

CASR PART 139 AERODROME MANUAL

Cessnock City Council

Date: 6-May-2024 07:11 AM
Document version: 1

Date Approved: 6-May-2024 07:11 AM

TABLE OF CONTENTS

CASR PART 139 AERODROME MANUAL	1
0 PREFACE	13
0.1 AMENDMENT RECORD	13
0.2 DISTRIBUTION LIST.....	13
0.3 ABBREVIATIONS AND ACRONYMS	14
0.4 DEFINITIONS	15
1 AERODROME ADMINISTRATION	19
1.1 OPERATOR'S STATEMENT	19
1.2 ORGANISATIONAL STRUCTURE.....	20
1.3 KEY PERSONNEL.....	22
1.3.1 ACCOUNTABLE MANAGER.....	22
1.3.2 MANAGEMENT POSITIONS (AERODROME OPERATION AND MAINTENANCE).....	22
1.3.3 AERODROME OPERATIONS AND SAFETY FUNCTIONS	22
1.4 AERODROME MANUAL ADMINISTRATION	23
1.4.1 MANUAL CONTROL	23
1.4.2 MANUAL AMENDMENT	23
1.4.3 MANUAL REVIEW	23
1.5 AUTHORISATIONS.....	24
1.5.1 AERODROME CERTIFICATE - CONDITIONS.....	24
1.5.2 AERODROME INSTRUMENTS	24
2 AERODROME INFORMATION.....	25
2.1 AERONAUTICAL INFORMATION	25
2.1.1 AERODROME DIAGRAM	25
2.1.2 AERODROME ADMINISTRATION STATEMENT	27
2.1.3 AERODROME LOCATION STATEMENT	27
2.1.4 MOVEMENT AREA INFORMATION - RUNWAYS	28
2.1.5 MOVEMENT AREA INFORMATION - RUNWAY STRIP AVAILABILITY	30
2.1.6 MOVEMENT AREA INFORMATION - TAXIWAYS	30
2.1.7 MOVEMENT AREA INFORMATION - APRONS.....	30
2.1.8 VISUAL AIDS - APPROACH AND RUNWAY LIGHTING SYSTEMS.....	31
2.1.9 VISUAL AIDS - OTHER LIGHTING AND SECONDARY POWER SUPPLY	33
2.1.10 NAVIGATION AIDS.....	34
2.1.11 AVIATION RESCUE AND FIRE-FIGHTING SERVICES (ARFFS).....	34
2.1.12 GROUND SERVICES.....	35
2.1.13 AERODROME OPERATIONAL PROCEDURES - STANDARD TAXI ROUTES.....	36
2.1.14 AERODROME OPERATIONAL PROCEDURES - SPECIAL PROCEDURES.....	36
2.1.15 AERODROME OPERATIONAL PROCEDURES - NOTICES	36
2.1.16 AERODROME OPERATIONAL PROCEDURES - LOW-VISIBILITY PROCEDURES	36
2.2 AERODROME SITE PLAN.....	36
2.3 SITE PLAN - FACILITIES OUTSIDE THE AERODROME BOUNDARY	38
2.4 AERODROME REFERENCE CODE (ARC) NOMINATIONS	39
2.4.1 RUNWAYS	39
2.4.2 TAXIWAYS AND TAXILANES.....	39
2.4.3 AIRCRAFT PARKING POSITIONS.....	39

2.4.4 HOLDING BAYS (AIRCRAFT).....	39
2.5 INSTRUMENT CLASSIFICATION OF EACH RUNWAY	39
2.6 DEVIATIONS FROM PREFERRED STANDARDS.....	40
2.6.1 LOCATION OF RUNWAY THRESHOLD	40
2.6.2 RUNWAY TURN PAD / BYPASS PAD	40
2.6.3 RUNWAY LONGITUDINAL SLOPE VALUES.....	40
2.6.4 RUNWAY TRANSVERSE SLOPE VALUES	40
2.6.5 RUNWAY SURFACES	41
2.6.6 LONGITUDINAL SLOPE DESIGN VALUES ON GRADED RUNWAY STRIP.....	41
2.6.7 RUNWAY END SAFETY AREA (RESA)	41
2.6.8 TAXIWAY LONGITUDINAL SLOPE VALUES.....	41
2.6.9 TAXIWAY TRANSVERSE SLOPE VALUES	41
2.6.10 COLOUR OF AERODROME MARKINGS, MARKERS, SIGNALS AND SIGNS.....	41
2.6.11 RUNWAY EDGE LIGHTS ON A REDUCED RUNWAY WIDTH.....	42
2.6.12 SPACING OF TAXIWAY EDGE LIGHTS	42
2.7 FACILITIES WITH RETAINED COMPLIANCE.....	43
2.7.1 NON-COMPLIANT GRANDFATHERED FACILITIES	43
2.7.2 GRANDFATHERED FACILITIES OPTED-IN.....	43
3 AERODROME OPERATING PROCEDURES AND SYSTEMS	44
3.1 REPORTING AERONAUTICAL DATA AND INFORMATION	44
3.1.1 PERSONNEL WITH RESPONSIBILITIES - DATA ORIGINATOR.....	45
3.1.2 CHANGES TO PUBLISHED AERONAUTICAL INFORMATION	45
3.1.3 ADVISING NOTAM OFFICE (NOF) OF CHANGES - AERODROME CONDITIONS / HAZARDS	46
3.1.4 REPORTING HAZARDS THAT MAY ADVERSELY AFFECT AVIATION SAFETY TO ATC	46
3.1.5 RECORD KEEPING - REPORTS.....	47
3.1.6 REVIEW OF PUBLISHED INFORMATION	47
3.2 AERODROME SERVICEABILITY INSPECTIONS.....	47
3.2.1 POSITIONS WITH RESPONSIBILITIES.....	48
3.2.2 ROUTINE SERVICEABILITY INSPECTIONS	48
3.2.3 ADDITIONAL SERVICEABILITY INSPECTIONS.....	48
3.2.4 INSPECTION PROCEDURES	49
3.2.5 COMMUNICATING WITH ATC DURING INSPECTION (IF APPLICABLE).....	51
3.2.6 REPORTING INSPECTIONS RESULTS.....	51
3.2.7 PROMPT FOLLOW-UP ACTION TO CORRECT UNSAFE CONDITIONS.....	52
3.2.8 TECHNICAL INSPECTION OF IDENTIFIED UNSAFE CONDITION	52
3.2.9 MAINTAINING INSPECTION RECORDS.....	53
3.3 AERODROME LIGHTING.....	53
3.3.1 PERSONNEL WITH RESPONSIBILITIES	53
3.3.2 AERODROME LIGHTING - INSPECTION AND MAINTENANCE	54
3.3.3 OBSTACLE LIGHTING MAINTAINED BY AERODROME OPERATOR - INSPECTION AND MAINTENANCE	54
3.3.4 PORTABLE RUNWAY LIGHTS - INSPECTION AND MAINTENANCE	54
3.3.5 MONITORING SECONDARY POWER SUPPLY	55
3.3.6 MONITORING STANDBY POWER SUPPLY	55
3.3.7 LIGHTING INSPECTIONS AND CHECKS	55
3.3.8 MAINTAINING LIGHTING INSPECTIONS RECORDS AND FOLLOW-UP ACTIONS	56
3.3.9 SWITCHING LIGHTS ON AND OFF & INTENSITY SELECTION	56

3.3.10 BACK-UP ARRANGEMENTS FOR PAL SYSTEM	57
3.3.11 ROUTINE AND EMERGENCY LIGHTING MAINTENANCE.....	57
3.3.12 PARTIAL OR TOTAL POWER SYSTEM FAILURE.....	57
3.3.13 MONITORING HAZARDOUS LIGHTS, LASERS, REFLECTION OR GLARE.....	57
3.3.14 COMMISSIONED LIGHTING SYSTEMS	58
3.3.15 COMMISSIONING A NEW OR UPGRADING / REPLACING AN EXISTING LIGHTING SYSTEM.	73
3.4 UNAUTHORISED ENTRY TO AERODROME	73
3.4.1 CONTROLLING AIRSIDE ACCESS	73
3.4.2 MONITORING AIRSIDE ACCESS POINTS AND BARRIERS.....	74
3.5 AIRSIDE VEHICLE CONTROL	75
3.5.1 PERMIT SYSTEM FOR AIRSIDE VEHICLES	75
3.5.2 VEHICLES AND GROUND EQUIPMENT OPERATED AIRSIDE	75
3.5.3 AIRSIDE VEHICLE LIGHTING REQUIREMENTS.....	76
3.5.4 VEHICLES ON MANOEUVRING AREA	76
3.5.5 AIRSIDE DRIVERS - TRAINING	76
3.5.6 VEHICLES IN PROXIMITY TO AIRCRAFT.....	76
3.5.7 MOVEMENT AREA SPEED LIMITS	77
3.5.8 ESCORT SERVICE PROCEDURES	77
3.5.9 MONITORING AND ENFORCING TRAFFIC RULES	77
3.6 AIRCRAFT PARKING CONTROL	78
3.6.1 AIRCRAFT PARKING CONTROL PERSONNEL	78
3.6.2 LIAISON WITH ATC - APRON MANAGEMENT.....	78
3.6.3 ALLOCATING AIRCRAFT PARKING POSITIONS.....	78
3.6.4 ENGINE START AND AIRCRAFT PUSH-BACK CLEARANCES	78
3.6.5 AERODROME VISUAL DOCKING GUIDANCE SYSTEMS	78
3.6.6 MARSHALLING SERVICE	78
3.6.7 LEADER (VAN) SERVICE OR FOLLOW-ME SERVICE.....	78
3.6.8 APRON SAFETY MANAGEMENT PROCEDURES	78
3.6.9 ALTERNATIVE SEPARATION DISTANCES AND APRON MARKINGS	80
3.7 AERODROME OBSTACLE CONTROL	81
3.7.1 OBSTACLE CONTROL PERSONNEL	81
3.7.2 MONITORING TAKE-OFF, APPROACH AND TRANSITIONAL SURFACES.....	81
3.7.3 PROPOSED OR ACTUAL INFRINGEMENTS - OLS	108
3.7.4 HEIGHT OF INFRINGEMENTS - OLS	109
3.7.5 MONITORING VISUAL SEGMENT SURFACES AND CRITICAL OBSTACLES.....	124
3.7.6 PROPOSED OR ACTUAL INFRINGEMENTS - PANS-OPS	124
3.7.7 HEIGHT OF INFRINGEMENTS - PANS-OPS	124
3.7.8 OBSTACLE CONTROL WITHIN AERODROME BOUNDARY	124
3.7.9 OBSTACLE CONTROL OUTSIDE AERODROME BOUNDARY	124
3.7.10 OBSTACLE LIGHTS SERVICEABILITY MONITORING PROGRAMME	125
3.7.11 OBSTACLE LIGHT OUTAGE	126
3.7.12 CHARTS PUBLISHED BY THE AERODROME OPERATOR.....	127
3.8 PROTECTION OF COMMUNICATION, NAVIGATION, SURVEILLANCE AND METEOROLOGICAL FACILITIES	128
3.8.1 CONTROLLING ACTIVITIES NEAR CNS AND MET FACILITIES	128
3.8.2 SUPPLY AND INSTALLATION OF WARNING SIGNS	128
3.9 AERODROME TECHNICAL INSPECTIONS / MANUAL VALIDATIONS.....	129

3.9.1 INSPECTION PERSONNEL	129
3.9.2 INSPECTION ITEMS AND TIMEFRAMES.....	129
3.9.3 QUALIFIED PERSONNEL FOR TECHNICAL INSPECTIONS / MANUAL VALIDATIONS	131
3.9.4 SCHEDULING INSPECTIONS / MANUAL VALIDATIONS AND RECORDING THEIR RESULTS ...	131
3.9.5 BRIEFING TECHNICAL INSPECTORS	131
3.9.6 POST-INSPECTION / VALIDATION CORRECTIVE ACTIONS.....	132
3.9.7 PROVIDING CASA WITH INSPECTION / VALIDATION REPORTS.....	132
3.9.8 MAINTAINING RECORDS OF TECHNICAL INSPECTIONS / MANUAL VALIDATIONS.....	132
3.10 AERODROME WORKS SAFETY	133
3.10.1 WORKS SAFETY PERSONNEL.....	133
3.10.2 PREPARATION OF A METHOD OF WORKING PLAN (MOWP).....	134
3.10.3 MOWP NOTIFICATIONS	134
3.10.4 COMMUNICATIONS WITH ATC DURING AERODROME WORKS.....	135
3.10.5 TIME-LIMITED WORKS (TLW) OR EMERGENCY WORKS.....	135
3.10.6 NOTIFICATIONS OF TLW OR EMERGENCY WORKS	136
3.10.7 WORKS AT CLOSED AERODROME	136
3.11 WILDLIFE HAZARD MANAGEMENT.....	137
3.11.1 WILDLIFE HAZARD PERSONNEL	137
3.11.2 TRAINING OF PERSONNEL	138
3.11.3 WILDLIFE HAZARD MANAGEMENT PLAN.....	138
3.11.4 WILDLIFE HAZARD MONITORING	138
3.11.5 WILDLIFE HAZARD ASSESSMENT.....	139
3.11.6 WILDLIFE HAZARD MITIGATION.....	139
3.11.7 WILDLIFE HAZARD REPORTING (AIP, NOTAM, ATC, UNICOM).....	140
3.11.8 LIAISON WITH LOCAL AUTHORITIES FOR WILDLIFE HAZARD MITIGATION.....	140
3.12 LOW-VISIBILITY OPERATIONS	141
3.12.1 LOW-VISIBILITY PERSONNEL	141
3.12.2 VEHICULAR TRAFFIC IN LOW-VISIBILITY OPERATIONS	141
3.12.3 CNS FACILITIES IN LOW-VISIBILITY OPERATIONS	141
3.12.4 MANOEUVRING AREA INSPECTIONS IN LOW-VISIBILITY OPERATIONS	141
3.12.5 MEASURING RUNWAY VISIBILITY.....	141
3.12.6 COMMUNICATING VISIBILITY MEASUREMENTS TO ATC OR PILOTS.....	141
3.12.7 TRANSMISSOMETERS	141
3.12.8 LOW-VISIBILITY PROCEDURES (LVP).....	141
3.13 DISABLED AIRCRAFT REMOVAL	144
3.13.1 AIRCRAFT REMOVAL PERSONNEL	144
3.13.2 AIRCRAFT REMOVAL - AERODROME OPERATOR & AIRCRAFT CERTIFICATE HOLDER	144
3.13.3 NOTIFYING AIRCRAFT CERTIFICATE HOLDER.....	144
3.13.4 LIAISING WITH THE ATSB, DEFENCE AND ATC.....	145
3.13.5 EQUIPMENT AND PERSON(S) TO REMOVE AIRCRAFT.....	145
3.14 AERODROME SAFETY MANAGEMENT.....	146
3.14.1 SAFETY MANAGEMENT SYSTEM (SMS).....	146
3.14.2 RISK MANAGEMENT PLAN	146
4 AERODROME EMERGENCY RESPONSE	147
4.1 EMERGENCY RESPONSE PERSONNEL	147
4.2 AERODROME EMERGENCY RESPONSE.....	148
4.2.1 AERODROME EMERGENCY PLAN (AEP).....	148

4.2.2 LOCAL / STATE EMERGENCY RESPONSE PLAN	148
4.3 AERODROME EMERGENCY PROCEDURES	149
4.3.1 AERODROME EMERGENCY COMMITTEE.....	149
4.3.2 EMERGENCY SERVICE ORGANISATIONS	149
4.3.3 LOCAL EMERGENCY PLANNING ARRANGEMENTS	149
4.3.4 NOTIFICATION AND INITIATION OF EMERGENCY RESPONSE.....	149
4.3.5 ACTIVATION, CONTROL AND COORDINATION OF EMERGENCY RESPONDERS	150
4.3.6 AERODROME EMERGENCY FACILITIES	150
4.3.7 ACCESS AND MANAGEMENT OF ASSEMBLY AREAS.....	150
4.3.8 RESPONSE TO A LOCAL STAND-BY EVENT	150
4.3.9 INITIAL RESPONSE TO FULL EMERGENCY.....	150
4.4 READINESS OF EMERGENCY FACILITIES, ACCESS POINTS & ASSEMBLY AREAS.....	153
4.5 EMERGENCY RESPONDER PREPAREDNESS	154
4.5.1 SITE INDUCTIONS FOR EMERGENCY RESPONDERS	154
4.5.2 EMERGENCY RESPONSE TRAINING	154
4.5.3 EMERGENCY EXERCISES	154
4.6 POST-EMERGENCY RETURN TO OPERATIONAL STATUS	154
4.7 REVIEWS OF AERODROME EMERGENCY PLAN (AEP)	155
4.8 MONITORING LOCAL EMERGENCY PLANNING ARRANGEMENTS.....	155
5 APPENDICES	156
5.1 Aerodrome Diagram.....	156

LIST OF EFFECTIVE PAGES

Section	Page	Version	Date
CASR PART 139 AERODROME MANUAL	1	1	6-May-2024
0 PREFACE	13	1	6-May-2024
0.1 AMENDMENT RECORD	13	1	6-May-2024
0.2 DISTRIBUTION LIST	13	1	6-May-2024
0.3 ABBREVIATIONS AND ACRONYMS	14	1	6-May-2024
0.4 DEFINITIONS	15	1	6-May-2024
1 AERODROME ADMINISTRATION	19	1	6-May-2024
1.1 OPERATOR'S STATEMENT	19	1	6-May-2024
1.2 ORGANISATIONAL STRUCTURE	20	1	6-May-2024
1.3 KEY PERSONNEL	22	1	6-May-2024
1.3.1 ACCOUNTABLE MANAGER	22	1	6-May-2024
1.3.2 MANAGEMENT POSITIONS (AERODROME OPERATION AND MAINTENANCE)	22	1	6-May-2024
1.3.3 AERODROME OPERATIONS AND SAFETY FUNCTIONS	22	1	6-May-2024
1.4 AERODROME MANUAL ADMINISTRATION	23	1	6-May-2024
1.4.1 MANUAL CONTROL	23	1	6-May-2024
1.4.2 MANUAL AMENDMENT	23	1	6-May-2024
1.4.3 MANUAL REVIEW	23	1	6-May-2024
1.5 AUTHORISATIONS	24	1	6-May-2024
1.5.1 AERODROME CERTIFICATE - CONDITIONS	24	1	6-May-2024
1.5.2 AERODROME INSTRUMENTS	24	1	6-May-2024
2 AERODROME INFORMATION	25	1	6-May-2024
2.1 AERONAUTICAL INFORMATION	25	1	6-May-2024
2.1.1 AERODROME DIAGRAM	25	1	6-May-2024
2.1.2 AERODROME ADMINISTRATION STATEMENT	27	1	6-May-2024
2.1.3 AERODROME LOCATION STATEMENT	27	1	6-May-2024
2.1.4 MOVEMENT AREA INFORMATION - RUNWAYS	28	1	6-May-2024
2.1.4.1 RUNWAY CODE NUMBER	28	1	6-May-2024
2.1.4.2 RUNWAY BEARING, LENGTH, WIDTH, AND SURFACE TYPE	28	1	6-May-2024
2.1.4.3 THRESHOLD GEOGRAPHICAL LOCATION & ELEVATION - INSTRUMENT RUNWAYS	28	1	6-May-2024
2.1.4.4 RUNWAY PAVEMENT STRENGTH RATING	28	1	6-May-2024
2.1.4.5 RUNWAY STRIP LENGTH AND WIDTH	28	1	6-May-2024
2.1.4.6 RUNWAY SLOPE	29	1	6-May-2024
2.1.4.7 RUNWAY DECLARED DISTANCES	29	1	6-May-2024
2.1.4.8 INTERSECTION DEPARTURE TAKE-OFF DISTANCES AVAILABLE	29	1	6-May-2024
2.1.4.9 SUPPLEMENTARY TAKE-OFF DISTANCES AVAILABLE (STODA)	29	1	6-May-2024
2.1.4.10 ESTABLISHED OLS FOR THE RUNWAY	29	1	6-May-2024
2.1.4.11 TYPE A CHARTS	30	1	6-May-2024
2.1.4.12 TYPE B CHARTS	30	1	6-May-2024
2.1.4.13 OBSTACLE-FREE ZONE (OFZ)	30	1	6-May-2024
2.1.4.14 ARRESTOR SYSTEM	30	1	6-May-2024
2.1.5 MOVEMENT AREA INFORMATION - RUNWAY STRIP AVAILABILITY	30	1	6-May-2024
2.1.6 MOVEMENT AREA INFORMATION - TAXIWAYS	30	1	6-May-2024
2.1.7 MOVEMENT AREA INFORMATION - APRONS	30	1	6-May-2024
2.1.8 VISUAL AIDS - APPROACH AND RUNWAY LIGHTING SYSTEMS	31	1	6-May-2024
2.1.8.1 APPROACH LIGHTING SYSTEM(S) (ALS)	31	1	6-May-2024
2.1.8.2 RUNWAY THRESHOLD LIGHTS AND WING BARS	31	1	6-May-2024
2.1.8.3 VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS)	31	1	6-May-2024
2.1.8.4 TOUCHDOWN ZONE (TDZ) LIGHTING	31	1	6-May-2024
2.1.8.5 RUNWAY CENTRELINE LIGHTS	31	1	6-May-2024
2.1.8.6 RUNWAY EDGE LIGHTS	31	1	6-May-2024
2.1.8.7 RUNWAY END LIGHTS	31	1	6-May-2024

Section	Page	Version	Date
2.1.8.8 STOPWAY LIGHTS	32	1	6-May-2024
2.1.8.9 STARTER EXTENSION LIGHTING	32	1	6-May-2024
2.1.8.10 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL)	32	1	6-May-2024
2.1.8.11 PILOT ACTIVATED LIGHTING (PAL) SYSTEM	32	1	6-May-2024
2.1.9 VISUAL AIDS - OTHER LIGHTING AND SECONDARY POWER SUPPLY	33	1	6-May-2024
2.1.9.1 AERODROME BEACON	33	1	6-May-2024
2.1.9.2 TAXIWAY LIGHTING SYSTEMS (INCLUDING HOLDING POSITIONS AND STOP BARS)	33	1	6-May-2024
2.1.9.3 APRON LIGHTING SYSTEMS (INCLUDING VDGS)	33	1	6-May-2024
2.1.9.4 OTHER MOVEMENT AREA - LIGHTING SYSTEMS	33	1	6-May-2024
2.1.9.5 OBSTACLE LIGHTING FOR OLS INFRINGEMENTS	33	1	6-May-2024
2.1.9.6 SECONDARY POWER SUPPLY (INCLUDING SWITCH-OVER TIME)	33	1	6-May-2024
2.1.10 NAVIGATION AIDS	34	1	6-May-2024
2.1.11 AVIATION RESCUE AND FIRE-FIGHTING SERVICES (ARFFS)	34	1	6-May-2024
2.1.12 GROUND SERVICES	35	1	6-May-2024
2.1.12.1 FUEL SUPPLIERS	35	1	6-May-2024
2.1.12.2 WEATHER INFORMATION BROADCASTS	35	1	6-May-2024
2.1.12.3 GROUND-TO-AIR COMMUNICATION SYSTEMS	35	1	6-May-2024
2.1.12.4 OTHER AVIATION-RELATED SERVICES MADE AVAILABLE TO PILOTS	35	1	6-May-2024
2.1.13 AERODROME OPERATIONAL PROCEDURES - STANDARD TAXI ROUTES	36	1	6-May-2024
2.1.13.1 STANDARD TAXI ROUTES DETERMINED BY AERODROME OPERATOR	36	1	6-May-2024
2.1.13.2 STANDARD TAXI ROUTES DETERMINED BY THE ATS PROVIDER	36	1	6-May-2024
2.1.14 AERODROME OPERATIONAL PROCEDURES - SPECIAL PROCEDURES	36	1	6-May-2024
2.1.15 AERODROME OPERATIONAL PROCEDURES - NOTICES	36	1	6-May-2024
2.1.16 AERODROME OPERATIONAL PROCEDURES - LOW-VISIBILITY PROCEDURES	36	1	6-May-2024
2.2 AERODROME SITE PLAN	36	1	6-May-2024
2.3 SITE PLAN - FACILITIES OUTSIDE THE AERODROME BOUNDARY	38	1	6-May-2024
2.4 AERODROME REFERENCE CODE (ARC) NOMINATIONS	39	1	6-May-2024
2.4.1 RUNWAYS	39	1	6-May-2024
2.4.2 TAXIWAYS AND TAXILANES	39	1	6-May-2024
2.4.3 AIRCRAFT PARKING POSITIONS	39	1	6-May-2024
2.4.4 HOLDING BAYS (AIRCRAFT)	39	1	6-May-2024
2.5 INSTRUMENT CLASSIFICATION OF EACH RUNWAY	39	1	6-May-2024
2.6 DEVIATIONS FROM PREFERRED STANDARDS	40	1	6-May-2024
2.6.1 LOCATION OF RUNWAY THRESHOLD	40	1	6-May-2024
2.6.2 RUNWAY TURN PAD / BYPASS PAD	40	1	6-May-2024
2.6.3 RUNWAY LONGITUDINAL SLOPE VALUES	40	1	6-May-2024
2.6.4 RUNWAY TRANSVERSE SLOPE VALUES	40	1	6-May-2024
2.6.5 RUNWAY SURFACES	41	1	6-May-2024
2.6.5.1 AVERAGE SURFACE TEXTURE DEPTH	41	1	6-May-2024
2.6.5.2 FRICTION VALUES	41	1	6-May-2024
2.6.6 LONGITUDINAL SLOPE DESIGN VALUES ON GRADED RUNWAY STRIP	41	1	6-May-2024
2.6.7 RUNWAY END SAFETY AREA (RESA)	41	1	6-May-2024
2.6.8 TAXIWAY LONGITUDINAL SLOPE VALUES	41	1	6-May-2024
2.6.9 TAXIWAY TRANSVERSE SLOPE VALUES	41	1	6-May-2024
2.6.10 COLOUR OF AERODROME MARKINGS, MARKERS, SIGNALS AND SIGNS	41	1	6-May-2024
2.6.11 RUNWAY EDGE LIGHTS ON A REDUCED RUNWAY WIDTH	42	1	6-May-2024
2.6.12 SPACING OF TAXIWAY EDGE LIGHTS	42	1	6-May-2024
2.7 FACILITIES WITH RETAINED COMPLIANCE	43	1	6-May-2024
2.7.1 NON-COMPLIANT GRANDFATHERED FACILITIES	43	1	6-May-2024
2.7.2 GRANDFATHERED FACILITIES OPTED-IN	43	1	6-May-2024
3 AERODROME OPERATING PROCEDURES AND SYSTEMS	44	1	6-May-2024
3.1 REPORTING AERONAUTICAL DATA AND INFORMATION	44	1	6-May-2024

Section	Page	Version	Date
3.1.1 PERSONNEL WITH RESPONSIBILITIES - DATA ORIGINATOR	45	1	6-May-2024
3.1.1.1 AIP RESPONSIBLE PERSON	45	1	6-May-2024
3.1.1.2 NOTAM AUTHORISED PERSON(S)	45	1	6-May-2024
3.1.2 CHANGES TO PUBLISHED AERONAUTICAL INFORMATION	45	1	6-May-2024
3.1.3 ADVISING NOTAM OFFICE (NOF) OF CHANGES - AERODROME CONDITIONS / HAZARDS	46	1	6-May-2024
3.1.4 REPORTING HAZARDS THAT MAY ADVERSELY AFFECT AVIATION SAFETY TO ATC	46	1	6-May-2024
3.1.5 RECORD KEEPING - REPORTS	47	1	6-May-2024
3.1.6 REVIEW OF PUBLISHED INFORMATION	47	1	6-May-2024
3.2 AERODROME SERVICEABILITY INSPECTIONS	47	1	6-May-2024
3.2.1 POSITIONS WITH RESPONSIBILITIES	48	1	6-May-2024
3.2.2 ROUTINE SERVICEABILITY INSPECTIONS	48	1	6-May-2024
3.2.3 ADDITIONAL SERVICEABILITY INSPECTIONS	48	1	6-May-2024
3.2.4 INSPECTION PROCEDURES	49	1	6-May-2024
3.2.4.1 INSPECTION ITEMS	49	1	6-May-2024
3.2.5 COMMUNICATING WITH ATC DURING INSPECTION (IF APPLICABLE)	51	1	6-May-2024
3.2.6 REPORTING INSPECTIONS RESULTS	51	1	6-May-2024
3.2.6.1 REPORTABLE OCCURRENCES TO THE NOTAM OFFICE (NOF)	51	1	6-May-2024
3.2.7 PROMPT FOLLOW-UP ACTION TO CORRECT UNSAFE CONDITIONS	52	1	6-May-2024
3.2.8 TECHNICAL INSPECTION OF IDENTIFIED UNSAFE CONDITION	52	1	6-May-2024
3.2.9 MAINTAINING INSPECTION RECORDS	53	1	6-May-2024
3.3 AERODROME LIGHTING	53	1	6-May-2024
3.3.1 PERSONNEL WITH RESPONSIBILITIES	53	1	6-May-2024
3.3.2 AERODROME LIGHTING - INSPECTION AND MAINTENANCE	54	1	6-May-2024
3.3.3 OBSTACLE LIGHTING MAINTAINED BY AERODROME OPERATOR - INSPECTION AND MAINTENANCE	54	1	6-May-2024
3.3.4 PORTABLE RUNWAY LIGHTS - INSPECTION AND MAINTENANCE	54	1	6-May-2024
3.3.5 MONITORING SECONDARY POWER SUPPLY	55	1	6-May-2024
3.3.6 MONITORING STANDBY POWER SUPPLY	55	1	6-May-2024
3.3.7 LIGHTING INSPECTIONS AND CHECKS	55	1	6-May-2024
3.3.8 MAINTAINING LIGHTING INSPECTIONS RECORDS AND FOLLOW-UP ACTIONS	56	1	6-May-2024
3.3.9 SWITCHING LIGHTS ON AND OFF & INTENSITY SELECTION	56	1	6-May-2024
3.3.10 BACK-UP ARRANGEMENTS FOR PAL SYSTEM	57	1	6-May-2024
3.3.11 ROUTINE AND EMERGENCY LIGHTING MAINTENANCE	57	1	6-May-2024
3.3.12 PARTIAL OR TOTAL POWER SYSTEM FAILURE	57	1	6-May-2024
3.3.13 MONITORING HAZARDOUS LIGHTS, LASERS, REFLECTION OR GLARE	57	1	6-May-2024
3.3.14 COMMISSIONED LIGHTING SYSTEMS	58	1	6-May-2024
3.3.15 COMMISSIONING A NEW OR UPGRADING / REPLACING AN EXISTING LIGHTING SYSTEM	73	1	6-May-2024
3.4 UNAUTHORISED ENTRY TO AERODROME	73	1	6-May-2024
3.4.1 CONTROLLING AIRSIDE ACCESS	73	1	6-May-2024
3.4.2 MONITORING AIRSIDE ACCESS POINTS AND BARRIERS	74	1	6-May-2024
3.5 AIRSIDE VEHICLE CONTROL	75	1	6-May-2024
3.5.1 PERMIT SYSTEM FOR AIRSIDE VEHICLES	75	1	6-May-2024
3.5.2 VEHICLES AND GROUND EQUIPMENT OPERATED AIRSIDE	75	1	6-May-2024
3.5.3 AIRSIDE VEHICLE LIGHTING REQUIREMENTS	76	1	6-May-2024
3.5.4 VEHICLES ON MANOEUVRING AREA	76	1	6-May-2024
3.5.5 AIRSIDE DRIVERS - TRAINING	76	1	6-May-2024
3.5.6 VEHICLES IN PROXIMITY TO AIRCRAFT	76	1	6-May-2024
3.5.7 MOVEMENT AREA SPEED LIMITS	77	1	6-May-2024
3.5.8 ESCORT SERVICE PROCEDURES	77	1	6-May-2024
3.5.9 MONITORING AND ENFORCING TRAFFIC RULES	77	1	6-May-2024
3.6 AIRCRAFT PARKING CONTROL	78	1	6-May-2024
3.6.1 AIRCRAFT PARKING CONTROL PERSONNEL	78	1	6-May-2024
3.6.2 LIAISON WITH ATC - APRON MANAGEMENT	78	1	6-May-2024

Section	Page	Version	Date
3.6.3 ALLOCATING AIRCRAFT PARKING POSITIONS	78	1	6-May-2024
3.6.4 ENGINE START AND AIRCRAFT PUSH-BACK CLEARANCES	78	1	6-May-2024
3.6.5 AERODROME VISUAL DOCKING GUIDANCE SYSTEMS	78	1	6-May-2024
3.6.6 MARSHALLING SERVICE	78	1	6-May-2024
3.6.7 LEADER (VAN) SERVICE OR FOLLOW-ME SERVICE	78	1	6-May-2024
3.6.8 APRON SAFETY MANAGEMENT PROCEDURES	78	1	6-May-2024
3.6.9 ALTERNATIVE SEPARATION DISTANCES AND APRON MARKINGS	80	1	6-May-2024
3.6.9.1 REDUCED SEPARATION DISTANCES - VDGS	80	1	6-May-2024
3.6.9.2 AIRCRAFT TYPE DESIGNATOR MARKINGS	80	1	6-May-2024
3.6.9.3 ALIGNMENT LINES	80	1	6-May-2024
3.6.9.4 PUSH-BACK OPERATOR GUIDANCE MARKINGS	80	1	6-May-2024
3.6.9.5 PASSENGER PATH MARKINGS	80	1	6-May-2024
3.6.9.6 MISCELLANEOUS AREA LINE MARKINGS	80	1	6-May-2024
3.7 AERODROME OBSTACLE CONTROL	81	1	6-May-2024
3.7.1 OBSTACLE CONTROL PERSONNEL	81	1	6-May-2024
3.7.2 MONITORING TAKE-OFF, APPROACH AND TRANSITIONAL SURFACES	81	1	6-May-2024
3.7.3 PROPOSED OR ACTUAL INFRINGEMENTS - OLS	108	1	6-May-2024
3.7.3.1 PROPOSED OLS INFRINGEMENTS	108	1	6-May-2024
3.7.3.2 ACTUAL OLS INFRINGEMENTS	108	1	6-May-2024
3.7.4 HEIGHT OF INFRINGEMENTS - OLS	109	1	6-May-2024
3.7.4.1 HAZARDOUS OBSTACLES	124	1	6-May-2024
3.7.5 MONITORING VISUAL SEGMENT SURFACES AND CRITICAL OBSTACLES	124	1	6-May-2024
3.7.6 PROPOSED OR ACTUAL INFRINGEMENTS - PANS-OPS	124	1	6-May-2024
3.7.7 HEIGHT OF INFRINGEMENTS - PANS-OPS	124	1	6-May-2024
3.7.8 OBSTACLE CONTROL WITHIN AERODROME BOUNDARY	124	1	6-May-2024
3.7.9 OBSTACLE CONTROL OUTSIDE AERODROME BOUNDARY	124	1	6-May-2024
3.7.10 OBSTACLE LIGHTS SERVICEABILITY MONITORING PROGRAMME	125	1	6-May-2024
3.7.11 OBSTACLE LIGHT OUTAGE	126	1	6-May-2024
3.7.12 CHARTS PUBLISHED BY THE AERODROME OPERATOR	127	1	6-May-2024
3.7.12.1 TYPE A CHARTS	127	1	6-May-2024
3.7.12.2 TYPE B CHARTS	127	1	6-May-2024
3.7.12.3 PRECISION APPROACH TERRAIN CHARTS - ICAO	127	1	6-May-2024
3.7.12.4 AERODROME TERRAIN AND OBSTACLE CHARTS - ICAO (ELECTRONIC)	127	1	6-May-2024
3.8 PROTECTION OF COMMUNICATION, NAVIGATION, SURVEILLANCE AND METEOROLOGICAL FACILITIES	128	1	6-May-2024
3.8.1 CONTROLLING ACTIVITIES NEAR CNS AND MET FACILITIES	128	1	6-May-2024
3.8.2 SUPPLY AND INSTALLATION OF WARNING SIGNS	128	1	6-May-2024
3.9 AERODROME TECHNICAL INSPECTIONS / MANUAL VALIDATIONS	129	1	6-May-2024
3.9.1 INSPECTION PERSONNEL	129	1	6-May-2024
3.9.2 INSPECTION ITEMS AND TIMEFRAMES	129	1	6-May-2024
3.9.3 QUALIFIED PERSONNEL FOR TECHNICAL INSPECTIONS / MANUAL VALIDATIONS	131	1	6-May-2024
3.9.4 SCHEDULING INSPECTIONS / MANUAL VALIDATIONS AND RECORDING THEIR RESULTS	131	1	6-May-2024
3.9.5 BRIEFING TECHNICAL INSPECTORS	131	1	6-May-2024
3.9.6 POST-INSPECTION / VALIDATION CORRECTIVE ACTIONS	132	1	6-May-2024
3.9.7 PROVIDING CASA WITH INSPECTION / VALIDATION REPORTS	132	1	6-May-2024
3.9.8 MAINTAINING RECORDS OF TECHNICAL INSPECTIONS / MANUAL VALIDATIONS	132	1	6-May-2024
3.10 AERODROME WORKS SAFETY	133	1	6-May-2024
3.10.1 WORKS SAFETY PERSONNEL	133	1	6-May-2024
3.10.2 PREPARATION OF A METHOD OF WORKING PLAN (MOWP)	134	1	6-May-2024
3.10.3 MOWP NOTIFICATIONS	134	1	6-May-2024
3.10.4 COMMUNICATIONS WITH ATC DURING AERODROME WORKS	135	1	6-May-2024
3.10.5 TIME-LIMITED WORKS (TLW) OR EMERGENCY WORKS	135	1	6-May-2024
3.10.6 NOTIFICATIONS OF TLW OR EMERGENCY WORKS	136	1	6-May-2024

