

Hello Nicholas Dowie

My name is Ron Stacey - I am a member of CASA's Operational Standards sub-committee - During last weeks meeting I raised several issues with this white paper - these being :

- Table 1 planning for compatible development- potential options.

Either the government use the ANEF requirements or there will be everyone complaining about noise. There are so many examples of these objections

I suggest use the ANEF standard only

- Table 1 Protection of Operational Airspace

The paper puts the onus on the developer to prove the impact on safety - By consultants or CASA if so what guide lines ??

Technical Facilities

When I was the pilots member of the ICAO Obstacle Panel we were told of many cases of interference with navigational aids , Toronto and Frankfurt being two such aerodromes. Further , 16 ILS in Sydney had glide path interference for many years. GPS signals are very weak and can be reduced to an invalid signal - therefore:

I suggest the 5 km distance be increased to 15km
(Paragraph 14)

Lighting and pilot distractions :

Once again the distance of 5 km is far too short - human factor studies studies and air incidents as well as accidents will confirm a much greater distance.

I therefore recommend the distance be extended to 15 km

These are the highlights of my input to the CASA sub-committee.

Sorry about the late reply

Sincerely

F. R . Stacey (Ron)