

AVIATION IMPACT ASSESSMENT

CATTLE CREEK WIND FARM

Prepared for ERM

DOCUMENT CONTROL

Document Title: Cattle Creek Wind Farm – Aviation Impact Assessment

Reference: 100523-01

Prepared by: L Wang

Reviewed by: J Bell, K Madden

Released by: L Wang

REVISION HISTORY

<i>Version</i>	<i>Description</i>	<i>Transmitted</i>	<i>Reviewed by</i>	<i>Date</i>
0.1	First draft	20 November 2023	Jessica Kwok	21 December 2023
0.2	Draft final	8 January 2024	Alex Barker	18 January 2024
0.3	Update layout	29 January 2024		
0.4	Draft final	20 May 2024		
1.0	Final Report	08 December 2025		
1.1	Updated Final Report	13 March 2026		
1.2	Updated Final Report	16 March 2026	RWE	24 March 2026
1.3	Updated Final Report	25 March 2026	RWE	09 April 2026
1.4	Updated Final Report	09 April 2026		

COPYRIGHT AND DISCLAIMER NOTICE

This document and the information contained herein should be treated as commercial-in-confidence. No part of this work may be reproduced or copied in any form or by any means (graphic, electronic or mechanical, including photocopying, recording, taping or information retrieval system) or otherwise disclosed to any other party whatsoever, without the prior written consent of Aviation Projects Pty Ltd.

This report has been prepared for the benefit solely of the Client, and is not to be relied upon by any other person or entity without the prior written consent of Aviation Projects Pty Ltd.

© Aviation Projects Pty Ltd, 2026. All rights reserved

TABLE OF CONTENTS

EXECUTIVE SUMMARY	IX
Introduction	ix
Aviation Impact Statement (AIS)	x
Obstacle lighting risk assessment	xi
Consultation	xi
Summary of key recommendations	xi
1. INTRODUCTION	1
1.1. Situation	1
1.2. Purpose and Scope	1
1.3. Methodology	1
1.4. Aviation Impact Statement (AIS)	2
1.5. Material reviewed	2
2. BACKGROUND	3
2.1. Site Overview	3
2.2. Project Description	3
3. EXTERNAL CONTEXT	4
3.1. National Airports Safeguarding Framework	4
3.2. Department of State Development and Infrastructure, Local Government and Planning	4
3.3. Toowoomba Regional Council	5
3.4. Western Downs Regional Council	10
3.5. Civil Aviation Safety Authority (CASA)	10
3.6. Rules of flight	13
3.7. Aircraft operator characteristics	13
3.8. Passenger transport operations	14
3.9. Private operations	14
3.10. Military operations	14
3.11. Aerial application operations	14
3.12. Emergency services	15
4. INTERNAL CONTEXT	17
4.1. Wind farm site description	17
4.2. Wind turbine generator (WTG) description	17
4.3. Wind monitoring tower description	18
4.4. Transmission line	19
5. CONSULTATION	20
6. AVIATION IMPACT STATEMENT	27
6.1. Overview	27
6.2. Nearby certified aerodromes	27
6.3. Grid and Air routes LSALT	28
6.4. Airspace Protection	29
6.5. Aviation facilities	31
6.6. ATC Surveillance Radar installations	31
6.7. AIS Summary	32
7. UNCERTIFIED AERODROMES	33
7.1. Queensland Park and Forests – Department of Environment, Science and Innovation	33

8. POTENTIAL WAKE TURBULENCE IMPACTS	35
9. HAZARD LIGHTING AND MARKING	39
9.1. Wind monitoring towers (WMTs)	39
9.2. Transmission Line	42
10. ACCIDENT STATISTICS	44
10.1. General aviation operations	44
10.2. ATSB occurrence taxonomy	44
10.3. National aviation occurrence statistics 2010-2019	45
10.4. Worldwide accidents involving wind farms	47
11. RISK ASSESSMENT	49
11.1. Risk Identification	49
11.2. Risk Analysis, Evaluation and Treatment	49
12. CONCLUSIONS	63
12.1. Planning considerations	63
12.2. Aviation Impact Statement	63
12.3. Aircraft operator characteristics	63
12.4. Hazard marking and lighting	63
12.5. Summary of risks	64
13. RECOMMENDATIONS	66
ANNEXURES	69
ANNEXURE 1 – REFERENCES	70
ANNEXURE 2 – DEFINITIONS	71
ANNEXURE 3 – CASA REGULATORY REQUIREMENTS – LIGHTING AND MARKING	73
ANNEXURE 4 – RISK FRAMEWORK	81
ANNEXURE 5 – PROJECT TURBINE COORDINATES AND HEIGHTS	84

LIST OF FIGURES

Figure 1 Project site overview.....	3
Figure 2 Lateral and vertical separation in the standard aerodrome traffic circuit.....	12
Figure 3 Aerodrome standard traffic circuit, showing arrival and joining procedures.....	12
Figure 4 Project view	17
Figure 5 Project layout and highest WTG location.....	18
Figure 6 WMT Location.....	19
Figure 7 Transmission lines related to the Project.....	19
Figure 8 Location of certified airports in relation to the proposed Project Site	27
Figure 9 Grid LSALT in proximity to the project site	28
Figure 10 Project site in relation to the Restricted Areas and Danger Areas.....	30
Figure 11 Dimensions of R639A	30
Figure 12 Dimensions of R639C.....	30
Figure 13 Dimensions of R621A	31
Figure 14 Dimensions of R621C.....	31
Figure 15 Uncertified Aerodrome in the vicinity of the project site	33
Figure 16 National Park boundary related to WTGs.....	34
Figure 17 Turbulence intensities	37
Figure 18 Fatal Accident Rate (per million departures) by Operation Type	46

LIST OF TABLES

Table 1 State Code 23 - Aviation safety, integrity, and efficiency for Material Change of Use.....	5
Table 2 Toowoomba Regional Planning Scheme V28	6
Table 3 Western Downs Planning Scheme 2017	10
Table 4 Stakeholder consultation details.....	21
Table 5 Grid LSALT impact analysis	28
Table 6 Air route impact analysis	29
Table 7 Wake Turbulence Distances	37
Table 8 Number of fatalities by General Aviation sub-category – 2010 to 2019	45
Table 9 Fatal accidents by GA sub-category – 2010 -2019.....	46
Table 10 Aircraft collision with wind turbine generator (WTG).....	50
Table 11 Aircraft collision with wind monitoring tower (WMT)	53
Table 12 Harsh manoeuvring leading to controlled flight into terrain	56
Table 13 Effect of the Project on operating crew	59
Table 14 Effect of obstacle lighting on neighbours.....	61
Table 15 Summary of Residual Risks	64

ACRONYMS

AAAA	Aerial Application Association Australia
AC	Advisory Circular
AFAC	Australia and New Zealand Council for fire and emergency services
AGL	above ground level
AHD	Australian Height Datum
AIA	aviation impact assessment
AIP	Aeronautical Information Package
AIS	aviation impact statement
ALARP	as low as reasonably practicable
AMSL	above mean sea level
ARP	Aerodrome Reference Point
AS	Australian Standards
ATSB	Australian Transport Safety Bureau
BoM	Bureau of Meteorology
CAO	Civil Aviation Orders
CAR	Civil Aviation Regulation (1988)
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulation (1998)
CFIT	controlled flight into terrain
CNS	communications, navigation and surveillance
DAH	Designated Airspace Handbook
EIS	environmental impact statement
ERC-H	en-route chart high
ERC-L	en-route chart low
ERSA	En Route Supplement Australia
GA	general aviation
ICAO	International Civil Aviation Organization
IFR	instrument flight rules
IMC	instrument meteorological conditions
LGA	local government area

