



# Operational Assessment of Existing or Proposed Structure

(See over for explanatory notes)

Existing  Proposed

1. Type of structure .....

2. Location .....

Latitude/Longitude .....

3. Nearest aerodrome .....

**Note:** If remote from any aerodrome, ignore items 4, 7 & 8.

4. Either a) Bearing ..... and distance from ARP .....

Or

b) Distance from start of take-off runway (.....) .....

Or

c) Instrument or Non-instrument runway .....

And offset from runway centre line .....

5. Height of structure ..... m above ground

6. Ground level of site ..... m AHD TOTAL ..... m AHD

7. Height of OLS (supplied by AD OPR) ..... m AHD

8. Penetration of ..... surface ..... m  
(If available, attach the copy of the OLS plan showing the location of the object.)

9. The structure is or will be a hazardous object Yes  No  Give reasons (see CAR 89Z):

.....  
.....

10. Date of effect for proposed object .....

11. Recommendation to builder/owner:

Marking Yes  No  Lighting Yes  No

Intensity High  Medium  Low

No requirements (Cross out all non-applicable)

Give reasons .....

12. Advice to aerodrome operator: proposed structure will have an operational effect on the aerodrome

Yes  No  If Yes, give details:

.....  
.....

13. Charts/publications to be amended .....

.....

14. NOTAM required Yes  No

15. FOI Signature ..... Name ..... Date .....

16. DFOM Signature ..... Name ..... Date .....

*Delegate pursuant to CAR 89Z*

## Operational Assessment– Explanatory Notes

### Item

1. Details of the type of structure are to be supplied by the applicant (owner, builder or aerodrome operator), and should include sufficient information to enable the FOI to assess how conspicuous the structure will be.
2. Location is to be supplied by the applicant in the form of a map or plan. Co-ordinates of the site may be required.  
  
Details of any adjacent structures (proximity, height, marking and lighting) should be supplied by the applicant as their presence could result in less stringent requirements.
3. Nearest aerodrome(s) may be supplied by the applicant. If it is not supplied, the FOI should seek advice from Aerodrome Inspectors.  
  
If the structure is beyond the Obstacle Limitation Surfaces (OLS) of any aerodrome, ignore items 4, 7 & 8. The OLS is described in Rules and Practices for Aerodromes (RPA). It may extend up to 15000 metres from the aerodrome.  
  
If the structure is or may be within the OLS, refer the application to the aerodrome operator, with a request that the operator supply the information for items 4 to 8.
4. to 8. To be supplied by the aerodrome operator or applicant.  
  
Sufficient details are required to determine the location of the structure relative to the aerodrome and should include details of which OLS surfaces are infringed.
9. CAR 89Z(2) defines the circumstances under which a determination may be made that a structure is a hazardous object. This determination is to be made by a DFOM.
11. & 12. RMs and DFOMs are delegated under CAR 95 to direct that objects be removed, marked or lit where they penetrate certain parts of the OLS for some international aerodromes. The Civil Aviation (Building Control) Regulations may also be used in certain circumstances at Adelaide, Sydney, Bankstown, Moorabbin, Melbourne and Essendon.  
  
For the majority of aerodromes, and for objects that are remote from aerodromes, CASA is not empowered to issue such directions. DFOMs may, however, make recommendations or impose restrictions on the use of the aerodrome.  
  
Advice should be offered by the FOI to the aerodrome operator to enable him or her to negotiate with the owner of the structure in order to eliminate or reduce any operational restrictions.  
  
If necessary, advice should be sought by the FOI from procedure design specialists in relation to approach/departure procedures.
13. & 14. It may be necessary to include the structure on relevant charts and publications, detailing its location, height and lighting. The structure may also affect lowest safe altitude and approach/departure procedures, even when the OLS is not infringed.
15. The assessment must be signed by the FOI.
16. The assessment must be signed by DFOM who is a delegate under CAR 892 and attached to the application or notification.