Section	Page	Version	Date
3.10.7 WORKS AT CLOSED AERODROME	136	1	6-May-2024
3.11 WILDLIFE HAZARD MANAGEMENT	137	1	6-May-2024
3.11.1 WILDLIFE HAZARD PERSONNEL	137	1	6-May-2024
3.11.2 TRAINING OF PERSONNEL	138	1	6-May-2024
3.11.2.1 TRAINING FOR WILDLIFE HAZARD MONITORING AND REPORTING	138	1	6-May-2024
3.11.2.2 TRAINING FOR WILDLIFE HAZARD MITIGATION	138	1	6-May-2024
3.11.3 WILDLIFE HAZARD MANAGEMENT PLAN	138	1	6-May-2024
3.11.4 WILDLIFE HAZARD MONITORING	138	1	6-May-2024
3.11.5 WILDLIFE HAZARD ASSESSMENT	139	1	6-May-2024
3.11.6 WILDLIFE HAZARD MITIGATION	139	1	6-May-2024
3.11.7 WILDLIFE HAZARD REPORTING (AIP, NOTAM, ATC, UNICOM)	140	1	6-May-2024
3.11.8 LIAISON WITH LOCAL AUTHORITIES FOR WILDLIFE HAZARD MITIGATION	140	1	6-May-2024
3.12 LOW-VISIBILITY OPERATIONS	141	1	6-May-2024
3.12.1 LOW-VISIBILITY PERSONNEL	141	1	6-May-2024
3.12.1.1 RUNWAY VISIBILITY (RV) ASSESSMENT PERSONNEL	141	1	6-May-2024
3.12.2 VEHICULAR TRAFFIC IN LOW-VISIBILITY OPERATIONS	141	1	6-May-2024
3.12.3 CNS FACILITIES IN LOW-VISIBILITY OPERATIONS	141	1	6-May-2024
3.12.4 MANOEUVRING AREA INSPECTIONS IN LOW-VISIBILITY OPERATIONS	141	1	6-May-2024
3.12.5 MEASURING RUNWAY VISIBILITY	141	1	6-May-2024
3.12.6 COMMUNICATING VISIBILITY MEASUREMENTS TO ATC OR PILOTS	141	1	6-May-2024
3.12.7 TRANSMISSOMETERS	141	1	6-May-2024
3.12.8 LOW-VISIBILITY PROCEDURES (LVP)	141	1	6-May-2024
3.12.8.1 SPECIFIC CIRCUMSTANCES FOR LVP	142	1	6-May-2024
3.12.8.2 NOMINATED RATE OF AERODROME MOVEMENTS	142	1	6-May-2024
3.12.8.3 LVP-RELATED TRAINING AND AUTHORISATION FOR AIRSIDE DRIVERS	142	1	6-May-2024
3.12.8.4 CONTROL OF AIRSIDE OPERATIONS	142	1	6-May-2024
3.12.8.5 WITHDRAWAL OF NON-ESSENTIAL VEHICLES AND PERSONNEL	142	1	6-May-2024
3.12.8.6 SUSPENSION OF VISUAL AND NON-VISUAL AID MAINTENANCE	142	1	6-May-2024
3.12.8.7 SECURING AIRSIDE ACCESS AND PREVENTING ENTRY	142	1	6-May-2024
3.12.8.8 ALERTING OF LVP	142	1	6-May-2024
3.12.8.9 COORDINATING LVP ACTIVITIES WITH ATC	142	1	6-May-2024
3.12.8.10 PHYSICAL CHECKS OF LIGHTING AND WARNING DEVICES	143	1	6-May-2024
3.12.8.11 PROTECTION OF AREAS FOR ILS	143	1	6-May-2024
3.12.8.12 EMERGENCY RESPONSES DURING LVP	143	1	6-May-2024
3.12.8.13 LVP STATUS	143	1	6-May-2024
3.12.8.14 REVIEW OF LOW-VISIBILITY PROCEDURES	143	1	6-May-2024
3.13 DISABLED AIRCRAFT REMOVAL	144	1	6-May-2024
3.13.1 AIRCRAFT REMOVAL PERSONNEL	144	1	6-May-2024
3.13.2 AIRCRAFT REMOVAL - AERODROME OPERATOR & AIRCRAFT CERTIFICATE HOLDER	144	1	6-May-2024
3.13.3 NOTIFYING AIRCRAFT CERTIFICATE HOLDER	144	1	6-May-2024
3.13.4 LIAISING WITH THE ATSB, DEFENCE AND ATC	145	1	6-May-2024
3.13.5 EQUIPMENT AND PERSON(S) TO REMOVE AIRCRAFT	145	1	6-May-2024
3.14 AERODROME SAFETY MANAGEMENT	146	1	6-May-2024
3.14.1 SAFETY MANAGEMENT SYSTEM (SMS)	146	1	6-May-2024
3.14.2 RISK MANAGEMENT PLAN	146	1	6-May-2024
4 AERODROME EMERGENCY RESPONSE	147	1	6-May-2024
4.1 EMERGENCY RESPONSE PERSONNEL	147	1	6-May-2024
4.2 AERODROME EMERGENCY RESPONSE	148	1	6-May-2024
4.2.1 AERODROME EMERGENCY PLAN (AEP)	148	1	6-May-2024
4.2.2 LOCAL / STATE EMERGENCY RESPONSE PLAN	148	1	6-May-2024
4.3 AERODROME EMERGENCY PROCEDURES	149	1	6-May-2024
4.3.1 AERODROME EMERGENCY COMMITTEE	149	1	6-May-2024
4.3.2 EMERGENCY SERVICE ORGANISATIONS	149	1	6-May-2024
4.3.3 LOCAL EMERGENCY PLANNING ARRANGEMENTS	149	1	6-May-2024

Section	Page	Version	Date
4.3.4 NOTIFICATION AND INITIATION OF EMERGENCY RESPONSE	149	1	6-May-2024
4.3.5 ACTIVATION, CONTROL AND COORDINATION OF EMERGENCY RESPONDERS	150	1	6-May-2024
4.3.6 AERODROME EMERGENCY FACILITIES	150	1	6-May-2024
4.3.7 ACCESS AND MANAGEMENT OF ASSEMBLY AREAS	150	1	6-May-2024
4.3.8 RESPONSE TO A LOCAL STAND-BY EVENT	150	1	6-May-2024
4.3.9 INITIAL RESPONSE TO FULL EMERGENCY	150	1	6-May-2024
4.4 READINESS OF EMERGENCY FACILITIES, ACCESS POINTS & ASSEMBLY AREAS	153	1	6-May-2024
4.5 EMERGENCY RESPONDER PREPAREDNESS	154	1	6-May-2024
4.5.1 SITE INDUCTIONS FOR EMERGENCY RESPONDERS	154	1	6-May-2024
4.5.2 EMERGENCY RESPONSE TRAINING	154	1	6-May-2024
4.5.3 EMERGENCY EXERCISES	154	1	6-May-2024
4.6 POST-EMERGENCY RETURN TO OPERATIONAL STATUS	154	1	6-May-2024
4.7 REVIEWS OF AERODROME EMERGENCY PLAN (AEP)	155	1	6-May-2024
4.8 MONITORING LOCAL EMERGENCY PLANNING ARRANGEMENTS	155	1	6-May-2024
5 APPENDICES	156	1	6-May-2024
5.1 Aerodrome Diagram	156	1	6-May-2024

CASR PART 139 AERODROME MANUAL

0 PREFACE

0.1 AMENDMENT RECORD

Revisions to this manual are dated and a new version number assigned accordingly. In addition to recording the date of change for each section or page of the manual, a summary of the changes made is also recorded.

Version No.	Date	Section & Page	Summary of change(s)
1	24/01/2022	Refer to LEP	Draft version

0.2 DISTRIBUTION LIST

A copy of this manual is retained in the Airport Operations Coordinator at Cessnock Airport and is made available to CASA for inspection if requested.

Electronic or printed copies and updates of this manual are distributed as follows:

Copy No.	Manual holder	Electronic format	Hard copy
001	Aerodrome Coordinator	X	X
002	General Manager Cessnock City Council	X	
003	Governance Cessnock City Council	X	
004			

Cessnock Airport makes this manual available to all relevant persons. A hard copy is located with Airport Operations and the latest version will be available to users via the Council website on the airport page.

Persons printing the manual should be aware that any hard copies are uncontrolled and may not be the most up-to-date version.

0.3 ABBREVIATIONS AND ACRONYMS

ABBREVIATIONS or ACRONYMS	MEANING
ACN	aircraft classification number
ADP	aeronautical data package
AEP	aerodrome emergency plan
ARC	aircraft reference code
ARFFS	aviation rescue and firefighting services
AGL	aeronautical ground lighting
AHD	Australian height datum
AIP	aeronautical information publication
AIS	aeronautical information service
ALARP	as low as reasonably practicable
AMSL	above mean sea level
ARO	aerodrome reporting officer
ARP	aerodrome reference point
ASDA	accelerate-stop distance available
ATC	air traffic control
AT-VASIS	an abbreviated T pattern visual approach slope indicator system
AVDGS	advanced visual docking guidance system
CASA	Civil Aviation Safety Authority
ERSA	En-route Supplement Australia
ft	feet
FOD	foreign object debris
H24	continuous
IFR	instrument flight rules
ILS	instrument landing system
IWDI	illuminated wind direction indicator
LDA	landing distance available
LVP	low-visibility procedures
m	metres
MAG	movement area guidance sign
MOS	Manual of Standards
MOWP	method of working plan
NAIPS	national aeronautical information processing system
NOF	NOTAM Office
NOTAM	notice to airman
OFZ	obstacle free zone
OLS	obstacle limitation surface
OMGWS	outer main gear wheel span
PAL	pilot activated lighting system
PANS-OPS	Procedures for Air Navigation Services - Aircraft Operations
PAPI	precision approach path indicator
PCN	pavement classification number
RESA	runway end safety area
RTIL	runway threshold identification lights
RV	runway visibility
RVR	runway visibility range
RWY	runway
SMS	safety management system

ABBREVIATIONS or ACRONYMS	MEANING
STODA	supplementary take-off distance
RMP	risk management plan
TDZ	touchdown zone
TODA	take-off distance available
TORA	take-off run available
T-VASIS	T pattern visual approach slope indicator system
TWY	taxiway
VASIS	visual approach slope indicator system
VDGS	visual docking guidance system
VFR	visual flight rules
WDI	wind direction indicator

0.4 DEFINITIONS

TERM	DEFINITION
accelerate-stop distance available	the length of the take-off run available plus the length of the stopway if provided
accident	<p>an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:</p> <ul style="list-style-type: none"> • a person is fatally or seriously injured as a result of: <ul style="list-style-type: none"> ◦ being in the aircraft, or ◦ direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or ◦ direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew, or • the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> ◦ adversely affects the structural strength, performance or flight characteristics of the aircraft, and ◦ would normally require major repair or replacement of the affected component, except for engine failure or damage when the damage is limited to the engine, its cowlings or accessories, or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents or puncture holes in the aircraft skin, or ◦ the aircraft is missing or is completely inaccessible
aerodrome	an area of land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure or movement of aircraft.
aerodrome elevation	the elevation of the highest point of the landing area
aerodrome reference code	<p>refers to the three (3) elements that are nominated by the aerodrome operator, specifically:</p> <ul style="list-style-type: none"> • a code number which is determined by the aeroplane reference field length, and which is applicable to runways • a code letter which is determined by the aeroplane wingspan, and which is applicable to runways, taxiways, aircraft holding bays and parking positions • the OMGWS which is applicable to runways and taxiways
aerodrome reference point	the designated geographical location of an aerodrome
AIP responsible person	for an aeronautical data originator, a person appointed by the originator under regulation 175.445 as responsible for the provision of aeronautical data or aeronautical information published in the AIP
air transport operation	<p>a passenger transport operation, or a cargo transport operation, that</p> <p>(a) is conducted for hire or reward, or</p> <p>(b) is prescribed by an instrument issued under regulation 201.025</p> <p>However, an operation conducted for a purpose mentioned in paragraph 206(1)(a) of CAR is</p>

TERM	DEFINITION
	<p>not an air transport operation.</p> <p>206(1)(a) <i>aerial work purposes, being purposes of the following kinds (except when carried out by means of an RPA):</i></p> <ol style="list-style-type: none"> 1. <i>aerial surveying</i> 2. <i>aerial spotting</i> 3. <i>agricultural operations</i> 4. <i>aerial photography</i> 5. <i>advertising</i> 6. <i>balloon flying training</i> 7. <i>ambulance functions</i> 8. <i>carriage, for the purposes of trade, of goods being the property of the pilot, the owner or the hirer of the aircraft (not being a carriage of goods in accordance with fixed schedules to and from fixed terminals)</i> 9. <i>any other purpose that is substantially similar to any of those specified in subparagraphs 1 to 7 (inclusive).</i>
AIS provider	a person who holds a certificate under regulation 175.055 of CASR
apron	a defined area on a land aerodrome to accommodate aircraft for the purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance
apron taxiway	a portion of a taxiway system located on an apron to provide a through taxi route for aircraft across the apron to another part of the taxiway system
Australian height datum	the datum that sets mean sea level as zero elevation
clearway	a defined area at the end of the TORA, on the ground or water under the control of the aerodrome operator, which is selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height
displaced threshold	a threshold not located at the extremity of a runway
holding bay	a defined area where aircraft can be held or bypassed to facilitate efficient surface movement of aircraft
incident	an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation
international aerodrome	an aerodrome: (a) designated by the Department as an international airport in Australia; and (b) identified as a designated international airport in Australia on the Department's website.
instrument runway	one of the following types of runway nominated for the operation of aircraft using instrument approach procedures: (a) non precision approach runway (b) precision approach runway (CAT I) (c) precision approach runway (SA CAT I) (d) precision approach runway (SA CAT II) (e) precision approach runway (CAT II) (f) precision approach runway (CAT III A / B / C)
landing distance available	the length of the runway which is declared available and suitable for the ground run of an aeroplane landing
manoeuvring area	part of the aerodrome used for the take-off, landing and taxiing of aircraft, excluding aprons
method of working plan	a plan to ensure that aerodrome works do not present a hazard to aircraft operations
movement area	that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons
non-homogenous runway surface	a runway surface that has different surface finishes across its full width
non-instrument runway	a runway for the operation of aircraft using visual approach procedures
NOTAM	Notice to Airmen - and is a notice issued by the NOTAM Office containing information or instructions concerning the establishment, condition or change in any aeronautical facility,

TERM	DEFINITION
	service, procedure or hazard, the timely knowledge of which is essential to persons concerned with flight operations
NOTAM authorised persons	for an aeronautical data originator, a person/s appointed under regulation 175.445 by the originator authorised to request the issue, review or cancellation of a NOTAM.
obstacle	fixed (whether temporarily or permanently) and mobile objects, structures and parts of such objects and structures, that: (a) are located on an area provided for the surface movement of aircraft, or (b) extend above a defined surface designated to protect aircraft in flight, or (c) stand outside the defined surfaces mentioned in items (a) and (b) above and that have been assessed as being a hazard to air navigation.
obstacle free zone	the airspace above the inner approach surface, inner transitional surface, baulked landing surface, and that portion of the runway strip bounded by these surfaces, which is not infringed by any fixed obstacle other than a low mass and frangibly mounted one required for air navigation purposes
obstacle limitation surfaces	a series of planes, associated with each runway at an aerodrome, that defines the desirable limits to which objects or structures may project into the airspace around the aerodrome so that aircraft operations at the aerodrome may be conducted safely
PANS-OPS	Doc.8168-OPS/611 Volume II (Procedures for Air Navigation Services – Construction of Visual and Instrument Flight Procedures) approved and published by decision of the Council of the International Civil Aviation Organization, as in force from time to time
pavement classification number	a number expressing the bearing strength of a pavement for unrestricted operations by aircraft with aircraft classification number (ACN) less than or equal to the PCN
runway	a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft
runway end safety area	an area symmetrical about the extended runway centreline and adjacent to the end of the runway strip, primarily to reduce the risk of damage to an aeroplane which undershoots or overruns the runway
runway strip	a defined area, including the runway and stopway, provided to: (a) reduce the risk of damage to aircraft running off a runway, and (b) protect aircraft flying over the runway during take-off or landing operations
scheduled air transport operation	an air transport operation conducted in accordance with a published schedule
secondary power supply	an electrical power supply that: (a) is automatically connected to the relevant load when the primary power source fails, and (b) is derived from: (i) the normal public electrical power supply, but in a way that: (A) supplies power for the aerodrome's functionality from a special substation that is not the normal substation, and (B) supplies the power through a special transmission line that follows a route different from the normal power supply route, and (C) makes extremely remote the possibility of a simultaneous failure of the normal public electrical power supply and the power supply for the aerodrome, or (ii) one or more generators, batteries, or similar devices which deliver a constant, reliable and sufficient supply of electrical power for the relevant aerodrome service
shoulder	an area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface
stopway	a defined rectangular area on the ground at the end of the take-off run available and prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off
take-off distance available	the length of the take-off run available plus the length of the clearway if provided
take-off runway available	the length of the runway declared available and suitable for the ground run of an aeroplane taking off
taxilane	a portion of an apron designated as a taxiway and for use only to provide access to, and egress from aircraft parking positions
taxiway	a defined path on an aerodrome on land, established for the taxiing of aircraft from one part of an aerodrome to another. A taxiway includes a taxilane, an apron taxiway, and a rapid exit taxiway

TERM	DEFINITION
threshold	the beginning of that portion of the runway usable for landing
Type A chart	a chart which contains information on all significant obstacles within the take-off area of an aerodrome up to 10 km from the end of the runway
Type B chart	an obstacle chart which provides obstacle data from around the aerodrome
Y location code	the international code prefix used to identify Australian aerodromes

Reference material

Document type	Title
Regulation	Part 139 of the <i>Civil Aviation Safety Regulations 1998</i>
Regulation	Part 175 of the <i>Civil Aviation Safety Regulations 1998</i>
Manual of Standards	Part 139 (Aerodromes) Manual of Standards 2019

1 AERODROME ADMINISTRATION

1.1 OPERATOR'S STATEMENT

The Cessnock Airport Aerodrome Manual has been prepared in accordance with the requirements set out in the *Civil Aviation Safety Regulations 1998 (CASRs)*, and associated *Part 139 (Aerodromes) Manual of Standards 2019 (Part 139 MOS)*.

The contents of this manual describe the systematic approach to the operation and maintenance of Cessnock Airport and demonstrates Cessnock City Council's commitment to managing the aerodrome safely and promoting a positive safety culture.

The aerodrome will be operated and maintained in accordance with the procedures set out in this manual, and in any subsidiary materials that are referenced in this manual, unless a temporary non-compliance or deviation from the procedures is necessary to ensure the safety of aircraft, aircraft operations, or individuals using the aerodrome. If the temporary non-compliance or deviation in the procedures is to take effect on a permanent basis, the manual will be updated. CASA will be advised of a temporary deviation or a change to this manual within 30 days.

At all times when the aerodrome is operating, the aerodrome manual and any subsidiary materials will be accessible by those personnel who have a role of responsibility.

This manual identifies persons from all levels of the organisation that are responsible and accountable for the safe operation of the aerodrome. As the authorisation holder, Cessnock City Council is committed to ensuring that all individuals understand their responsibilities and accountabilities as defined within this aerodrome manual.

Signed:

Name: Anthony Allan

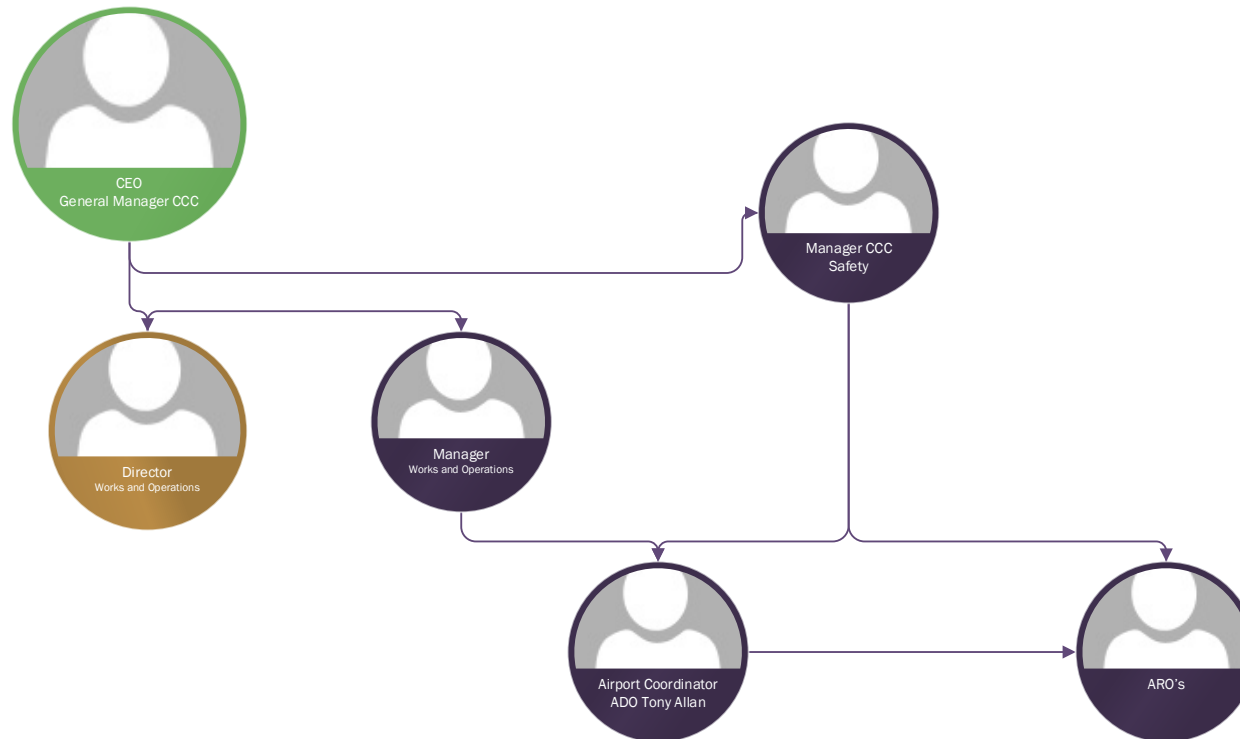
Position: Airport Operations Coordinator

1.2 ORGANISATIONAL STRUCTURE

An organisational chart which clearly identifies all personnel responsible for the management and administration of Cessnock Airport is below.

Cessnock Airport Management Structure

16 April 2022 - ongoing



1.3 KEY PERSONNEL

1.3.1 ACCOUNTABLE MANAGER

Position: Accountable Manager

Name: Anthony Allan

Management position: Airport Operations Coordinator

Responsibilities:

To ensure Cessnock City Council :

- complies with civil aviation legislation
- operates and maintains the aerodrome safely and with a reasonable degree of care and diligence
- operates and maintains the aerodrome in accordance with the aerodrome manual for the aerodrome.

The accountable manager has a general knowledge of the relevant civil aviation safety legislation and standards that are applicable to the inspection, reporting, operation and maintenance of the aerodrome.

1.3.2 MANAGEMENT POSITIONS (AERODROME OPERATION AND MAINTENANCE)

The management position(s) responsible for the **operation** of the aerodrome:

Management position: [Airport Operations Coordinator]

Responsibilities: Day to Day aerodrome operations and ground maintenance, budget control, construction plans

The management position(s) responsible for the **maintenance** of the aerodrome:

Management position: Works and Infrastructure Manager Cessnock City Council

Responsibilities: Management, finance, personnel, resources

1.3.3 AERODROME OPERATIONS AND SAFETY FUNCTIONS

The following individuals or positions are responsible for the aerodrome's operations and safety functions:

Individual / Position: Airport Operations Coordinator

Responsibilities: 1. Operations Coordination

2. Safety Manager

1.4 AERODROME MANUAL ADMINISTRATION

This aerodrome manual identifies all elements required by the Part 139 MOS. Information that is not relevant to the aerodrome's operational context or regulatory compliance is marked NOT APPLICABLE or N/A.

All subsidiary materials that are adopted are clearly referenced in the relevant sections of this manual.

This manual and the adopted subsidiary materials will at all times be accessible by those persons who have a role in the operation and maintenance of the aerodrome.

1.4.1 MANUAL CONTROL

The following individuals / positions are responsible for reviewing, maintaining, amending and controlling this aerodrome manual:

Individual / Position	Role / Function
Anthony Q Allan	Airport Operations Coordinator
John Latter	Works and Infrastructure Manager
Robert Schrieber	ARO
Steven Burgess	ARO

1.4.2 MANUAL AMENDMENT

To maintain the accuracy of this manual, the aerodrome manual controller(s) will be advised of any changes to the aerodrome's facilities, operating procedures, or of any errors or omissions, so that an amendment can be made.

When an amendment is made, the aerodrome manual controller will update the amendment record in the respective section of this manual.

So that readers can identify information in the manual that has changed, the following procedure has been adopted:

- this manual complies with the Part 139 MOS, Chapter 10.03(2)(c)
- the list of effective pages (LEP) is updated with the section, page and date the change was finalised
- section 0.1 Amendment Record is updated with each new version and details of the change/s.

Within 30 days of any amendment to this manual, written notice of the change and a new version of the aerodrome manual is provided to CASA.

1.4.3 MANUAL REVIEW

This manual will be reviewed annually as part of the aerodrome technical inspection process.

1.5 AUTHORISATIONS

1.5.1 AERODROME CERTIFICATE - CONDITIONS

The aerodrome was formerly a registered aerodrome. The aerodrome manual has been submitted to CASA. An aerodrome certificate has yet to be issued.

1.5.2 AERODROME INSTRUMENTS

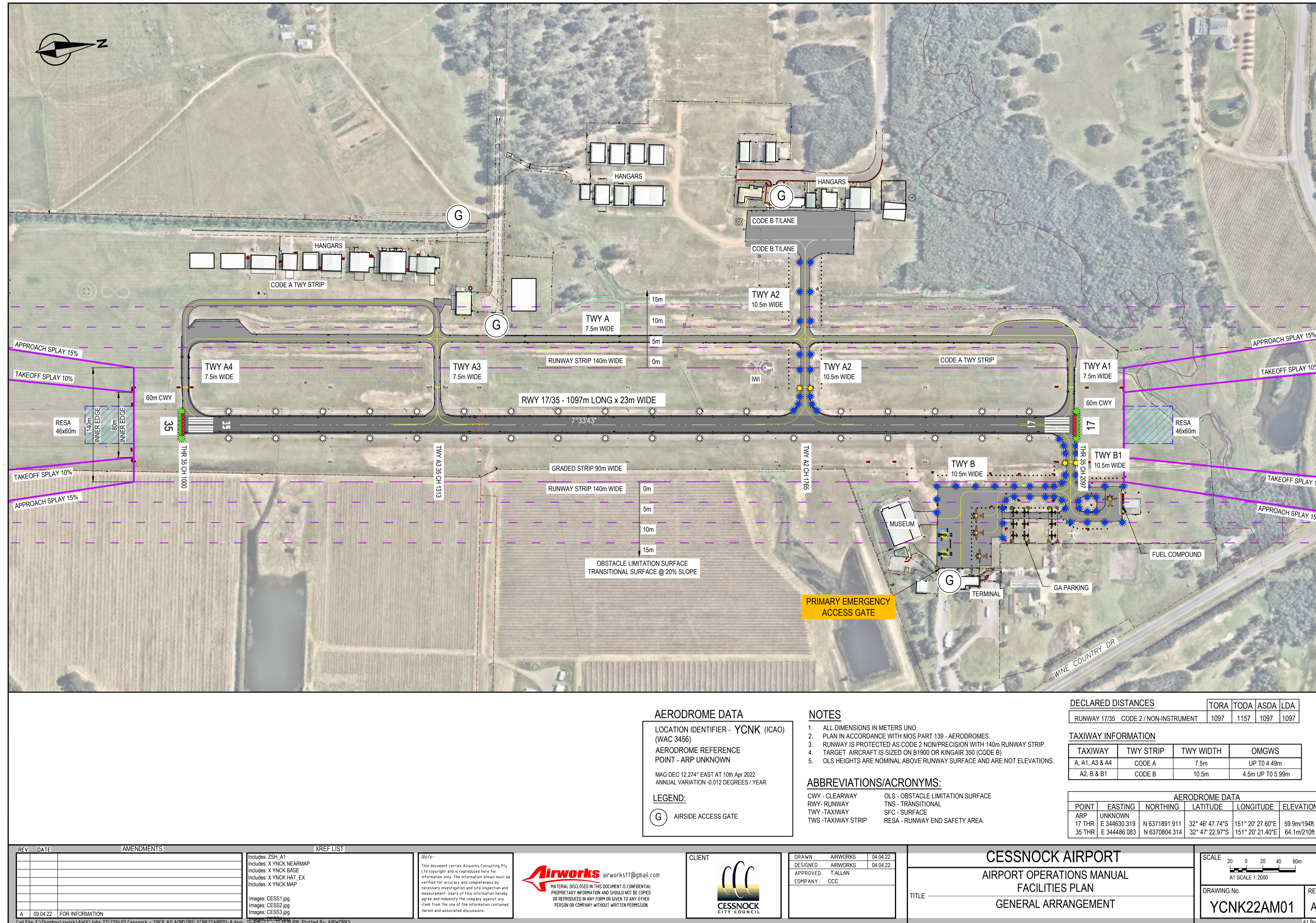
No approvals, determinations, directions, exemptions or other instruments have been issued by CASA.

2 AERODROME INFORMATION

2.1 AERONAUTICAL INFORMATION

2.1.1 AERODROME DIAGRAM

A single aerodrome diagram that clearly illustrates all applicable aerodrome facilities prescribed in subparagraph 5.03(1) of the Part 139 MOS has been reported to Airservices. The aerodrome diagram is contained in Cessnock Airport's ADP. The ADP is available in Appendix 5.1 of this manual.



AERODROME DATA
 LOCATION IDENTIFIER - YCNK (ICAO) (WAC 3456)
 AERODROME REFERENCE POINT - ARP UNKNOWN
 MAG DEC 12 274° EAST AT 10th Apr 2022
 ANNUAL VARIATION -0.012 DEGREES / YEAR

LEGEND:
 (G) AIRSIDE ACCESS GATE

NOTES

1. ALL DIMENSIONS IN METERS UNO.
2. PLAN IN ACCORDANCE WITH MOS PART 139 - AERODROMES.
3. RUNWAY IS PROTECTED AS CODE 2 NON/PRECISION WITH 140m RUNWAY STRIP.
4. TARGET AIRCRAFT IS SIZED ON B1900 OR KINGAIR 350 (CODE B)
5. OLS HEIGHTS ARE NOMINAL ABOVE RUNWAY SURFACE AND ARE NOT ELEVATIONS.

ABBREVIATIONS/ACRONYMS:
 CWY - CLEARWAY
 RWY - RUNWAY
 TWY - TAXIWAY
 TWS - TAXIWAY STRIP
 OLS - OBSTACLE LIMITATION SURFACE
 TNS - TRANSITIONAL
 SFC - SURFACE
 RESA - RUNWAY END SAFETY AREA

DECLARED DISTANCES		TORA	TODA	ASDA	LDA
RUNWAY 17/35	CODE 2 / NON-INSTRUMENT	1097	1157	1097	1097

TAXIWAY INFORMATION			
TAXIWAY	TWY STRIP	TWY WIDTH	OMGWS
A, A1, A3 & A4	CODE A	7.5m	UP TO 4.49m
A2, B & B1	CODE B	10.5m	4.5m UP TO 5.99m

AERODROME DATA					
POINT	EASTING	NORTHING	LATITUDE	LONGITUDE	ELEVATION
ARP	UNKNOWN				
17 THR	E 344630.319	N 6371891.911	32° 46' 47.74"S	151° 20' 27.60"E	59.9m/194ft
35 THR	E 344486.083	N 6370804.314	32° 47' 22.97"S	151° 20' 21.40"E	64.1m/210ft

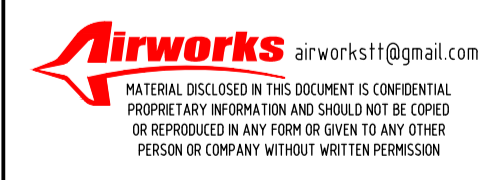
REV	DATE	AMENDMENTS
A	09.04.22	FOR INFORMATION

XREF LIST

Includes: ZSR_A1
 Includes: X YNCK NEARMAP
 Includes: X YNCK BASE
 Includes: X YNCK HAT_EX
 Includes: X YNCK MAP
 Images: CESS1.jpg
 Images: CESS2.jpg
 Images: CESS3.jpg

NOTE

This document carries Airworks Consulting Pty Ltd copyright and is reproduced here for information only. The information shown must be verified for accuracy and completeness by necessary investigation and site inspection and acceptance. Users of this information hereby agree and indemnify the company against any claim from the use of the information contained herein and associated discussions.