LSALT	lowest safe altitude
MOC	minimum obstacle clearance
MOS	Manual of Standards
MSA	minimum sector altitude
NASAG	National Airports Safeguarding Advisory Group
NASF	National Airports Safeguarding Framework
NDB	non-directional (radio) beacon
OLS	obstacle limitation surface
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PSR	primary surveillance radar
RAAF	Royal Australian Air Force
RFDS	Royal Flying Doctor Service
RPT	regular public transport
RSR	en route surveillance radar
SSR	secondary surveillance radar
VFR	visual flight rules
VMC	visual meteorological conditions
WMT	wind monitoring tower
WTG	wind turbine generator

UNITS OF MEASUREMENT

ft	feet	(1 ft = 0.3048 m)
km	kilometres	(1 km = 0.5399 nm)
m	metres	(1 m = 3.281 ft)
nm	nautical miles	(1 nm = 1.852 km)

DEFINITIONS

Definitions of key aviation terms are included in **Annexure 2**

NOTES

Nil

EXECUTIVE SUMMARY

Introduction

RWE Cattle Creek Onshore Wind Pty Ltd (RWE) has engaged ERM to provide specialist support for the development of the Cattle Creek Wind Farm, located approximately 50 km south-west of Dalby in South-East Queensland (SEQ), within the Toowoomba Regional Council and Western Downs Regional Council local government area (LGA).

ERM requested Aviation Projects prepare an aviation impact assessment (AIA) for the project, which reviews potential impacts and provides aviation safety advice in respect of relevant requirements of air safety regulations and procedures and undertakes consultation with relevant aviation agencies.

The Project requires an aviation impact assessment to be undertaken in accordance with the:

- National Airspace Safeguarding Framework Guideline D: *Managing the Risk to aviation safety of wind turbine installations (wind farms)/Wind Monitoring Towers* effective July 2012
- Queensland Government State Development Assessment Provisions, in accordance with Queensland State Code 23: *Wind farm development and the associated Planning Guideline*, December 2025
- Civil Aviation Safety Authority (CASA) MOS Part 139, *Aerodromes*.

This AIA assesses the potential aviation impacts, provides aviation safety advice in respect of relevant requirements of air safety regulations and procedures, and informs and documents consultation with relevant aviation agencies.

This AIA report includes an Aviation Impact Statement (AIS) and a qualitative risk assessment to determine the need for obstacle lighting.

Project description

Cattle Creek Wind Farm includes the following:

- A maximum of 135 wind turbine generators (WTGs) with a capacity of up to 972 MW and a maximum tip height of 260 m above ground level (AGL) and
- Ancillary infrastructure including BESS, access tracks, road upgrades, underground and overhead electricity cabling, substations, transmission lines and grid connection to the transmission network.

Conclusions

Based on a comprehensive analysis and assessment detailed in this report, the following conclusions were made:

Planning considerations

- The Project as proposed satisfies the planning provisions of Toowoomba Regional Planning Scheme V28, Western Downs Planning Scheme 2017 and the State Code 23, and will not create incompatible intrusions or compromise the safety of existing airports and associated navigation and communication facilities.

Certified airports

- There are no certified aerodromes located within 30 nm (56 km) from the Project.

Obstacle Limitation Surfaces

- The Project would be located outside the horizontal extent of obstacle limitation surfaces (OLS) of any certificated aerodromes.

Uncertificated Aerodrome

- There are no uncertificated aerodromes identified within 3 nm of the project site.

Air Routes and Lowest Safe Altitude (LSALT)

- The WTGs would impact the Grid LSALT, which needs to be raised by 400 ft to 3400 ft AMSL
- The WTGs will impact air route LSALT, and:
 - Air route Z418 will need to be increased by 200 ft to 3200 ft.
 - Air route W279 will need to be increased by 200 ft to 3400 ft.

Airspace

- The Project Site is located within Class G airspace, which is uncontrolled airspace, and is not located in any Prohibited or Restricted Areas.
- The Project Site is located within Danger Areas D621A and D621C, when active. Consultation with the Department of Defence was completed, refer Table 4.

Aviation Facilities

- The WTGs would not infringe any protection areas associated with aviation navigation facilities.

ATC Surveillance Radar

- The project site is located outside of the Area of Interest for assessment of potential impact from the development of air traffic control surveillance radar. The Project would not impact any radar facility.

Aviation Impact Statement (AIS)

- Based on the WTG layout and maximum blade tip height of up to 260 m AGL, the blade tip elevation of the highest WTG, which is WTG_46, would not exceed 684.4 m AHD (2245.3 ft AMSL) and
 - There are no certified aerodromes located within 30 nm (56 km) of the Project.
 - The WTGs would impact the Grid LSALT, which needs to be raised by 400 ft to 3300 ft AMSL.
 - The WTGs will impact air route LSALT, and:
 - Air route Z418 will need to be increased by 100 ft to 3100 ft.
 - Air route W279 will need to be increased by 100 ft to 3300 ft.
 - The Project Site is located within Class G airspace and is not located in any Prohibited or Restricted Areas.
 - The Project Site is located within Danger Areas D621A and D621C, when active. Consultation with the Department of Defence was completed, refer Table 4.
 - The WTGs would not impact the aviation navigation facilities of nearby certified airports.

- The WTGs would not impact the closest radar installations.
- The WTGs must be reported to CASA and construction details provided to Airservices.

Obstacle lighting risk assessment

- Aviation Projects has undertaken a safety risk assessment of the Project and concludes that the proposed WTGs would not require obstacle lighting to maintain an acceptable level of safety to aircraft.
- Over the 16-year period between 2010-2026, and subsequently, no aircraft collided with a WTG or a WMT in Australia.

Consultation

Refer to **Section 5** for detailed responses from relevant aviation stakeholders.

Summary of key recommendations

Recommended actions resulting from the conduct of this assessment are provided below:

Notification and reporting

1. Details of WTGs 100 m or more AGL must be reported to CASA as *soon as practicable after forming the intention to construct or erect the proposed object or structure*, in accordance with CASR Part 139.165(1)(2).
2. Final details of WTG coordinates and elevation should be provided to Airservices Australia at least two weeks prior to construction commencing, by submitting the form at this webpage: https://www.airservicesaustralia.com/wp-content/uploads/ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf to the following email address: vod@airservicesaustralia.com.
3. Any obstacles 100 m or more AGL (including temporary construction equipment) should be reported to Airservices Australia NOTAM office until they are incorporated in published operational documents. With respect to crane operations during the construction of the Project, a notification to the NOTAM office may include, for example, the following details:
 - a. The planned operational timeframe and maximum height of the crane; and
 - b. Either the general area within which the crane will operate and/or the planned route with timelines that crane operations will follow.
4. Details of the wind farm should be provided to local and regional aircraft operators prior to construction so that they can consider the potential impact on their operations.
5. To facilitate the flight planning of aerial application operators, details of the Project, including the 'as constructed' location and height information of WTGs and overhead transmission lines should be provided to landowners so that, when asked for hazard information on their property, the landowner may provide the aerial application pilot with all relevant information.
6. The closest WTG is at the boundary of the Kumbarella State Forest and 4.7 km away from Western Creek State Forest. Liaison with Queensland Parks and Forests will be required regarding the buffer area of the boundary.

Marking of WTGs

7. The rotor blades, nacelle and the supporting mast of the WTGs should be painted in a low-reflective white or off-white, as is typical of most WTGs operational in Australia. No additional marking measures are required for WTGs.

Lighting of WTGs

8. Based on the risk assessment set out in Section 9, it is concluded that aviation lighting is not likely to be required.
9. CASA will determine whether obstacle lighting is recommended for the WTGs and WMTs. It is not a formal requirement to light the WTGs and WMTs.

