojica

Thank you for your letter of 8 May 2006, seeking comment from the Civil Aviation Safety Authority (CASA) on the draft Major Development Plan at Perth Airport for the proposed clay brick manufacturing plant (brickworks).

CASA provides the following comments:

- CASA notes that the location of the proposed plant is about 1,500m on approach to cross RWY 24 and about 400m offset to the right on approach to RWY 24. This was scaled off the drawing. CASA has confirmed with the WAC drawing office that this distance is actually 1,388m. When the RWY 24 threshold is used as set out in the Perth MDP, the distance reduces to 473m. To answer the DOTARS question, there is no implication, as the OLS used in all our assessments is protecting the ultimate situation, that is, with an extension to the runway.
- care should also be taken to ensure that any construction phase dust control measures such as mulching and grass seeding do not to create a significant bird attraction;
- during the construction phase the maximum height of crane(s) are expected to infringe the OLS for Perth Airport and, if so, assessment needs to be made on the significance of this to airport operations;
- lighting at the site is to comply with the aeronautical requirements of Perth Airport;
- the maximum height of proposed buildings, including main stack, are all below the defined OLS for Perth Airport at the proposed location of the brick manufacturing plant;

- results of the plume rise assessment from the drier stacks and main stack, attached to the report, indicate that the efflux velocity of the plume is predicted to approach the air safety criteria of 4.3m/sec at the OLS. Plume rise velocity is not predicted to be a hazard to air navigation at the proposed location of the main stack. CASA does not consider this to be of any significance as the situation will only occur under very light wind conditions.

CASA stated in our response to the WAC that a reassessment may be warranted if there are issues with reported turbulence or steam clouds.

Please contact Mr Alan Murray on 6217 1525 if you require further information.

Yours sincerely



Peter Boyd
Head, Planning and Governance Office