DRAWN: AIRWORKS 04.04.22
DESIGNED: AIRWORKS 04.04.22
APPROVED: TALLAN
COMPANY: CCC

CESSNOCK AIRPORT
 AIRPORT OPERATIONS MANUAL
 FACILITIES PLAN
 GENERAL ARRANGEMENT

SCALE: 1:2000
 0 20 40 60m
DRAWING NO: YCNK22AM01
REV: A

2.1.2 AERODROME ADMINISTRATION STATEMENT

The aerodrome's administration information prescribed in subparagraph 5.03(2) of the Part 139 MOS is recorded below:

DESCRIPTION	DETAILS
Name of aerodrome operator	Cessnock City Council
Postal address	PO Box 152 Cessnock NSW 2325
Phone number	(02) 4993 4100
E-mail address	airport@cessnock.nsw.gov.au
Website	www.cessnock.nsw.gov.au
Facsimile number (if applicable)	(02) 4993 2500
OUT OF HOURS CONTACT DETAILS	
Name of out-of-hours contact	Duty Aerodrome Reporting Officer
Phone number	(02) 4993 4228
E-mail address	airport@cessnock.nsw.gov.au
Facsimile number (if applicable)	
Aerodrome usage	public use

2.1.3 AERODROME LOCATION STATEMENT

The aerodrome's location information prescribed in subparagraph 5.03(4) of the Part 139 MOS is below:

Description	Details
Aerodrome name	Cessnock Airport
State / Territory	New South Wales
ARP latitude	324715[S] in WGS84
ARP longitude	1512030[E] in WGS84
Y location code	YCNK
Elevation	210ft
Type A charts (if published)	N/A
Type B charts (if published)	N/A

2.1.4 MOVEMENT AREA INFORMATION - RUNWAYS

2.1.4.1 RUNWAY CODE NUMBER

The code number for each of the runway(s) is recorded below:

Runway	Code Number
17/35	2

2.1.4.2 RUNWAY BEARING, LENGTH, WIDTH, AND SURFACE TYPE

The bearings, length, width, and surface type(s) of the runway(s) is recorded below:

RUNWAY	RUNWAY BEARING (MAGNETIC)	RUNWAY LENGTH	RUNWAY WIDTH	RUNWAY SURFACE TYPE, OR TYPES (NON-HOMOGENOUS RUNWAYS)
17 / 35	176 / 352	1097m	30m (sealed 23m)	ASPH - BITUM - GRAVEL

2.1.4.3 THRESHOLD GEOGRAPHICAL LOCATION & ELEVATION - INSTRUMENT RUNWAYS

The runway(s) at Cessnock Airport are non-instrument runway(s).

2.1.4.4 RUNWAY PAVEMENT STRENGTH RATING

The strength rating of the runway(s) pavement is below:

ACN - PCN STRENGTH RATING	RUNWAY 17/35
PCN value	20
Pavement type	Flexible
Pavement subgrade	B
MAX take-off weight	8300 kg
MAX tyre pressure value	1.2 MPa
Tyre pressure category	1.0 Mpa
PCN evaluation method	U

2.1.4.5 RUNWAY STRIP LENGTH AND WIDTH

The length and width of the runway strip(s) is below:

RUNWAY	RUNWAY STRIP LENGTH	RUNWAY STRIP WIDTH (GRADED)	RUNWAY STRIP WIDTH (INCLUDING FLYOVER)
17 / 35	1217 m	90 m	90 m

2.1.4.6 RUNWAY SLOPE

The runway slope details are below:

RUNWAY	RUNWAY SLOPE
17	0.4% slope to the South
35	0.4% slope to the North

2.1.4.7 RUNWAY DECLARED DISTANCES

The declared distances for each runway are below:

TYPES	RUNWAY 17	RUNWAY 35
Take-off run available (TORA)	1097 m (3599 ft)	1097 m (3599 ft)
Take-off distance available (TODA)	1157 m (3796 ft)	1157 m (3796 ft)
TODA gradient	0.4%	0.4%
Accelerate-stop distance available (ASDA)	1097 m (3599 ft)	1097 m (3599 ft)
Landing distance available (LDA)	1097 m (3599 ft)	1097 m (3599 ft)

2.1.4.8 INTERSECTION DEPARTURE TAKE-OFF DISTANCES AVAILABLE

Intersection departures are not available.

2.1.4.9 SUPPLEMENTARY TAKE-OFF DISTANCES AVAILABLE (STODA)

The supplementary take-off distances for each runway are below:

OBSTACLE CLEAR TAKE-OFF GRADIENT	RUNWAY 17	RUNWAY 35
1.6%		
1.9%		831 m (2726 ft)
2.2%		982 m (3222 ft)
2.5%	966 m (3169 ft)	1103 m (3619 ft)
3.3%		
5%		

2.1.4.10 ESTABLISHED OLS FOR THE RUNWAY

The code number of the runway(s) OLS is recorded below:

RUNWAY END	ESTABLISHED CODE
17	2
35	2

2.1.4.11 TYPE A CHARTS

A Type A chart is not required and has not been prepared.

2.1.4.12 TYPE B CHARTS

A Type B chart has not been prepared.

2.1.4.13 OBSTACLE-FREE ZONE (OFZ)

An obstacle free zone is not identified.

2.1.4.14 ARRESTOR SYSTEM

An arrestor system is not provided.

2.1.5 MOVEMENT AREA INFORMATION - RUNWAY STRIP AVAILABILITY

The runway strip is not available for take-offs and landings.

2.1.6 MOVEMENT AREA INFORMATION - TAXIWAYS

Each taxiway designation, code letter, width, and surface type are below:

TAXIWAY NAME	TAXIWAY DESIGNATION	ARC LETTER	TAXIWAY WIDTH	TAXIWAY SURFACE TYPE
Taxiway	A, A1, A2,A3,A4	A	7.5 m	BITUMEN SEAL
Taxiway	B, B1	B	10.5 m	BITUMEN SEAL

2.1.7 MOVEMENT AREA INFORMATION - APRONS

The aerodrome has no international operations, nor have the parking position designations been provided to Airservices for publication in the AIP. See below for the apron surface type(s):

APRON	APRON SURFACE TYPE
Eastern	Bitumen Seal
Western	Bitumen Seal

2.1.8 VISUAL AIDS - APPROACH AND RUNWAY LIGHTING SYSTEMS

2.1.8.1 APPROACH LIGHTING SYSTEM(S) (ALS)

The aerodrome does not have a runway approach lighting system.

2.1.8.2 RUNWAY THRESHOLD LIGHTS AND WING BARS

The particulars for each runway threshold lights, and wing bars (if provided) are below:

RUNWAY DESIGNATION	THRESHOLD LIGHTS - COLOUR	WING BARS - COLOUR	GEOGRAPHICAL COORDINATES
17	Green / Red	No wing Bars	
35	Green / Red	No Wing Bars	

2.1.8.3 VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS)

Visual approach slope indicator system(s) are not provided.

2.1.8.4 TOUCHDOWN ZONE (TDZ) LIGHTING

Touchdown zone lighting is not provided.

2.1.8.5 RUNWAY CENTRELINE LIGHTS

Runway centreline lights are not provided.

2.1.8.6 RUNWAY EDGE LIGHTS

The length, longitudinal spacing, colour and intensity of the runway edge lights are below:

RUNWAY DESIGNATION	LENGTH	LONGITUDINAL SPACING	COLOUR	INTENSITY (cd)
17	1097 m	60 m	White	109.7cd
35	1097 m	60 m	White	109.7cd

2.1.8.7 RUNWAY END LIGHTS

The colour(s) of the runway end lights are below:

RUNWAY END	RUNWAY END LIGHTS - COLOUR
17	RED
35	RED

The colour of wing bars (if provided) are recorded in subsection 2.1.8.2 of this manual.

2.1.8.8 STOPWAY LIGHTS

The aerodrome does not have stopway lights.

2.1.8.9 STARTER EXTENSION LIGHTING

The aerodrome does not have starter extension lighting.

2.1.8.10 RUNWAY THRESHOLD IDENTIFICATION LIGHTS (RTIL)

The aerodrome does not have RTIL.

2.1.8.11 PILOT ACTIVATED LIGHTING (PAL) SYSTEM

The availability of a PAL system is as follows:

- PAL operates on VHF frequency 119.600 and requires three one second pulse to activate

2.1.9 VISUAL AIDS - OTHER LIGHTING AND SECONDARY POWER SUPPLY

2.1.9.1 AERODROME BEACON

The aerodrome does not have an aerodrome beacon.

2.1.9.2 TAXIWAY LIGHTING SYSTEMS (INCLUDING HOLDING POSITIONS AND STOP BARS)

The lighting systems for taxiways, including taxiway holding positions and stop bars (where provided), are below:

TAXIWAY DESIGNATION	TAXIWAY LIGHTING SYSTEM - EDGE LIGHTS	TAXIWAY LIGHTING SYSTEM - CENTRELINE LIGHTS	TAXIWAY LIGHTING SYSTEM - STOP BARS	TAXIWAY LIGHTING SYSTEM - HOLDING POSITION LIGHTS
B	BLUE	NIL	NIL	AMBER

2.1.9.3 APRON LIGHTING SYSTEMS (INCLUDING VDGS)

The lighting system for aprons, including the location and type of VDGS, are below:

APRON	APRON LIGHTING SYSTEMS - PARKING POSITION	APRON LIGHTING SYSTEMS - IDENTIFICATION SIGN	APRON LIGHTING SYSTEMS - TYPE OF VDGS (if provided)
EAST	LIGHT TOWERS	NIL	NIL

2.1.9.4 OTHER MOVEMENT AREA - LIGHTING SYSTEMS

No other movement area lighting systems are provided at the aerodrome.

2.1.9.5 OBSTACLE LIGHTING FOR OLS INFRINGEMENTS

All lit obstacles within the aerodrome OLS are below:

OBSTACLE TYPE	OBSTACLE POSITION	ELEVATION	LIGHTING (type / colour)
LIT BOM tower	194 MAG 0.49NM FM ARP	230 ft AMSL	STEADY RED

2.1.9.6 SECONDARY POWER SUPPLY (INCLUDING SWITCH-OVER TIME)

The particulars of the secondary power supply and its switch-over time are below:

SECONDARY POWER SUPPLY TYPE	SWITCH-OVER TIME
Generator	16 Seconds

2.1.10 NAVIGATION AIDS

No navigation aids are provided by the aerodrome operator.

2.1.11 AVIATION RESCUE AND FIRE-FIGHTING SERVICES (ARFFS)

An ARFFS is not provided by the aerodrome operator.

2.1.12 GROUND SERVICES

2.1.12.1 FUEL SUPPLIERS

Fuel suppliers and their contact details are below:

FUEL SUPPLIER	FUEL TYPE	CONTACT DETAILS	AFTER HOURS CONTACT DETAILS
SKYFUEL	JET / AVGAS	1300 759 363	Robert Mangan 0418 862 100

2.1.12.2 WEATHER INFORMATION BROADCASTS

Aerodrome weather information broadcasts are not provided by the aerodrome operator.

2.1.12.3 GROUND-TO-AIR COMMUNICATION SYSTEMS

Ground-to-air communication systems are not provided by the aerodrome operator.

2.1.12.4 OTHER AVIATION-RELATED SERVICES MADE AVAILABLE TO PILOTS

No other aviation-related services are made available to pilots by the aerodrome operator.

2.1.13 AERODROME OPERATIONAL PROCEDURES - STANDARD TAXI ROUTES

2.1.13.1 STANDARD TAXI ROUTES DETERMINED BY AERODROME OPERATOR

Standard taxi routes have not been determined by the aerodrome operator.

2.1.13.2 STANDARD TAXI ROUTES DETERMINED BY THE ATS PROVIDER

Standard taxi routes have not been determined by the ATS provider.

2.1.14 AERODROME OPERATIONAL PROCEDURES - SPECIAL PROCEDURES

Special procedures unique to the aerodrome which pilots would reasonably be expected to know in the interests of aviation safety are below:

- Circuit Training restricted to between 0800 -2200 local
- Back tracking on RWY not permitted during daylight hours inless OGMWS is greater than 4.5M
- Overnight PRKG by arrangement only
- Eastern APN PRKG is hard stand only
- Fixed Wing grass takeoff and landings are not permitted.

2.1.15 AERODROME OPERATIONAL PROCEDURES - NOTICES

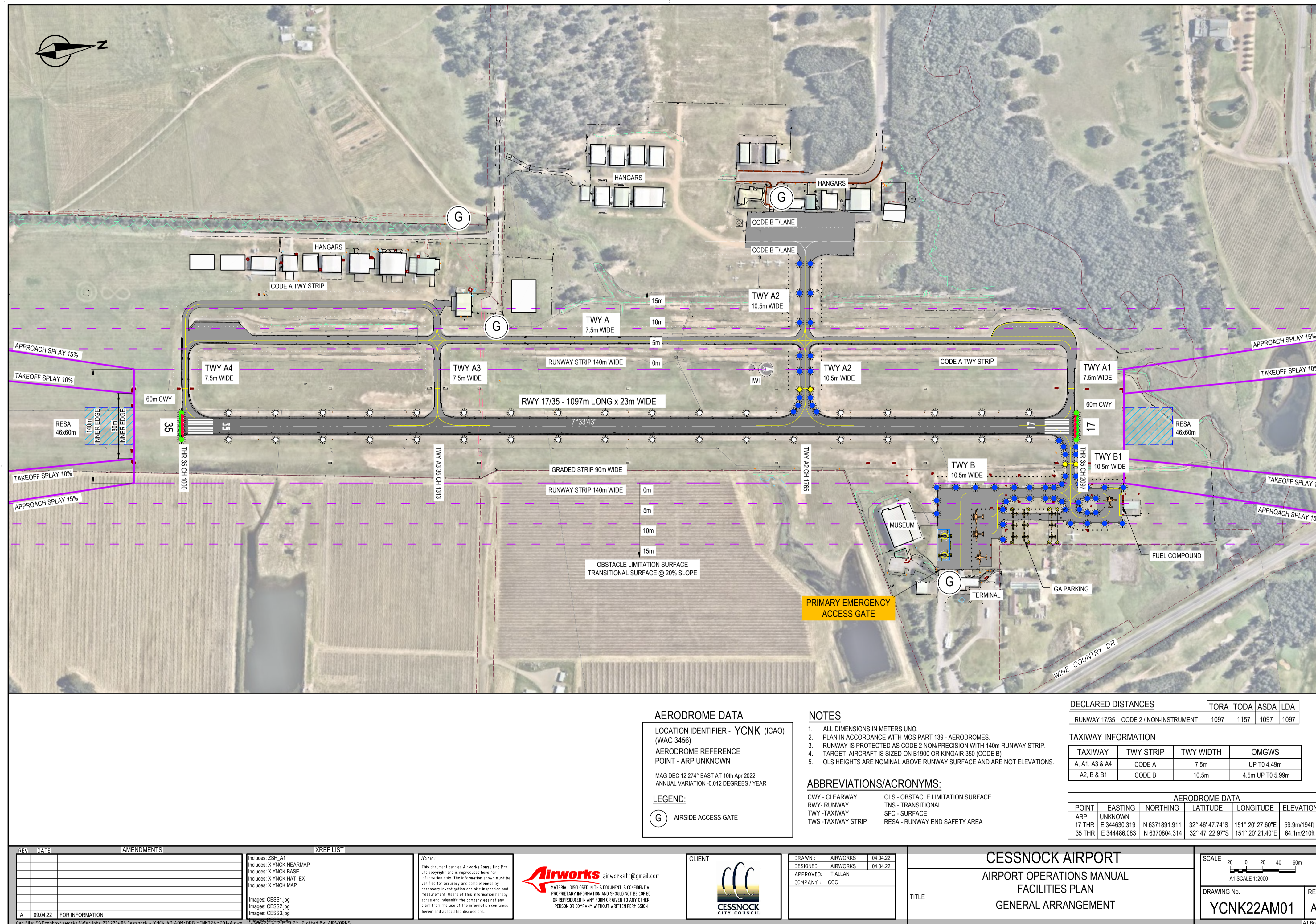
Cautionary or administrative notices relating to the safe use of the aerodrome are below:

- Wildlife hazard (kangaroo) exist are dawn and dusk
- Aeroplane and helicopter flying training
- Helicopter training conducted SW grass area of AD

2.1.16 AERODROME OPERATIONAL PROCEDURES - LOW-VISIBILITY PROCEDURES

Low-visibility procedures are not established at the aerodrome.

2.2 AERODROME SITE PLAN



2.3 SITE PLAN - FACILITIES OUTSIDE THE AERODROME BOUNDARY

Cessnock Airport does not own any aerodrome facilities or equipment that is located outside the boundaries of the aerodrome; therefore this subsection is NOT APPLICABLE.

2.4 AERODROME REFERENCE CODE (ARC) NOMINATIONS

2.4.1 RUNWAYS

The aerodrome reference code (ARC) number, letter and OMGWS for each runway is below:

RUNWAY	ARC NUMBER	ARC LETTER	OMGWS
17	2	B	4.5M UP TO BUT NOT INCLUDING 6M
35	2	B	4.5M UP TO BUT NOT INCLUDING 6M

2.4.2 TAXIWAYS AND TAXILANES

The aerodrome reference code (ARC) letter and OMGWS for each taxiway and taxilane is below:

TAXIWAY / TAXILANE	ARC LETTER	OMGWS
B, B2	B	4.5M UP TO BUT NOT INCLUDING 6M
A1,2,3,4	A	4.5M UP TO BUT NOT INCLUDING 6M

2.4.3 AIRCRAFT PARKING POSITIONS

Marked aircraft parking positions (primary and secondary) are not provided; therefore, this subsection is NOT APPLICABLE.

2.4.4 HOLDING BAYS (AIRCRAFT)

Aircraft holding bays are not provided; therefore, this is NOT APPLICABLE.

2.5 INSTRUMENT CLASSIFICATION OF EACH RUNWAY

The instrument classification for each runway end is below:

RUNWAY DESIGNATION	INSTRUMENT CLASSIFICATION
17	a non instrument runway
35	a non instrument runway

2.6 DEVIATIONS FROM PREFERRED STANDARDS

2.6.1 LOCATION OF RUNWAY THRESHOLD

All runway thresholds are located at the extremity of the runway.

2.6.2 RUNWAY TURN PAD / BYPASS PAD

Runway turn pads / bypass pads are not provided.

2.6.3 RUNWAY LONGITUDINAL SLOPE VALUES

The maximum runway longitudinal slope values expressed in subparagraphs 6.06(1) to (6) of the Part 139 MOS have not been exceeded.

2.6.4 RUNWAY TRANSVERSE SLOPE VALUES

The runway transverse slope values expressed in Table 6.08(2) of the Part 139 MOS have not been exceeded.

2.6.5 RUNWAY SURFACES

2.6.5.1 AVERAGE SURFACE TEXTURE DEPTH

The preferred average surface texture depth of 1 mm has been met on all runways.

2.6.5.2 FRICTION VALUES

The aerodrome is not used for scheduled international air transport operations.

2.6.6 LONGITUDINAL SLOPE DESIGN VALUES ON GRADED RUNWAY STRIP

The design longitudinal slope values expressed in subparagraph 6.18(1) of the Part 139 MOS have not been exceeded.

2.6.7 RUNWAY END SAFETY AREA (RESA)

The preferred RESA length as stated in Table 6.26(4) of the Part 139 MOS has not been met on the following runways:

RUNWAY DESIGNATION	ACTUAL RESA LENGTH	REASONS WHY THE PREFERRED RESA LENGTH NOT MET
RWY 35	42	MOS 139 6.26 (2) Creek to the North of the AD infringes the RESA area on the north western portion of the RESA area

2.6.8 TAXIWAY LONGITUDINAL SLOPE VALUES

The maximum taxiway longitudinal slope values expressed in subparagraphs 6.40(1) and (2) of the Part 139 MOS have not been exceeded.

2.6.9 TAXIWAY TRANSVERSE SLOPE VALUES

The taxiway transverse slope values expressed in Table 6.41(2) of the Part 139 MOS have not been exceeded.

2.6.10 COLOUR OF AERODROME MARKINGS, MARKERS, SIGNALS AND SIGNS

Australian Standard 2700-2011 has been used for all aerodrome markings, markers, signals and signs and colours used are applicable with table 8.03(1) of the MOS 139 current version.

2.6.11 RUNWAY EDGE LIGHTS ON A REDUCED RUNWAY WIDTH

A reduction in runway width has been declared in the AIP for runway 17/35 . Due to the previously defined runway edge, the runway edge lights are now located beyond three (3) m from the edge of the runway. The runway edge lights will remain in place until they are upgraded or replaced. The location of the runway edge lights has been published in the AIP ERSA.

2.6.12 SPACING OF TAXIWAY EDGE LIGHTS

Due to the [alignment of the taxi way / radius of the taxiway curve / taxiway environment], the spacing of taxiway edge lights on the following taxiways do not comply with section 9.92 of the Part 139 MOS. The limitations and effects are also recorded.

TAXIWAY DESIGNATION	LIMITATION AND EFFECTS
B, B2	the general taxiway environment

2.7 FACILITIES WITH RETAINED COMPLIANCE

2.7.1 NON-COMPLIANT GRANDFATHERED FACILITIES

At the time of commencement of the Part 139 MOS, the following aerodrome facilities do not comply with the new standards.

These aerodrome facilities / OLS did meet a previous standard that was in place at the time the facility was introduced, last upgraded or replaced.

These facilities will be maintained in accordance with the requirements set out in the Part 139 MOS for the same facility.

FACILITY (GRANDFATHERED)	DESCRIPTION OF NON-COMPLIANCE
Runway 17/35 Strip	90 meter width unable to be extended due to private land to the east of the airport - and is grandfathered in to previous standard to allow for the RNP approaches which have been in design since 2017.
Obstacle Limitation Surface	The Obstacle limitations surface is grandfathered from a previous version of MOS139. The approach, takeoff and transitional surfaces meet a previous standard.
RWY35 RESA	Grandfathered from previous version of the MOS due to the creek that runs to the north of the RESA. RESA size is 46M x 60M width

2.7.2 GRANDFATHERED FACILITIES OPTED-IN

All grandfathered facilities remain grandfathered to a previous standard.

3 AERODROME OPERATING PROCEDURES AND SYSTEMS

3.1 REPORTING AERONAUTICAL DATA AND INFORMATION

This section documents the procedures for:

- providing information to the AIS provider (Airservices) for publication in the Aeronautical Information Package (AIP)
- notifying Airservices of any changes that are required to be made to the information that is published in the AIP
- reporting to the NOTAM Office (NOF) any changes to the condition of the aerodrome facility, or any hazards, that may adversely affect aviation safety
- reporting hazards that may adversely affect aviation safety to ATC
- making the aerodrome reports readily accessible to relevant personnel
- retaining reports for at least 3 years
- maintaining the integrity of information that is published.

3.1.1 PERSONNEL WITH RESPONSIBILITIES - DATA ORIGINATOR

3.1.1.1 AIP RESPONSIBLE PERSON

The nominated AIP responsible person for Cessnock Airport is Anthony Allan .

Their nomination has been provided to Airservices on the Aeronautical Data Originator (ADO) form that is available on the Airservices Australia website.

To meet the requirements of CASR 175.445, Cessnock City Council ensures that the AIP responsible person has been suitably trained so that they have the knowledge and competence to carry out their responsibilities.

Where a change to the AIP responsible person is required, a new ADO form will be submitted to Airservices informing them of the new appointment. This subsection of the manual will also be updated to reflect the change in nomination.

3.1.1.2 NOTAM AUTHORISED PERSON(S)

Persons who are authorised to request the issue, review, and cancellation of NOTAMs at Cessnock Airport are below:

NOTAM AUTHORISED PERSON(S)
Robert Schrieber
Steven Burgess
Anthony Allan

To meet the requirements of CASR 175.445, Cessnock City Council ensures that these persons have been suitably trained so that they have the knowledge and competence to request the issue, review and cancellation of NOTAMs.

The list of NOTAM authorised persons is recorded in the NAIPS system that Airservices administers.

A NOTAM group manager who is responsible for maintaining and updating the NOTAM group has been nominated and recorded in the NAIPS system.

The NOTAM group manager for Cessnock Airport is Anthony Allan .

Where a change to the NOTAM group is required, the NOTAM group manager will update the NAIPS system. This subsection of the manual will also be updated to reflect the change in NOTAM authorised person(s).

3.1.2 CHANGES TO PUBLISHED AERONAUTICAL INFORMATION

The AIP responsible person is authorised to request a change to information that is published in the AIP.

Cessnock City Council ensures that all requests for a change adhere to Airservices data quality requirements and are in a format that allows Airservices to readily identify the required change(s) to the existing published data or information, including any consequential changes.

As soon as practicable after becoming aware of a change, a request for a change will be made in writing to Airservices at: docs.amend@airservicesaustralia.com

Cessnock City Council ensures that a statement of any consultation undertaken is provided with the request for change if the data is expected to cause an aviation organisation to make plans for changes to the organisations' operating procedures.

Once the request for a change has been submitted, the Aeronautical Data Package / Section 2 of this manual will be amended to reflect the change in aeronautical information.

Cessnock City Council endeavours to ensure that long-term changes are planned and incorporated into the AIP. Aeronautical information is updated quarterly. The Airservices document amendment calendar is published on the Airservices website. To best ensure the timely communication of a change to published information, the deadlines for submissions are recorded and monitored by the AIP responsible person.

3.1.3 ADVISING NOTAM OFFICE (NOF) OF CHANGES - AERODROME CONDITIONS / HAZARDS

In the event there is a change to the condition of the aerodrome facility, or there is a hazard to aircraft operations, a NOTAM authorised person will, as soon as possible after the condition or hazard is detected, request the issue of a NOTAM.

To request the issue of a NOTAM, the NOTAM authorised person will complete a NOTAM request form which is available on the Airservices website.

The completed NOTAM request form will be submitted electronically to the NOTAM Office (NOF) at: nof@airservicesaustralia.com

Alternatively, a NOTAM request form will be faxed to the NOF. The fax number for the NOF is: 02 6268 5044

In an emergency or if the matter is urgent, the NOTAM authorised person may phone the NOF to request the immediate issue of a NOTAM. In these circumstances, the NOF can be contacted on: 02 6268 5063.

Urgent reports made by phone will be confirmed as soon as possible by the submission of a NOTAM request form forwarded either by e-mail or facsimile.

On submission of the request to issue a NOTAM, the NOTAM authorised person will obtain a copy of the published NOTAM through NAIPS to check the accuracy of that information which has been published. If an error is discovered, the discrepancy will be reported immediately to the NOF.

NOTAM will normally only be used in the case of operationally significant changes (reportable occurrences) that are required at short notice. The list of reportable occurrences is contained in subsection 3.2.6.1 of this manual.

3.1.4 REPORTING HAZARDS THAT MAY ADVERSELY AFFECT AVIATION SAFETY TO ATC

As the aerodrome is not a controlled aerodrome, hazards that are of an urgent nature and may adversely affect aviation safety for aircraft en-route to the aerodrome will be communicated to [Brisbane / Melbourne] ATC centre. The contact phone number is 07 6268 4111

3.1.5 RECORD KEEPING - REPORTS

A copy of all NOTAMs requested by Cessnock City Council Airport are:

Retained by: Airport Coordinator

Stored securely at: Western Terminal building online by AVCRM

A copy of all requests for change(s) to published information that are sent to the Airservices docs amend are:

Retained by: Airport Coordinator

Stored securely at: Western Terminal Building

Copies of all requests are held on file for a minimum period of three (3) years from the date each request was made.

The AIP responsible person and NOTAM authorised person(s) have access to all reports held on file.

The accuracy and currency of all active NOTAMs requested by Cessnock Airport is checked by the aerodrome reporting officer during the serviceability inspection process. Refer to subsection 3.2.4.1 of this manual.

3.1.6 REVIEW OF PUBLISHED INFORMATION

The Airport Coordinator will review, at least once annually, the published aeronautical data and aeronautical information for which the aerodrome is responsible. Documented evidence of each review is:

Retained by: Airport Coordinator

Stored securely at: Western Terminal

Cessnock City Council ensures the records of each review are kept for a minimum period of three (3) years from the date the review was completed.

In the event inaccurate information is identified during the review, the AIP responsible person will notify Airservices immediately.

3.2 AERODROME SERVICEABILITY INSPECTIONS

This section documents the procedures for:

- scheduling, conducting and reporting on the results of routine aerodrome serviceability inspections and additional aerodrome serviceability inspections should the circumstances require them to be conducted
- communicating with ATC during the inspection (if applicable)
- taking prompt follow-up action(s) to ensure the correction of any unsafe conditions
- arranging a technical inspection if an unsafe condition is identified
- maintaining records of inspections.

3.2.1 POSITIONS WITH RESPONSIBILITIES

The Airport Coordinator is responsible for managing the aerodrome's serviceability inspections, ensuring that they occur in accordance with the requirements of the Part 139 MOS, and this manual.

The following is a list of personnel authorised to perform the functions of a reporting officer. The authorisation allows them to carry out serviceability inspections at Cessnock Airport.

NAME	POSITION	FUNCTION
Anthony Allan	Airport Coordinator	Reporting Officer
Robert Schreiber	Reporting Officer	Reporting Officer
Steven Burgess	Reporting Officer	Reporting Officer

All personnel appointed as reporting officers have been trained so that they can competently carry out their duties at this aerodrome, without the need for supervision.

Cessnock City Council ensures that all training activities for reporting officers are recorded to verify achieved competencies.

All reporting officers undergo recurrent training every two to five years as is recommended in guidance material published by CASA.

A training schedule has been established and is maintained by [insert position]. The training schedule is reviewed regularly to ensure training is completed in a timely manner.

The training records of all reporting officers are:

Maintained by: Airport Coordinator

Stored securely at: Western terminal

The Air Coordinator is responsible for recording inspections

The Airport Coordinator is responsible for taking follow-up action if an unsafe condition is identified during the inspection.

3.2.2 ROUTINE SERVICEABILITY INSPECTIONS

The aerodrome has no scheduled air transport operations. A minimum of two (2) aerodrome serviceability inspections are conducted each week (at least 48 hours apart).

The serviceability inspections occur in accordance with the pre-determined schedule below:

DAY OF INSPECTION	INSPECTION TIMES
M,T,W,T,F,S,S - Daily	AM

3.2.3 ADDITIONAL SERVICEABILITY INSPECTIONS

Cessnock Airport ensures that the reporting officer conducts additional serviceability inspections immediately any of the following occur:

- following an incident or accident
- a severe wind event, a severe storm or a period of heavy rainfall
- if a hazard to aircraft may be present on the manoeuvring area

- when requested in writing by CASA
- when requested by ATC
- when a pilot or ARFFS provider reports a hazard.

3.2.4 INSPECTION PROCEDURES

When conducting a serviceability inspection, the reporting officer will ensure that the vehicle they use to complete the inspection is:

- in a sound mechanical state to prevent a breakdown, unsafe operation, and any spillage of fuel lubricant or hydraulic fluid
- lit in accordance with the requirements set out in subsection 3.5.3 of this manual
- equipped with a VHF radio capable of monitoring the CTAF and / or ATC frequency.

Reporting officers are instructed to maintain a continuous listening watch of the VHF radio at all times when operating on the manoeuvring area.

Procedures for conducting runway inspections, including the direction of travel, communication procedures, actions in the event of a communication failure or vehicle breakdown etc. are documented in the Airside Vehicle Control Handbook.

This is a separate document to this manual and is available at Western Terminal AC office

3.2.4.1 INSPECTION ITEMS

When performing each serviceability inspection, aerodrome reporting officers will check:

1. The surface condition of the movement area (which also includes runway and taxiway strips) looking for the following:

- surface irregularities, including cracking or spalling
- pavement deflections, including rutting or slipping
- water pooling or ponding
- build-up of rubber or other contaminants which may reduce runway surface friction
- surface damage caused by the spillage of corrosive fluids or oil
- subsurface leaks or pressure, including broken water mains or inadequate or defective drainage
- scour or erosion ditches within unsealed areas, including step-downs from sealed runway surfaces
- termite mounds, sink holes or other ground obstacles obscured, or not obscured, by grass
- soft ground, particularly in combination with surface roughness and slipperiness
- any other signs of pavement distress which have the potential to develop into a hazard for aircraft.

2. Aerodrome markings, lighting, wind direction indicators and ground signals for the following:

- loss of visibility markers and markings
- incorrect markers or markings
- any disturbance to the correct intensity level and alignment of lights
- discoloured or dirty lenses
- unserviceable lights, incorrectly fitted lights, or lights that are misaligned
- stand-by power equipment, to ensure that it is serviceable including the availability of fuel (if applicable)

- the condition of light bases, MAGS and navigation equipment within the movement area, including strips
- exposed edges around concrete footings and other aerodrome installations within the runway and taxiway strips
- damage to the wind indicator assembly or mounting
- for wind indicators – damage to sleeve fabric or loss of conspicuous colour
- the correct operation of the pilot activated lighting (if installed)
- the correct operation of the broadcast aerodrome weather station (if installed).

3. The cleanliness of the movement area looking for the following:

- foreign objects, for example, aircraft fastening devices and other aircraft parts
- work tools, small items of equipment and personal items
- debris, for example, sand, loose rocks, concrete, wood, plastic, pieces of tyre, mud and any other foreign bodies
- hazards created during and after construction activity, including hazards arising from vehicles and plant travelling over unpaved, wet or contaminated areas.

4. For any obstacles infringing the take-off, approach, transitional and PANS-OPS surfaces that are visible from the aerodrome, specifically:

- the take-off, approach and transitional elements of the OLS
- PANS-OPS airspace, including any critical obstacles that would otherwise affect the safety or integrity of PANS-OPS airspace.

5. For wildlife on, or in the vicinity of, the movement area:

- the condition of aerodrome fencing and the security of access points to the movement area
- monitoring the presence and behaviour of any wildlife on, or likely to be on, the aerodrome, and identifying seasonal and environmental conditions which may act as an attractant
- monitoring evidence of wildlife shelter provided by aerodrome infrastructure, for example, buildings, equipment and gable markers
- checking for off-aerodrome wildlife attraction sources, observable from the aerodrome site, for example, mowing activities, seeding, standing water bodies, uncovered waste disposal, deceased wildlife or offal
- the presence and operating condition of any wildlife hazard mitigating equipment incorporated into the wildlife hazard management procedures for the aerodrome.

6. Where the runway and runway strip surfaces are unrated, an empirical assessment of the runway, and the runway strip if it is available for aircraft operations, will be conducted to confirm their suitability.

7. Aerodrome fencing and signage to:

- identify any damage
- confirm gates are secured
- ensure there has been no attempted entry onto the manoeuvring area by either land-based wildlife or unauthorised persons.

8. Active NOTAMs requested by the aerodrome to ensure they are accurate and current.

All items and the areas that are to be checked as part of each aerodrome serviceability inspection are identified in a checklist titled Aerodrome Daily Inspection Checklist

The checklist is a subsidiary document to this manual and is available at: Airport Coordinators Office or AVCRM

3.2.5 COMMUNICATING WITH ATC DURING INSPECTION (IF APPLICABLE)

The aerodrome is not a controlled aerodrome; therefore, this subsection is NOT APPLICABLE.

3.2.6 REPORTING INSPECTIONS RESULTS

Cessnock City Council ensures that any significant object found during the serviceability inspection that could reasonably be expected to have an immediate adverse effect on the safety of an aircraft is reported to ATC in accordance with subsection 3.1.4 of this manual.

At the completion of each aerodrome serviceability inspection, the reporting officer records the following information on the Aerodrome Daily Serviceability Checklist inside the AVCRM computer system:

- the date and time the serviceability inspection was completed
- the results of the inspection
- a description of any remedial action taken or scheduled to be taken.

All identified faults that require further corrective action are entered in the AVCRM Online System

Any works activities that are required to correct these faults are conducted in accordance with the works protocols set out in section 3.10 of this manual.

When the fault has been rectified, an entry to confirm the corrective action is complete is made in the AVCRM system.

Faults that remain open are subject to regular monitoring.

In the event the aerodrome serviceability inspection identifies a reportable occurrence as prescribed in subsection 3.2.6.1 below, a NOTAM authorised person is to contact the NOF to request the issue of a NOTAM. This request is to be made as soon as possible after it is observed and in accordance with subsection 3.1.3 of this manual.

The NOTAM authorised person has been instructed to provide as much detail as available. Should additional information become known, a revised NOTAM is to be submitted as soon as possible.