Marking of WMTs

10. It is not mandatory to mark the WMT, however the following markings are recommended to be implemented in consideration of potential day VFR aerial work operations in accordance with NASF Guideline D:
 - a. Obstacle marking for at least the top 1/3 of the mast and be painted in alternating contrasting bands of colour.
 - b. Marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires; and
 - c. Guy wire ground attachment.

Lighting of WMTs

11. There will be an acceptable level of aviation safety risk associated with the potential for an aircraft collision provided obstacle lighting is fitted to ensure visibility in low light and deteriorating atmospheric conditions.

Micrositing

12. Providing the micrositing is within 100 m of the planned WTGs it is not likely to result in a change in the maximum overall blade tip height of the Project. No further assessment is likely to be required from micrositing and the conclusions of this AIA would remain the same.

Transmission line

13. Transmission lines and/or supporting poles that are located where they could adversely affect aerial application operations should be identified in consultation with local aerial application operators and marked in accordance with CASR Part 139 MOS.

Aerial firefighting

14. The developer or operator should consider the guidance contained in the AFAC *Wind Farms and Bushfire Operations* to ensure:
 - a. Liaison with the relevant fire and land management agencies is ongoing and effective.
 - b. Access is available to the wind farm site by emergency services for on-ground firefighting operations.
 - c. Wind turbines are shut down immediately during emergency operations.

- d. Where possible, blades should be stopped in the 'Y' or 'rabbit ear' position, as this positioning allows for the maximum airspace for aircraft to manoeuvre underneath the blades and removes one of the blades as a potential obstacle. (Note: This may not always be possible due to the risk to equipment and personnel as a fire approaches or exists in or near to the WTGs.

Aviation Projects considers that it may be impractical to stop and lock the turbine blades in a Y configuration due to the time needed to stop and lock the turbine and the risk to personnel having to climb into the WTG tower as a bush fire approaches. WTG blades can be feathered to effectively stop or reduce the rotation rate of the turbine to a very slow speed.

Triggers for review

15. Triggers for review of this risk assessment are provided for consideration:

- a. Prior to construction to ensure the regulatory framework has not changed.
- b. Following any significant changes to the context in which the assessment was prepared.
- c. Following any near miss, incident or accident associated with operations considered in this risk assessment.

1. INTRODUCTION

1.1. Situation

RWE Cattle Creek Onshore Wind Pty Ltd (RWE) engaged ERM to provide specialist support for the development of the Cattle Creek Wind Farm, located approximately 50 km south-west of Dalby in South-East Queensland (SEQ), within the Toowoomba Regional Council and Western Downs Regional Council local government area (LGA).

ERM requested Aviation Projects prepare an aviation impact assessment (AIA) for the project development, which reviews potential impacts and provides aviation safety advice in respect of relevant requirements of air safety regulations and procedures and undertakes consultation with relevant aviation agencies.

1.2. Purpose and Scope

The purpose and scope of work was to prepare an AIA for consideration by Airservices Australia, CASA and Department of Defence and support the development application.

The AIA specifically responds to the following key legislation, approvals, and guidance material:

- National Airspace Safeguarding Framework Guideline D: *Managing the Risk to aviation safety of wind turbine installations (wind farms)/Wind Monitoring Towers effective July 2012*
- Queensland Government State Development Assessment Provisions, in accordance with Queensland State Code 23: *Wind farm development and the associated Planning Guideline*, December 2025
- Civil Aviation Safety Authority (CASA) MOS Part 139, *Aerodromes*.

1.3. Methodology

Aviation Projects conducted the task in accordance with the following methodology:

- Confirmed the scope and deliverables with the Proponent (or representative).
- Reviewed client material.
- Conducted a site visit to properly investigate aviation safety aspects of the proposed site
- Reviewed relevant regulatory requirements and information sources.
- Prepared a draft AIA and supporting technical data that provides evidence and analysis for the planning application to demonstrate that appropriate risk mitigation strategies have been identified.
- Prepared an AIS and a qualitative risk assessment to determine need for obstacle lighting and marking.
- Identified risk mitigation strategies that provide an acceptable alternative to night lighting. The risk assessment was completed following the guidelines in *ISO 31000:2018 Risk Management – Guidelines*.
- Consulted with aviation regulators, consisting of Airservices Australia (and other Part 173 procedure designers if applicable), the Department of Defence.

- Consulted with relevant Council/s, Part 173 procedure designers (Airservices Australia) and aerodrome operators of the nearest aerodrome/s to seek endorsement of the proposal to change instrument procedures (if applicable).
- Consulted/engaged with stakeholders to negotiate acceptable outcomes (if required).
- Finalised the AIA report for client acceptance once responses received from stakeholders for client review and acceptance.

1.4. Aviation Impact Statement (AIS)

The AIS included in this report (see Section 6) includes the following specific requirements as advised by Airservices Australia:

Aerodromes:

- Specify all certified aerodromes that are located within 30 nm (55.6 km) of the project site.
- Nominate all instrument approach and landing procedures at these aerodromes.
- Review the potential effect of project operations on the operational airspace of the aerodrome(s).

Air Routes:

- Nominate air routes published in ERC-L & ERC-H which are located near/over the project site and review potential impacts of project operations on aircraft using those air routes.

Airspace:

- Nominate the airspace classification – A, C, D, E, G etc where the project site is located.

Navigation/Radar:

- Nominate air traffic control radar with coverage overlapping the project site.

1.5. Material reviewed

The material provided by the Proponent for the preparation of this assessment includes:

- GIS Data of Cattle Creek Wind Farm:
 - 20251028 CCWF Infrastructure and Footprint - RPD, DA, PER.zip
- WTG coordinates and ground elevation data:
 - CCWF_WTGLayout_003_20251006_Elevation.xlsx.

2. BACKGROUND

2.1. Site Overview

The project site boundary is located approximately 50 km southwest of Dalby in Southeast Queensland (SEQ), within Toowoomba Regional Council and Western Down Regional Council LGA.

An overview of the site relative to Dalby in SEQ is provided in in Figure 1 (source: ERM, Google Earth).

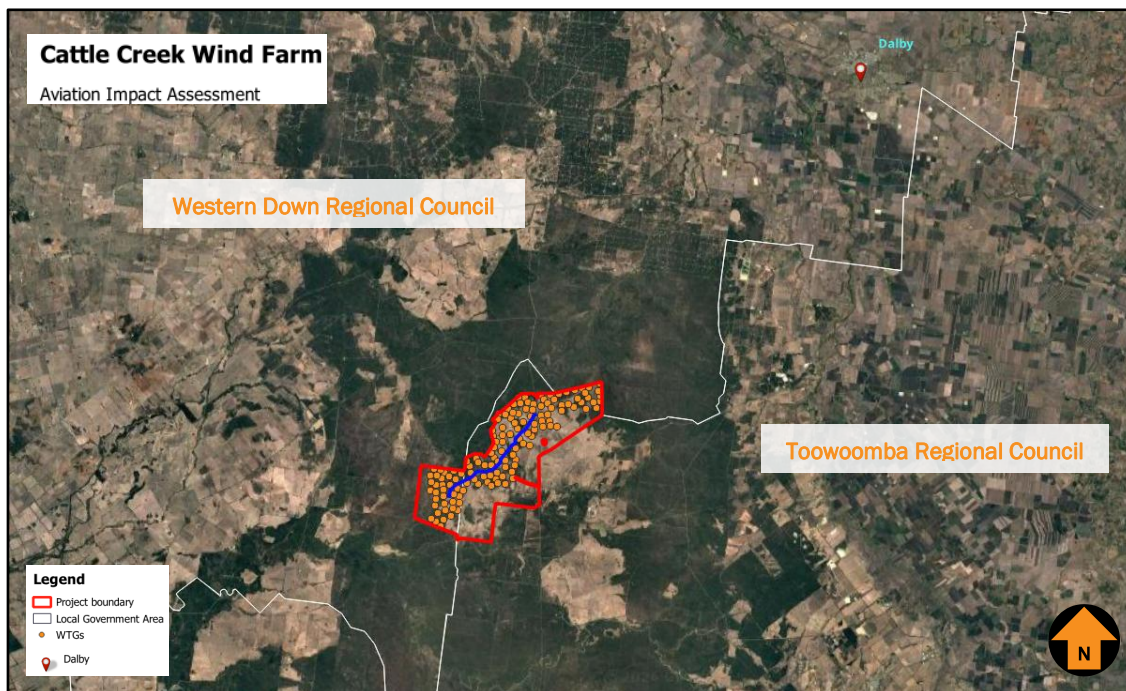


Figure 1 Project site overview

2.2. Project Description

The Project involves the construction, operation, maintenance, and decommissioning of the Cattle Creek Wind Farm, including a final layout of up to 135 wind turbine generators (WTGs).

