

Our reference: 062001-05

Re: AvSEF Consultation Summary

Aviation Projects has conducted an open consultation period for the proposed TDA in the Shellharbour area. The consultation period was open from 20/06/2024 to 10/07/2024. The following consultation has been received over the period and has been reviewed. Suggestions have been incorporated where appropriate.

1.1. Consultation received**1.1.1. Tony White – President SAAA**

Mr White submitted consultation on the AvSEF platform but did not make any comment about the proposed TDA. His comments were outside the scope of the TDA consultation and have not been included in this summary.

1.1.2. John Cleary

Mr Cleary provided comments regarding the height of the proposed TDA:

“The Stacey Agnew CFD modelling for the plume dispersion device (PDD) prior to this current device suggests that under cool calm conditions (combined wind case), the pilot might experience vertical plume velocities exceeding 6 m/s up to about 2800 feet AMSL. (see extracted page from the relevant report below) This may, or may not be similar for the situation with the current PDD because we have not been shown those results, but since this plume is thermally driven, it might be prudent to err on the side of caution and raise the upper limit of the TDA to 3000 feet rather than 2000 feet so the test pilot can approach the plume from a safe altitude. This is also relevant to our pilots, who should not enter this area below 3000 feet while Tallawarra B is operating prior to your measurements proving it is safe for aviation.”

1.1.3. Paul Ferguson – Manager Shellharbour Airport

Comments provided include relevant comments to the TDA and other comments that fall outside the scope of the TDA consultation. The within scope comments are provided below:

“NOTAM to be issues and in place for the days of flying

Inform and confirm content of NOTAMs with the Shellharbour Airport once dates are formalised.

Contact local training schools in advance so they can limit traffic (bookings) during the testing periods.

Make contact with LINK Airways (RPT operator) to advise them of the proposal (Jeff Boyd)

Mail drop and or strategy to advise local residence of the proposal, this will prevent/help reduce noise complaints and residence enquiries

Media campaign – to advise local residence of the abnormal flying

Contact local emergency services and advise them of the non-standard operation, provide them with scripting for inquiries, generally residence will call 000 if they have concerns regarding aircraft doing non standard operations.

Formally advise Shellharbour Council (Airport) of the dates once confirmed (provide scripting for residence inquiries that will come through the customer service departments)

Formally advise Wollongong Council once dates confirmed (provide scripting for residence inquiries that will come through the customer service departments)

Airservices are consulted, as we have a number of residence that will call them directly with noise complaints.”

1.1.4. Phil Bonnet – Airservices Australia Leading Regulatory Specialist (Change)

Mr Bonnet enquired through the consultation portal if the operation was expected to take place only in Class G airspace. Mr Bonnet was informed that operations would only be taking place in Class G airspace and provided the following wording via email:

“Thank you for confirming. No issues from Airservices perspective then.”

1.2. Actions items relevant to the consultation period conducted through AvSEF

The following items that have been raised during consultation will be implemented:

- NOTAM issued on days when flights are to occur
- Direct line of communication with Shellharbour aerodrome management
- Letter drops to local residences
- Contact emergency services to advise of operation
- Contact major Air Transport Operators to advise of change in conditions.
- Public debrief of flights at the end of the test period.

Regarding Mr Cleary’s comment, further advice was sought from the specialist conducting the inflight measurements and confirmed that the proposed 2000 ft limit was acceptable for the flights. The intent is to keep the TDA as small as what is required for the operation, aiming to reduce impact to the nearby Shellharbour aerodrome.

1.3. Summary

The consultation period provided valuable insight from local operators on the implementation of the TDA in the Shellharbour area. No operators expressed concern of the location or impact to operations of the TDA.

A risk assessment has been created addressing the suggestions raised above.

If you wish to clarify or discuss of the contents of this summary, please get in touch with me on 0419 666 733 or via email boconnor@aviationprojects.com.au.

Kind regards



Brad O'Connor

Aviation Specialist Consultant

11 July 2024