3.2.6.1 REPORTABLE OCCURRENCES TO THE NOTAM OFFICE (NOF)

A report to the NOF will be made on identification of the following:

- published runway information – any change (whether temporary or permanent), including changes to current information contained in permanent NOTAMs or in the AIP
- aerodrome works affecting the manoeuvring area or the obstacle limitation surfaces – includes time-limited works that require more than 10 minutes to restore normal safety standards
- aerodrome lighting / obstacle lighting – outage or unserviceability, unless the outage or unserviceability is fixed immediately, or does not meet the required outage limits
- temporary obstacles to aircraft operations, unless the temporary obstacle is removed immediately
- any significant increase in, or concentration of, wildlife hazards on or near the aerodrome which constitute a danger to aircraft, unless the wildlife causing the hazard is dispersed

- immediately
- any change to gradients within the take-off climb area that is due to a new or changed obstacle which results in a change to the gradient of more than 0.05% from the published gradient data for the runway, unless that new or changed obstacle can be removed without delay
- the emergence of new obstacles, unless the new obstacle is removed immediately
- any other event which affects the safety of aircraft using the aerodrome, unless the event is ceased immediately.

3.2.7 PROMPT FOLLOW-UP ACTION TO CORRECT UNSAFE CONDITIONS

In the event the aerodrome serviceability inspection identifies an unsafe condition, the aerodrome reporting officer will:

- immediately report the unserviceability to ATC (if applicable)
- if urgent, advise the NOF via the phone to request the immediate issue of a NOTAM
- mark the unserviceable portion of the movement area so that it is not available by deploying the appropriate markers, markings, and lighting in accordance with the Part 139 MOS
- submit a request to issue a NOTAM (if applicable)
- if issued, verify the accuracy of the NOTAM information published by Airservices
- arrange for a technical inspection as soon as practicable
- arrange for repairs to the affected area ensuring that works requirements are adhered
- confirm the suitability of the repairs and the serviceability of the affected areas before returning to normal operations
- cancel the NOTAM (if applicable)
- advise ATC (if applicable).

3.2.8 TECHNICAL INSPECTION OF IDENTIFIED UNSAFE CONDITION

If any unsafe condition is identified during the serviceability inspection, a technical inspection of the area impacted by the defect or deficiency will be immediately carried out in accordance with section 12.09 of the Part 139 MOS.

When arranging the technical inspection, the Airport Coordinator or Duty ARO will ensure that the person engaged to conduct the inspection has the required technical qualifications and experience, or demonstrable relevant experience, as required by section 12.10 of the Part 139 MOS.

A copy of the person's qualifications and relevant experience will be included in the resulting technical inspection report or maintained as part of the aerodrome manual.

On receipt of the technical inspection report, the recommendations will be reviewed by Airport Coordinator / CCC Works Manager and agreed corrective actions will be entered into a corrective actions plan. Where a recommendation is not supported, the reasons the recommendation was not supported, will also be documented in the corrective actions plan. A timeframe for implementation will be recorded.

The corrective actions plan will be retained on file at Airport Coordinators Office Western Terminal. The corrective actions plan will be reviewed regularly and updated by Airport Coordinator.

The technical inspection report will be retained for a minimum period of three (3) years at Airport Coordinators Office Western Terminal.

Within 30 days of receiving the technical inspection report, the Airport Coordinator will send a copy of the report to CASA via e-mail at: aerodromes@casa.gov.au.

3.2.9 MAINTAINING INSPECTION RECORDS

Completed inspection records are:

Filed: electronically

Stored securely at: AVCRM Database / Western Terminal Airport Coordinators Office

The results of each aerodrome serviceability inspection are retained for a minimum period of two (2) years from the date the inspection was completed.

3.3 AERODROME LIGHTING

This section documents the procedures for:

- inspecting and maintaining aerodrome lighting, and obstacle lighting that is maintained by Cessnock City Council and or their contractors
- carrying out routine maintenance and emergency maintenance
- monitoring the supply of secondary and stand-by power (if provided)
- responding to a partial or total power system failure
- taking follow-up action(s) to correct deficiencies
- maintaining records of inspections
- monitoring hazardous lights, lasers, and reflection or glare within the aerodrome boundary.

3.3.1 PERSONNEL WITH RESPONSIBILITIES

The following individuals or positions have responsibilities for each lighting-related activity:

(a) Carrying out lighting inspections

Individual / position: Reporting Officer

(b) Maintaining the records of inspections

Individual / position: Airport Coordinator

(c) Taking follow-up action if unsafe condition identified during inspection

Individual / position: Airport Coordinator

(d) Operating aerodrome lighting, including switching systems, back-up supply systems, and portable lighting equipment

Individual / position: Reporting Officer

(e) Performing maintenance on aerodrome lighting

Individual / position: CCC Contractor / Reporting Officer

(f) Monitoring hazardous lights, lasers, reflection or glare within the aerodrome boundary

Individual / position: Reporting Officer.

3.3.2 AERODROME LIGHTING - INSPECTION AND MAINTENANCE

The reporting officer carries out a visual inspection of aerodrome lighting as part of the routine serviceability inspection process. The lights will be switched on so that their serviceability can be assessed.

At least one inspection each week will occur after sunset or before sunrise.

The inspection, reporting the results of the inspection, and any follow-up actions that are required, will occur in accordance with the serviceability inspection process outlined in section 3.2 of this manual.

In addition to the serviceability inspection, inspection and maintenance activities for each lighting system will occur in accordance with the table below.

AERODROME LIGHTING SYSTEMS	INSPECTION SCHEDULE	ITEMS TO BE INSPECTED OR CHECKED	MAINTENANCE ACTIVITIES
Runway Lighting	Daily	All lighting	3 monthly cleaning
Taxiway Lighting	Daily	All lighting	3 monthly cleaning
Obstacle Lighting	Daily	All Lighting	3 monthly cleaning
Apron :Lighting	Daily	All lighting	6 monthly cleaning
Generator	Weekly	Auto Start / FOL	6 monthly Service

3.3.3 OBSTACLE LIGHTING MAINTAINED BY AERODROME OPERATOR - INSPECTION AND MAINTENANCE

Inspection and maintenance of the obstacle lights maintained by Cessnock Airport occur in accordance with the table below:

OBSTACLE TYPE / LOCATION	OBSTACLE LIGHT TYPE	INSPECTION SCHEDULE	ITEMS TO BE INSPECTED OR CHECKED	MAINTENANCE ACTIVITIES
BOM Tower	LED	Daily	Serviceability	3 monthly clean
Windsock	LED	Daily	Seviceability	3 monthly clean

Procedures for recording inspection and maintenance activities are included in subsection 3.3.8 of this manual.

In addition, the aerodrome reporting officer carries out a visual inspection of all obstacle lighting in accordance with subsection 3.7.10 of this manual. The inspection, reporting the results of the inspection, and any follow up action(s) that are required are conducted in accordance with procedures included in subsection 3.7.11 of this manual.

3.3.4 PORTABLE RUNWAY LIGHTS - INSPECTION AND MAINTENANCE

Portable runway lights are available at the aerodrome. Their availability is notified in the AIP-ERSA. Portable runway lights will always be in a serviceable condition and ready to operate in

the event they need to be deployed.

The following is an inventory of portable runway lighting. Inspection and maintenance of these lights occurs in accordance with the table below:

PORTABLE RUNWAY LIGHTS	STORAGE LOCATION	INSPECTION SCHEDULE	ITEMS TO BE INSPECTED OR CHECKED	MAINTENANCE ACTIVITIES
42 x white runway edge lights	East Terminal	Monthly	Operability	Yearly battery change
26 x taxiway edge lights	East Terminal	Monthly	Operability	Yearly Battery Change
12 x runway end lights	East Terminal	Monthly	Operability	Yearly Battery Change

Procedures for recording inspection and maintenance activities are included in subsection 3.3.8 of this manual.

3.3.5 MONITORING SECONDARY POWER SUPPLY

A secondary power supply is available at the aerodrome. The type, location, lighting systems and the switchover times are below:

SECONDARY POWER SUPPLY TYPE	LOCATION OF SECONDARY POWER SOURCE	LIGHTING SYSTEMS	SWITCHOVER TIMES
Ausgrid	Visitor Information Center	All	Immediate
Generator	Eastern Terminal Apron area	All	<16 seconds

The secondary power supply will be monitored by Airport Coordinator in accordance with the following procedure:

- ARO to confirm operation on a weekly basis
- ARO to check fuel level on weekly basis (350 Lt Tank)

3.3.6 MONITORING STANDBY POWER SUPPLY

Standby power is available at Cessnock Airport.

The standby power supply is automatically activated.

The availability of standby power is notified in AIP ERSA.

The supply of standby power will be monitored by Airport Coordinator in accordance with the following procedure:

- ARO on weekly lighting inspection to check the generator status
- The generator is checked on a daily basis by visually sighting the green lighting panel as operational

3.3.7 LIGHTING INSPECTIONS AND CHECKS

In addition to the inspections outlined in subsection 3.3.2, inspection and maintenance activities for each lighting system will occur in accordance with the table below:

AERODROME LIGHTING SYSTEMS	INSPECTION SCHEDULE	ITEMS TO BE INSPECTED OR CHECKED	MAINTENANCE ACTIVITIES
Runway taxiway , obstacle	Daily	Operability	3 monthly Clean by ARO / annual by Electrical contractor
Apron	Daily	Operability	Annual by contractor

Procedures for recording inspection and maintenance activities are included in subsection 3.3.8 of this manual.

Aerodrome lighting inspections carried out as part of the Aerodrome Technical Inspection will be conducted in accordance with section 3.9 of this manual.

Each lighting system and the list of specific elements to be inspected and checked is contained in Daily Aerodrome Inspection Checklist and weekly lighting inspection checklist.

3.3.8 MAINTAINING LIGHTING INSPECTIONS RECORDS AND FOLLOW-UP ACTIONS

At the completion of each lighting inspection, the Airport Coordinator records the following information on the AVCRM system:

- the date and time the inspection was completed
- the person responsible for completing the inspection
- the results of the inspection
- a description of any action taken.

All identified faults that require further corrective action are to be entered into the [insert name of maintenance database / logbook etc.]. Any works activities that are required to correct these faults are to be conducted in accordance with the works protocols set out in section 3.10 of this manual.

When the fault has been rectified, an entry will be made in the AVCRM system confirming the corrective action is complete.

Faults that remain open are to be subject to regular monitoring.

3.3.9 SWITCHING LIGHTS ON AND OFF & INTENSITY SELECTION

The lighting system is operated by: PAL system and manual control

The data on the operating current and the corresponding intensity selection is below:

LIGHTING SYSTEM	OPERATING CURRENT	INTENSITY SELECTION
PAL	415V	LOW

The procedures for switching lights on and off, including the intensity selection, are as follows:

- Lights are switched on via VHF radio PAL 119.600.
- Lights switch off automatically
- Intensity is set and cannot be adjusted

3.3.10 BACK-UP ARRANGEMENTS FOR PAL SYSTEM

The pilot-activated lighting (PAL) system has been designed so that, if it fails, then provision of aerodrome lighting will continue because the lighting facilities will be automatically turned on in the event of the PAL failure.

3.3.11 ROUTINE AND EMERGENCY LIGHTING MAINTENANCE

Routine maintenance is carried out in accordance with the following procedures:

- Daily lighting inspection
- ARO to change U/S bulbs

Emergency maintenance is carried out in accordance with the following procedures:

- Cessnock City Council Airport staff contact the Cessnock City Council electrical services contractor to repair the lighting system.
- ARO's can change bulbs as required

3.3.12 PARTIAL OR TOTAL POWER SYSTEM FAILURE

In the event of a partial or total system failure, the following procedures are to be followed:

- Issue Notam
- ARO to contact the Cessnock City Council Electrical contractor (Avionics Group)
- Deploy portable lights as required
- remain onsite at AD until lighting has either been repaired and or is no longer required due to daylight.

3.3.13 MONITORING HAZARDOUS LIGHTS, LASERS, REFLECTION OR GLARE

The Airport Coordinator is to notify CASA in writing immediately when they become aware of any installation, or a proposal to install, or use any installation, equipment or laser, outside the aerodrome boundary that may have lighting or lighting intensity greater than that specified in Figure 9.144(2) of the Part 139 MOS.

Before proceeding to install or use any installation, equipment, or lasers within the boundary of the aerodrome, the Airport Coordinator will report the following proposals to CASA so that a hazard assessment can be undertaken:

- installation of any equipment or lighting which would reflect sunlight (including solar panels, lasers, mirrors, or reflective building cladding)
- lighting that will emit multiple colours from a single source
- lighting that will result in rapid change in light colour
- flashing lights
- lighting that may have a lighting intensity that is greater than that specified in Figure 9.144(2) of the Part 139 MOS.

Cessnock Airport will not proceed with any proposal until CASA has assessed, and approved in writing, confirming the installations will not cause a hazard to aircraft operations.

3.3.14 COMMISSIONED LIGHTING SYSTEMS

Cessnock Airport has commissioned the following lighting systems:

LIGHTING SYSTEM	DATE COMMISSIONED	COMMISSIONING DOCUMENTATION - INDEPENDENT COMPLIANCE STATEMENT / LABORATORY TEST REPORT	COMMISSIONING DOCUMENTATION - GROUND CHECK REPORT	COMMISSIONING DOCUMENTATION - FLIGHT CHECK REPORT
RWY 17/35	28-10-2022			28-10-22
AGL YCNK	28-10-2022		10-10-2022	
AGL YCNK	28-10-2022	06-12-2022		

COMMISSIONING OF AERODROME LIGHTING SYSTEMS

D.1 Flight check report – Aerodrome lighting systems

AERODROME	YCNK	Date	28.10.22
Runway	17/35	Time	1700/1930
Approach Cat.		Weather	FINE
Aircraft	SEIR	Visibility	10km+
Crew	N. WETJENHALL	Cloud	NIL

Note: Not all systems listed on this form will necessarily require checking at a particular aerodrome

LIGHTING SYSTEM <small>(where provided)</small>	FINDINGS <small>(satisfactory / unsatisfactory)</small>	REMARKS
Approach Lights		
Pattern	/	
Colour		
Uniformity		
Intensity Changes:		
• Correct		
• Simultaneous		
• Compatibility with Runway lights		
Outages		
Runway Lights		
• Edge	/	
Pattern		
Colour		
Intensity		
• Threshold <small>(including RTIL and Wing Bars, where provided)</small>	} Satisfactory	
Pattern		
Colour		
Intensity		
• Runway End		

COMMISSIONING OF AERODROME LIGHTING SYSTEMS

LIGHTING SYSTEM <small>(where provided)</small>	FINDINGS <small>(satisfactory / unsatisfactory)</small>	REMARKS		
Pattern	} Satisfactory			
Colour				
Intensity				
• Visual Cues				
Visual circuit	} Satisfactory			
Runway definition				
600m line of sight				
Runway Centreline Lights				
Pattern	/			
Uniformity				
Colour <small>(including last 900m)</small>				
Intensity Changes:				
• Correct				
• Simultaneous				
• Period of extinction				
• Compatibility with other light systems				
Approach, Landing & Roll Out				
• Visual cues				
• Absence of dazzle				
Runway Touchdown Zone Lights				
Pattern			/	
Uniformity				
Intensity Changes:				
• Correct				
• Simultaneous				
• Period of extinction				

COMMISSIONING OF AERODROME LIGHTING SYSTEMS

LIGHTING SYSTEM <small>(where provided)</small>	FINDINGS <small>(satisfactory / unsatisfactory)</small>	REMARKS
<ul style="list-style-type: none"> Compatibility with other light systems 	/	
Approach, Landing & Roll Out		
<ul style="list-style-type: none"> Visual coherence 		
<ul style="list-style-type: none"> Absence of dazzle 		
<ul style="list-style-type: none"> Outages/misalignment 		
Optional Aerodrome Lights <small>(at aerodrome operator discretion)</small>		
<ul style="list-style-type: none"> Taxiway Lights <small>(Edge, centreline, turning node and/or runway holding positions)</small> 		
Adequate guidance	/	
Colour		
Holding points: location, pattern, colour and flash		
<ul style="list-style-type: none"> Movement Area Guidance Signs 		
Visible	/	
Colour		
Legible		
<ul style="list-style-type: none"> Illuminated Wind Direction Indicator 		
Conspicuous	/	
Truly representative		
No glare		
<ul style="list-style-type: none"> Apron Floodlights 		
Adequate Illumination	/	
No glare		
<ul style="list-style-type: none"> Aerodrome Environment 		
Obstacle lights	/	
Extraneous light		
Aerodrome Beacon		

COMMISSIONING OF AERODROME LIGHTING SYSTEMS

D.2 Remarks

(Add additional pages if necessary)

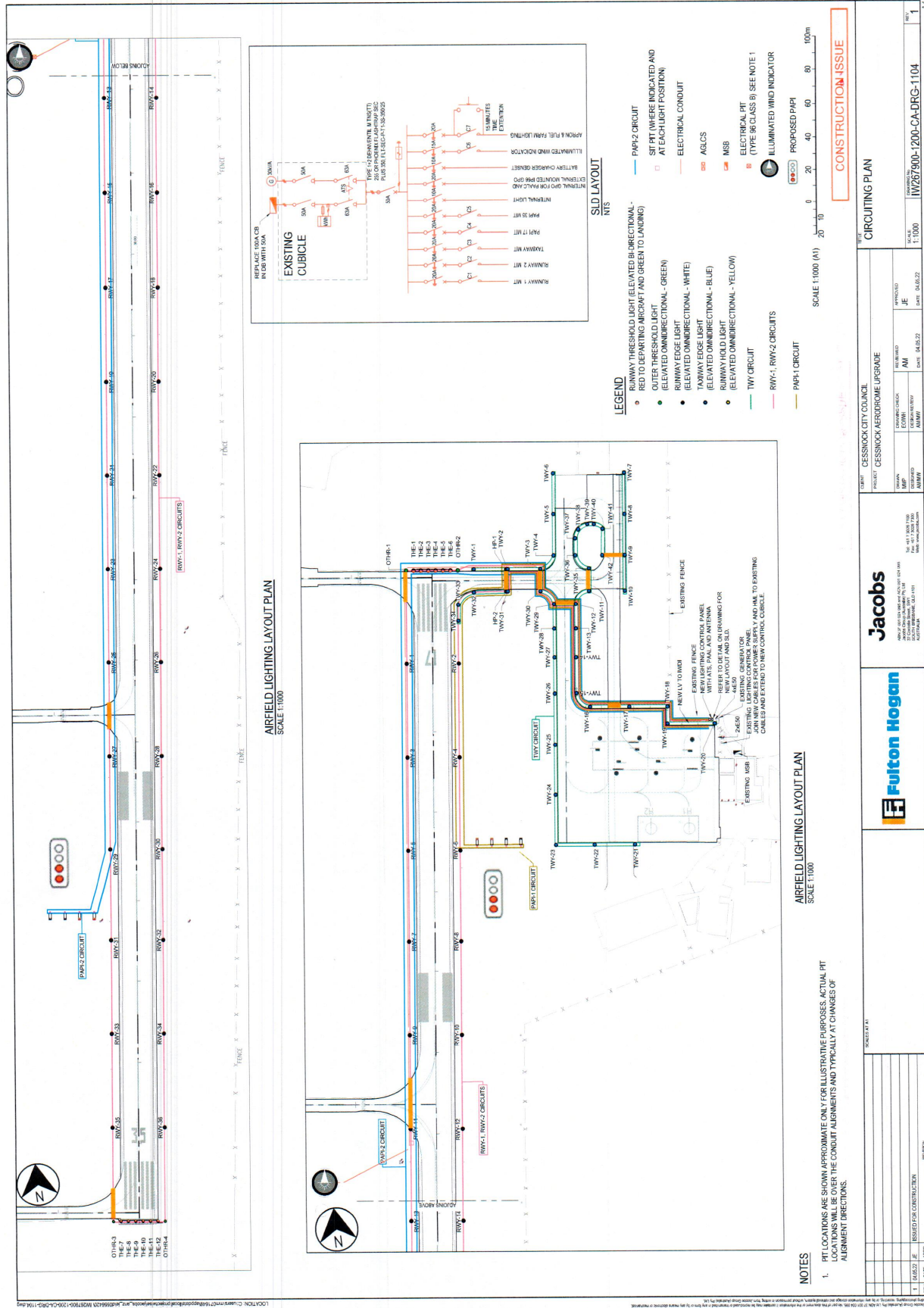
Elevated end lights installed
on 17 & 35.
Sight distance satisfactory.

I certify that I have flight checked the aerodrome lighting system/s, and the system/s meets the relevant operational requirements.

Signature  Date 28.10.22

Name (print) N.K. WETTENHALL

Letter of Competency No. CASA. WOF#4. 0277 (1)



10 October 2022

Fulton Hogan Industries PTY LTD
40 Gardiner Street
Rutherford, NSW, 2320

Attention: David McWilliam
David.McWilliam@fultonhogan.com.au



LIGHTING THE WAY

Avionics Airfield Lighting Pty Ltd
ABN 26 132 016 463
Unit 6
10-18 Ocean Street
Botany, NSW 2019

PO Box 584
Mascot, NSW 1460
Australia

Tel +61 (0) 2 9316 5025
Fax +61 (0) 2 9316 5028
tim.jarman@avionicslimited.com

RE: Cessnock Airport – AGL GROUND CHECK COMPLIANCE REPORT

Dear David,

In accordance with CASA’s MOS Part 139 (Chapter 9, Division 2 - Commissioning), we confirm that the AGL installation works associated with the Cessnock Airport Pavement D&C Project have been installed in accordance with the contract documents and specifications and as per the relevant standards.

A visual ground check was completed by an Avionics licensed electrician between 05/09/2022 and 09/09/2022.

With reference to AC 139-04(0): Commissioning of Aerodrome Lighting Systems, Section 5, Ground Check – General Procedures, our findings are detailed in the following attachments:

Item / Description:	Supplied By:
Ground Check Summary Table.	Avionics
Inspection and Test Plan check sheets for Pit & Duct, Cabling and Light commissioning works.	Avionics
AGL Light certification demonstrating compliance with CASA’s MOS Part 139.	Avionics

If you require any further information to the above, please contact the undersigned.

Regards,

John Andrews
Avionics Electrician
NSW Elect Lic No. 121082C

Regards,

Tim Jarman
Project Manager

Section 5 (AC 139-04(0): Commissioning of aerodrome lightings systems	
Ground Check – General Conditions	Avionics findings / comments
(a) The scale of lighting systems is at least the minimum required, is appropriate to the type of operations intended to be conducted, the complexity of the aerodrome layout and traffic density.	Avionics confirm all Runway and Taxiway Lights have been installed in accordance with the Construction drawings and Specifications and that the Design was undertaken in accordance with the requirements of MOS Part 139 (by others).
(b) The power supply, including primary source, secondary source, switchover time, and electrical circuitry, are in accordance with the relevant standards.	<p>The tapping's on the new Mains Isolation Transformer (MIT) have been adjusted to suit the new circuit load.</p> <p>The current in the field primary circuits was measured and confirmed to be at values required for correct operation of LIRL PAPI.</p> <p>Primary cable and connections have been installed and tested in accordance with the industry standards.</p> <p>Secondary cable and connections have been installed and tested in accordance with the industry standards.</p> <p>All electrical works installed by Avionics have been completed in accordance with the construction documents and AS/NZS 3000 Wiring Rules 2018. (Depth of conduit installed to 500mm cover – Compliance by Specific Design)</p> <p>All materials installed including plugs, sockets, cables, and series isolation transformers are fully compliant.</p>
(c) Light fixtures are in accordance with the relevant standards and are fit for the purpose. For checking compliance with photometric standards, the use of certified test results from appropriately qualified third parties is acceptable.	<p>LED fittings have been supplied and installed on the Runway, Taxiways and Aprons as per the construction drawings.</p> <p>All fittings supplied are supported by NATA Compliance Certificate for photometric standards in accordance with MOS Part 139.</p>
(d) Light fixtures are correctly located, including spacing, pattern, alignment, and levelling. Methods of mounting or attachment are such that fixtures cannot move and thus become out of alignment or level.	<p>Light fittings have been installed at survey locations as per the construction design drawings. The pattern of lights has been checked and confirmed against the design documents.</p> <p>Location, aiming and alignment of all lights have been checked by a surveyor with no issues raised. Lights have been installed level to the horizontal and at the correct height.</p>
(e) Colour of light is correct (because of some of the technologies used to produce coloured light, the lights must be turned on for this check. For checking compliance with chromaticity standards, the use of certified test results from appropriately qualified third parties is acceptable.	<p>LED fittings have been supplied and installed on the Runway, Taxiways and Aprons as per the construction drawings.</p> <p>All AGLs were energised and correct colour and operation were observed.</p> <p>All fittings supplied have undergone NATA testing to ensure compliance of photometric standards in accordance with MOS Part 139.</p>
(f) The installation does not pose a hazard to aircraft; equipment and mountings are frangible; footings and foundations do not exceed above the surrounding ground level.	<p>All elevated light fittings, including elevated Runway and Taxiway edge lights and Runway Threshold/End lights have been installed using frangible couplings and all fasteners have been checked and secured.</p> <p>All pits have been installed to surveyors marks provided.</p>

(g)	Overall condition of the installation; cleanliness of optical surfaces; removal of construction materials and potential "foreign object damage" materials; reinstatement and consolidation of surfaces that were disturbed or excavated.	All installed fittings are clean and new. The site has been inspected and confirmed to be clear of FOD.
-----	--	---



Certificate of Construction Compliance

Airport Ground Lighting (AGL)

This certificate must be read together with the corresponding Design Certificate (Ref: IW267900-1400-CA-DC-0002)

SECTION 1 Project & Location	Cessnock Airport Upgrade Project T2021-11 Cessnock Airport, Wine Country Dr, Pokolbin NSW 2320
SECTION 2 Description of component/s of the works covered under this certificate Clearly describe the extent of work covered by this certificate.	Project Description: Specialist design services for the Cessnock Airport Upgrade Project. Tender No.: T2021-11 Extent of work covered by this certificate: Airfield Ground Lighting (AGL) <ul style="list-style-type: none"> • New Runway 17/35 elevated low intensity threshold lights (both ends) • New Runway 17/35 elevated low intensity runway edge corner lights (both ends) • New Runway 17/35 elevated low intensity runway edge lights, including 1x new inset runway edge light (RWY-11) • New elevated low intensity taxiway edge lights for Taxiway B1, fuel apron, new Taxiway B and Eastern Apron. • New elevated low intensity hold position lights at Taxiway B1 and Runway 17/35 • Runway 17 Precision Approach Path Indicator (PAPI) lighting system • Runway 35 Precision Approach Path Indicator (PAPI) lighting system
SECTION 3 Design Documents Detail all relevant Design Documents	The following forms the Design Documents. Relevant Standards and Codes of Practice <ul style="list-style-type: none"> • Refer to Design Basis Report 220505_IW267900-RPT-005-0_YCNK Upggrade_AGL_DBR_Rev0.2_FINAL Design Basis <ul style="list-style-type: none"> • Refer to Design Basis Report 220505_IW267900-RPT-005-0_YCNK Upggrade_AGL_DBR_Rev0.2_FINAL Project Specifications <ul style="list-style-type: none"> • Refer to Technical Specification report 220505_IW267900-RPT-006-0_YCNK Upggrade_AGL_Spec_Rev0.2_FINAL Project Design Drawings <ul style="list-style-type: none"> • Refer to attached Design Drawing list Supplementary Documents (Jacobs) <ul style="list-style-type: none"> • No supplement document relevant to AGL Agreed Non-Compliances (Design) <ul style="list-style-type: none"> • NCR-008 relating to construction tolerance of AGL lighting
SECTION 4 Basis of Certification & Reference/Reliance Documents	The following forms the basis for the certification. Certification is based upon on review of inspection and test plans and associated quality assurance documents provided by the Contractor, and where undertaken, any site inspections by Jacobs.

Certificate of Construction Compliance



Detail the basis for giving the certificate and the extent to which relied upon.	Review of Inspection and Test Plans (ITPs) and Quality Assurance <ul style="list-style-type: none"> Refer to list of ITPs and work Lots provided by the Contractor at Attachment 2; and Refer to list of relevant quality assurance documents provided by Fulton Hogan and reviewed by Jacobs at Attachment 3. 									
	Inspection of Works <ul style="list-style-type: none"> As part of the construction stage advisory services, the following visits to site were undertaken to inspect works at various stages: <table border="1"> <thead> <tr> <th>Date</th> <th>Jacobs Attending Staff</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>16 June 22</td> <td>Mike Ward</td> <td>General site visit, observed installed pits and footings, no fittings or control cubicle had been installed</td> </tr> <tr> <td>1 Sept 22</td> <td>Mike Ward</td> <td>Final stages works inspection. Observed installed AGL pits and fittings, PAPI and control cubicle. Energised AGL was not observed. Conducted power failure test on control cubicle and genset.</td> </tr> </tbody> </table>		Date	Jacobs Attending Staff	Description	16 June 22	Mike Ward	General site visit, observed installed pits and footings, no fittings or control cubicle had been installed	1 Sept 22	Mike Ward
Date	Jacobs Attending Staff	Description								
16 June 22	Mike Ward	General site visit, observed installed pits and footings, no fittings or control cubicle had been installed								
1 Sept 22	Mike Ward	Final stages works inspection. Observed installed AGL pits and fittings, PAPI and control cubicle. Energised AGL was not observed. Conducted power failure test on control cubicle and genset.								
	Other Reliance Documents <ul style="list-style-type: none"> Fulton Hogan Notice of Anticipated Practical Completion letter (Ref: T2021-11-0053-L-13.01-DM) dated 5 October 2022 confirmed that Fulton Hogan has completed the work in accordance with the scope of works with the following items omitted from the completion criteria: <ul style="list-style-type: none"> Demolition of the existing illuminated wind indicator (IWI), and subsequent re-construction of the new IWI. (Refer to correspondence T2021-11-0048-E-3.09-DM for further details); Rectification of proud asphalt patches on RWY 17/35; Construction of an asphalt inlay at the Eastern Apron to rectify the known soft spot in this area. (Refer to correspondence T2021-11-0050-E-3.09-DM for further details); Final re-seal of RWY 17/35; Final re-seal of all taxiways; Re-linemarking; and Final flight test following completion of the above works. AGL WAE 220407.xlsx providing conformance check of AGL fitting locations constructed as of 7 April 2022. Photos and videos taken by Jacobs at the final site visit. 									
	Agreed Non-Conformances (Construction) <ul style="list-style-type: none"> NCR-0008 relating to construction tolerance of AGL lighting NCR-0080 relating to Taxiway Edge Light 23 (TWY-23) construction tolerance 									
SECTION 5 Certifier Details A copy of the signatories' registration/licence/experience MUST be attached to certificate as evidence of competency.	Name of signatory	Emeka Osemenam								
	Company name <i>(if applicable)</i>	JACOBS GROUP Australia (Pty. Ltd)								

Certificate of Construction Compliance



	Postal address	c/o PO Box 3848, South Brisbane, QLD 4101		
	Telephone no	+61 7 3026 7100		
	Email address	emeka.osemenam@jacobs.com		
	Licence or registration number and details	Copy of licence/registration/CV MUST Be Attached	Tick Box	<input checked="" type="checkbox"/>
SECTION 6 Signature	<p>I, <u>Emeka Osemenam</u> hold the position of <u>AGL Designer</u> on behalf of Jacobs Group Australia (Pty Ltd). I am in a position to know the facts related to the Construction of the works, to the extent described in SECTION 2 above, has been carried out in accordance with the Design Documents (refer to SECTION 3) based on review of available construction related quality assurance documentation, and where undertaken, any site inspections by Jacobs as defined by the Basis of Certification (refer to SECTION 4).</p> <p>Jacobs Group Australia (Pty Ltd), on behalf of the Contractor, hereby certifies that Construction Works to the extent described in the Basis of Certification (refer to SECTION 4):</p> <ol style="list-style-type: none"> 1) Has been carried out in accordance with the Design Documents (refer SECTION 3); 2) Are consistent with the intent of the design and are fit for the intended purpose, as defined by the Design Documents (refer to SECTION 3); and 3) Is compliant with the applicable Legislative Requirements as defined by the Design Documents (refer to SECTION 3), with the exception of the non-compliances that have been previously agreed with the Principal as outlined in the Basis of Certification (refer to SECTION 4). <p>and that materials specified within the Basis of Certification (refer to SECTION 4) comply with the Design Documents (refer to SECTION 3) and are fit for the purpose as defined by the Design Documents (refer to SECTION 3).</p> <p style="text-align: right;">Signature: <u>Emeka Osemenam</u> Date: 06-Dec-22</p>			

Attachments

- Attachment 1 - Design Drawing List
- Attachment 2 – List of ITPs and Lots
- Attachment 3 – List of QA Documents Provided by Contractor
- Emeka Osemenam - Curriculum Vitae
- Emeka Osemenam - Registration / Certificate etc.

Certificate of Construction Compliance



ATTACHMENT 1: DESIGN DRAWING LIST

Day 5
Month 5
Year 22

DRAWING No.	DRAWING TITLE	Rev
IW267900-1200-CA-DRG-1100	AGL GENERAL ARRANGEMENT	1
IW267900-1200-CA-DRG-1101	AGL TYPICAL DETAILS	1
IW267900-1200-CA-DRG-1102	AGL FITTING SCHEDULE	1
IW267900-1200-CA-DRG-1104	CIRCUITING PLAN	1
IW267900-1200-CA-DRG-1106	NEW CONTROL BOARD & PALC DETAILS	1

Certificate of Construction Compliance



ATTACHMENT 2: LIST OF ITPs & LOTS

List of drainage related ITPs and Lots available to Jacobs through the Fulton Hogan (the Contractor) quality assurance portal (QAntrol)

ITP	Lot	Title
AGL-PD	AGL-PD-0001	Pit and Duct Installation - Surveillance



Certificate of Construction Compliance

ATTACHMENT 3: LIST OF QA DOCUMENTS PROVIDED BY CONTRACTOR

The following table contains the list of AGL related quality assurance documents provided by Fulton Hogan through their online portal (QAnrol)

LOT	ITP	TITLE	DOCUMENT NAME
AGL-PD	AGL-PD-0001	Pit and Duct Installation - Surveillance	Backfilling 01.JPG
			Backfilling 02.JPG
			Backfilling 03.JPG
			Construction Works 01.JPG
			Construction Works 02.JPG
			Construction Works 03.JPG
			Construction Works 04.JPG
			AGL Light Conformance Eastern Edge Runway 220623.pdf
			AGL Light Conformance Western Edge Runway 220705.pdf
			010 Utilities Combined Plot 220419.pdf
			Cessnock QA - Combined (Final).pdf
			Pilot Activated Lights Flight Check Report R0.pdf
			Avionics Ground Check Report.pdf
			Avionics Verification Certification.pdf
			Cessnock Airport O&MM – AGL Upgrade – Rev 00.docx
			Cablemate-PE-Type43-Pit.pdf
			Material Safety Data Sheets <ul style="list-style-type: none"> ▪ SDS_webertec_grout_P.pdf ▪ SDS_Clipsal PVC Pipe Cement N Blue.pdf ▪ Hydratek_Hydraulic_Oil_46-SDS.pdf ▪ MSDS-MER-L8150.pdf ▪ SELLEYS_SILICONE_401-NZ_SDS.pdf ▪ Bastion-General-Purpose-Cement.pdf ▪ Dingo-Bitumen-Repair.pdf ▪ Quick-Set-concrete.pdf

3.3.15 COMMISSIONING A NEW OR UPGRADING / REPLACING AN EXISTING LIGHTING SYSTEM

Cessnock Airport will not commission a new aerodrome lighting system, or permit the use of a lighting system that has been replaced or upgraded, until:

- compliance statements from the manufacturer and the supplier, or, a test report from an accredited laboratory (as per subparagraph 9.17(1) of the Part 139 MOS), confirm that light fitting types, models and versions comply with the standard for photometric and other relevant characteristic specified in the Part 139 MOS
- a ground check has been completed by an appropriately qualified person and written evidence has been provided that confirms the lighting system meets the requirements of the Part 139 MOS
- if applicable, a flight check has been completed by a CASA approved person and written evidence has been provided that confirms the lighting system meets the requirements of the Part 139 MOS.