The WTGs will have a rotor diameter of approximately 175 m, with a maximum tip height of 260 m AGL.

3. EXTERNAL CONTEXT

3.1. National Airports Safeguarding Framework

The National Airports Safeguarding Advisory Group (NASAG) was established by Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts to develop a national land use planning framework called the National Airports Safeguarding Framework (NASF). The purpose of the NASF is to enhance the current and future safety, viability, and growth of aviation operations at Australian airports through:

- The implementation of best practice in relation to land use assessment and decision making in the vicinity of airports.
- Assurance of community safety and amenity near airports.
- Better understanding and recognition of aviation safety requirements and aircraft noise impacts in land use and related planning decisions.
- The provision of greater certainty and clarity for developers and landowners.
- Improvements to regulatory certainty and efficiency.
- The publication and dissemination of information on best practice in land use and related planning that supports the safe and efficient operation of airports.

NASF Guideline D: *Managing the Risk to Aviation Safety of Wind Turbine Installations (Wind Farms)/Wind Monitoring Towers*, provides guidance to State/Territory and local government decision makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from the development, presence and use of wind farms and WMTs.

The methodology for preparing the risk assessment is contained in the NASF Guideline D.

The risk assessment will have regard to all potential aviation activities within the vicinity of the project site including recreation, commercial, civil (including for agricultural purposes) and military operations.

NASF Guideline D strongly encourages consultation with aviation stakeholders in the early stages of wind farm development planning, including with aerodrome owners and operators, regional aircraft operators and CASA and Airservices.

3.2. Department of State Development and Infrastructure, Local Government and Planning

The Department of State Development, Infrastructure, Local Government and Planning released the State Development Assessment Provisions (SDAP) version 3.5 in December 2025.

SDAP sets out the matters of interest to the state for development assessment, where the Director-General of the department is responsible for assessing or deciding development applications. State Code 23 addresses wind farm development.

Wind farm development has the potential for adverse impacts on individuals, communities and the natural environment. Wind farm development will be considered appropriate where unacceptable adverse impacts on individuals, communities and the environment do not arise from wind farm development.

The purpose of this code:

1. is to set out the minimum parameters of assessment necessary to demonstrate that a wind farm development can satisfactorily mitigate any unacceptable adverse impacts on individuals, communities and the environment; and
2. is to ensure that the impacts arising from the design, siting (including proximity to sensitive land uses), construction, operation and decommissioning of wind farms do not result in unacceptable adverse impacts on individuals, communities and the environment; and
3. is to ensure the assessment of wind farm developments must be informed by community and local government engagement

Table 1 provides State Code 23 contains Aviation safety, integrity and efficiency Performance Outcomes (PO) - P022 and P022. The Project, as proposed, satisfies the planning provisions of State Development Assessment Provision – State Code 23 v3.5.

Table 1 State Code 23 - Aviation safety, integrity, and efficiency for Material Change of Use.

Performance outcomes
P022 – Development does not adversely affect the safety, operational integrity and efficiency of air services and aircraft operations as a result of its: • location • siting • design • construction • operation
P023 – Development includes lighting and marking measures to ensure the safety, operational integrity and efficiency of air services and aircraft operations.

3.3. Toowoomba Regional Council

The Toowoomba Regional Council published Toowoomba Regional Planning Scheme V28 (commenced on 28 November 2022) includes guidelines and performance outcomes for Airport Environs Overlay Code to ensure new developments do not create incompatible intrusions or compromise the safety of existing airports and associated navigation facilities.

General requirements of the planning scheme related to Airport Environs Overlay Code are provided in Table 2.

Table 2 Toowoomba Regional Planning Scheme V28

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>
Height of Buildings and Other Structures	
P01 The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.	A01.1 Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps. A01.2 Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: (a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m. A01.3 Any cranes or other equipment used during the construction do not exceed the heights set out in A01.1 or A01.2.
Acoustic Amenity	
P0 2 Development is appropriately located and designed to prevent adverse impacts from aircraft noise in accordance with Australian Standards AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction..	A02.1 Premises are not developed for: (a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour; (c) business activities or commercial uses on land within the 35 or higher ANEF contour.
P03 Development for: (a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement	No acceptable outcome is nominated.

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>
facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours; (b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or (c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended design sound levels and reverberation times for building interiors.	
<i>Lighting and Emission Hazards</i>	
P04 The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: (a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; (b) interfering with navigation or communication facilities; or (c) emissions that may effect pilot visibility or aircraft operations	A04.1 Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: (a) lighting that shines light above the horizontal; (b) coloured or flashing lights; (c) sodium lights; or (d) flare plumes. A04.2 Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. A04.3 Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.
P05 Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of:	In partial fulfilment of the performance outcome: A05.1 Any cleared vegetation is mulched or removed from the site and not burnt on-site. A05.2 Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>
(a) gas plumes; (b) particulate emissions (e.g. dust or smoke); or (c) electromagnetic field radiations.	
Development Within the Public Safety Area	
P06 Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	A06.1 Premises within the Public Safety Area are not developed for : (a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club); (c) institutional uses (e.g. educational establishment, hospital or detention facility); (d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and (e) utility installations being transport terminals.
Potential Wildlife Hazards	
P07 The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard	A07.1 The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. A07.2 The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>
	holding areas and receptacles are contained and covered: (a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables); (b) community use (being show grounds); (c) outdoor sport and recreation (being a drive in theatre); and (d) food and drink outlet (being a drive-through facility). A07.3 The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. A07.4 Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps. A07.5 Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.
<i>Transient Aviation Activities</i>	
P08 Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.	A08.1 Development that includes activities involving transient intrusions such as parachuting, hot-air ballooning or hang gliding are not located within the operational airspace shown on the Airport Environs Overlay maps.

3.4. Western Downs Regional Council

The Western Downs Regional Council published Western Downs Planning Scheme 2017 includes guidelines and performance outcomes for Airport Environs Overlay Code to ensure new developments do not create incompatible intrusions or compromise the safety of existing airports and associated navigation facilities.

General requirements of the planning scheme related to Airport Environs Overlay Code are provided in Table 3.

Table 3 Western Downs Planning Scheme 2017

For accepted, accepted subject to requirements and assessable development (code, code (fast tracked) and impact)	
Performance Outcomes	Acceptable Outcomes
P01 a) Development in the vicinity of Airports protects the safe and efficient operation of the Airport; b) is designed and located to achieve a suitable standard of amenity for the proposed activity; and c) does not restrict the future operational requirements of the Airport.	A01. Buildings, structures (both freestanding and attached to buildings including signs, masts or antennae) and vegetation (at its mature height) where within the Airport Environs Buffer identified on the Airport environs overlay maps (OM-001) have a maximum height of 7.5 metres at any point above ground level.
PO 2 The height of any building, structure or tree that can reach a significant height located in the Obstacle Limitation Surface (OLS) area of the airport, is restricted so that, the safe and efficient operations of the airport are protected.	AO 2 The maximum height of any building, structure or tree is below the height of the Obstacle Limitation Surface (OLS) height as indicated for the particular site.