Once full compliance with the Part 139 MOS has been confirmed, a NOTAM authorised person is to request the issue of a NOTAM advising that the lighting system is available. The AIP responsible person is to advise Airservices of the particulars of the lighting system for publication in the AIP.

The Airport Coordinator will provide a copy of the ground check determination, and the flight check report (if applicable), to CASA via e-mail to: aerodromes@casa.gov.au

All compliance statements / laboratory test reports, ground check, and flight check reports will be retained by the Airport Coordinator and stored securely at the Airport Coordinators office and online in the Council TRIM system.

Subsection 3.3.14 of this manual is to be amended to include the particulars of the newly commissioned lighting system(s).

All reports and commissioning records are retained for as long as the lighting system remains in service.

3.4 UNAUTHORISED ENTRY TO AERODROME

This section details how unauthorised persons, vehicles, equipment, mobile plant, animals or other things that may endanger the safety of aircraft, are prevented from entering onto the movement area, including procedures for:

- controlling airside access
- monitoring airside access control points and barriers.
- controlling airside vehicle use
- controlling animals

3.4.1 CONTROLLING AIRSIDE ACCESS

To prevent unauthorised access by persons, vehicles, equipment, mobile plant, animals and other things that may endanger aircraft safety, a fence has been installed around the perimeter of the airside boundary:

- Type of fence 1: Steel chain mesh surrounding AD with animal skirting

- Height of fence: Chain 1800mm / 3 strand Barbed wire 300mm total height 2100mm

Cessnock City Council ensures that only authorised persons are allowed unescorted access to the movement area and other operational areas of the aerodrome.

For those persons not authorised, escorted access is provided as required.

Airside access gates are:

- Located at:
 - Eastern Apron Gate A1
 - Western Apron Gate A2
 - Grady Rd Gate A3
 - De Havilland Drive Gate A4
- Always locked by: Cyber Padlock and combination lock
- Keys are issued by: Cessnock City Council
- A register of issued keys is maintained by: Cessnock City Council
- An audit of issued and unissued keys is conducted annually by: Cessnock City Council

Restricted access signs are located at regular intervals along the boundary fence, at each airside access gate, and at each building that provides direct access airside. The signs are located such that at least one sign is visible to a person approaching the secure perimeter.

Airport tenants are responsible for controlling airside access through their leased areas. Any unauthorised entry observed by the tenant is to be reported immediately to Airport Coordinator

Only authorised vehicles driven by an airside driver are permitted airside. Refer to section 3.5 of this manual.

Animals are only permitted airside if caged or restrained.

3.4.2 MONITORING AIRSIDE ACCESS POINTS AND BARRIERS

The reporting officer carries out a visual inspection of the perimeter fence and airside access gates as a part of the aerodrome serviceability inspection process. The inspection, reporting the results of the inspection, and any follow-up action(s) that is required, is to occur in accordance with the process outlined in section 3.2 of this manual.

Additional fence and access gate inspections are conducted:

- By: Airport Coordinator or duty ARO
- When: Daily aerodrome inspection

These inspections are recorded: AVCRM system

In the event there is evidence of unauthorised entry by persons or wildlife, or the fence or access gates are compromised, the fence or access gates are to be re-secured where possible, and an airside inspection undertaken immediately to ensure there are no unauthorised persons, or wildlife, on the aerodrome.

Damaged fences or gates will be entered in the AVCRM System, in accordance with the process outlined in subsection 3.2.6 of this manual, and are to be repaired as soon as possible.

3.5 AIRSIDE VEHICLE CONTROL

3.5.1 PERMIT SYSTEM FOR AIRSIDE VEHICLES

A permit system for airside vehicles is not required as the aerodrome does not, in a financial year, have more than 350,000 air transport passenger movements, or more than 100,000 aircraft movements; therefore, this subsection is NOT APPLICABLE.

3.5.2 VEHICLES AND GROUND EQUIPMENT OPERATED AIRSIDE

Cessnock Airport ensures that all vehicles and ground equipment operated airside are maintained in a sound mechanical state to prevent a breakdown or unsafe operation, and any spillage of fuel, lubricant or hydraulic fluid.

Cessnock Airport requires:

- vehicles operating airside to hold state registration confirming they are maintained in a roadworthy condition
- in the event an airside vehicle does not, or cannot obtain state registration, the owner of the vehicle to provide a statement of vehicle condition from a qualified mechanic prior to accessing the airside for the first time. A vehicle condition statement is valid for a maximum period of 12 months. If the owner still intends for the vehicle to be operated airside, a new vehicle condition statement is required to be presented prior to the end of that 12-month period
- evidence that vehicles comply with lighting and radio requirements (as applicable)
- a certificate of insurance with valid cover for the use of the vehicle within the airside area of the aerodrome.

A list of authorised vehicles is:

- Maintained by: Airport Coordinator
- Available at: Airport Coordinators Operations Office

To ensure the requirements of this manual are achieved, Cessnock Airport can inspect or can require an inspection to be carried out on any vehicle or ground equipment that is operating airside.

In the event that an inspection is not carried out, or the inspection identifies an unsafe condition that may create a hazard to aviation safety, the vehicle is to be denied access. If the vehicle is already airside, the operator of the vehicle is to be instructed to remove the vehicle from the airside.

A list of vehicles that have been removed from the airside or denied access is:

- Maintained by: Airport Coordinator
- Available at: Airport Coordinators Operations Office

A vehicle that is denied access or has been removed from the airside at the direction of Cessnock Airport is not to be authorised to re-enter the airside until an inspection has been completed and a satisfactory vehicle condition statement has been received.

3.5.3 AIRSIDE VEHICLE LIGHTING REQUIREMENTS

As the aerodrome does not have scheduled air transport operations and the aerodrome is not an international aerodrome, vehicles operating during daylight hours and at night, are to display a flashing or rotating light on the top of the vehicle that complies with the specifications listed in subparagraph 14.05(8) of the Part 139 MOS when moving or operating on:

a runway / runway strip
a taxiway / taxiway strip / apron.

All other vehicles operating airside during periods of low visibility, or when on the aprons at night, are to display a light on the top of the vehicle. If a light cannot be suitably placed on the top of the vehicle, additional lights are to be displayed so that the vehicle is visible in all directions.

3.5.4 VEHICLES ON MANOEUVRING AREA

Except for a vehicle that is under escort, all vehicles operating on the runway, runway strip, taxiways and taxiway strips have a VHF receiver capable of monitoring the CTAF and / or ATC frequency. All drivers are to maintain a listening watch through the VHF receiver. Only those persons that hold an Aeronautical Radio Operator Certificate (AROC) are permitted to transmit.

3.5.5 AIRSIDE DRIVERS - TRAINING

Cessnock Airport does not have scheduled air transport operations, drivers not under escort, and who are operating a vehicle airside, are inducted to understand the following:

the terminology used to describe the movement area
the purpose and location of all airside areas
hazardous or prohibited areas on the airside
the significance of aerodrome visual aids and signs.

Induction details:

Induction method: Cessnock Airport Driving Induction and Manual

3.5.6 VEHICLES IN PROXIMITY TO AIRCRAFT

Airside drivers must give way to aircraft.

Airside vehicles are to remain clear of the runway, runway strip, taxiway(s), or taxiway strip(s) when they are in use or available to be used by aircraft unless there is a safety-related or operational requirement for vehicles to operate in these areas.

Airside vehicles are not to be driven:

- in a manner likely to endanger the safety of any person or create a hazard to aircraft operations
- under an aircraft, or within 3 m of lateral clearance, or within 1 m of overhead clearance, of any part of the aircraft, except when required for servicing the aircraft
- within 15 m of refuelling aircraft
- when drivers are affected by alcohol or drugs as per CASR Part 99.

All vehicles operated within 15 m of an aircraft's fuel tank filling points and vent outlets during fuelling operations comply with Appendix 1 of Civil Aviation Order 20.9.

3.5.7 MOVEMENT AREA SPEED LIMITS

Speed limits are explained and provided to all drivers during their driver training and / or induction.

Drivers must adhere to the following speed limits:

LOCATION	SPEED LIMIT (km / h)
Perimeter roads	25
Apron	10
Taxiways	25
Runways	25 or as required for testing
During low-visibility operations	NA

The above speed limits are sign posted at the following locations:

- At all airport entrance gates

3.5.8 ESCORT SERVICE PROCEDURES

Third parties are not permitted to provide vehicle escorts airside; therefore, this subsection is NOT APPLICABLE.

3.5.9 MONITORING AND ENFORCING TRAFFIC RULES

The aerodrome reporting officer is responsible for periodically monitoring the operation of vehicles airside in accordance with the following:

- Cessnock Aerodrome Vehicle Driving Rules

Appropriate action is to be taken against drivers who are clearly in breach of displayed signage, markings, or speed limits. This may include withdrawing their authority to operate a vehicle airside.

3.6 AIRCRAFT PARKING CONTROL

3.6.1 AIRCRAFT PARKING CONTROL PERSONNEL

Cessnock Airport does not have scheduled international air transport operations, and there is no hazard resulting from apron congestion. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.2 LIAISON WITH ATC - APRON MANAGEMENT

The aerodrome does not have scheduled international transport operations and apron congestion does not create a hazard to aircraft operations. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.3 ALLOCATING AIRCRAFT PARKING POSITIONS

The aerodrome does not have scheduled international transport operations and apron congestion does not create a hazard to aircraft operations. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.4 ENGINE START AND AIRCRAFT PUSH-BACK CLEARANCES

The aerodrome does not have scheduled international transport operations and apron congestion does not create a hazard to aircraft operations. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.5 AERODROME VISUAL DOCKING GUIDANCE SYSTEMS

The aerodrome does not have scheduled international transport operations and apron congestion does not create a hazard to aircraft operations. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.6 MARSHALLING SERVICE

The aerodrome does not have scheduled international transport operations and apron congestion does not create a hazard to aircraft operations. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.7 LEADER (VAN) SERVICE OR FOLLOW-ME SERVICE

The aerodrome does not have scheduled international transport operations and apron congestion does not create a hazard to aircraft operations. Aircraft parking control procedures have not been established at the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.6.8 APRON SAFETY MANAGEMENT PROCEDURES

The reporting officer(s) is responsible for periodically monitoring activities occurring on the

apron to check that:

- no person, vehicle, or equipment is within the potential jet blast area behind the aircraft
- aprons are free from loose stones and other material that may cause FOD
- all equipment is appropriately stored in marked equipment storage areas
- vehicles do not pass behind aircraft that are displaying anti-collision beacons
- tug operators are adhering to the line marking guidance provided
- wheel chocks are appropriately positioned on parked aircraft.

As trends may identify changes to apron safety management procedures, reported incidents and hazards are also reviewed by:

- Airport Coordinator and Cessnock Airport Safety Committee

3.6.9 ALTERNATIVE SEPARATION DISTANCES AND APRON MARKINGS

3.6.9.1 REDUCED SEPARATION DISTANCES - VDGS

The aerodrome does not have VDGS; therefore, reduced separation distances are not permitted.

3.6.9.2 AIRCRAFT TYPE DESIGNATOR MARKINGS

All aircraft type designations have been marked in accordance with the list of aircraft type designators published in ICAO Doc 8643, Aircraft Type Designators.

3.6.9.3 ALIGNMENT LINES

No alignment lines provided

3.6.9.4 PUSH-BACK OPERATOR GUIDANCE MARKINGS

No push back markings provided

3.6.9.5 PASSENGER PATH MARKINGS

All passenger path markings are marked as a series of white transverse lines, 0.5 m wide, at least 2 m long and 0.5 m apart, in accordance with subparagraph 8.76(2)(a) of the Part 139 MOS.

3.6.9.6 MISCELLANEOUS AREA LINE MARKINGS

There are no miscellaneous area line markings displayed on the apron(s).

3.7 AERODROME OBSTACLE CONTROL

3.7.1 OBSTACLE CONTROL PERSONNEL

The following person(s) have responsibilities for obstacle control:

INDIVIDUAL OR POSITION	RESPONSIBILITIES
Airport Coordinator	monitoring surfaces related to the OLS and terminal instrument flight procedures (PAN-OPS)
Airport Coordinator	notifying CASA or the procedure designer when a proposed or actual infringement of the prescribed airspace is identified
Airport Coordinator or ARO	implementing obstacle control within the aerodrome boundary
Airport Coordinator or ARO	liaison and facilitation of obstacle control outside the aerodrome boundary

3.7.2 MONITORING TAKE-OFF, APPROACH AND TRANSITIONAL SURFACES

Cessnock Airport has established the obstacle limitation surfaces (OLS) for each runway that meet the physical dimensions for approach and take-off runways as set out in Chapter 7 of the Part 139 MOS.

The particulars of each surface are shown on an OLS plan for the aerodrome which is available at Airport Coordinators Office.

The aerodrome reporting officer will visually scan the OLS as part of the aerodrome serviceability inspection in section 3.2 of this manual to identify the emergence of any new or potential obstacles.

A survey that assesses the take-off, approach, and transitional surfaces, is completed annually as part of the aerodrome technical inspection programme / MOS 139 compliance process conducted in accordance with section 3.9 in this manual.

This survey is used to verify the accuracy of published information. On receipt of the survey, the results are compared against the aerodrome's information published in the AIP to ensure that there are no new obstacles, or that the height of existing obstacles has not changed.



CESSNOCK AIRPORT 2024 OBSTACLE LIMITATION SURFACES SURVEY REPORT

CONDUCTED ON

25th and 26th March 2024

PREPARED FOR

Cessnock City Council

PREPARED BY

JASKO AIRPORT SERVICES

PO Box 154

Mt. Ommaney QLD 4074

PHONE +61 7 3705 2042

EMAIL info@jasko.com.au



Cessnock Airport 2024 OLS Survey Report



CONTENTS

1.0	CERTIFICATION	2
2.0	EXECUTIVE SUMMARY	3
3.0	INSTRUMENT SURVEY OF THE OBSTACLE LIMITATION SURFACES	3
3.1	RWY 17 SURVEY RESULTS	5
3.2	RWY 35 SURVEY RESULTS	10
3.3	ADDITIONAL SURVEYS	17
4.0	CURRENCY & ACCURACY OF AERONAUTICAL INFORMATION PUBLICATIONS (AIP)	17
5.0	REVIEW OF PREVIOUS ATI RECOMMENDATIONS	18
6.0	CORRECTIVE ACTION PLAN	18
	APPENDIX A: OBSTACLE LOCATION DIAGRAMS	20
	APPENDIX B: INSPECTOR QUALIFICATIONS	21




1.0 CERTIFICATION

Cessnock City Council (Council) engaged JASKO Airport Services (JASKO) to complete the 2024 Obstacle Limitation Surfaces survey portion of the annual Aerodrome Technical Inspection at Cessnock Airport. The survey was carried out on 25th and 26th March 2024 by JASKO representative Andrew Stewart.

This Obstacle Limitation Surfaces (OLS) survey was conducted in accordance with the requirements set by the Civil Aviation Safety Authority (CASA) in the Civil Aviation Safety Regulation 1998 (CASRs), and the Part 139 (Aerodromes) Manual of Standards 2019 (Part 139 MOS).

As a qualified surveyor with more than 20 years of experience conducting ATI and OLS surveys, I meet the requirements of the Part 139 MOS Chapter 12.10(2). A record of my relevant experience and qualifications are included at Appendix B.

Name	Qualification	Signature	Date
Andrew Stewart	Bachelor of Surveying		26 th March 2024

© Jasko Airport Services 2024

The information contained in this document, produced by Jasko Airport Services, is solely for the use of the Client (identified in this document) for the purpose intended and for which it has been prepared. Jasko Airport Services undertakes no duty to or accepts any responsibility to any third party who may rely on this document.

All rights reserved. No section or element of this document may be removed, reproduced, electronically stored and / or transmitted in any form by any third party without verifiable permission granted from Jasko Airport Services.



2.0 EXECUTIVE SUMMARY

JASKO Airport Services (JASKO) was engaged by Cessnock City Council to complete the 2024 OLS survey of Cessnock Airport. The survey was carried out on 25th and 26th March 2024 by our representative Andrew Stewart.

This report is written on an exception basis where, in most of cases, only those issues that are considered non-compliant or hazardous to aircraft operations are mentioned.

Two Compliance Issues and three observations were made as a result of this inspection. The Compliance Issues refer to trees which infringe the approach surface at the northern end of the runway. These and the other trees (Compliance issue 2) which infringe the transitional surface along the runway sides, need to be lopped or removed. Removing these trees will substantially improve the approach and take-off gradients.

- It was reported by management that the casuarinas at the northern end of the runway were all to be removed over the next few weeks after this inspection. The clearing will include those mentioned in this report. A major tree clearing exercise is also planned at the southern end of the runway, in preparation for a proposed runway extension.

JASKO has promulgated a NOTAM that Council will need to issue to have the changes that resulted from this survey entered into the Runway Distances Supplement. A copy of the NOTAM has been included with this report.

The Observations made within this report are not a mandatory requirement. Each is rather, a suggestion made by JASKO that may further improve the facility or procedures.

JASKO would like to acknowledge the cooperation and efforts of Tony Allan in assisting with the facilitation of this inspection.

3.0 INSTRUMENT SURVEY OF THE OBSTACLE LIMITATION SURFACES

Scope	Runway 17/35 was surveyed to meet the full requirements of a Code 2 non-instrument approach runway.
Results	<p>The following tables show the results of the surveys. Each details the impact that the surveyed obstacles have on the take-off and approach surfaces.</p> <p>A KML file has been sent separately to airport management for each runway end. These files can be used to locate the obstacles that were surveyed during this annual check of the OLS. Diagrams of the obstacle locations are attached at Appendix A.</p> <p>JASKO also advise that the tallest obstacles across the OLS have been surveyed in this survey. If any of the obstructions need to be lopped or removed, there may be others in close proximity that are only slightly lower and will also need to be remediated.</p>
Compliance	<p>The survey satisfies the requirements of the Part 139 MOS as prescribed for Aerodrome Technical Inspections.</p> <p>Comments: If there are obstacles reported within the OLS survey report that infringe any of the Obstacle Limitation Surfaces, management will need to report the infringement, the obstacle location and obstacle height to the CASA as per the Part 139 MOS Section 7.18 (b).</p>

Cessnock Airport 2024 OLS Survey Report



Observation	1	To refer any infringements to the OLS to the CASA along with any plans that management have made to remove the infringements.
-------------	---	---

Cessnock Airport 2024 OLS Survey Report



3.1 RWY 17 Survey results

RWY 17 Take-off data.																		
Runway Parameters				Take-off Parameters														
Runway Code	Code 2			Inner edge width				80m										
Runway length	1097m			Inner edge elevation (AHD)				64.23m										
Clearway	60m			Splay Angle				10.0%										
Stopway	N/A			Final width				580m										
TODA	1157m			Final length				2500m										
TORA	1097m			Desired gradient				4.00%										
Obst No.	Desc	Distance along CL	Obstacle Height (m)	Distance left or right of CL	Gradient (%)	Height (AHD)	Distance from SOT	In / Out Splay?	Beyond splay?	Supplementary Take-off Distances (STODA)						Coordinates WGS 84		
										1.6%	1.9%	2.2%	2.5%	3.3%	5.0%	Easting	Northing	
1	Prawn hangar	-921.00	5.44	-102.20	0.59	69.67	236.00	Out	Before	--	--	--	--	--	--	344717.38	6371637.55	
2	Fence	-298.78	1.65	-60.87	0.55	65.88	858.22	Out	Before	--	--	--	--	--	--	344585.07	6371028.15	
3	Trans fence	-309.20	1.67	-63.60	0.54	65.90	847.80	Out	Before	--	--	--	--	--	--	344589.30	6371038.06	
4	Power pole	-428.40	7.24	-127.20	1.69	71.47	728.60	Out	Before	--	--	--	--	--	--	344669.72	6371146.62	
5	Fence	65.89	0.99	-54.68	1.50	65.22	1222.89	Out	In	--	--	--	--	--	--	344525.36	6370668.35	
6	Fence	137.38	1.23	-53.49	0.90	65.46	1294.38	In	In	TODA	TODA	TODA	TODA	TODA	TODA	344513.68	6370597.81	
7	Fence	150.53	1.16	-53.26	0.77	65.39	1307.53	In	In	TODA	TODA	TODA	TODA	TODA	TODA	344511.51	6370584.84	
8	NBN Tower	2895.00	111.20	-909.00	3.84	175.43	4052.00	Out	Beyond	--	--	--	--	--	--	344954.68	6367744.41	
9	Tree	666.90	27.08	-192.50	4.06	91.31	1823.90	Out	In	--	--	--	--	--	--	344573.37	6370053.61	
10	Dead tree	513.00	18.94	-100.10	3.69	83.17	1670.00	Out	In	--	--	--	--	--	--	344504.58	6370219.42	
11	Casuarina	571.90	21.34	-82.70	3.73	85.57	1728.90	In	In	<800	<800	<800	816	1071	TODA	344478.72	6370163.72	
12	Casuarina	420.00	14.80	-15.00	3.52	79.03	1577.00	In	In	<800	<800	842	949	1124	TODA	344434.07	6370323.92	
13	Far tree	792.10	22.88	-17.80	2.89	87.11	1949.10	In	In	<800	<800	848	1008	TODA	TODA	344382.16	6369955.44	
14	Far tree	793.80	23.58	-9.30	2.97	87.81	1950.80	In	In	<800	<800	810	976	TODA	TODA	344373.51	6369955.01	
15	Eucalypt	390.10	10.01	-2.60	2.56	74.24	1547.10	In	In	833	980	1076	1145	TODA	TODA	344426.20	6370355.31	
16	Eucalypt	391.13	12.08	-2.78	3.09	76.31	1548.13	In	In	<800	839	960	1045	TODA	TODA	344426.22	6370354.27	
17	Eucalypt	384.60	13.94	21.48	3.62	78.17	1541.60	In	In	<800	<800	846	948	1114	TODA	344403.19	6370364.30	
18	Casuarina	398.80	14.82	21.30	3.72	79.05	1555.80	In	In	<800	<800	814	922	1099	TODA	344401.28	6370350.22	
19	Casuarina	407.30	15.94	31.90	3.91	80.17	1564.30	In	In	<800	<800	<800	878	1070	TODA	344389.55	6370343.37	
20	Gate in fence	326.90	2.54	47.29	0.78	66.77	1483.90	In	In	TODA	TODA	TODA	TODA	TODA	TODA	344386.14	6370425.16	
21	Tree	360.70	13.81	62.90	3.83	78.04	1517.70	In	In	<800	<800	824	925	1090	TODA	344365.73	6370394.02	
22	Tree on hill	876.60	27.77	201.60	3.17	92.00	2033.60	Out	In	--	--	--	--	--	--	344152.73	6369904.10	
23	Casuarina	371.00	15.29	88.50	4.12	79.52	1528.00	Out	In	--	--	--	--	--	--	344338.90	6370387.59	
24	Casuarina	402.30	16.40	96.30	4.08	80.63	1559.30	Out	In	--	--	--	--	--	--	344326.58	6370357.78	
25	Casuarina	313.60	16.00	107.70	5.10	80.23	1470.60	Out	In	--	--	--	--	--	--	344328.34	6370447.19	
26	Casuarina	337.90	17.76	134.60	5.25	81.99	1494.90	Out	In	--	--	--	--	--	--	344298.16	6370427.11	
27	Anemometer	164.69	11.00	163.70	6.68	75.23	1321.69	Out	In	--	--	--	--	--	--	344294.83	6370602.71	
28	Helicopter on container	61.61	3.83	153.48	6.21	68.06	1218.61	Out	In	--	--	--	--	--	--	344320.08	6370703.17	
29	Hanger	-17.42	7.78	194.56	44.69	72.01	1139.58	Out	Before	--	--	--	--	--	--	344291.06	6370787.38	

Inspection Date: March 2024

Page | 5

Version: Final

Cessnock Airport 2024 OLS Survey Report



30	Hangar	-68.54	7.44	192.79	10.86	71.67	1088.46	Out	Before	--	--	--	--	--	--	344300.32	6370837.69
31	Hangar	-160.50	8.54	190.70	5.32	72.77	996.50	Out	Before	--	--	--	--	--	--	344315.91	6370928.34
32	Hangar	-320.50	8.61	184.60	2.69	72.84	836.50	Out	Before	--	--	--	--	--	--	344345.45	6371085.71
33	IWI hazard lit	-779.30	5.42	69.10	0.70	69.65	377.70	Out	Before	--	--	--	--	--	--	344527.12	6371522.56
11	Casuarina	571.90	21.59	-82.70	3.78	85.82	1728.90	In	In	<800	<800	<800	804	1062	TODA	344623.96	6371251.40
19	Casuarina	407.30	16.24	31.90	3.99	80.47	1564.30	In	In	<800	<800	<800	863	1059	TODA	344534.79	6371431.05
12	Casuarina	420.00	15.15	-15.00	3.61	79.38	1577.00	In	In	<800	<800	822	932	1112	TODA	344579.31	6371411.60
Infringes desired 4.00% take-off gradient																	
Permanent obstruction																	
Published Data																	

The critical obstruction is a casuarina (obstruction No. 19) with a surveyed take-off gradient of 3.91%. JASKO has increased the gradient to 3.99% to account for some growth over the next 12 months.

A casuarina (obstruction No. 11) is responsible for the 2.5% gradient. The remaining STODA are produced by obstruction 19.

A gradient of 4.40% is currently published for this take-off direction. The gradient and STODA information published in the RDS will need to be amended to reflect the results of this survey. A NOTAM reflecting these changes has been sent to management for them to issue (refer Section 4).

Management stated that much of the close in Casuarinas and saplings were soon to be removed. This will make a big difference to the take-off surface.

Cessnock Airport 2024 OLS Survey Report



RWY 35 Approach data.							
Runway Parameters			Approach Parameters				
Runway Code	Code 2	Inner edge width					80m
Instrument Procedures	N/A	Inner edge elevation (AHD)					64.23m
Runway length	1097m	Distance from THR					60m
Clearway	60m	Divergence					10.0%
Stopway	N/A	First Segment	Length	2500m			
TODA	1157m			Slope	4.00%		
LDA	1097m	Second Segment	Length	N/A			
				Slope	N/A		
		Third Segment	Length	N/A			
				Slope	N/A		
		Total Length	2500m				
		Max permitted slope	4.00%				
Obst No.	Description	In / Out Splay?	Beyond splay?	Surveyed Height (m)	Permitted Height (m)	Gradient %	Infringes Approach Surface
1	Prawn hangar	Out	Behind	5.44	--	--	--
2	Fence	Out	Behind	1.65	--	--	--
3	Trans fence	Out	Behind	1.67	--	--	--
4	Power pole	Out	Behind	7.24	--	--	--
5	Fence	Out	In	0.99	2.64	1.50	--
6	Fence	In	In	1.23	5.50	0.90	Under 4.26m
7	Fence	In	In	1.16	6.02	0.77	Under 4.87m
8	NBN Tower	In	Beyond	111.20	Beyond	3.84	--
9	Tree	Out	In	27.08	26.68	4.06	--
10	Dead tree	Out	In	18.94	20.52	3.69	--
11	Casuarina	In	In	21.34	22.88	3.73	Under 1.53m
12	Casuarina	In	In	14.80	16.80	3.52	Under 2m
13	Far tree	In	In	22.88	31.68	2.89	Under 8.81m
14	Far tree	In	In	23.58	31.75	2.97	Under 8.17m
15	Eucalypt	In	In	10.01	15.60	2.56	Under 5.6m
16	Eucalypt	In	In	12.08	15.65	3.09	Under 3.56m
17	Eucalypt	In	In	13.94	15.38	3.62	Under 1.45m
18	Casuarina	In	In	14.82	15.95	3.72	Under 1.13m

Inspection Date: March 2024

Page | 7

Version: Final

Cessnock Airport 2024 OLS Survey Report



19	Casuarina	In	In	15.94	16.29	3.91	Under 0.35m
20	Gate in fence	In	In	2.54	13.08	0.78	Under 10.54m
21	Tree	In	In	13.81	14.43	3.83	Under 0.62m
22	Tree on hill	Out	In	27.77	35.06	3.17	--
23	Casuarina	Out	In	15.29	14.84	4.12	--
24	Casuarina	Out	In	16.40	16.09	4.08	--
25	Casuarina	Out	In	16.00	12.54	5.10	--
26	Casuarina	Out	In	17.76	13.52	5.25	--
27	Anemometer	Out	In	11.00	6.59	6.68	--
28	Helicopter on container	Out	In	3.83	2.46	6.21	--
29	Hanger	Out	Behind	7.78	--	--	--
30	Hangar	Out	Behind	7.44	--	--	--
31	Hangar	Out	Behind	8.54	--	--	--
32	Hangar	Out	Behind	8.61	--	--	--
33	IWI hazard lit	Out	Behind	5.42	--	--	--
Infringes desired 4.00% approach gradient							
Permanent obstruction							

None of the surveyed obstructions exceed the desired 4.00% approach gradient.

Cessnock Airport 2024 OLS Survey Report



RWY 17 Take-off Data							
Transitional Surface Parameters			Inner Horizontal Surface Parameters			Conical Surface Parameters	
Slope		1:5 or 20%	Height		45m	Slope 1:20 or 5%	
Height		45m	Radius		2500m	Height 55m	
Overall RWS width		2500m	Reference Elevation		61.50m		
Obst No.	Description	Transitional Surface		Inner Horizontal Surface		Conical Surface	
		In / Out	Infringes	In / Out	Infringes	In / Out	Infringes
1	Prawn hangar	In	Under 2.37m	Out	--	Out	--
2	Fence	In	Under 0.35m	Out	--	Out	--
3	Trans fence	In	Under 0.84m	Out	--	Out	--
4	Power pole	In	Under 7.51m	Out	--	Out	--
5	Fence	In	Under 3.27m	Out	--	Out	--
6	Fence	--	--	Out	--	Out	--
7	Fence	--	--	Out	--	Out	--
8	NBN Tower	--	--	Out	--	In	Infringes
9	Tree	In	Under 16.76m	Out	--	Out	--
10	Dead tree	In	Under 3.34m	Out	--	Out	--
11	Casuarina	--	--	Out	--	Out	--
12	Casuarina	--	--	Out	--	Out	--
13	Far tree	--	--	Out	--	Out	--
14	Far tree	--	--	Out	--	Out	--
15	Eucalypt	--	--	Out	--	Out	--
16	Eucalypt	--	--	Out	--	Out	--
17	Eucalypt	--	--	Out	--	Out	--
18	Casuarina	--	--	Out	--	Out	--
19	Casuarina	--	--	Out	--	Out	--
20	Gate in fence	--	--	Out	--	Out	--
21	Tree	--	--	Out	--	Out	--
22	Tree on hill	Out	Beyond	In	Under	--	--
23	Casuarina	In	Under 1.83m	Out	--	Out	--
24	Casuarina	In	Under 2.91m	Out	--	Out	--
25	Casuarina	In	Under 3.81m	Out	--	Out	--
26	Casuarina	In	Under 7.92m	Out	--	Out	--
27	Anemometer	In	Under 17.03m	Out	--	Out	--
28	Helicopter on container	In	Under 20.1m	Out	--	Out	--
29	Hanger	In	Under 22.06m	Out	--	Out	--
30	Hangar	In	Under 21.85m	Out	--	Out	--
31	Hangar	In	Under 19.96m	Out	--	Out	--
32	Hangar	In	Under 18.05m	Out	--	Out	--
33	IWI hazard lit	In	Infringes 3.67m	Out	--	Out	--
Infringes Surface							
Permanent Obstruction							

Transitional Surface	The illuminated wind indicator was found to infringe this surface by approximately 3.67m. The wind indicator has been hazard-painted and lit after being assessed by CASA.
Inner Horizontal Surface	None of the obstruction that were surveyed were found to infringe this surface.
Conical Surface	The NBN tower (obstruction 8) infringes this surface by approximately 40m. It has been assessed by the CASA, is hazard lit and details of its location are published in the various AIP.