3.5. Civil Aviation Safety Authority (CASA)

CASA provides the following guidance to inform pilots of their obligations at uncertified aerodromes.

3.5.1. Advisory Circular (AC) 91-02 V1.2, Guidelines for aeroplanes with MTOW not exceeding 5700 kg – suitable places to take off and land, dated November 2022

This Advisory Circular (AC) provides guidance for pilots of:

- Aeroplanes with maximum take-off weight (MTOW) not exceeding 5700 kg that are operated under Part 91 of CASR, including experimental aircraft, and
- Light sport aircraft (LSA) under Part 103 of CASR.

Purpose

This AC provides guidance to assist aeroplane pilots when determining the suitability of a place to safely take off and land. It provides an overview of pilot responsibilities, discusses the relevant

circumstances recommended to be considered and includes general information and advice to enhance the safety of taking off and landing at any place.

2 Introduction

2.2 Use of Aerodromes

2.2.1 Regulation 91.410 authorises a place for use as an aerodrome if: (i) it is suitable for the landing and taking-off of aircraft; and (ii) an aircraft can land at or take off from the place safely, having regard to all the circumstances of the proposed landing or take-off (including the prevailing weather conditions).

4.2.4 The examples below are two of many possible considerations:

- the obstacles surrounding the aerodrome have been accurately described and are still current (e.g. have the trees on final grown taller since last reported), and*
- the information provided enables the pilot to judge whether or not a landing approach can be made from both runway directions.*

3.5.2. AC 91-10 v1.6, Operations in the vicinity of non-controlled aerodromes, dated September 2025

This AC provides guidance on procedures that, when followed, will improve situational awareness and safety for all pilots when flying at, or in the vicinity of, non-controlled aerodromes.

7.2 Traffic circuit direction

7.2.1 The standard aerodrome traffic circuit facilitates the orderly flow. Unless an alternative requirement for an aerodrome is stated in the ERSA or NOTAMs, all turns must be made to the left (regulation 91.385).

7.2.2 When arriving at an aerodrome to land, the pilot will normally join the circuit on upwind, crosswind (midfield), or at or before mid-downwind. Landings and take-offs should be made on the preferred runway.

7.3.2 During initial climb-out, the turn onto crosswind should be appropriate to the performance of the aircraft but, in any case, not less than 500 ft above terrain so as to be at circuit height when turning downwind (regulation 91.390). Pilots may vary the size of the circuit depending on:

- the performance of the aircraft*
- AFM/Pilot's Operating Handbook requirements*
- company standard operating procedures*
- other safety reasons.*

7.8 Final approach

7.8.1 The turn onto final approach should be:

- completed by a distance and height that is common to all operations at the aerodrome*
- commensurate with the speed flown in the circuit for all aircraft of the same type.*

Illustrations of the standard aerodrome traffic circuit procedures provided in AC 91-10 v1.6. are shown in Figure 2 and Figure 3.

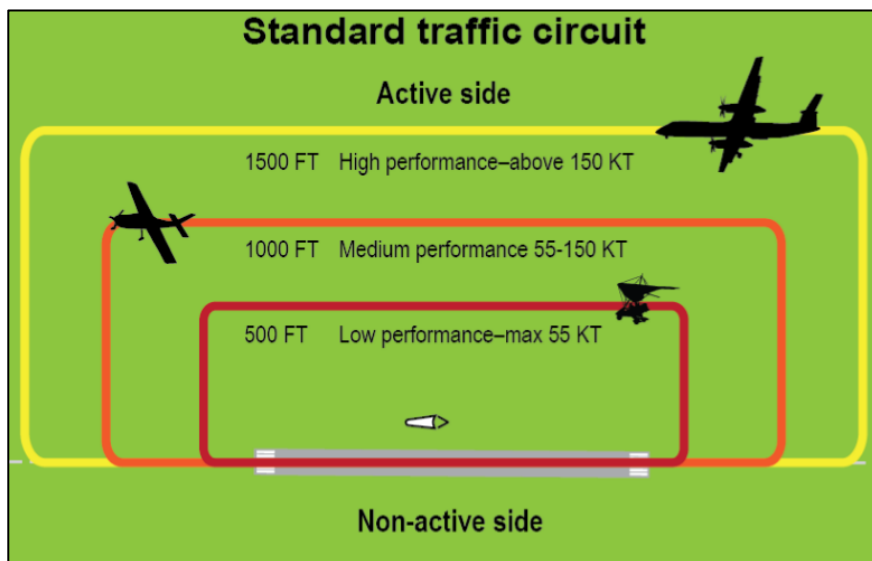


Figure 2 Lateral and vertical separation in the standard aerodrome traffic circuit

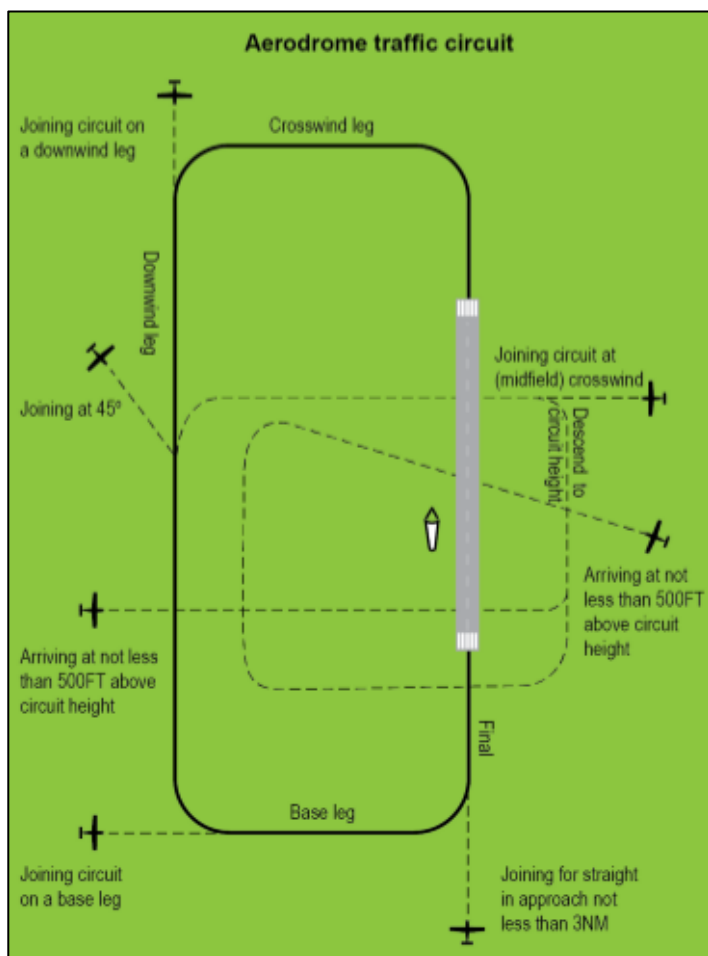


Figure 3 Aerodrome standard traffic circuit, showing arrival and joining procedures.

Paragraph 7.11 refers to a distance that is “normally” well outside the circuit area and where no traffic conflict exists, which is at least 3 nm. The paragraph is copied below:

7.11 Departing the circuit area

7.11.1 Aircraft should depart the aerodrome circuit area by extending one of the standard circuit legs or climbing to depart overhead. However, the aircraft should not execute a turn to fly against the circuit direction unless the aircraft is well outside the circuit area and no traffic conflict exists. This should be 500 ft or more above the circuit height and at least 3 NM from the departure end of the runway but may be less for aircraft with high climb performance. In all cases, the distance should be based on the pilot’s awareness of traffic and the ability of the aircraft to climb above and clear of the circuit area.