Cessnock Airport 2024 OLS Survey Report



3.2 RWY 35 Survey results

RWY 35 Take-off data.																	
Runway Parameters				Take-off Parameters													
Runway Code	Code 2			Inner edge width	80m												
Runway length	1097m			Inner edge elevation (AHD)	59.44m												
Clearway	60m			Play Angle	10.0%												
Stopway	N/A			Final width	580m												
TODA	1157m			Final length	2500m												
TORA	1097m			Desired gradient	4.00%												
Obst No.	Desc	Distance along CL	Obstacle Height (m)	Distance left or right of CL	Gradient (%)	Height (AHD)	Distance from SOT	In / Out Splay?	Beyond splay?	Supplementary Take-off Distances (STODA)						Coordinates WGS 84	
										1.6%	1.9%	2.2%	2.5%	3.3%	5.0%	Easting	Northing
1	Casuarina	-121.80	16.29	-157.40	13.37	75.73	1035.20	Out	Before	--	--	--	--	--	--	344470.24	6371850.59
2	Casuarina	-76.90	17.30	-162.30	22.50	76.74	1080.10	Out	Before	--	--	--	--	--	--	344471.99	6371895.72
3	Corner fence	-10.51	1.78	-65.59	16.90	61.22	1146.49	Out	Before	--	--	--	--	--	--	344577.41	6371947.18
4	Trans tree	-10.40	17.96	-122.20	172.69	77.40	1146.60	Out	Before	--	--	--	--	--	--	344521.43	6371955.61
5	Trans casuarina	13.32	17.38	-121.65	130.50	76.82	1170.32	Out	In	--	--	--	--	--	--	344525.46	6371978.98
6	Fence	9.20	2.12	-61.50	23.06	61.56	1166.20	Out	In	--	--	--	--	--	--	344584.35	6371966.08
7	Corner fence	9.78	1.89	-61.22	19.38	61.33	1166.78	Out	In	--	--	--	--	--	--	344584.71	6371966.61
8	Trans casuarina	29.66	18.42	-130.89	62.11	77.86	1186.66	Out	In	--	--	--	--	--	--	344518.72	6371996.51
9	Sapling	43.59	3.15	-63.22	7.22	62.59	1200.59	Out	In	--	--	--	--	--	--	344587.70	6372000.35
10	Fence	45.80	1.67	-62.60	3.65	61.11	1202.80	Out	In	--	--	--	--	--	--	344588.64	6372002.44
11	Trans tree	115.60	16.81	-131.20	14.54	76.25	1272.60	Out	In	--	--	--	--	--	--	344531.04	6372081.56
12	Fence	28.22	1.23	-31.95	4.34	60.67	1185.22	In	In	1119	1128	1134	1139	1149	TODA	344616.37	6371980.54
13	Casuarina	142.10	13.34	-116.70	9.39	72.78	1299.10	Out	In	--	--	--	--	--	--	344549.27	6372105.64
14	Far tree	833.70	41.95	-388.20	5.03	101.39	1990.70	Out	In	--	--	--	--	--	--	344382.35	6372829.63
15	Close casuarina	197.99	7.72	-85.15	3.90	67.16	1354.99	Out	In	--	--	--	--	--	--	344588.69	6372156.29
16	Far tree	1033.40	34.04	-323.00	3.29	93.48	2190.40	Out	In	--	--	--	--	--	--	344476.19	6373017.58
17	Casuarina	198.20	8.65	-59.40	4.37	68.09	1355.20	In	In	888	948	994	1031	1100	TODA	344614.20	6372152.72
18	Light pole	449.00	14.44	-130.20	3.22	73.88	1606.00	Out	In	--	--	--	--	--	--	344581.02	6372411.20
19	Casuarina	189.90	9.60	-44.70	5.06	69.04	1346.90	In	In	835	900	951	992	1068	1155	344627.52	6372142.35
20	Light pole	415.00	13.42	-88.80	3.23	72.86	1572.00	Out	In	--	--	--	--	--	--	344616.97	6372371.48
21	Casuarina	189.80	8.46	-35.16	4.45	67.90	1346.80	In	In	891	949	995	1031	1098	TODA	344636.94	6372140.84
22	Far tree	961.10	29.05	-172.20	3.02	88.49	2118.10	Out	In	--	--	--	--	--	--	344614.73	6372923.91
23	Tree de Bortoli	442.45	9.32	-70.15	2.11	68.76	1599.45	In	In	1047	1118	TODA	TODA	TODA	TODA	344639.45	6372395.89
24	Power pole	385.20	11.25	-34.50	2.92	70.69	1542.20	In	In	907	989	1052	1102	TODA	TODA	344666.30	6372334.03
25	Gum tree	486.60	17.15	-27.50	3.52	76.59	1643.60	In	In	<800	819	913	987	1128	TODA	344688.13	6372433.30
26	De Bortoli roof	520.98	9.01	-23.30	1.73	68.45	1677.98	In	In	1124	TODA	TODA	TODA	TODA	TODA	344697.34	6372466.69
27	Tree De Bortoli	480.20	12.01	-11.50	2.50	71.45	1637.20	In	In	945	1033	1102	1157	TODA	TODA	344703.02	6372424.62
28	De Bortoli roof stone	529.06	10.46	-9.16	1.98	69.90	1686.06	In	In	1059	1140	TODA	TODA	TODA	TODA	344712.51	6372472.60
29	Tree De Bortoli	513.70	14.70	7.10	2.86	74.14	1670.70	In	In	839	945	1028	1094	TODA	TODA	344726.34	6372455.02
30	Power pole	355.20	10.25	13.20	2.89	69.69	1512.20	In	In	933	1007	1064	1110	TODA	TODA	344709.08	6372297.34
31	Power pole	333.50	9.85	38.50	2.95	69.29	1490.50	In	In	935	1007	1062	1105	TODA	TODA	344730.92	6372272.16

Inspection Date: March 2024

Page | 10

Version: Final

Cessnock Airport 2024 OLS Survey Report



32	Casuarina	134.25	5.75	28.50	4.28	65.19	1291.25	In	In	980	1020	1051	1075	1122	TODA	344691.74	6372076.54
33	Casuarina	224.85	11.42	53.85	5.08	70.86	1381.85	In	In	<800	851	912	960	1050	1154	344730.14	6372162.43
34	Casuarina	120.08	6.44	35.61	5.36	65.88	1277.08	In	In	935	979	1013	1040	1091	1149	344696.69	6372061.48
35	Fence	106.46	0.08	32.05	0.08	59.52	1263.46	In	In	TODA	TODA	TODA	TODA	TODA	TODA	344691.17	6372048.53
36	Casuarina	128.53	6.02	40.42	4.69	65.46	1285.53	In	In	962	1004	1036	1061	1109	TODA	344702.69	6372069.14
37	Close casuarina	191.10	12.35	70.40	6.46	71.79	1348.10	Out	In	--	--	--	--	--	--	344741.54	6372126.62
38	Casuarina	205.90	17.63	89.30	8.56	77.07	1362.90	Out	In	--	--	--	--	--	--	344762.41	6372138.48
39	Close casuarina	134.20	13.10	83.50	9.76	72.54	1291.20	Out	In	--	--	--	--	--	--	344746.14	6372068.41
40	Casuarina	112.60	12.34	82.40	10.96	71.78	1269.60	Out	In	--	--	--	--	--	--	344741.88	6372047.21
41	Tree near refuel shed	31.50	12.56	150.80	39.89	72.00	1188.50	Out	In	--	--	--	--	--	--	344797.62	6371956.94
42	Refuelling shed	13.40	5.00	98.80	37.34	64.44	1170.40	Out	In	--	--	--	--	--	--	344743.52	6371946.67
43	Flood light	-2.10	4.43	90.10	210.80	63.87	1154.90	Out	Before	--	--	--	--	--	--	344732.64	6371932.62
44	Hangar	-265.40	6.43	90.00	2.42	65.87	891.60	Out	Before	--	--	--	--	--	--	344693.85	6371672.19
19	Casuarina	189.90	9.87	-44.70	5.20	69.31	1346.90	In	In	822	889	941	983	1061	1150	344627.52	6372142.35
25	Gum tree	486.60	17.50	-27.50	3.60	76.94	1643.60	In	In	<800	804	899	975	1118	TODA	344688.13	6372433.30
33	Casuarina	224.85	11.69	53.85	5.20	71.13	1381.85	In	In	<800	840	901	950	1043	1149	344730.14	6372162.43
34	Casuarina	120.08	6.72	35.61	5.60	66.16	1277.08	In	In	921	967	1002	1030	1083	1144	344696.69	6372061.48
Infringes desired 4.00% take-off gradient																	
Permanent obstruction																	
Published Data																	

The critical obstruction is the Casuarina (obstruction No. 34) with a surveyed take-off gradient of 5.36%. JASKO has increased the height slightly to account for growth over the next 12 months to create a critical gradient of 5.60%. This obstacle creates a gradient that is higher than the desired gradient of 4.00% and must be lopped or removed. This obstacle is responsible for the 5% STODA.

A tree (obstructions No. 25) is responsible for the 1.6%, 1.9% and 2.2% STODA. Another casuarina (obstruction Nos. 33) is responsible for the 2.5% and 3.3% STODA. It is higher than the desired gradient of 4.00% and should be lopped or removed.

Several other trees (obstructions 17, 19, 21, 32 and 36) exceed the desired 4.00% take off gradient and should be lopped or removed to ensure all the vegetation within the splay is below 4.00%. Once these are removed, the fence (Obstacle 12) will be the critical obstruction with a 4.34% gradient.

The fence (obstruction 12) exceeds the desired 4.00% take off gradient and cannot be removed, therefore it should be reported to CASA for their assessment.

- Details of any infringement to the OLS will need to be sent to the CASA for their assessment (refer Observation 1).

Observation	2	Remove or lop obstructions 17, 19, 21, 32, 33, 34, 36 and any adjacent trees of a similar height at the northern end of the runway, to ensure all vegetation within the take-off splay are below the desired 4.00% take off gradient.
--------------------	----------	---

Cessnock Airport 2024 OLS Survey Report



RWY 17 Approach data.							
Runway Parameters				Approach Parameters			
Runway Code	Code 2	Inner edge width		80m			
Instrument Procedures	N/A	Inner edge elevation (AHD)		59.44			
Runway length	1097m	Distance from THR		60m			
Clearway	60m	Divergence		10.0%			
Stopway	N/A	First Segment		Length	2500m		
TODA	1157m			Slope	4.00%		
LDA	1097m	Second Segment		Length	N/A		
				Slope	N/A		
		Third Segment		Length	N/A		
				Slope	N/A		
		Total Length		2500m			
		Max permitted slope		4.00%			
Obst No.	Description	In / Out Splay?	Beyond splay?	Surveyed Height (m)	Permitted Height (m)	Gradient %	Infringes Approach Surface
1	Casuarina	Out	Behind	16.29	--	--	--
2	Casuarina	Out	Behind	17.30	--	--	--
3	Corner fence	Out	Behind	1.78	--	--	--
4	Trans tree	Out	Behind	17.96	--	--	--
5	Fence	Out	In	2.12	0.39	21.64	--
6	Fence	Out	In	2.12	0.37	23.06	--
7	Corner fence	Out	In	1.89	0.39	19.38	--
8	Trans casuarina	Out	In	18.42	1.19	62.11	--
9	Sapling	Out	In	3.15	1.74	7.22	--
10	Fence	Out	In	1.67	1.83	3.65	--
11	Trans tree	Out	In	16.81	4.62	14.54	--
12	Fence	In	In	1.23	1.13	4.34	Infringes 0.1m
13	Casuarina	Out	In	13.34	5.68	9.39	--
14	Far tree	Out	In	41.95	33.35	5.03	--
15	Close casuarina	Out	In	7.72	7.92	3.90	--
16	Far tree	Out	In	34.04	41.34	3.29	--
17	Casuarina	In	In	8.65	7.93	4.37	Infringes 0.73m
18	Light pole	Out	In	14.44	17.96	3.22	--
19	Casuarina	In	In	9.60	7.60	5.06	Infringes 2.01m
20	Light pole	Out	In	13.42	16.60	3.23	--
21	Casuarina	In	In	8.46	7.59	4.45	Infringes 0.86m

Inspection Date: March 2024

Version: Final

Cessnock Airport 2024 OLS Survey Report



22	Far tree	Out	In	29.05	38.44	3.02	--
23	Tree de Bortoli	In	In	9.32	17.70	2.11	Under 8.38m
24	Power pole	In	In	11.25	15.41	2.92	Under 4.16m
25	Gum tree	In	In	17.15	19.46	3.52	Under 2.32m
26	De Bortoli roof	In	In	9.01	20.84	1.73	Under 11.83m
27	Tree De Bortoli	In	In	12.01	19.21	2.50	Under 7.2m
28	De Bortoli roof stone	In	In	10.46	21.16	1.98	Under 10.7m
29	Tree De Bortoli	In	In	14.70	20.55	2.86	Under 5.84m
30	Power pole	In	In	10.25	14.21	2.89	Under 3.95m
31	Power pole	In	In	9.85	13.34	2.95	Under 3.49m
32	Casuarina	In	In	5.75	5.37	4.28	Infringes 0.38m
33	Casuarina	In	In	11.42	8.99	5.08	Infringes 2.42m
34	Casuarina	In	In	6.44	4.80	5.36	Infringes 1.63m
35	Fence	In	In	0.08	4.26	0.08	Under 4.18m
36	Casuarina	In	In	6.02	5.14	4.69	Infringes 0.88m
37	Close casuarina	Out	In	12.35	7.64	6.46	--
38	Casuarina	Out	In	17.63	8.24	8.56	--
39	Close casuarina	Out	In	13.10	5.37	9.76	--
40	Casuarina	Out	In	12.34	4.50	10.96	--
41	Tree near refuel shed	Out	In	12.56	1.26	39.89	--
42	Refuelling shed	Out	In	5.00	0.54	37.34	--
43	Flood light	Out	Behind	4.43	--	--	--
44	Hangar	Out	Behind	6.43	--	--	--
Infringes desired 4.00% approach gradient							
Permanent obstruction							

Eight of the surveyed obstructions, a fence (No. 12) and Casuarina (Nos. 17, 19, 21, 32, 33, 34 and 36) were found to infringe this surface. These obstructions infringe the approach surface up to as much as 2.42m. Each of the trees and any adjacent trees of a similar height need to be lopped or removed as soon as possible. If they cannot be removed then the threshold at this runway end may need to be displaced, with possible negative impacts on aircraft operations.

- Management stated that many of many trees, across the entire splay, will soon be removed in preparation for a runway extension.

The fence (No 12) infringes the approach surface and needs to be assessed by CASA (refer Observation 1).

Cessnock Airport 2024 OLS Survey Report



Compliance issue	1	Remove or lop obstructions 17, 19, 21, 32, 33, 34, 36 and any adjacent trees of a similar height at the northern end of the runway, to restore the 4.00% approach gradient.
-------------------------	---	---

Inspection Date: March 2024

Page | 14

Version: Final

Cessnock Airport 2024 OLS Survey Report



Data from RWY 35 TKOF survey.							
Transitional Surface Parameters				Inner Horizontal Surface Parameters		Conical Surface Parameters	
Slope		1:5 of 20%		Height	45m	Slope	1:20 or 5%
Height		45m		Radius	2500m	Height	55m
Overall RWS width		80m		Reference Elevation	61.50		
Obst No.	Description	Transitional Surface		Inner Horizontal Surface		Conical Surface	
		In / Out	Infringes	In / Out	Infringes	In / Out	Infringes
1	Casuarina	In	Under 6.67m	Out	--	Out	--
2	Casuarina	In	Under 6.46m	Out	--	Out	--
3	Corner fence	In	Under 2.38m	Out	--	Out	--
4	Trans tree	In	Infringes 2.48m	Out	--	Out	--
5	Trans casuarina	In	Infringes 0.78m	Out	--	Out	--
6	Fence	In	Under 2.36m	Out	--	Out	--
7	Corner fence	In	Under 2.55m	Out	--	Out	--
8	Trans casuarina	In	Under 0.35m	Out	--	Out	--
9	Sapling	In	Under 2.37m	Out	--	Out	--
10	Fence	In	Under 3.77m	Out	--	Out	--
11	Trans tree	In	Under 3.74m	Out	--	Out	--
12	Fence	--	--	Out	--	Out	--
13	Casuarina	In	Under 4.84m	Out	--	Out	--
14	Far tree	Out	Beyond	In	Under	--	--
15	Close casuarina	In	Under 5.27m	Out	--	Out	--
16	Far tree	Out	Beyond	In	Under	--	--
17	Casuarina	--	--	Out	--	Out	--
18	Light pole	In	Under 12.58m	Out	--	Out	--
19	Casuarina	--	--	Out	--	Out	--
20	Light pole	In	Under 4.64m	Out	--	Out	--
21	Casuarina	--	--	Out	--	Out	--
22	Far tree	Out	Beyond	In	Under	--	--
23	Tree de Bortoli	--	--	Out	--	Out	--
24	Power pole	--	--	Out	--	Out	--
25	Gum tree	--	--	Out	--	Out	--
26	De Bortoli roof	--	--	Out	--	Out	--
27	Tree De Bortoli	--	--	Out	--	Out	--
28	De Bortoli roof stone	--	--	Out	--	Out	--
29	Tree De Bortoli	--	--	Out	--	Out	--
30	Power pole	--	--	Out	--	Out	--
31	Power pole	--	--	Out	--	Out	--
32	Casuarina	--	--	Out	--	Out	--
33	Casuarina	--	--	Out	--	Out	--

Inspection Date: March 2024

Version: Final

Cessnock Airport 2024 OLS Survey Report



34	Casuarina	--	--	Out	--	Out	--
35	Fence	--	--	Out	--	Out	--
36	Casuarina	--	--	Out	--	Out	--
37	Close casuarina	In	Infringes 2.45m	Out	--	Out	--
38	Casuarina	In	Infringes 3.65m	Out	--	Out	--
39	Close casuarina	In	Infringes 1.72m	Out	--	Out	--
40	Casuarina	In	Infringes 1.61m	Out	--	Out	--
41	Tree near refuel shed	In	Under 10.23m	Out	--	Out	--
42	Refuelling shed	In	Under 7.03m	Out	--	Out	--
43	Flood light	In	Under 4.6m	Out	--	Out	--
44	Hangar	In	Under 3.62m	Out	--	Out	--

Infringes Surface	
Permanent Obstruction	

Transitional Surface	Six of the surveyed obstructions were found to infringe this surface (Nos 4, 5, 37 - 40). Each of these trees and any adjacent trees of a similar height need to be lopped or removed as soon as possible.	
Compliance Issue	2	To lop or remove obstructions 4, 5, 37 - 40 and any adjacent trees of a similar height at the northern end of the runway, as each infringes the transitional surface.
Inner Horizontal Surface	None of the obstructions that were surveyed were found to infringe this surface.	
Conical Surface	None of the obstructions that were surveyed were found to infringe this surface.	



3.3 Additional Surveys

Further surveys were completed to check the transitional surface down either side of the runway with the following results.

- No additional infringements to the transitional surface were found.
- These surveys confirmed the transitional infringements detailed in the tables above.

4.0 CURRENCY & ACCURACY OF AERONAUTICAL INFORMATION PUBLICATIONS (AIP)

RDS	The OLS survey established that the data in the Runway Distance Supplement (RDS) required minor amendment. The numbers in bold in the tables below are those that need to be amended					
Declared Distances						
Runway	TORA	TODA	ASDA	LDA		
RWY 17	1097	1157 (3.99%)	1097	1097		
RWY 35	1097	1157 (5.60%)	1097	1097		
Supplementary Take Off Distances Available (STODA)						
Runway	1.6%	1.9%	2.2%	2.5%	3.3%	5.0%
RWY 17	<800	<800	<800	804	1059	N/A
RWY 35	<800	804	899	950	1043	1144
NOTAM	JASKO prepared and provided to management a NOTAM that will need to be issued to have these changes reflected in the relevant AIP. The body of the NOTAM is below:					
DECLARED DISTANCE CHANGES RWY TODA RWY 17 1157 (3.99) RWY 35 1157 (5.60)						
SUPPLEMENTARY TAKEOFF DISTANCES RWY 17 804(2.50) 1059(3.3) RWY 35 804(1.9) 899(2.2) 950(2.5) 1043(3.3) 1144(5.0)						
Observation	3	To update the information published in the Runway Distance Supplement by issuing the NOTAM that was provided to Council with this report.				
DAP	Instrument procedures have not been designed for this runway and a DAP Chart has not been published.					

Cessnock Airport 2024 OLS Survey Report



Type A Chart	Not required.
--------------	---------------

5.0 REVIEW OF PREVIOUS ATI RECOMMENDATIONS

JASKO completed a check on the progress of the rectification of the issues found in the previous ATI.

- The following was the status of the previous ATI recommendations:

NO.	COMPLIANCE ISSUE (From 2023)	STATUS
1	Remove or lop obstructions 21, 23 and 38 to restore desired 4.00% approach gradient.	Not Completed
2	To lop or remove obstructions 5, 7, 42-45 at the northern end of the runway, and any adjacent trees of a similar height, as each infringes the transitional surface.	Not Completed
NO.	OBSERVATIONS (From 2023)	STATUS
1	To refer any infringements to the OLS to the CASA along with any plans that management have made to remove the infringements.	Not Completed
2	Remove or lop obstructions 21, 23, 28 and 38 to restore desired 4% take off gradient	Not Completed
3	To update the information published in the Runway Distance Supplement by issuing the NOTAM that was provided to Council with this report.	Completed

6.0 CORRECTIVE ACTION PLAN

JASKO has prepared the following Corrective Action Plan for use by management as an aid to progressing the rectification of any recommendations made within this report.

Cessnock Airport 2024 OLS Survey Report



2024 Corrective Action Plan				
ATI Compliance Issues	Corrective Action Planned	By Whom	By When	Outcome
1	Remove or lop obstructions 17, 19, 21, 32, 33, 34, 36 and any adjacent trees of a similar height at the northern end of the runway, to restore the 4.00% approach gradient.			
2	To lop or remove obstructions 4, 5, 37 - 40 and any adjacent trees of a similar height at the northern end of the runway, as each infringes the transitional surface.			
ATI Observations	Corrective Action Planned	By Whom	By When	Outcome
1	To refer any infringements to the OLS to the CASA along with any plans that management have made to remove the infringements.			
2	Remove or lop obstructions 17, 19, 21, 32, 33, 34, 36 and any adjacent trees of a similar height at the northern end of the runway, to ensure all vegetation within the take-off splay are below the desired 4.00% take off gradient.			
3	To update the information published in the Runway Distance Supplement by issuing the NOTAM that was provided to Council with this report.			

Inspection Date: March 2024

Page | 19

Version: Final

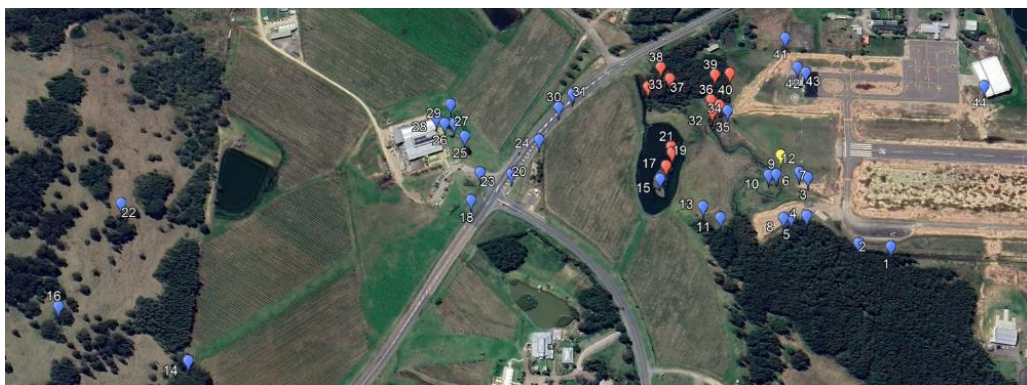
APPENDIX A: OBSTACLE LOCATION DIAGRAMS

Images (from Google Earth) of the take-off climb surface areas are provided below. They depict the approximate locations of the surveyed obstructions. Those that have been recommended for lopping or removal are identified with red marker.

TAKE-OFF 17



TAKE-OFF 35





APPENDIX B: INSPECTOR QUALIFICATIONS

ANDREW STEWART LEAD AUDITOR



CAREER SUMMARY

Andrew Stewart is an airport operations specialist and safety inspector with more than twenty (20) years practical experience in the management of both the operational and commercial aspects of airports throughout Australia and the Pacific.

- 2017-Now Director (JASKO Airport Services) – Oversees running of the Company as the Managing Director. Carries out annual aerodrome safety and technical inspections, conducts OLS surveys, prepares aerodrome manuals, provides operational and technical advice and training for airport staff.
- 2000-2016 Director (Aerodrome Operation Support Pty Ltd) – carried out annual aerodrome safety and technical inspections, conducts OLS surveys, prepares aerodrome manuals, provides operational and technical advice and training for airport operational staff.
- 1994-2000 Chief Mine Surveyor - 2 IC for all mining operations, supervision of all survey operations and planning of short- and long-term excavations.

PAST & ONGOING PROJECTS

Airport Inspections and Audits

- Involved in on an average of 40 annual aerodromes each year. Airports range in size from Cairns to Birdsville.

Airspace Management

- Obstacle approach survey for over 45 aerodromes per annum.
- Tabulated and checked surveys for 20 PNG OLS and Type A surveys. Then oversaw the production of Type A charts for each aerodrome.
- Conducts surveys to identify obstructions in the take-off surface areas of aerodromes usually in conjunction with annual safety / technical inspections.

Aerodrome Location Investigations

- Assisted with investigating a viable location of a new runway at Babo in Indonesia

Airport Operations Training

- Conducts training courses in Queensland, New South Wales and PNG for safety officers, reporting officers and airport managers.

Airport Operations

- Prepares aerodrome manuals for certified airports throughout Queensland, New South Wales and the Pacific.
- Conducts TSP audits of security classified aerodromes.
- Plans and facilitates Emergency Exercises.

Airport Standards, Regulatory & Technical Advice

- Assisted with the overall compliance and tender process for the Charleville cross runway reconstruction.
- Provided compliance / planning overview of the Miles aerodrome redevelopment.
- Provided technical advice on the upgrading and repairs to the Norfolk Island Airport, runway and apron.
- Providing technical advice and assistance to 50 aerodromes across the eastern seaboard and the Pacific.
- Wrote the MOWP for Norfolk Island, Blackall, Bundaberg, Blackwater, Barcardine and Roma aerodromes (to name a few) overlays/upgrades.
- Assisted with the transition from registered to certified at many aerodromes, including Middlemount Palm Island, Bedourie, Quilpie, and Windorah aerodromes.
- Conduct safety audits of 30 Queensland Health helicopter landing sites.
- Audit 22 aerodrome manuals for the National aerodromes of PNG.
- Conduct external audits for aerodrome TSP.
- Produce aerodrome specific SMS.

PROFESSION

Qualified Surveyor
CASA approved Aerodrome Safety Inspector
Aerodrome Technical Inspector
Airport Operations and Maintenance Specialist

PRESENT POSITION

Exec Director, JASKO Airport Services

CITIZENSHIP

Australian

QUALIFICATIONS / EXPERIENCE

Matriculation
Qualified Surveyor (bachelor's degree)
CASA approved Aerodrome Safety Inspector No. 002
TAE 40110 Cert IV Training and Assessing
AVI 30516 Cert III (Aerodrome Operations)
ISO 9001 Safety & Lead Auditor certificate
Emergency Response Plan training
Safety Management System training

SPECIAL FIELDS OF COMPETENCY

Airport Operations & Maintenance
Airport Inspections & Audits
OLS surveys
Airport Standards, Regulatory & Technical Matters
Reporting Officer / Works Safety officer training.

PAPERS / PUBLICATIONS

Aerodrome Inspecting Officer and Airport Safety Officer Guidebook (JASKO publication)

CONTACT DETAILS

PO Box 154, Mt Ommaney,
QLD Australia 4074
Tel: 07 3705 2042
Email: andrew@jasko.com.au

WEB SITE

www.jasko.com.au



THE UNIVERSITY OF SOUTHERN QUEENSLAND



The Council of the University of Southern Queensland confers on

Andrew Martin Stewart

who has passed all examinations and fulfilled all prescribed conditions, the award of

BACHELOR OF TECHNOLOGY - SURVEYING

Dated this *twenty first* day of *May 2004*

GOOD UNIVERSITIES GUIDES
Australia's
University of the Year
2000 - 2001
DEVELOPING THE UNIVERSITY



D. S. Steven
Chancellor

R. B. Neal
Vice-Chancellor

Andrew







AVR 90340 STEWART A. M. 18 Feb 2016 Page 1 of 4

AVR 90340 STEWART A. M. 18 Feb 2016 Page 2 of 4



Australian Government
Civil Aviation Safety Authority

**AERONAUTICAL RADIO OPERATOR
CERTIFICATE**

Issued in accordance with Part 64 of the
Civil Aviation Safety Regulations 1998

I COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY

**II AERONAUTICAL RADIO OPERATOR
CERTIFICATE**

III Certificate No: 592480

IV Name: Andrew Martin STEWART

IVa Date of Birth: 26 June 1963

VI Nationality: Australian

VII Signature of holder: _____

VIII Granted in accordance with the Civil Aviation Safety Regulations 1998 and is subject to any conditions and limitations expressed therein and to the conditions at Item XIV.

IX This certificate was first issued on 26 April 2016 and remains in force for the holder's lifetime unless revoked, suspended, or varied.

X 
Ethimios IPALASKONIS 16 Feb 2016
Delegate of the Civil Aviation Safety Authority

XI Stamp 

Issued without enclosures or conditions. Any removal of printed background may indicate alterations.

AVR 90340 STEWART A. M. 18 Feb 2016 Page 3 of 4

AVR 90340 STEWART A. M. 18 Feb 2016 Page 4 of 4

XIV Conditions/Certificate Remarks

English Language Proficiency:
This Aeronautical Radio Operators Certificate was issued during transition from CAR Part 83A, as such the holder of this certificate is released from the requirement to hold a current Aviation English Language Proficiency specified in CASR Subpart 64.B.

English Language Proficiency:

End of Conditions/Certificate Remarks

XII List of Abbreviations

AROC	Aeronautical Radio Operator Certificate
ARN	Aviation Reference Number
CASA	Civil Aviation Safety Authority
ELP	English Language Proficiency

End of List of Abbreviations



3.7.3 *PROPOSED OR ACTUAL INFRINGEMENTS - OLS*

3.7.3.1 *PROPOSED OLS INFRINGEMENTS*

If a proposed object or structure is identified as likely to be an obstacle, details of the proposal are to be sent to CASA in writing by: Airport Coordinator

On receipt of CASA's written assessment, the relevant planning authority is to be advised of the result of the assessment.

Cessnock Airport will follow up with the planning authority to ensure that those obstacles considered an unacceptable risk to aviation safety are not approved, or that those obstacles that are considered acceptable but subject to additional mitigations are appropriately marked and / or lit.

3.7.3.2 *ACTUAL OLS INFRINGEMENTS*

Cessnock Airport will not make a runway available for night use until CASA has determined that any obstacle(s) will not adversely affect the safety of night operations.

For any identified obstacles that have been erected without prior notification and which have not been assessed, the aerodrome reporting officer is to:

- advise ATC immediately (if applicable)
- consider limiting aircraft approach and take-off to the runway
- ensure an immediate request is made to issue a NOTAM
- take immediate steps to have the obstacle removed
- ascertain the height of the obstacle and consider displacing the runway approach threshold. If the threshold is displaced, the published declared distances will be amended, and the new threshold location appropriately marked / lit
- report the infringement to CASA in writing.

The NOTAM authorised person includes the following information in the NOTAM request:

- the nature of the obstacle
- the distance and magnetic bearing of the obstacle from:
 - if the obstacle is within the take-off area – the start of the take-off end of the runway, or
 - the ARP.
- the height of the obstacle in relation to the aerodrome elevation
- if it is a temporary obstacle – the time during which it is a temporary obstacle.

The request to issue the NOTAM is to be made in accordance with the procedures set out in section 3.1 of this manual.

Once the obstacle has been removed, the aerodrome reporting officer is to:

- advise ATC (if applicable)
- re-open, or re-instate the full runway length (if required)
- ensure a request to cancel the NOTAM is made (if issued).

3.7.4 HEIGHT OF INFRINGEMENTS - OLS

See attached document that displays the obstacles at Cessnock Airport. This is updated annually by the Airport Coordinator.

Cessnock Airport 2023 OLS Survey Report



CONTENTS

1.0	CERTIFICATION	II
2.0	EXECUTIVE SUMMARY	1
3.0	INSTRUMENT SURVEY OF THE OBSTACLE LIMITATION SURFACES	1
3.1	RWY 17 SURVEY RESULTS	2
3.2	RWY 35 SURVEY RESULTS	7
3.3	ADDITIONAL SURVEYS	15
4.0	CURRENCY & ACCURACY OF AERONAUTICAL INFORMATION PUBLICATIONS (AIP)	15
5.0	REVIEW OF PREVIOUS ATI RECOMMENDATIONS	16
6.0	CORRECTIVE ACTION PLAN	16
	APPENDIX A: OBSTACLE LOCATION DIAGRAMS	18
	APPENDIX B: INSPECTOR QUALIFICATIONS	19




1.0 CERTIFICATION

Cessnock City Council (Council) engaged JASKO Airport Services (JASKO) to complete the 2023 Obstacle Limitation Surfaces survey portion of the annual Aerodrome Technical Inspection at Cessnock Airport. The survey was carried out on 1st February 2023 by JASKO representative Andrew Stewart.

This Obstacle Limitation Surfaces (OLS) survey was conducted in accordance with the requirements set by the Civil Aviation Safety Authority (CASA) in the Civil Aviation Safety Regulation 1998 (CASRs), and the Part 139 (Aerodromes) Manual of Standards 2019 (Part 139 MOS).

As a qualified surveyor with more than 20 years of experience conducting ATI and OLS surveys, I meet the requirements of the Part 139 MOS Chapter 12.10(2). In addition, I have gained approval from the Civil Aviation Safety Authority to be an Approved Person for Safety Inspection (CASA.ADSAF.0001). A record of my relevant experience, Safety Inspector Approval and qualifications are included at Appendix B.

I hereby certify that, to the best of my knowledge and, conditional upon the rectification of the indicated deficiencies, the aerodrome’s OLS meets the applicable standards.

Name	Qualification	Signature	Date
Andrew Stewart	Bachelor of Surveying CASA Approved Person for Safety inspections (CASA.ADSAF.0001)		1 st February 2023

© Jasko Airport Services 2023

The information contained in this document, produced by Jasko Airport Services, is solely for the use of the Client (identified in this document) for the purpose intended and for which it has been prepared. Jasko Airport Services undertakes no duty to or accepts any responsibility to any third party who may rely on this document.

All rights reserved. No section or element of this document may be removed, reproduced, electronically stored and / or transmitted in any form by any third party without verifiable permission granted from Jasko Airport Services.



2.0 EXECUTIVE SUMMARY

JASKO Airport Services (JASKO) was engaged by Cessnock City Council to complete the 2023 OLS survey of Cessnock Airport. The survey was carried out on 1st February 2023 by our representative Andrew Stewart. This report is written on an exception basis where, in the majority of cases, only those issues that are considered non-compliant or hazardous to aircraft operations are mentioned.

Two Compliance Issues and three observations were made as a result of this inspection. The Compliance Issues refer to several trees at the Northern end of the runway which infringe the OLS and will need to be removed. Removing these trees will substantially improve the approach and take-off gradients.

JASKO has promulgated a NOTAM that Council will need to issue to have the changes that resulted from this survey entered into the Runway Distances Supplement. A copy of the NOTAM has been included with this report.

The Observations made within this report are not a mandatory requirement. Each is rather, a suggestion made by JASKO that may further improve the facility or procedures.

JASKO would like to acknowledge the cooperation and efforts of Tony Allan in assisting with the facilitation of this inspection.

3.0 INSTRUMENT SURVEY OF THE OBSTACLE LIMITATION SURFACES

Scope	Runway 17/35 was surveyed to meet the full requirements of a Code 2 non-instrument approach runway.		
Results	<p>The following tables show the results of the surveys. Each details the impact that the surveyed obstacles have on the take-off and approach surfaces.</p> <p>A KML file has been sent separately to airport management for each runway end. These files can be used to locate the obstacles that were surveyed during this annual check of the OLS. Diagrams of the obstacle locations are attached at Appendix A.</p> <p>JASKO also advise that the tallest obstacles across the OLS have been surveyed in this survey. If any of the obstructions need to be lopped or removed, there may be others in close proximity that are only slightly lower and will also need to be remediated.</p>		
Compliance	<p>The survey satisfies the requirements of the Part 139 MOS as prescribed for Aerodrome Technical Inspections.</p> <p>Comments: If there are obstacles reported within the OLS survey report that infringe any of the Obstacle Limitation Surfaces, management will need to report the infringement, the obstacle location and obstacle height to the CASA as per the Part 139 MOS Section 7.18 (b).</p>		
Observation	<table border="1"> <tr> <td>1</td> <td>To refer any infringements to the OLS to the CASA along with any plans that management have made to remove the infringements.</td> </tr> </table>	1	To refer any infringements to the OLS to the CASA along with any plans that management have made to remove the infringements.
1	To refer any infringements to the OLS to the CASA along with any plans that management have made to remove the infringements.		