3.6. Rules of flight

3.6.1. Flight under Day Visual Flight Rules (Day VFR)

According to Australia’s Aeronautical Information Package (AIP) the meteorological conditions required for visual flight in the applicable (class G) airspace at or below 3,000 ft AMSL or 1,000 ft AGL (whichever is the higher) are: 5,000 m visibility, clear of clouds and in sight of ground or water.

CASR 91.267 (Minimum height rules—other areas) prescribes the minimum height for flight. Generally speaking, and unless otherwise approved, aircraft are restricted to a minimum height of 500 ft AGL above the highest point of the terrain and any object on it within a radius of 300 m in visual flight during the day when not in the vicinity of built-up areas, and 1000 ft AGL over built up areas (within a horizontal radius of 600 m of the point on the ground or water immediately below the aeroplane). Flight below these height restrictions is also permitted in certain other circumstances.

3.6.2. Flight under Night Visual Flight Rules (Night VFR)

With respect to flight under the VFR at night CASR 91.277 requires that the pilot in command of an aircraft flying VFR at night must not fly below the appropriate lowest safe altitude (unless during take-off and landing operations, within 3 nm of an aerodrome).

3.6.3. Flight under Instrument Flight Rules (Day or Night) (IFR)

According to CASR Part 91, flight under the instrument flight rules (IFR) requires an aircraft to be operated at a height clear of obstacles that is calculated according to an approved method.

Obstacle lights on structures not within the vicinity of an aerodrome are effectively redundant to an aircraft being operated under the IFR.

3.7. Aircraft operator characteristics

Flying training may be conducted under either the IFR or VFR. Other general aviation operations under either IFR or VFR are also likely to be conducted at various aerodromes in the area.

Flight under day VFR is conducted above 500 ft above the highest point of the terrain within a 300 m radius unless the operation is approved to operate below 500 ft above the highest point of the terrain.

It is expected that the proposed WTGs will be sufficiently visually conspicuous to pilots conducting VFR operations within the vicinity of the project area to enable appropriate obstacle avoidance manoeuvring.

IFR and Night VFR (which are required to conform to IFR applicable altitude requirements) aircraft operations are addressed in **Section 6**.

3.8. Passenger transport operations

Scheduled and non-scheduled passenger transport operations are generally operated under the IFR.

3.9. Private operations

Private operations are generally conducted under day or night VFR, with some IFR. Flight under day VFR is conducted above 500 ft AGL in areas outside city and township built-up areas. These operations are usually conducted at altitudes well above 500 ft AGL for passenger comfort and fuel efficiency.

3.10. Military operations

There may be some high-speed low-level military jet aircraft and helicopter operations conducted in the area. Military operations are conducted under separate but compatible regulations and standards, including obstacle separation requirements.

Refer to **Section 5** for a detailed response from the Department of Defence.

3.11. Aerial application operations

Aerial application operations including such activities as fertiliser, pest and crop spraying are generally conducted under day VFR below 500 ft AGL: usually between 6.5 ft and 100 ft AGL.

Due to the nature of the operations conducted, aerial agriculture pilots are subject to rigorous training and assessment requirements to obtain and maintain their licence to operate under these conditions.

3.11.1. Aerial Application Association Australia (AAAA)

The Aerial Application Association Australia (AAAA) has a formal risk management program (which is recommended for use by its members) to assess the risks associated with their operations and implement applicable treatments to ensure an acceptable level of safety can be maintained.

In previous consultation with the AAAA, Aviation Projects has been directed to the AAAA Windfarm Policy (dated March 2011), now superseded by the AAAA Tall Structures Policy dated March 2024, which states in part:

The development of tall structures in agricultural and bush fire prone areas can pose a direct threat to aviation safety, particularly where fixed and rotary aircraft may be requested to operate for agricultural or bush/grass fire control.

The absence of historical aircraft use in an area is considered an insufficient reason to discount the threat to Aviation Operations.

The AAAA will oppose any development application or similar process unless the proponent has:

- o Identified the structure as posing a low-level flying risk that needs to be managed on an ongoing basis*
- o Consulted honestly and in detail with local aerial application operators or the AAAA where a local operator cannot be identified*
- o Consulted with adjoining landowners regarding the impact on adjacent properties*
- o Included appropriate lighting and marking in the development proposal, consistent with providing a warning to low level flying*
- o Identified the process for advising of the location height and presence of the structure to the relevant authorities, and*

- *Ensure that the proposal is in keeping with CASA requirements for structures near aerodromes, including temporary landing areas.*

3.11.2. Aerial application operators

Local aerial application operators consulted in previous studies undertaken by Aviation Projects have stated that a wind farm would, in all likelihood, prevent aerial agricultural operations in that particular area, but that properties adjacent to the wind farm would have to be assessed on an individual basis.

Aerial application operators generally align their positions with the AAAA policies, and the utilise the AAAA formal risk management programme.

Based on previous studies for other wind farm projects undertaken by Aviation Projects, and the results of consultation with AAAA and local aerial application operators, it is reasonable to conclude that safe aerial application operations would be possible on properties within the Project site and on neighbouring properties, subject to final WTG locations and by implementing recommendations provided in this report at Section 12.

To facilitate the flight planning of aerial application operators, details of the Project, including location and height information of WTGs, WMTs and overhead powerlines should be provided to landowners so that, when asked for hazard information on their property, the landowner may provide the aerial application pilot with all relevant information.

The use of helicopters enables aerial application operations to be conducted in closer proximity to obstacles than would be possible with fixed wing aircraft due to their greater manoeuvrability.

3.12. Emergency services

3.12.1. Royal Flying Doctor Service

Royal Flying Doctor Service (RFDS) and other emergency services operations are generally conducted under the IFR, except when arriving/departing a destination that is not serviced by instrument approach aids or procedures, in which case they would be operating day or night VFR.

Most emergency aviation services organisations have formal risk management programs to assess the risks associated with their operations and implement applicable treatments to ensure an acceptable level of safety can be maintained.

For example, pilots and crew require specific training and approvals, additional equipment is installed in the aircraft, and special procedures are developed.

3.12.2. Aerial firefighting

Aerial firefighting operations (firebombing in particular) are conducted under Day VFR, sometimes below 500 ft AGL. Under certain conditions visibility may be reduced/limited by smoke/haze.

Most aerial firefighting organisations have formal risk management programs to assess the risks associated with their operations and implement applicable treatments to ensure an acceptable level of safety can be maintained. For example, pilots require specific training and approvals, additional equipment is installed in the aircraft, and special procedures are developed.

The Australasian Fire and Emergency Services Council (AFAC) has developed a national position on wind farms, their development and operations in relation to bushfire prevention, preparedness, response and recovery, set out in the document titled *Wind Farms and Bushfire Operations*, version 3.0, dated 25 October 2018.

Of specific interest in this document is the section extracted from under the 'Response' heading, copied below:

Wind farm operators should be responsible for ensuring that the relevant emergency protocols and plans are properly executed in an emergency event. During an emergency, operators need to react quickly to ensure they can assist and intervene in accordance with their planned procedures.

The developer or operator should ensure that:

- *liaison with the relevant fire and land management agencies is ongoing and effective*
- *access is available to the wind farm site by emergency services response for on-ground firefighting operations*
- *wind turbines are shut down immediately during emergency operations – where possible, blades should be stopped in the ‘Y’ or ‘rabbit ear’ position, as this positioning allows for the maximum airspace for aircraft to manoeuvre underneath the blades and removes one of the blades as a potential obstacle.*

Aerial personnel should assess risks posed by aerial obstacles, wake turbulence and moving blades in accordance with routine procedures.