3.1 RWY 17 Survey results

RWY 17 Take-off data.															
Runway Parameters				Take-off Parameters											
Runway Code	Code 2			Inner edge width	80m										
Runway length	1097m			Inner edge elevation (AHD)	64.23m										
Clearway	60m			Splay Angle	10.0%										
Stopway	N/A			Final width	580m										
TODA	1157m			Final length	2500m										
TORA	1097m			Desired gradient	4.00%										
Obst No.	Desc	Distance along CL	Obstacle Height (m)	Distance left or right of CL	Gradient (%)	Height (AHD)	Distance from SOT	In / Out Splay?	Beyond splay?	Supplementary Take-off Distances (STODA)					
										1.6%	1.9%	2.2%	2.5%	3.3%	5.0%
1	Prawn hangar	-921.00	4.85	-102.20	0.53	69.08	236.00	Out	Out	--	--	--	--	--	--
2	Trans fence	-309.20	1.67	-63.60	0.54	65.90	847.80	Out	Out	--	--	--	--	--	--
3	Power pole	-428.40	7.24	-127.20	1.69	71.47	728.60	Out	Out	--	--	--	--	--	--
4	Fence	45.00	1.53	-56.90	3.39	65.76	1202.00	Out	In	--	--	--	--	--	--
5	NBN Tower	2895.00	111.20	-909.00	3.84	175.43	4052.00	Out	Out	--	--	--	--	--	--
6	Tree	666.90	26.45	-192.50	3.97	90.68	1823.90	Out	In	--	--	--	--	--	--
7	Dead tree	513.00	19.03	-100.10	3.71	83.26	1670.00	Out	In	--	--	--	--	--	--
8	Casuarina	571.90	20.82	-82.70	3.64	85.05	1728.90	In	In	<800	<800	<800	841	1089	TODA
9	Casuarina	420.00	14.38	-15.00	3.42	78.61	1577.00	In	In	<800	<800	866	969	1139	TODA
10	Far tree	792.10	22.88	-17.80	2.89	87.11	1949.10	In	In	<800	<800	848	1008	TODA	TODA
11	Far tree	793.80	23.58	-9.30	2.97	87.81	1950.80	In	In	<800	<800	810	976	TODA	TODA
12	Eucalypt	290.10	10.01	-2.60	3.45	74.24	1447.10	In	In	<800	850	951	1024	1142	TODA
13	Eucalypt	391.13	11.37	-2.78	2.91	75.60	1548.13	In	In	<800	888	1000	1080	TODA	TODA
14	Casuarina	398.80	13.65	21.30	3.42	77.88	1555.80	In	In	<800	<800	881	979	1140	TODA
15	Casuarina	407.30	15.36	31.90	3.77	79.59	1564.30	In	In	<800	<800	<800	906	1090	TODA
16	Tree	360.70	12.46	62.90	3.46	76.69	1517.70	In	In	<800	<800	900	990	1137	TODA
17	Tree on hill	876.60	27.77	201.60	3.17	92.00	2033.60	Out	In	--	--	--	--	--	--
18	Casuarina	371.00	14.76	88.50	3.98	78.99	1528.00	Out	In	--	--	--	--	--	--
19	Casuarina	402.30	15.86	96.30	3.94	80.09	1559.30	Out	In	--	--	--	--	--	--
20	Casuarina	313.60	14.26	107.70	4.55	78.49	1470.60	Out	In	--	--	--	--	--	--

Cessnock Airport 2023 OLS Survey Report



21	Casuarina	337.90	16.46	134.60	4.87	80.69	1494.90	Out	In	--	--	--	--	--	--
22	Anemometer	164.69	11.00	163.70	6.68	75.23	1321.69	Out	In	--	--	--	--	--	--
23	New hangar	-68.54	7.44	192.79	10.86	71.67	1088.46	Out	Out	--	--	--	--	--	--
24	Hangar	-160.50	8.54	190.70	5.32	72.77	996.50	Out	Out	--	--	--	--	--	--
25	Hangar	-320.50	8.61	184.60	2.69	72.84	836.50	Out	Out	--	--	--	--	--	--
26	IWI hazard lit	-779.30	5.42	69.10	0.70	69.65	377.70	Out	Out	--	--	--	--	--	--
Published data calculations (height of critical trees increased to allow for some growth)															
15	Casuarina	407.30	15.67	31.90	3.85	79.90	1564.30	In	In	<800	<800	<800	891	1079	TODA
8	Casuarina	571.90	21.14	-82.70	3.70	85.37	1728.90	In	In	<800	<800	<800	825	1078	TODA
Infringes desired 4.00% take-off gradient															
Permanent obstruction															
Published Data															

The critical obstruction is a casuarina (obstruction No. 15) with a surveyed take-off gradient of 3.77%. JASKO has increased the gradient to 3.85% to account for some growth over the next 12 months.

A casuarina (obstruction No. 8) is responsible for the 2.5% and 3.3% gradient. The remaining STODA are below 800m and are therefore not published.

A gradient of 4.00% is currently published for this take-off direction. The gradient and STODA information published in the RDS will need to be amended to reflect the results of this survey. A NOTAM reflecting these changes has been sent to management for them to issue (refer Section 4).

Cessnock Airport 2023 OLS Survey Report



RWY 35 Approach data.							
Runway Parameters			Approach Parameters				
Runway Code	Code 2	Inner edge width					80m
Instrument Procedures	N/A	Inner edge elevation (AHD)					64.23m
Runway length	1097m	Distance from THR					60m
Clearway	60m	Divergence					10.0%
Stopway	N/A	First Segment	Length	2500m			
TODA	1157m			Slope	4.00%		
LDA	1097m	Second Segment	Length	N/A			
				Slope	N/A		
		Third Segment	Length	N/A			
				Slope	N/A		
		Total Length		2500m			
		Max permitted slope		4.00%			
Obst No.	Description	In / Out Splay?	Beyond splay?	Surveyed Height (m)	Permitted Height (m)	Gradient %	Infringes Approach Surface
1	Prawn hangar	Out	Out	4.85	--	--	--
2	Trans fence	Out	Out	1.67	--	--	--
3	Power pole	Out	Out	7.24	--	--	--
4	Fence	Out	In	1.53	1.80	3.39	--
5	NBN Tower	In	Out	111.20	Beyond	3.84	--
6	Tree	Out	In	26.45	26.68	3.97	--
7	Dead tree	Out	In	19.03	20.52	3.71	--
8	Casuarina	In	In	20.82	22.88	3.64	Under 2.06m
9	Casuarina	In	In	14.38	16.80	3.42	Under 2.42m
10	Far tree	In	In	22.88	31.68	2.89	Under 8.81m
11	Far tree	In	In	23.58	31.75	2.97	Under 8.17m
12	Eucalypt	In	In	10.01	11.60	3.45	Under 1.6m
13	Eucalypt	In	In	11.37	15.65	2.91	Under 4.27m
14	Casuarina	In	In	13.65	15.95	3.42	Under 2.3m
15	Casuarina	In	In	15.36	16.29	3.77	Under 0.94m
16	Tree	In	In	12.46	14.43	3.46	Under 1.96m
17	Tree on hill	Out	In	27.77	35.06	3.17	--
18	Casuarina	Out	In	14.76	14.84	3.98	--

Inspection Date: February 2023

Page | 4

Version: Final

Cessnock Airport 2023 OLS Survey Report



19	Casuarina	Out	In	15.86	16.09	3.94	--
20	Casuarina	Out	In	14.26	12.54	4.55	--
21	Casuarina	Out	In	16.46	13.52	4.87	--
22	Anemometer	Out	In	11.00	6.59	6.68	--
23	New hangar	Out	Out	7.44	--	--	--
24	Hangar	Out	Out	8.54	--	--	--
25	Hangar	Out	Out	8.61	--	--	--
26	IWI hazard lit	Out	Out	5.42	--	--	--
Infringes desired 4.00% approach gradient							
Permanent obstruction							

None of the surveyed obstructions exceed the desired 4.00% approach gradient.

Cessnock Airport 2023 OLS Survey Report



RWY 17 Take-off Data							
Transitional Surface Parameters			Inner Horizontal Surface Parameters			Conical Surface Parameters	
Slope	1:5 or 20%	Height	45m	Slope	1:20 or 5%		
Height	45m	Radius	2500m	Height	55m		
Overall RWS width	2500m	Reference Elevation	61.50m				
Obst No.	Description	Transitional Surface		Inner Horizontal Surface		Conical Surface	
		In / Out	Infringes	In / Out	Infringes	In / Out	Infringes
1	Prawn hangar	In	Under 2.96m	Out	--	Out	--
2	Trans fence	In	Under 0.84m	Out	--	Out	--
3	Power pole	In	Under 7.51m	Out	--	Out	--
4	Fence	In	Under 2.75m	Out	--	Out	--
5	NBN Tower	--	--	Out	--	In	Infringes 40.07
6	Tree	In	Under 17.39m	Out	--	Out	--
7	Dead tree	In	Under 3.25m	Out	--	Out	--
8	Casuarina	--	--	Out	--	Out	--
9	Casuarina	--	--	Out	--	Out	--
10	Far tree	--	--	Out	--	Out	--
11	Far tree	--	--	Out	--	Out	--
12	Eucalypt	--	--	Out	--	Out	--
13	Eucalypt	--	--	Out	--	Out	--
14	Casuarina	--	--	Out	--	Out	--
15	Casuarina	--	--	Out	--	Out	--
16	Tree	--	--	Out	--	Out	--
17	Tree on hill	Out	Out	In	Under 15	--	--
18	Casuarina	In	Under 2.36m	Out	--	Out	--
19	Casuarina	In	Under 3.45m	Out	--	Out	--
20	Casuarina	In	Under 5.55m	Out	--	Out	--
21	Casuarina	In	Under 9.22m	Out	--	Out	--
22	Anemometer	In	Under 17.03m	Out	--	Out	--
23	New hangar	In	Under 21.85m	Out	--	Out	--
24	Hangar	In	Under 19.96m	Out	--	Out	--
25	Hangar	In	Under 18.05m	Out	--	Out	--
26	IWI hazard lit	In	Infringes 3.67m	Out	--	Out	--
Infringes Surface							
Permanent Obstruction							

Transitional Surface	The illuminated wind indicator was found to infringe this surface by approximately 3.67m. The wind indicator has been hazard-painted and lit after being assessed by CASA.
Inner Horizontal Surface	None of the obstruction that were surveyed were found to infringe this surface.
Conical Surface	The NBN tower (obstruction 5) infringes this surface by approximately 40m. It has been assessed by the CASA, is hazard lit and details of its location are published in the various AIP.



3.2 RWY 35 Survey results

RWY 35 Take-off data.															
Runway Parameters				Take-off Parameters											
Runway Code	Code 2			Inner edge width	80m										
Runway length	1097m			Inner edge elevation (AHD)	59.44m										
Clearway	60m			Splay Angle	10.0%										
Stopway	N/A			Final width	580m										
TODA	1157m			Final length	2500m										
TORA	1097m			Desired gradient	4.00%										
Obst No.	Desc	Distance along CL	Obstacle Height (m)	Distance left or right of CL	Gradient (%)	Height (AHD)	Distance from SOT	In / Out Splay?	Beyond splay?	Supplementary Take-off Distances (STODA)					
										1.6%	1.9%	2.2%	2.5%	3.3%	5.0%
1	Casuarina	-121.80	15.99	-157.40	13.12	75.43	1035.20	Out	Out	--	--	--	--	--	--
2	Casuarina	-76.90	16.95	-162.30	22.04	76.39	1080.10	Out	Out	--	--	--	--	--	--
3	Corner fence	-10.51	1.78	-65.59	16.90	61.22	1146.49	Out	Out	--	--	--	--	--	--
4	Fence	-10.50	1.99	-110.60	18.98	61.43	1146.50	Out	Out	--	--	--	--	--	--
5	Trans tree	-10.40	17.30	-122.20	166.31	76.74	1146.60	Out	Out	--	--	--	--	--	--
6	Fence	9.80	2.12	-106.20	21.64	61.56	1166.80	Out	In	--	--	--	--	--	--
7	Trans Casuarina	13.32	17.15	-121.65	128.84	76.59	1170.32	Out	In	--	--	--	--	--	--
8	Fence	9.20	2.12	-61.50	23.06	61.56	1166.20	Out	In	--	--	--	--	--	--
9	Corner fence	9.78	1.89	-61.22	19.38	61.33	1166.78	Out	In	--	--	--	--	--	--
10	Trans Casuarina	29.66	17.88	-130.89	60.27	77.32	1186.66	Out	In	--	--	--	--	--	--
11	Fence	28.20	1.45	-77.00	5.13	60.89	1185.20	Out	In	--	--	--	--	--	--
12	Eucalypt sapling	43.59	2.54	-63.22	5.83	61.98	1200.59	Out	In	--	--	--	--	--	--
13	Fence	45.80	1.67	-62.60	3.65	61.11	1202.80	Out	In	--	--	--	--	--	--
14	Trans tree	115.60	16.26	-131.20	14.07	75.70	1272.60	Out	In	--	--	--	--	--	--
15	Fence	28.22	1.23	-31.95	4.34	60.67	1185.22	In	In	1119	1128	1134	1139	1149	TODA
16	Casuarina	142.10	12.92	-116.70	9.09	72.36	1299.10	Out	In	--	--	--	--	--	--
17	Far tree	833.70	41.46	-388.20	4.97	100.90	1990.70	Out	In	--	--	--	--	--	--
18	Close casuarina	197.99	6.46	-85.15	3.26	65.90	1354.99	Out	In	--	--	--	--	--	--
19	Close casuarina	195.60	8.08	-61.50	4.13	67.52	1352.60	Out	In	--	--	--	--	--	--
20	Far tree	1033.40	33.72	-323.00	3.26	93.16	2190.40	Out	In	--	--	--	--	--	--
21	Casuarina	198.20	8.25	-59.40	4.16	67.69	1355.20	In	In	908	965	1009	1045	1111	TODA
22	Light pole	449.00	14.44	-130.20	3.22	73.88	1606.00	Out	In	--	--	--	--	--	--

Cessnock Airport 2023 OLS Survey Report



23	Casuarina	189.90	8.78	-44.70	4.63	68.22	1346.90	In	In	875	935	982	1020	1090	TODA
24	Light pole	415.00	13.42	-88.80	3.23	72.86	1572.00	Out	In	--	--	--	--	--	--
25	Far tree	961.10	29.05	-172.20	3.02	88.49	2118.10	Out	In	--	--	--	--	--	--
26	Tree de Bortoli	442.45	9.15	-70.15	2.07	68.59	1599.45	In	In	1056	1125	TODA	TODA	TODA	TODA
27	Fence	106.50	0.30	-13.00	0.29	59.74	1263.50	In	In	TODA	TODA	TODA	TODA	TODA	TODA
28	Tree	1004.30	26.51	-117.10	2.64	85.95	2161.30	In	In	<800	839	990	1109	TODA	TODA
29	Power pole	385.20	11.25	-34.50	2.92	70.69	1542.20	In	In	907	989	1052	1102	TODA	TODA
30	Gum tree	486.60	15.69	-27.50	3.22	75.13	1643.60	In	In	<800	881	968	1037	TODA	TODA
31	De Bortoli roof	520.98	9.01	-23.30	1.73	68.45	1677.98	In	In	1124	TODA	TODA	TODA	TODA	TODA
32	Tree De Bortoli	480.20	12.01	-11.50	2.50	71.45	1637.20	In	In	945	1033	1102	1157	TODA	TODA
33	De Bortoli roof stone	529.06	10.46	-9.16	1.98	69.90	1686.06	In	In	1059	1140	TODA	TODA	TODA	TODA
34	Tree De Bortoli	513.70	14.70	7.10	2.86	74.14	1670.70	In	In	839	945	1028	1094	TODA	TODA
35	Power pole	355.20	10.25	13.20	2.89	69.69	1512.20	In	In	933	1007	1064	1110	TODA	TODA
36	Power pole	333.50	9.85	38.50	2.95	69.29	1490.50	In	In	935	1007	1062	1105	TODA	TODA
37	Casuarina	134.25	4.40	28.50	3.28	63.84	1291.25	In	In	1047	1078	1102	1122	TODA	TODA
38	Casuarina	224.85	11.09	53.85	4.93	70.53	1381.85	In	In	<800	865	924	971	1059	TODA
39	Casuarina	120.08	4.05	35.61	3.37	63.49	1277.08	In	In	1052	1081	1104	1121	1155	TODA
40	Fence	106.46	0.08	32.05	0.08	59.52	1263.46	In	In	TODA	TODA	TODA	TODA	TODA	TODA
41	Casuarina	128.53	4.66	40.42	3.62	64.10	1285.53	In	In	1029	1062	1088	1108	1146	TODA
42	Close casuarina	191.10	12.11	70.40	6.33	71.55	1348.10	Out	In	--	--	--	--	--	--
43	Casuarina	205.90	16.08	89.30	7.81	75.52	1362.90	Out	In	--	--	--	--	--	--
44	Close casuarina	134.20	12.85	83.50	9.57	72.29	1291.20	Out	In	--	--	--	--	--	--
45	Casuarina	112.60	11.76	82.40	10.45	71.20	1269.60	Out	In	--	--	--	--	--	--
46	Tree near refuel shed	31.50	12.56	150.80	39.89	72.00	1188.50	Out	In	--	--	--	--	--	--
47	Refuelling shed	13.40	5.00	98.80	37.34	64.44	1170.40	Out	In	--	--	--	--	--	--
48	Flood light	-2.10	4.43	90.10	210.80	63.87	1154.90	Out	Out	--	--	--	--	--	--
49	Hangar	-265.40	6.43	90.00	2.42	65.87	891.60	Out	Out	--	--	--	--	--	--

Published data calculations (height of critical trees increased to allow for some growth)

28	Tree	1004.30	26.87	-117.10	2.68	86.31	2161.30	In	In	<800	824	976	1097	TODA	TODA
38	Casuarina	224.85	11.38	53.85	5.06	70.82	1381.85	In	In	<800	853	913	961	1051	1154

Infringes desired 4.00% take-off gradient	
Permanent obstruction	
Published Data	

The critical obstruction is the Casuarina (obstruction No. 38) with a surveyed take-off gradient of 4.93%. JASKO has increased the height slightly to account for growth over the next 12 months to create a critical gradient of 5.06%. This obstacle creates a gradient that is higher than the desired gradient of 4.00% and must be lopped or removed. This obstacle is responsible for the 2.2%, 2.5%, 3.3% and 5% STODA.
 A tree (obstructions No. 28) is responsible for the 1.6% and 1.9% STODA and it should be removed to improve the STODA values.

Cessnock Airport 2023 OLS Survey Report



<p>Two other casuarina trees (obstruction Nos. 21 and 23) exceed the desired 4.00% take off gradient and should be lopped or removed to ensure all the vegetation within the splay is below 4.00%. Once these are removed, the Fence (Obstacle 15) will be the critical obstruction with a 4.34% gradient.</p> <p>The fence (obstruction 15) exceeds the desired 4.00% take off gradient and cannot be removed, therefore it should be reported to CASA for their assessment (refer Observation 1).</p> <p>Details of any infringement to the OLS will need to be sent to the CASA for their assessment (refer Observation 1).</p>		
Observation	2	Remove or lop obstructions 21, 23, 28 and 38 at the northern end of the runway, to ensure all vegetation within the take-off splay are below the desired 4.00% take off gradient.

Cessnock Airport 2023 OLS Survey Report



RWY 17 Approach data.							
Runway Parameters				Approach Parameters			
Runway Code	Code 2	Inner edge width		80m			
Instrument Procedures	N/A	Inner edge elevation (AHD)		59.44			
Runway length	1097m	Distance from THR		60m			
Clearway	60m	Divergence		10.0%			
Stopway	N/A	First Segment	Length	2500m			
TODA	1157m		Slope	4.00%			
LDA	1097m	Second Segment	Length	N/A			
			Slope	N/A			
		Third Segment	Length	N/A			
			Slope	N/A			
		Total Length		2500m			
		Max permitted slope		4.00%			
Obst No.	Description	In / Out Splay?	Beyond splay?	Surveyed Height (m)	Permitted Height (m)	Gradient %	Infringes Approach Surface
1	Casuarina	Out	Out	15.99	--	--	--
2	Casuarina	Out	Out	16.95	--	--	--
3	Corner fence	Out	Out	1.78	--	--	--
4	Fence	Out	Out	1.99	--	--	--
5	Trans tree	Out	Out	17.30	--	--	--
6	Fence	Out	In	2.12	0.39	21.64	--
7	Trans Casuarina	Out	In	17.15	0.53	128.84	--
8	Fence	Out	In	2.12	0.37	23.06	--
9	Corner fence	Out	In	1.89	0.39	19.38	--
10	Trans Casuarina	Out	In	17.88	1.19	60.27	--
11	Fence	Out	In	1.45	1.13	5.13	--
12	Eucalypt sapling	Out	In	2.54	1.74	5.83	--
13	Fence	Out	In	1.67	1.83	3.65	--
14	Trans tree	Out	In	16.26	4.62	14.07	--
15	Fence	In	In	1.23	1.13	4.34	Infringes 0.1m
16	Casuarina	Out	In	12.92	5.68	9.09	--
17	Far tree	Out	In	41.46	33.35	4.97	--
18	Close casuarina	Out	In	6.46	7.92	3.26	--
19	Close casuarina	Out	In	8.08	7.82	4.13	--
20	Far tree	Out	In	33.72	41.34	3.26	--
21	Casuarina	In	In	8.25	7.93	4.16	Infringes 0.32m
22	Light pole	Out	In	14.44	17.96	3.22	--

Inspection Date: February 2023

Version: Final

Cessnock Airport 2023 OLS Survey Report



23	Casuarina	In	In	8.78	7.60	4.63	Infringes 1.19m
24	Light pole	Out	In	13.42	16.60	3.23	--
25	Far tree	Out	In	29.05	38.44	3.02	--
26	Tree de Bortoli	In	In	9.15	17.70	2.07	Under 8.55m
27	Fence	In	In	0.30	4.26	0.29	Under 3.96m
28	Tree	In	In	26.51	40.17	2.64	Under 13.67m
29	Power pole	In	In	11.25	15.41	2.92	Under 4.16m
30	Gum tree	In	In	15.69	19.46	3.22	Under 3.78m
31	De Bortoli roof	In	In	9.01	20.84	1.73	Under 11.83m
32	Tree De Bortoli	In	In	12.01	19.21	2.50	Under 7.2m
33	De Bortoli roof stone	In	In	10.46	21.16	1.98	Under 10.7m
34	Tree De Bortoli	In	In	14.70	20.55	2.86	Under 5.84m
35	Power pole	In	In	10.25	14.21	2.89	Under 3.95m
36	Power pole	In	In	9.85	13.34	2.95	Under 3.49m
37	Casuarina	In	In	4.40	5.37	3.28	Under 0.97m
38	Casuarina	In	In	11.09	8.99	4.93	Infringes 2.1m
39	Casuarina	In	In	4.05	4.80	3.37	Under 0.75m
40	Fence	In	In	0.08	4.26	0.08	Under 4.18m
41	Casuarina	In	In	4.66	5.14	3.62	Under 0.49m
42	Close casuarina	Out	In	12.11	7.64	6.33	--
43	Casuarina	Out	In	16.08	8.24	7.81	--
44	Close casuarina	Out	In	12.85	5.37	9.57	--
45	Casuarina	Out	In	11.76	4.50	10.45	--
46	Tree near refuelling shed	Out	In	12.56	1.26	39.89	--
47	Refuelling shed	Out	In	5.00	0.54	37.34	--
48	Flood light	Out	Out	4.43	--	--	--
49	Hangar	Out	Out	6.43	--	--	--
Infringes desired 4.00% approach gradient							
Permanent obstruction							

Four of the surveyed obstructions, a fence (No. 15) and Casuarina (Nos. 21, 23 and 38) were found to infringe this surface. These obstructions infringe the approach surface up to as much as 2.1m. Each of the trees and any adjacent trees of a similar height need to be lopped or removed as soon as possible. If they cannot be removed then the threshold at this runway end may need to be displaced, with possible negative impacts on aircraft operations.

The fence (No 15) infringes the approach surface and needs to be assessed by CASA.

Cessnock Airport 2023 OLS Survey Report



Any obstacle that infringes the OLS must be reported to the CASA for their assessment (refer Observation 1).

Compliance issue	1	Remove or lop obstructions 21, 23 and 38 to restore the 4.00% approach gradient.
-------------------------	---	--

3.7.4.1 HAZARDOUS OBSTACLES

CASA has assessed the following obstacles as being hazardous obstacles. The details of their marking and lighting requirements are also below:

OBSTACLE TYPE	LOCATION	HEIGHT OF HAZARDOUS OBSTACLE	PENETRATED SURFACE	MARKING / LIGHTING
IDWI	RWY17/35 Strip	9M	3.67M	Red
NBN Tower (1) behind Cessnock Mitsubishi	331 mag @ 3nm from ARP	111M	40.07M	Red
Fence	RWY 17 approach	1.23M	0.1M	nil
Prawn Hangar	AD East	4.85M	-	Red
Fuel Facility	AD North East	5.0 M	-	Red
BOM Facility	AD SW CNR	11.0M	-	Red

3.7.5 MONITORING VISUAL SEGMENT SURFACES AND CRITICAL OBSTACLES

There are no published terminal instrument flight procedures for the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.7.6 PROPOSED OR ACTUAL INFRINGEMENTS - PANS-OPS

There are no published terminal instrument flight procedures for the aerodrome; therefore, this subsection is NOT APPLICABLE.

3.7.7 HEIGHT OF INFRINGEMENTS - PANS-OPS

The aerodrome does not have published terminal instrument flight procedures; therefore, this subsection is NOT APPLICABLE.

3.7.8 OBSTACLE CONTROL WITHIN AERODROME BOUNDARY

Cessnock Airport does not permit objects or structures, other than approved visual and navigational aids, to be erected within the obstacle restriction area of the aerodrome without the written approval of CASA.

All proposed fixed objects or structures at the aerodrome, whether temporary or permanent, that sit on or above the movement area, or those that extend above the defined height limits, including the OLS, have been and / or will be reported to CASA in writing.

On receipt of CASA's assessment, Cessnock Airport adopts controls appropriate to the recommendations provided by CASA.

3.7.9 OBSTACLE CONTROL OUTSIDE AERODROME BOUNDARY

Cessnock Airport has liaised with local government authorities located within the OLS footprint

of the aerodrome and requested they forward development proposals for assessment where the proposal may penetrate the OLS or PANS-OPS of the aerodrome.

Assistance has been provided to ensure the local government authority has suitable processes and information to determine which development proposals should be forwarded for assessment.

3.7.10 OBSTACLE LIGHTS SERVICEABILITY MONITORING PROGRAMME

The following lit obstacles are located within the OLS area of the aerodrome:

LIT OBSTACLES & INSPECTION PROGRAMME

REQUIREMENTS	OBSTACLE DETAILS	OBSTACLE DETAILS
OBSTACLE TYPE	Tower	Tower 9 Meters
LOCATION OF OBSTACLE	SSW of ARP ON AD	
TYPE OF OBSTACLE LIGHTING	LED	
OBSTACLE LIGHT OWNER	BOM	
OBSTACLE INSPECTION FREQUENCY	Daily	
OBSTACLE TYPE	IWDI	IWDI 8 M
LOCATION OF OBSTACLE	NORTH OF ARP ON AD	
TYPE OF OBSTACLE LIGHTING	LED	
OBSTACLE LIGHT OWNER	CESSNOCK COUNCIL	
OBSTACLE INSPECTION FREQUENCY	DAILY	
OBSTACLE TYPE	TOWER TELECOMMUNICATION	TOWER 111 M
LOCATION OF OBSTACLE	3NM BRG 331 FROM ARP	
TYPE OF OBSTACLE LIGHTING	LED	
OBSTACLE OWNER	TELSTRA	
OBSTACLE INSPECTION FREQUENCY	WEEKLY	
OBSTACLE TYPE	BUILDING	PRAWN HANGAR
LOCATION OF OBSTACLE	NE OF ARP ON AD	
TYPE OF OBSTACLE LIGHTING	LED	
OBSTACLE OWNER	CESSNOCK COUNCIL	
OBSTACLE INSPECTION FREQUENCY	DAILY	
OBSTACLE TYPE	BUILDING	FUEL AREA
LOCATION OF OBSTACLE	NNE OF ARP ON AD	
TYPE OF OBSTACLE LIGHTING	LED	
OBSTACLE OWNER	CESSNOCK COUNCIL	
OBSTACLE INSPECTION FREQUENCY	DAILY	

A plan that shows the location of each of these obstacle lights is available at: Airport Coordinators Office

At the completion of each obstacle light inspection, the following information is recorded on the AVCRM system

- the date and time the obstacle light inspection was completed
- who performed the inspection
- the results of the inspection
- a description of any action taken.

The results of each obstacle light inspection and any action taken will be maintained by Airport

Coordinator

Inspection records stored at: AVCRM system.

3.7.11 OBSTACLE LIGHT OUTAGE

In the event an obstacle light outage is detected during an inspection, the reporting officer is to:

- ensure that a NOTAM authorised person requests the immediate issue of a NOTAM
- liaise with the owner of the obstacle light so that the outage is repaired as quickly as possible.

If the obstacle light has been determined by CASA, in writing, as essential for aviation safety, the reporting officer is to:

- immediately report the outage to any aircraft that are manoeuvring, or about to manoeuvre on the affected runway
- immediately close the relevant runway or close the aerodrome until the outage is repaired
- notify CASA of the outage as soon as possible.

3.7.12 CHARTS PUBLISHED BY THE AERODROME OPERATOR

3.7.12.1 TYPE A CHARTS

Type A charts are not required and have not been prepared; therefore, this subsection is NOT APPLICABLE.

3.7.12.2 TYPE B CHARTS

Type B charts have not been prepared; therefore, this subsection is NOT APPLICABLE.

3.7.12.3 PRECISION APPROACH TERRAIN CHARTS - ICAO

Precision Approach Terrain Charts have not been prepared; therefore, this subsection is NOT APPLICABLE.

3.7.12.4 AERODROME TERRAIN AND OBSTACLE CHARTS - ICAO (ELECTRONIC)

Aerodrome Terrain and Obstacle Charts have not been prepared; therefore, this subsection is NOT APPLICABLE.

3.8 PROTECTION OF COMMUNICATION, NAVIGATION, SURVEILLANCE AND METEOROLOGICAL FACILITIES

3.8.1 CONTROLLING ACTIVITIES NEAR CNS AND MET FACILITIES

The following is a list of all CNS and MET facilities, their location on the aerodrome, and the particulars of the respective service provider:

CNS / MET FACILITY	LOCATION ON THE AERODROME	SERVICE PROVIDER
MET FACILITY	SW GRASS AREA	BOM

Cessnock Airport ensures that there will not be any interference to the CNS or MET facilities at the aerodrome caused by developments, the erection of structures or from work activities within the vicinity of each facility.

Cessnock Airport refers all developments within the aerodrome boundary, near to or likely to affect an existing CNS or MET facility, to the respective CNS or MET facility providers for a hazard and impact assessment.

In consultation with each facility provider, the restricted area boundaries have been determined for each CNS and MET facility. The restricted area boundaries are shown on a plan which is available at the Airport Coordinators office.

Only the Airport Staff or facility service provider is permitted to work within each boundary. When ground maintenance is required, the service provider is advised.

3.8.2 SUPPLY AND INSTALLATION OF WARNING SIGNS

Signs have been placed around each communications, navigation and surveillance (CNS) or meteorological (MET) facility to:

- deter unauthorised access from vehicles and persons
- warn of hazardous emissions, including electromagnetic and microwave radiation.

Signs have also been placed at each road access point to each of the ILS critical and sensitive areas to prohibit drivers and pedestrians against entering the area without authority.

The responsibilities for supplying, installing and maintaining the signs have been agreed upon with the service provider and are to occur as follows:

- Cessnock City Council

3.9 AERODROME TECHNICAL INSPECTIONS / MANUAL VALIDATIONS

3.9.1 INSPECTION PERSONNEL

The following is a list of individuals or positions, and their responsibilities in the aerodrome technical inspection and reporting process:

INDIVIDUAL OR POSITION	RESPONSIBILITIES
Airport Coordinator	managing the inspection programme
Airport Coordinator	planning the aerodrome technical inspections
Airport Coordinator	reporting inspection results and follow-up action
Airport Coordinator	receiving and considering inspection reports
Airport Coordinator	taking follow-up action if defects or deficiencies have been identified

3.9.2 INSPECTION ITEMS AND TIMEFRAMES

Cessnock Airport, in a financial year, has 10,000 but less than 50,000 air transport passenger movements / 20,000 but less than 100,000 aircraft movements.

A technical inspection programme is carried out in accordance with the following:

INSPECTION REQUIREMENT	FREQUENCY	REQUIRED QUALIFICATIONS AND / OR EXPERIENCE
An instrument survey of the approach, take-off and transitional surfaces	The inspection is completed annually	The person engaged to conduct the inspection is technically qualified or experienced in surveying and has a sound knowledge and understanding of the standards for OLS
A check of other applicable surfaces associated with the OLS	The inspection is completed annually	The person engaged to conduct the inspection: <ul style="list-style-type: none"> is qualified or experienced in surveying and has a sound knowledge and understanding of the standards for OLS, or has sound knowledge and understanding of the standards for OLS
For an aerodrome with a Type A chart, the currency and accuracy of the: <p>(a) Type A chart (b) distribution list of current Type A chart holders</p>	The inspection is completed annually / This inspection element is NOT APPLICABLE	The review of the Type A chart is completed by a person with tertiary qualifications in civil engineering or surveying, or a person that can demonstrate knowledge for interpreting the chart and the associated data
For an aerodrome with a TIFP - a check of the Cessnock City Council's monitoring of the instrument approach procedure-critical obstacles nominated by the procedure designer	The inspection is completed annually / This inspection element is NOT APPLICABLE	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
An inspection and assessment of the movement area pavements, drainage and associated strips, including a visual inspection and assessment of: <p>(a) pavement condition; and (b) contamination, including from rubber</p>	The inspection is completed every two years	The person engaged to conduct the inspection has: <ul style="list-style-type: none"> a recognised degree, diploma, or certificate of civil engineering, or demonstrable relevant technical experience in civil engineering

INSPECTION REQUIREMENT	FREQUENCY	REQUIRED QUALIFICATIONS AND / OR EXPERIENCE
build-up Note: Periodic friction assessment and surface evaluation (as applicable) is undertaken to identify the need for maintenance or special surface treatment before surface conditions deteriorate below the specified limits		
An inspection and testing of the aerodrome lighting and electrical reticulation systems, including the following: (a) visual aids on the movement area (b) apron floodlighting, including illumination of the apron and parking positions (c) illuminated wind direction indicators (d) pilot-activated lighting systems (e) stand-by and emergency aerodrome lighting (if applicable) (f) the visual approach slope indicator system (if applicable) (g) approach lighting systems (if applicable) (h) obstacle lights and beacons maintained by the Cessnock City Council (i) any earthing points on the apron	The inspection is completed every two years / This inspection element is NOT APPLICABLE	The person engaged to conduct the inspection is: <ul style="list-style-type: none"> • a qualified electrical engineer, or • a qualified licensed electrician with relevant aerodrome lighting knowledge and experience
An inspection and assessment of visual aids on the aerodrome, including the following: (a) movement area markings (b) movement area guidance signs, including aircraft parking position signs (c) airside vehicle control signs (d) protection of CNS and MET signs	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
An inspection of equipment or facilities at the aerodrome used for wildlife hazard management, including aerodrome fencing and gates	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
An inspection of equipment or facilities at the aerodrome used for aerodrome emergencies	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
A check of the currency and accuracy of aerodrome information published in the AIP	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
A check of the currency and accuracy of aerodrome operating procedures specified in the aerodrome manual and supporting documents	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
A check that the safety management system is up-to-date and is functioning as documented or A check that the risk management plan is up-to-date and is functioning as documented	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
An inspection of airside vehicle control arrangements	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
A check that personnel appointed as a reporting officer (a) have been trained and assessed in accordance with Chapter 13, and (b) appear to be generally competent to carry out the required duties in accordance with MOS	The inspection is completed annually	The person engaged to conduct the inspection has sound knowledge and experience of the applicable civil aviation safety legislation
A check that personnel appointed as a	The inspection	The person engaged to conduct the

INSPECTION REQUIREMENT	FREQUENCY	REQUIRED QUALIFICATIONS AND / OR EXPERIENCE
works safety officer (a) have been trained and assessed in accordance with Chapter 13, and (b) appear to be generally competent to carry out the required duties in accordance with MOS	is completed annually	inspection has sound knowledge and experience of the applicable civil aviation safety legislation

3.9.3 QUALIFIED PERSONNEL FOR TECHNICAL INSPECTIONS / MANUAL VALIDATIONS

The Airport Coordinator, at the time of engaging a person to conduct each element of the technical inspection, is to sight the qualifications and relevant experience of each person(s) to verify that they meet the required qualifications and / or experience as documented in subsection 3.9.2 of this manual.

A person who cannot demonstrate that they have the required technical qualifications and experience, or demonstrable relevant technical experience, will not be permitted to perform the inspection.

A record of qualifications and relevant experience is included in the technical inspection report.

3.9.4 SCHEDULING INSPECTIONS / MANUAL VALIDATIONS AND RECORDING THEIR RESULTS

A calendar is maintained to schedule inspections.

- Person(s) responsible for calendar: Airport Coordinator
- Location of calendar: AVCRM

To allow adequate planning time, a reminder is also set in the calendar three (3) months in advance of the due date.

The calendar is updated when an element of the technical inspection is completed, and a new date for the next inspection and a three-month advance reminder is set.

The calendar is reviewed monthly.

Irrespective of the schedule, an immediate inspection is conducted in the event any of the following is detected during an aerodrome serviceability inspection:

- an unsafe condition is identified
- a defect or deficiency in a part of the aerodrome is identified.

The results of each technical inspection are presented in a report.

3.9.5 BRIEFING TECHNICAL INSPECTORS

At the time of engagement, the person(s) conducting the technical inspection will be briefed on the scope of the inspection, including the technical matters and the locations which must be inspected.