Aviation Projects considers that it may be impractical to stop and lock the turbine blades in a Y configuration due to the time needed to stop and lock the turbine and the risk to personnel having to climb into the WTG tower as a bush fire approaches. WTG blades can be feathered to effectively stop or reduce the rotation rate of the turbine to a very slow speed.

4. INTERNAL CONTEXT

4.1. Wind farm site description

The Cattle Creek Wind Farm boundary is located approximately 50 km southwest of Dalby in Southeast Queensland, Australia.

Figure 4 shows a view of the project site during our site visit. (Source: Aviation Projects)



Figure 4 Project view

4.2. Wind turbine generator (WTG) description

The project site is to comprise up to 135 WTGs with a maximum capacity of up to 972 MW. The maximum blade tip height of the proposed WTGs will be 260 m above ground level (AGL).

The ground elevation for the highest WTG location (WTG_46) is 424.4 m AHD, which, with a 260 m WTG height, results in a maximum overall height of 684.4 m AHD (2245.3 ft AMSL).

Figure 5 illustrates the project layout identifying the highest WTG location, WTG_46 (source: Google Earth).

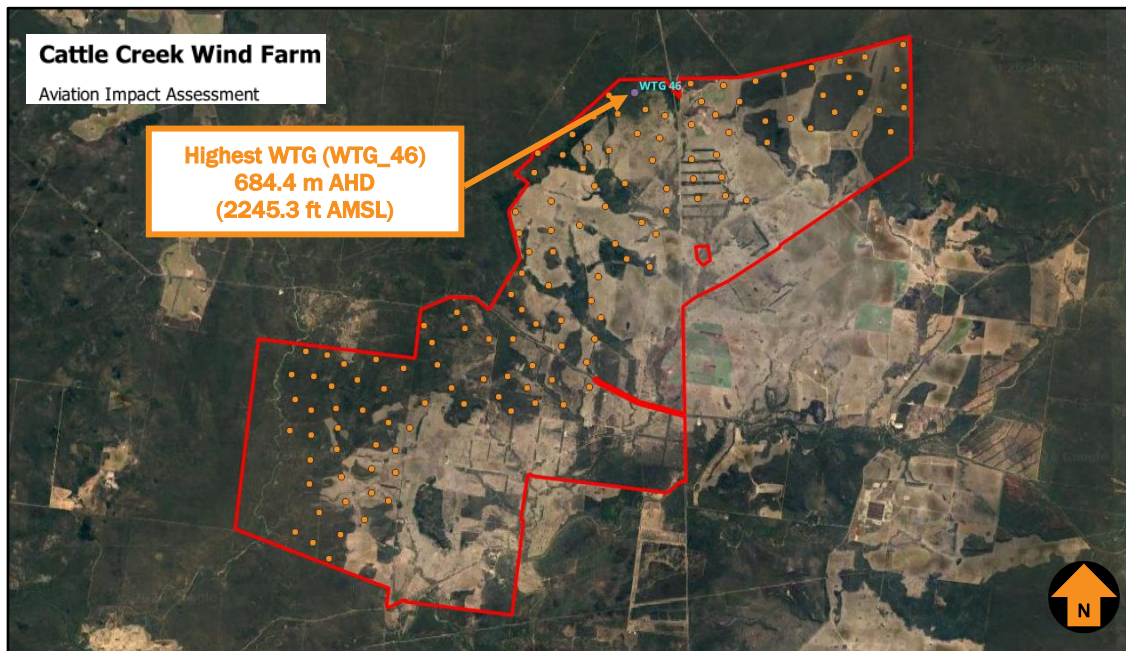


Figure 5 Project layout and highest WTG location

‘Micrositing’ of WTGs means an alteration to the siting of a WTG by not more than 100 m and any consequential changes to access tracks and internal power cable routes. The potential micrositing of the WTGs has been considered in the assessment with the estimate of the overall maximum height being based on the highest ground level is within 100 m of the nominal WTG position. The micrositing of the WTGs is not likely to result in a change in the maximum overall blade tip height of the Project. This AIA assumes that a maximum blade tip height of 260 m AGL is implemented at all WTG locations.

4.3. Wind monitoring tower description

It is proposed that up to six (6) wind monitoring towers (WMTs) be installed within the project boundary. The location of the WMTs is provided in Figure 6 (Source: ERM , Google Earth).

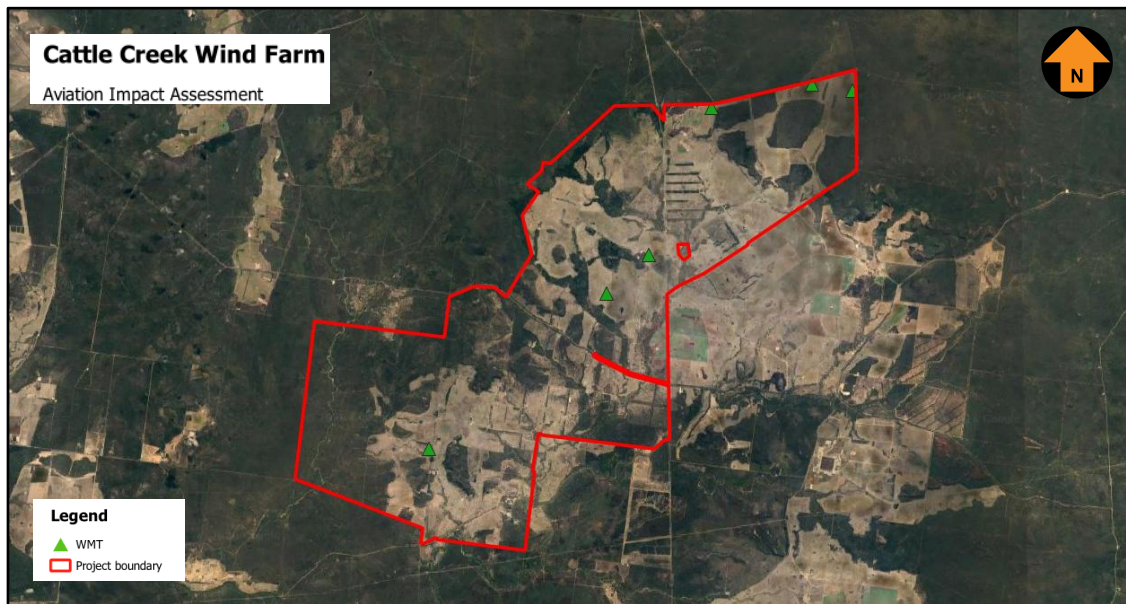


Figure 6 WMT Location

4.4. Transmission line

The location of the transmission lines is provided in Figure 7 (Source: ERM, Google Earth).

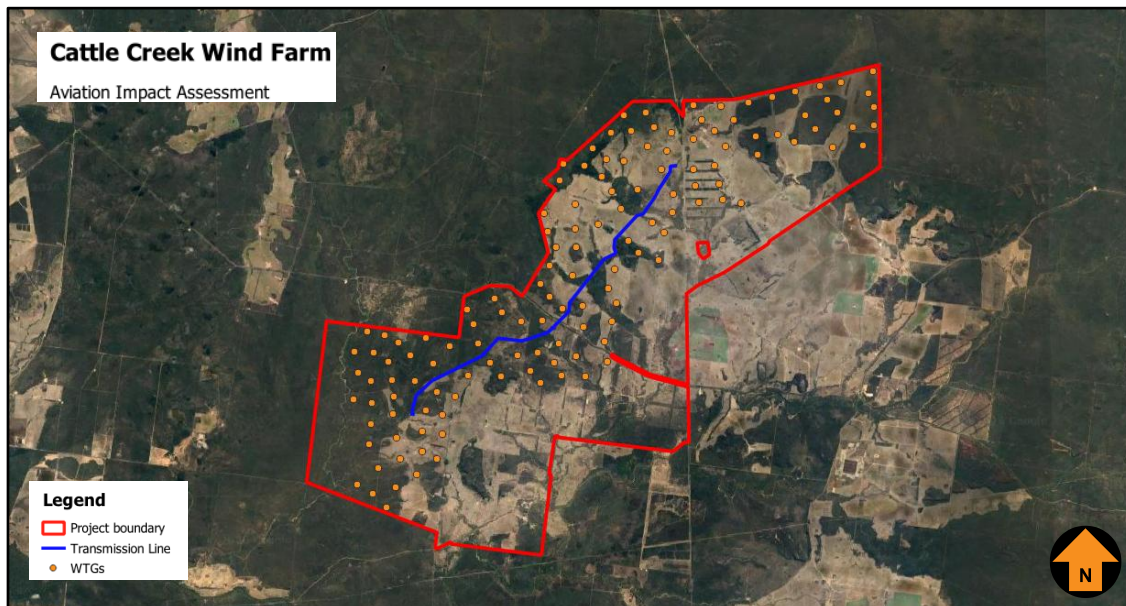


Figure 7 Transmission lines related to the Project.