The Airport Coordinator is to advise the person(s) conducting each element of the technical inspection that they are to include in their report:

- any non-compliance with the Part 139 MOS with respect of the aerodrome's facility, equipment, operation, or aerodrome personnel
- any defect or deterioration in any facility, equipment or visual aid which could make the aerodrome unsafe for aircraft operations
- any incorrect aerodrome information:
 - published in the AIP or NOTAMs
 - reported to ATC (if applicable)
- any information in the aerodrome manual which is incorrect or not current
- any procedure, or practice in use at the aerodrome, which is not in accordance with, or conflicts with, procedures in the aerodrome manual.

3.9.6 POST-INSPECTION / VALIDATION CORRECTIVE ACTIONS

On receipt of the technical inspection report, each recommendation is to be entered into a corrective action plan and is to be considered. Each recommendation is to be documented and considered by the following person(s):

- Documented by: Anthony Allan
- Considered by: Cessnock City Council Operations

Where a recommendation has been supported, the agreed corrective actions are to be documented and assigned to an individual who will be responsible for implementing the listed corrective actions. An agreed target date for completion for each corrective action will also be assigned.

In the event a recommendation is not supported, the reasons for not supporting the recommendation are also to be documented in the corrective action plan.

Cessnock Airport ensures that corrective action plans are reviewed and updated regularly. Specific responsibilities for corrective plans have been attributed to the following person(s):

- Maintained by: Airport Coordinator
- Stored securely at: Cessnock Airport Eastern Airport Operations Office.

In the event CASA requests a written copy of the corrective action plan, Cessnock Airport ensures that this copy will be provided to CASA within 30 days and will include a report showing the progress of corrections to any defects or deterioration.

3.9.7 PROVIDING CASA WITH INSPECTION / VALIDATION REPORTS

Within 30 days of receiving the technical inspection report, a copy of the report is to be provided to CASA:

- By: Airport Coordinator
- Via e-mail: aerodromes@casa.gov.au.

Upon receipt of a written request, a copy of the corrective actions plan, including progress made to address the actions, is to be provided within 30 days to the aerodrome inspector making the request:

- By: Airport Coordinator.

3.9.8 MAINTAINING RECORDS OF TECHNICAL INSPECTIONS /

MANUAL VALIDATIONS

Technical inspection reports are retained for a period of at least three (3) years from the date the report was completed.

- Maintained by: Airport Coordinator
- Stored securely at: Cessnock Airport Operations Office.

3.10 AERODROME WORKS SAFETY

Cessnock Airport always makes all necessary arrangements to ensure that aerodrome works do not create a hazard to aircraft or cause confusion to pilots.

A works safety officer is to be present to directly oversee works safety at all times when the aerodrome is open and available for aircraft operations.

Aerodrome markers, markings and lights required for, or affected by aerodrome works are installed, altered or removed in accordance with the required standards.

Any part of the movement area that is unserviceable as a result of aerodrome works being carried out is marked and lit. Obstacles created as a result of the aerodrome works are assessed and marked, or lit in accordance with the assessment.

Where works are to be undertaken in the vicinity of CNS or MET facilities, the service provider is to be consulted to ensure neither the works, nor the vehicles or plant associated with the works affect performance of the facilities.

Where significant displacement of a runway threshold is planned, works planning may require consultations with the terminal instrument flight procedure (TIFP) designer and the surveyor that conducts the annual obstacle surveys.

3.10.1 WORKS SAFETY PERSONNEL

The following persons have specified responsibilities for works:

INDIVIDUAL / POSITION	RESPONSIBILITY
Airport Coordinator	works planning
Airport Coordinator	conducting works
Airport Coordinator	arrangement and notifications

The following is a list of personnel appointed to perform the functions of a works safety officer (WSO):

NAME	POSITION	FUNCTION
Anthony Allan	Airport Coordinator	Works safety officer
Steven Burgess	ARO	Works safety officer
Robert Schrieber	ARO	Works safety officer
		Works safety officer

All personnel appointed as a WSO have been trained so that they can competently carry out their duties at this aerodrome, without the need for supervision.

Cessnock ensures all training activities for works safety officers are recorded to verify achieved

competencies.

All WSOs undergo recurrent training every two (2) to five (5) years as is recommended in guidance material published by CASA, or earlier if deficiencies are identified.

A training schedule has been established and is maintained by [insert position]. The training schedule is reviewed regularly to ensure training is completed in a timely manner.

The training records of all WSOs are:

- Maintained by: Airport Coordinator
- Stored securely at: Cessnock Airport Operations Office.

3.10.2 PREPARATION OF A METHOD OF WORKING PLAN (MOWP)

Although a MOWP is not required when planning scheduled works, as a means to ensure aerodrome works do not create a hazard or confusion, and that the impact of the works will be clearly understood, Cessnock Airport is to consult with:

- operators based at the aerodrome
- emergency services aircraft that are likely to operate at the aerodrome
- and other key stakeholders.

A list of representatives from each operator / organisation listed above, and their contact details, is maintained by: Airport Coordinator

CASA is to be consulted should any safety issues be identified.

In the event Cessnock Airport elects to develop a MOWP, the MOWP will be prepared in accordance with the content and sequencing requirements stated in Chapter 16 of the Part 139 MOS.

The name, position, and function of each WSO will be recorded in the MOWP.

MOWPs will be authorised and signed by either the:

- Accountable Manager
- Project Manager that has written authorisation from the aerodrome operator to sign the MOWP.

Written authorisations will be retained on file.

3.10.3 MOWP NOTIFICATIONS

Unless the works are unforeseen urgent works, the authorised MOWP will be issued not less than 14 days before the works are scheduled to commence by the Airport Coordinator.

The MOWP is to be issued to:

- air transport operators using the aerodrome
- operators of emergency services aircraft that are likely to operate at the aerodrome
- ATC (if applicable)
- ARFFS (if applicable)
- providers of any communications, navigation, surveillance or meteorological infrastructure or equipment that might be affected by the works (if applicable)

- the WSO
- the project manager
- the works organiser
- the aerodrome security manager (if applicable)
- CASA via e-mail at: aerodromes@casa.gov.au.

A distribution list of all MOWP recipients and their contact details is:

- Maintained by: Airport Coordinator
- Stored securely at: Western Terminal Offices

The following person(s) is responsible for ensuring that all recipients receive the MOWP: [insert position].

The MOWP distribution list will be regularly reviewed to ensure it remains current.

In the event a MOWP requires amendment, the amended MOWP will:

- clearly show the information that has changed
- be disseminated to all persons who received the original MOWP
- be issued no later than 48 hours before the change in works commences.

Amendments to the MOWP are the responsibility of: Airport Coordinator

A NOTAM providing the time and date of the commencement of the works is to be issued as early as possible, but not less than 48 hours before commencement.

In the event the change in works is due to an unforeseen event and a notification period of at least 48 hours is not possible, a NOTAM is to be requested as soon as possible after the change becomes known, and notification of the change is declared on the AFRU / or requested on the ATIS.

3.10.4 COMMUNICATIONS WITH ATC DURING AERODROME WORKS

WSOs that hold an Aeronautical Radio Operator Certificate (AROC) are authorised to transmit on an aeronautical radio frequency. WSOs without an AROC are only authorised to listen to the aeronautical radio frequency, but not transmit.

WSOs will at all times maintain a continuous radio listening watch.

In the event the runway is unserviceable and the WSO does not hold an AROC, unserviceability markings will be used so that a pilot can clearly identify that the runway is unserviceable.

During CTAF operations, WSOs have the contact number for the operations centre for air traffic service to communicate unexpected changes to the availability of the aerodrome.

3.10.5 TIME-LIMITED WORKS (TLW) OR EMERGENCY WORKS

TLW are only to be carried out if:

- a works safety officer(s) is present in the vicinity of the works
- normal operations are not disrupted
- the movement area can be restored to normal safety standards, and

- any obstacles created by those works removed in not more than 30 minutes.

At all times during TLW, the WSO is to maintain a continuous radio listening watch.

In the event TLW have been stopped to facilitate an aircraft movement, normal safety standards are to be restored not less than five (5) minutes before the aircraft movement is to occur.

Where TLW have been stopped for an aircraft movement, TLW is only permitted to resume:

- for an aircraft arrival:
 - immediately after the aircraft arrival provided the safety of the aircraft is not endangered
 - if the aircraft has not arrived, at least 30 minutes after the aircraft was due to arrive.
- for an aircraft departure:
 - a minimum period of 15 minutes must have elapsed between the aircraft's departure and the resumption of TLW.

3.10.6 NOTIFICATIONS OF TLW OR EMERGENCY WORKS

TLW or emergency works with recall times between 10 and 30 minutes are to be advised by NOTAM.

For TLW, the works safety officer is to ensure that a NOTAM has been issued at least 24 hours before the works commence.

The request for a NOTAM is to be made in accordance with section 3.1 of this manual.

The NOTAM authorised person is to include the following information in the NOTAM request:

- date and time of commencement of the works
- time required to restore normal safety standards.

Emergency works on a runway, or runway strip are not to commence until ATC (local tower, or the air traffic service centre) have been notified and the publication of a NOTAM advising the changes to the aerodrome has been verified. The operations centre for air transport operators with scheduled services occurring during the expected duration of emergency works is also be advised of the changes occurring due to the works.

3.10.7 WORKS AT CLOSED AERODROME

To enable works to be completed when the aerodrome is closed, written notice of the intention to close the aerodrome is to be sent, at least 14 days before the aerodrome closure, to:

- air transport operators using the aerodrome
- each other known organisation using the aerodrome which is likely to be affected by the closure
- CASA.

A distribution list of those receiving the written notification will be retained by: Airport Coordinator .

A copy of the written notice will be retained by: Cessnock City Council.

At least 14 days before the aerodrome closure, a NOTAM will also be issued in accordance with section 3.1 of this manual, advising when the aerodrome will be temporarily closed.

3.11 WILDLIFE HAZARD MANAGEMENT

3.11.1 WILDLIFE HAZARD PERSONNEL

The following individuals and positions have responsibilities for wildlife hazard management:

INDIVIDUAL / POSITION	RESPONSIBILITIES
Airport Coordinator / ARO	monitoring wildlife hazards
Airport Coordinator / ARO	mitigating wildlife hazards

3.11.2 TRAINING OF PERSONNEL

3.11.2.1 TRAINING FOR WILDLIFE HAZARD MONITORING AND REPORTING

At Cessnock Airport, all personnel tasked with wildlife hazard monitoring and reporting are trained, so that they can competently:

- conduct wildlife observations and identify high-risk species
- assess wildlife populations and describe their behaviour
- record information
- collect any remains of a wildlife strike on the aerodrome
- attempt to facilitate the identification of:
 - any wildlife involved in a strike event
 - any resulting damage to an aircraft.
- report the outcomes of observations, monitoring and strike collection activities.

Re-currency training is completed every: 3 years .

The training records of all personnel are kept for a minimum period of three (3) years and are:

- Maintained by: Airport Coordinator
- Stored securely at: Cessnock Airport Operations Office.

3.11.2.2 TRAINING FOR WILDLIFE HAZARD MITIGATION

All personnel engaged in wildlife hazard mitigation are trained, so that they can competently:

- engage in active wildlife management without causing a hazard to aviation safety
- assess the effectiveness of any mitigation measures that are taken.

Re-currency training is completed every: 3 Years.

The training records of all personnel are kept for a minimum period of three (3) years and are:

- Maintained by: Airport Coordinator
- Stored securely at: Cessnock Airport Operations Office.

3.11.3 WILDLIFE HAZARD MANAGEMENT PLAN

The type and frequency of aircraft operations does not trigger the requirement for a wildlife hazard management plan, nor does the aerodrome have a high wildlife hazard management risk. A wildlife hazard management plan has not been prepared.

3.11.4 WILDLIFE HAZARD MONITORING

Wildlife hazards at Cessnock Airport are monitored as part of the aerodrome serviceability inspection process as shown in section 3.2 of this manual.

In addition to an inspection of the aerodrome boundary fence, and gates, looking for holes or other potential signs of a breach by wildlife, reporting officers will identify and record the

following:

- presence of wildlife on and in the vicinity of the aerodrome, which is to include:
 - a count of all birds and animals sighted
 - bird / animal activity, e.g. feeding, flying, nesting
 - species (if known)
 - numbers
 - location.
- seasonal and environmental conditions which may attract wildlife, such as grasses, standing water, uncovered waste, deceased wildlife (e.g. dead rabbits, mice etc.)
- any additional indicators such as new nests or eggs.

All wildlife observed on the aerodrome and in the vicinity of the aerodrome are recorded on the: [insert form].

A record of wildlife strikes is also included in the following register:

- Wildlife strike register: AVCRM
- Stored securely at: AVCRM

All known or suspected wildlife strikes that occur at or in the vicinity of the aerodrome are reported to the Australian Transport Safety Bureau (ATSB). Each month, the wildlife strike statistical reports published by the ATSB are reviewed by: Airport Coordinator.

Any reported occurrences near the aerodrome that have not been previously recorded are included in the AVCRM register.

To detect changes in wildlife hazards, reported wildlife observations and the wildlife strike register are reviewed every month by: Airport Coordinator.

3.11.5 WILDLIFE HAZARD ASSESSMENT

Any detected wildlife hazard is assessed for risk to aircraft operations.

The hazard assessment process is completed in accordance with the procedures set out in the aerodrome Risk Management Plan.

When assessing the risks, the following data is considered:

- wildlife observations
- reported strike events
- reported near miss events
- times of day or year / weather conditions.

Wildlife hazard risk assessments are:

- Maintained by: Airport Coordinator
- Stored securely at: Cessnock Airport Operations Office.

3.11.6 WILDLIFE HAZARD MITIGATION

The following measures have been implemented to assist in mitigating wildlife hazards:

- all gates are kept locked and rubbish appropriately stored

- grass heights are monitored to prevent seeding
- open unlined drains are regularly inspected and maintained to prevent water retention
- in the event dead birds and animal carcasses are located they are quickly removed
- bird spikes or barriers have been installed on roosting sites.

In the event a reporting officer(s) detects a source of attraction for wildlife, so that further actions can be considered and implemented to minimise the attraction, a report is to be drafted and sent to: Airport Coordinator.

Wildlife mitigation permit(s) is held at the required intervals and renewal is managed by: Airport Coordinator

Wildlife mitigation permits are stored securely at: Cessnock City Council.

3.11.7 WILDLIFE HAZARD REPORTING (AIP, NOTAM, ATC, UNICOM)

In the event a wildlife risk is identified on or in the vicinity of the aerodrome, and the risk is a serious or imminent threat and cannot be immediately managed, the reporting officer(s) is to:

- notify ATC (if applicable)
- advise pilots via the CTAF / Unicom
- request the immediate issue of a NOTAM.

Known or seasonal hazards are reported in writing to the AIS provider for publication in the AIP-ERSA.

A NOTAM is requested if the hazard is a higher risk than usual, or is of a short term or seasonal nature.

3.11.8 LIAISON WITH LOCAL AUTHORITIES FOR WILDLIFE HAZARD MITIGATION

The following is a list of local authorities that have land within a 13-km radius of the aerodrome:

LOCAL AUTHORITY	CONTACT
Cessnock City Council	Noel Sweetman
Maitland City Council	Duty Officer

Cessnock Airport engages with the local authorities to ensure that future land uses and development proposals can be carefully considered.

Where existing land use presents a potential risk, site visits are conducted to discuss aviation safety concerns and possible mitigations to reduce those risks. Regular site visits are conducted to ensure mitigations are effective. A record of these sites and the frequency of review is recorded in the table below:

SITE	SITE INSPECTIONS
Nil	

3.12 LOW-VISIBILITY OPERATIONS

Low-visibility operations are not conducted; therefore, this section is NOT APPLICABLE.

3.12.1 LOW-VISIBILITY PERSONNEL

Low-visibility operations are not conducted; therefore, this subsection is NOT APPLICABLE.

3.12.1.1 RUNWAY VISIBILITY (RV) ASSESSMENT PERSONNEL

No persons at Cessnock Airport are authorised to conduct runway visibility assessments.

3.12.2 VEHICULAR TRAFFIC IN LOW-VISIBILITY OPERATIONS

Low-visibility operations are not conducted; therefore, this subsection is NOT APPLICABLE.

3.12.3 CNS FACILITIES IN LOW-VISIBILITY OPERATIONS

Low-visibility operations are not conducted; therefore, this subsection is NOT APPLICABLE.

3.12.4 MANOEUVRING AREA INSPECTIONS IN LOW-VISIBILITY OPERATIONS

Low-visibility operations are not conducted; therefore, this subsection is NOT APPLICABLE.

3.12.5 MEASURING RUNWAY VISIBILITY

Low-visibility operations are not conducted; therefore, this subsection is NOT APPLICABLE.

3.12.6 COMMUNICATING VISIBILITY MEASUREMENTS TO ATC OR PILOTS

Low-visibility operations are not conducted; therefore, this subsection is NOT APPLICABLE.

3.12.7 TRANSMISSOMETERS

Transmissometers are not installed at Cessnock Airport; therefore, this is NOT APPLICABLE.

3.12.8 LOW-VISIBILITY PROCEDURES (LVP)

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.1 SPECIFIC CIRCUMSTANCES FOR LVP

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.2 NOMINATED RATE OF AERODROME MOVEMENTS

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.3 LVP-RELATED TRAINING AND AUTHORISATION FOR AIRSIDE DRIVERS

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.4 CONTROL OF AIRSIDE OPERATIONS

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.5 WITHDRAWAL OF NON-ESSENTIAL VEHICLES AND PERSONNEL

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.6 SUSPENSION OF VISUAL AND NON-VISUAL AID MAINTENANCE

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.7 SECURING AIRSIDE ACCESS AND PREVENTING ENTRY

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.8 ALERTING OF LVP

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.9 COORDINATING LVP ACTIVITIES WITH ATC

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.10 PHYSICAL CHECKS OF LIGHTING AND WARNING DEVICES

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.11 PROTECTION OF AREAS FOR ILS

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.12 EMERGENCY RESPONSES DURING LVP

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.13 LVP STATUS

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.12.8.14 REVIEW OF LOW-VISIBILITY PROCEDURES

Low-visibility procedures (LVP) have not been established; therefore, this subsection is NOT APPLICABLE.

3.13 DISABLED AIRCRAFT REMOVAL

3.13.1 AIRCRAFT REMOVAL PERSONNEL

The following person(s) have responsibilities for arranging the removal of disabled aircraft:

NAME	ROLE	PHONE NUMBER	AFTER-HOURS PHONE NUMBER
Anthony Allan	Airport Coordinator	02 4993 4228	0401 107 557
Steven Burgess	ARO	02 4993 4228	0437 107 481
Robert Schrieber	ARO	02 4993 4228	0447 492 961

3.13.2 AIRCRAFT REMOVAL - AERODROME OPERATOR & AIRCRAFT CERTIFICATE HOLDER

The registered owner or aircraft operator has complete responsibility for removing their aircraft should it become disabled. All airline operators are therefore expected to have aircraft recovery plans which identify any special equipment that may be necessary.

Cessnock Airport coordinates the aircraft recovery operation to ensure that the disabled aircraft is removed in a timely and efficient manner.

Removal of damaged aircraft may be subject to clearance of Australian Transport Safety Bureau and other investigating teams.

Although the aircraft owner is responsible, Cessnock Airport may, where necessary, initiate salvage action when:

- there is a serious and imminent threat or hazard to other aircraft, vehicles or personnel on the movement area
- the aircraft operator refuses to move a disabled aircraft, or neglects to do so within a reasonable time.

In these instances, Cessnock Airport accepts no responsibility for any loss or damage of any kind resulting from this action, and the aircraft operator shall be held responsible for all costs incurred.

Once a runway is negatively impacted (unavailable), or a reduction in operating length is required, a NOTAM is to be issued in accordance with section 3.1 of this manual.

Appropriate visual aids are deployed, when necessary, to mark unserviceable portions of the aircraft movement area by ARO or Airport Coordinator

3.13.3 NOTIFYING AIRCRAFT CERTIFICATE HOLDER

The pilot of a disabled aircraft is expected to notify the holder of the aircraft's certificate of registration in the first instance.

If the pilot is not available, or is unable to notify the certificate of registration holder, the required notification is to be issued by Airport Coordinator or ARO.

If the certificate of registration is not known to Cessnock Airport, details are to be obtained from

the pilot, if possible, or if available, from the [civil aircraft register](#) on the CASA website.

3.13.4 LIAISING WITH THE ATSB, DEFENCE AND ATC

If the disabled aircraft cannot be immediately removed from the movement area, Cessnock Airport will ensure:

- unserviceability markers, markings and lights are displayed as required
- the NOF is notified of the unserviceability, or changes to the runway or taxiway as applicable.

In the absence of a representative from Cessnock Airport, the pilot is expected to advise air traffic services of the disabled aircraft closing the runway or airport. As there is no Air Traffic Control at Cessnock Airport, this notification is expected to occur on the general area frequency should VHF be available on the ground. Once a representative from Cessnock Airport becomes aware of the disabled aircraft, they are to confirm with the pilot that the air traffic services have been notified.

The ATSB will be notified immediately of an occurrence that requires their involvement.

3.13.5 EQUIPMENT AND PERSON(S) TO REMOVE AIRCRAFT

The holder of the aircraft's certificate of registration is expected to provide, by the fastest means possible, any specialised equipment and personnel required to remove a disabled aircraft.

Prior to engaging recovery assistance from Cessnock Airport, the aircraft operator is required to indemnify Cessnock Airport from any adverse consequence resulting from any activities during the recovery process.

Cessnock Airport is to advise the aircraft operator of the contacts of any commercial crane operators that may assist in providing equipment for the removal of disabled aircraft.

3.14 AERODROME SAFETY MANAGEMENT

3.14.1 SAFETY MANAGEMENT SYSTEM (SMS)

As the aerodrome has less than 50,000 air transport passenger movements / less than 100,000 aircraft movements in a financial year, a safety management system has not been prepared or implemented.

3.14.2 RISK MANAGEMENT PLAN

As the aerodrome has less than 25,000 air transport passenger movements / less than 20,000 aircraft movements in a financial year, a risk management plan has not been prepared or implemented.

4 AERODROME EMERGENCY RESPONSE

4.1 EMERGENCY RESPONSE PERSONNEL

The following individuals or positions have responsibilities in an aerodrome emergency response:

INDIVIDUALS / POSITIONS	RESPONSIBILITIES
Airport Coordinator	Maintaining aerodrome emergency response procedures
Airport Coordinator / ARO	Notifying procedures to initiate an emergency response
Airport Coordinator / ARO	Initiating emergency response actions by aerodrome personnel
Airport Coordinator / ARO	Returning the aerodrome to operational status after an emergency
Airport Coordinator / ARO	Reviewing the aerodrome emergency response for improvements
Airport Coordinator	Writing an report to summarise the response

4.2 AERODROME EMERGENCY RESPONSE

4.2.1 AERODROME EMERGENCY PLAN (AEP)

The type and frequency of aircraft operations at Cessnock Airport does not trigger the requirement for an aerodrome emergency plan; therefore, this subsection is NOT APPLICABLE.

4.2.2 LOCAL / STATE EMERGENCY RESPONSE PLAN

An AEP has been established and implemented at Cessnock Airport; therefore, this subsection is NOT APPLICABLE.

4.3 AERODROME EMERGENCY PROCEDURES

4.3.1 AERODROME EMERGENCY COMMITTEE

The type and frequency of aircraft operations at Cessnock Airport does not trigger the requirement for an aerodrome emergency committee. An aerodrome emergency committee has not been established.

4.3.2 EMERGENCY SERVICE ORGANISATIONS

Descriptions of the roles of each emergency service organisation involved in the Cessnock Airport emergency response arrangements are below:

EMERGENCY SERVICE ORGANISATION	ROLE DESCRIPTION
NSW Police	Overall Control
NSW Fire Service	Support
NSW Ambulance Service	Support
NSW SES	Support / Logistics
NSW RFS	Support
Cessnock Council	Support / Logistics
Cessnock Volunteer Rescue	Support

4.3.3 LOCAL EMERGENCY PLANNING ARRANGEMENTS

To ensure a coordinated response, the following procedures are followed when liaising with authorised person(s) responsible for local emergency planning arrangements:

- Annual meeting with Emergency services to validate and update procedures
- Responsibility for liaison Airport Coordinator.

4.3.4 NOTIFICATION AND INITIATION OF EMERGENCY RESPONSE

Notification of an emergency will be made without delay.

To ensure agencies respond appropriately, it is important that all known information about the emergency is relayed as accurately as possible. The following information is to be relayed as applicable:

- exact location of the incident (including location details and map references etc.)
- nature of the incident
- type of aircraft
- estimated time of arrival of the aircraft involved and the runway to be used (if applicable)
- number of persons on board (including passengers and crew)
- presence of hazardous materials including dangerous goods
- any other relevant information.

To assist responding emergency agencies, location details and / or maps of the aerodrome and its immediate vicinity have been provided. The location details and / or maps show:

- primary and secondary access points

- emergency assembly areas
- aerodrome hazards.

The location details and / or maps are available at: Airport Administration Office

4.3.5 ACTIVATION, CONTROL AND COORDINATION OF EMERGENCY RESPONDERS

- Cessnock Airport does not have any aerodrome-based emergency responders; therefore, this subsection is NOT APPLICABLE.

4.3.6 AERODROME EMERGENCY FACILITIES

Cessnock Airport does not have emergency facilities available; therefore, this subsection is NOT APPLICABLE.

4.3.7 ACCESS AND MANAGEMENT OF ASSEMBLY AREAS

The procedures for access and the management of assembly areas are described below:

- ARO to open Eastern gate 1
- ARO to ensure assembly area under the PRAWN hangar awning is available

4.3.8 RESPONSE TO A LOCAL STAND-BY EVENT

The procedures to respond to a local stand-by event are described below:

- ARO to standby Gate 1 to open for Emergency Services
- ARO to ensure that the large prawn hangar under awning area is clear for activation as the assembly area

4.3.9 INITIAL RESPONSE TO FULL EMERGENCY

FULL EMERGENCY

Definition: A Full Emergency is declared when an aircraft approaching the airport is known or suspected to be in such trouble that there is danger of an accident, or if the pilot has declared a "MAYDAY"

In-flight circumstances that may result in a "MAYDAY" being declared:

- fire in flight that requires an immediate landing
- structural damage that may lead to an in-flight failure
- engine failure of one or more engine in multi-engine aircraft
- loss of vital navigation or flight instruments that places the aircraft in immediate danger
- undercarriage failure that will result in an abnormal landing

Air Traffic Services will advise the level of the emergency based on the number of seats in the aircraft, i.e.

- Level I - up to 18 seats (ATC-Light)
- Level II - up to 150 seats (ATC-Medium)
- Level III - up to 450 seats (ATC-Heavy)

Refer to AIP GEN 3.6 – 6,6.3.1

When a Full Emergency is declared the response will be from all services according to the level (I, II, III) notified, i.e., "FULL EMERGENCY LEVEL I".

At Cessnock Airport there are no on-airport fire services, Air Traffic Services will activate the Airport Emergency Plan at the appropriate level of services required by the pilot.

i) Cessnock Police Commander

- a) provide overall control and co-ordination of aviation emergencies within the Cessnock local area.
- b) provide overall control and co-ordination for response to and recovery from aviation accidents.
- c) co-ordinate on site operations during an aviation emergency
- d) establish controls and operations as appropriate for one or more forward control points, including activation of appropriate liaison officers from the agencies involved.
- e) define an inner and outer perimeter for aviation accident sites.
- f) ensure that BASI and CASA are informed in relation to the aviation accident.

ii) Cessnock Police

- Establish Forward Command Post for Emergency co-ordination in consultation with the Police Commander.
- Establish a secure inner cordon around the site to protect the site, the wreckage, victims, cargo and personal effects and to permit the other agencies to work unobstructed
- Establish a secure outer perimeter to prevent unauthorised access by personnel, vehicles and equipment to the accident site
- Maintain access and egress routes to, from and within the accident site on the airport, for controlled movement of the emergency resources involved
- Determine the arrangement of emergency vehicles
- Assess the need for other assistance and/or special equipment, i.e. emergency services expertise.
- Account for all persons on board the aircraft.
- Recovery of the deceased, the establishment of a temporary morgue, and administering of Disaster Victim Identification (DVI).
- Ensure the orderly evacuation of the uninjured victims to the Passenger Reception Centre and Disaster Victim Registration (DVR).
- Provide assistance to Airline at Reception Centre/Welfare Areas for accounting and identification formalities.
- Undertake the statutory investigative requirements. particularly the Coroner's requirements and assist BASI.
- Establish and operate in conjunction with the aircraft operator, the airline (RPT) service and the Airport Manager, a Media Information Centre.

iii) Airport Reporting Officer

On being advised that an aircraft crash has occurred, the Reporting Officer will take the following action.

- a) If the crash is on or affecting the airport. The ARO is to ensure that if the runway or the whole airport is closed to aircraft operations, obstacle markers are correctly placed and the correct signals are displayed in the signal area or on the affected area.
- b) If a crash is on or affecting the airport. The ARO is to provide appropriate advice to airline personnel, airport operators, and airport tenants through an ADVISE.
- c) Consider the options, with regard to the positioning of the aircraft wreckage, to permit emergency flights to use the airport.
- d) Transport or escort emergency personnel and equipment from the assembly point to the scene of the accident.
- e) Set out a flare path if required for emergency flights.
- d) Carry out any other duties as directed by the Airport Manager, or the Emergency controller.

iv) Airport Manager

On first advice of a Full Emergency situation, the Airport Manager will inform all members of the Emergency Committee and direct all agencies to the accident scene, or the Assembly Area. If possible the Airport Manager will obtain the following relevant details:

- Ⓞ People On Board (POB), passengers and crew, if available
 - Ⓞ if still airborne, expected time of arrival (ETA) and the intentions of the pilot
 - Ⓞ location and access to the accident site if applicable
 - Ⓞ type of aircraft and its call sign and company
 - Ⓞ nature of problem, damage to the aircraft, and specialised aviation assistance, if required
 - Ⓞ nominated assemble point
- Provide Airport personnel, vehicles, and equipment to assist the Police Commander, as requested.

v) Cessnock Hospital

Ensure that the hospital is prepared to receive and treat casualties.

vi) NSW Fire Services

Liaise with the Commander of Police, and carry out the following:

- Ⓞ define the 'fire ground' and control firefighting operations
- Ⓞ advise Police Commander when fire ground is safe
- Ⓞ identify hazardous materials and control hazardous materials containment operations involving aircraft in accordance with DISPLAN arrangements.

vii) Cessnock Ambulance

Direct the removal of casualties to hospital; and provide emergency medical assistance.

Request Air Ambulance assistance, if considered necessary.

Where required, advise Cessnock Base Hospital of any severe injuries and the number of injured requiring hospitalisation.

Liaise with Emergency Services if assistance is required with crash victim's welfare.

viii) State Emergency Services Cessnock

Liaise with the Commander of Police, and provide emergency assistance as necessary.

ix) Volunteer Rescue Association (VRA)

Liaise with the Commander of Police and the SES, and provide emergency assistance as required.

4.4 READINESS OF EMERGENCY FACILITIES, ACCESS POINTS & ASSEMBLY AREAS

The arrangements for keeping aerodrome emergency facilities, access points and assembly areas (if any) in a state of readiness are described below:

- EMERGENCY VEHICLE ACCESS TO AIRPORT

- 3.2.1 Location of Airport

- Cessnock Airport is located 6 km north of the Cessnock CBD on Wine Country Drive Pokolbin.

- 3.2.2 Primary Emergency Access

- The Primary Emergency Access gate is Gate 1 located adjacent to the Eastern Terminal building, and directly accesses the main eastern apron area.

- Secondary vehicle access, Gate 2, is available off Col Turnbull Drive at the Western Terminal Gate 3 Grady Rd, on the western side of the airport. See Appendix 4

- 3.2.3 Airport Assembly Area

- The Emergency Vehicle and Personnel Assembly Area is located adjacent to the Rothbury Fire Shed on the eastern Terminal area on the landside of the airport. This area is marked on the airport plan in Appendix 3. Emergency personnel are not to assemble within the airport boundary..

FACILITIES AND EQUIPMENT AVAILABLE IN AN EMERGENCY

6.1 LIST OF THE FACILITIES AND EQUIPMENT

The following equipment available through Cessnock City Council may be used during an emergency situation:

Dozers

Graders

6 tonne crane assembly

5 tonne trucks

Front end loaders

Generators

Lighting units

4 wheel drive vehicles

6.2 TESTS FOR SERVICING EQUIPMENT

The Cessnock City Council will maintain the equipment according to the recommended service requirements.

4.5 EMERGENCY RESPONDER PREPAREDNESS

4.5.1 SITE INDUCTIONS FOR EMERGENCY RESPONDERS

To ensure local emergency responders are familiar with the aerodrome and its immediate surrounds, familiarisation tours are conducted.

During these tours, emergency responders are:

- shown the location and operation of:
 - aerodrome access points (including routes to get to the access points)
 - aerodrome assembly areas
 - aerodrome emergency facilities and equipment.
- made aware of hazardous storage facilities and materials at the aerodrome
- made aware of procedures to be followed when responding to an incident, including airside driving hazards.

4.5.2 EMERGENCY RESPONSE TRAINING

To ensure airport personnel and off-aerodrome responders are adequately trained in responding to an emergency, an initial and ongoing cyclic training programme has been established.

A register of training modules is:

- Maintained by: Airport Coordinator
- Available at: Western Terminal CCC

Training records are:

- Maintained by: HR CCC
- Available at: Cessnock City Council

4.5.3 EMERGENCY EXERCISES

The aerodrome does not have an AEP; therefore, this subsection is NOT APPLICABLE.

4.6 POST-EMERGENCY RETURN TO OPERATIONAL STATUS

Aircraft operations will only be resumed when:

- circumstances permit aircraft to operate safely
- the airport movement area is secured
- there is no interference to emergency response activities
- all stakeholders are aware that the emergency response has been formally stood down, or a plan has been established to recommence operations while phases of the emergency response have not been finalised.

If the aerodrome has been closed due to the occurrence of an emergency, normal aircraft operations are not to resume until there are adequate aerodrome personnel available to support the resumption of operations, and trained aerodrome personnel have:

- conducted an inspection of the movement area making sure that the runway and taxiway surfaces are free of hazards that may cause damage to aircraft
- provided confirmation that the movement area is serviceable and safe to resume normal aircraft operations
- ensured that areas which remain closed are suitably marked and lit to distinguish their unserviceability
- completed an assessment that any operational equipment on or near the aerodrome as part of the emergency response does not infringe the prescribed airspace (OLS or PANS-OPS)
- if a displaced threshold is required, all components of the OLS will be assessed based on the displaced threshold location
- ensured the accuracy of information published in NOTAM.

Where the emergency is confined, operations are only able to resume under restricted conditions. Cessnock City Council ensures all hazards are identified and appropriately assessed prior to the commencement of restricted operations. In completing this assessment and to ensure the ongoing integrity of CNS and MET equipment, communication navigation and surveillance systems specialists are consulted by: [insert position].

The ATSB is to be consulted as they may require the preservation of evidence which may affect the return of part, or all of the movement area, to service.

4.7 REVIEWS OF AERODROME EMERGENCY PLAN (AEP)

The aerodrome does not have an AEP; therefore, this subsection is NOT APPLICABLE.

4.8 MONITORING LOCAL EMERGENCY PLANNING ARRANGEMENTS

Procedures pertaining to the function of the aerodrome in local emergency planning arrangements are to be reviewed with local emergency responders at least once every two (2) years.

Documented evidence of each review is:

- Retained by: Airport Coordinator
- Stored securely at: Western terminal Airport Operations Office

5 APPENDICES

Not Applicable

5.1 AERODROME DIAGRAM