5. CONSULTATION

The following list of stakeholders were identified as requiring consultation:

1. Airservices Australia
2. Department of Defence
3. Toowoomba Regional Council
4. Western Downs Regional Council
5. Queensland Park and Forests
6. Royal Flying Doctor Service
7. Queensland Ambulance Service
8. Queensland Fire and Emergency Services
9. Queensland Police Services
10. Department of Housing, Local Government, Planning and Public Works

Details and results of the consultation activities are provided in Table 4.

Based on the latest layout, there are no changes to the outcome. No further consultation required.

Table 4 Stakeholder consultation details

Agency/Contact	Activity/Date	Response/ Date	Issues Raised During Consultation	Action Proposed
Airservices Australia	23 May 2024 Email to Airport Development	8 July 2024 Email from Alex Blight (Airspace Development & Protection Coordinator)	<i>Airspace Procedures</i> <i>With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, at a maximum height of 715.9m (2349ft) AHD, the wind farm will not affect any sector or circling altitude, nor any instrument approach or departure procedure at any aerodrome.</i> <i>The wind farm will affect the LSALT of air route W279 from OK to BARTA. The LSALT for this segment will need to be increased from 3200ft to 3400ft.</i> <i>Note: procedures not designed by Airservices were not considered in this assessment.</i> <i>Grid lowest safe altitude (LSALT)</i> <i>It is our view that the proposed wind farm will impact the published Grid LSALT.</i> <i>The maximum height without affecting the published Grid LSALT is 2000ft AHD.</i> <i>Communications/Navigation/Surveillance (CNS) Facilities</i> <i>We have assessed the proposed activity to the above specified height for any impacts to Airservices Precision/Non-Precision Navigation Aids, Anemometers, HF/VHF/UHF Communications, A-</i>	Please advise the Vertical Obstacle Data (VOD) team at VOD@airservicesaustralia.com of any need to increase Grid LSALT heights at least two (2) weeks before construction commencing by supplying the below information: - Approved wind turbine locations - Elevations at the top of the highest point of the turbine in metres AHD - A copy of this email Vertical Obstacle Notification This proposed wind farm is more than 30m (99ft) AGL. Please follow the below notification process: - Complete the Vertical Obstacle Notification Form: ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf (airservicesaustralia.com) - Submit completed form to: VOD@airservicesaustralia.com as soon as the development reaches the maximum height. For further information regarding the reporting of tall structures, please contact the VOD team: - Phone - (02) 6268 5622 - Email - VOD@airservicesaustralia.com

Agency/Contact	Activity/Date	Response/ Date	Issues Raised During Consultation	Action Proposed
			SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links and have no objections to it proceeding. Air Traffic Control (ATC) Operations There are no additional instructions or concerns from our ATC. Summary – permanent impact to air route LSALT It is our view that the proposed Wind Farm impacts Airservices designed airspace procedures, CNS facilities or ATC operations, specifically, the W279 air route. The LSALT of air route W279 will need to be raised to 3400ft. All amendments to airspace procedures are on a commercial basis. Summary – permanent impact to Grid LSALT It is our view that the proposed Wind Farm impacts Airservices designed Grid LSALT as currently presented. The Grid LSALT will need to increase to 3400ft.	Or refer to: Civil Aviation Safety Regulation Part 175 — Airservices and You - Airservices (airservicesaustralia.com)
Department of Defence	23 May 2024 Email to Department of Defence	22 May 2025 Email from Anthony Deutschmann (Assistant Director)	In regards to this matter Defence has further reviewed the effects of the proposed windfarm projects on Defence's FDATCSS Radar facility. The Department of Defence (Defence) has conducted an assessment of the proposed wind farm projects for potential impacts on the safety of military low flying operations as well as possible interference to Defence communications and radar.	Defence therefore requests that the following processes to be followed: - Complete the Vertical Obstacle Notification Form: ATS-FORM-0085 Vertical Obstruction Data Form.pdf (airservicesaustralia.com) - Submit completed form to: VOD@airservicesaustralia.com as soon as

Agency/Contact	Activity/Date	Response/ Date	Issues Raised During Consultation	Action Proposed
			As the proposed wind farm meets the requirement for reporting tall structures, Defence requests that you provide Air Services Australia (AsA) with vertical obstacle notification. Marking tall structures on aeronautical charts assists pilot navigation and enhances flight safety. Airservices Australia (ASA) is responsible for recording the location and height of tall structures. The information is held in a central database managed by ASA and relates to the erection, extension, or dismantling of tall structures, the top of which is above: a. 30 metres AGL, that are within 30 kilometres of an aerodrome; and b. 45 metres AGL elsewhere for RAAF.	the development reaches the maximum height. For further information regarding the reporting of tall structures, please contact the VOD team: • Phone - (02) 6268 5622 • Email - VOD@airservicesaustralia.com • Or refer to: Civil Aviation Safety Regulation Part 175 – Airservices and You - Airservices (airservicesaustralia.com)
Toowoomba Regional Council	23 May 2024 Email to Toowoomba Regional Council	6 June 2024 Email from Barry Wicks (Operations Manager)	The proposed development is not within any of Toowoomba Region Aerodromes' assessable OLS or PANS-OPS areas (Toowoomba City, Millmerran, Pittsworth Aerodromes; Crow's Nest HLS); and I'm advised that this development is not assessable by Council (State assesses wind farms). From a TRC aerodrome operations perspective, I have no comment to make on the proposed development.	No Action Required
Western Downs Regional Council	23 May 2024	18 June 2024 Email from Kym Bannerman (Planning Officer)	The portion of the project site which is located within the Western Downs Local Government Area is located within the Rural Zone in the Western Downs	No Action Required

Agency/Contact	Activity/Date	Response/ Date	Issues Raised During Consultation	Action Proposed
	Email to Western Downs Regional Council	Development Assessment)	<i>Planning Scheme 2017 incorporating Amendment 1. A Wind Farm, defined in the Planning Scheme as Renewable Energy Facility is identified as Consistent Development within the Rural Zone. It is noted that Council is not the Assessment Manager for Material Change of Use applications to establish a Wind Farm development.</i> <i>The Aviation Impact Assessment has been reviewed by Councils Coordinator Maintenance and Aerodromes - Facilities who has noted that the Assessment, prepared by suitably qualified professionals, has concluded that the wind turbines will not impact any aerodromes Council has control of.</i> <i>It is noted that at this stage, Council has seen only the Aviation Impact Assessment and has not been provided with proposal plans or any other development application details for comment. It is understood Council will have further opportunity to provide comment on the Wind Farm development in a third party capacity following submission of an application with the State Assessment and Referral Agency.</i>	
Queensland Park and Forests	25 July 2024 Email to Queensland Park and Forests	29 July 2024 Email from Jessica P (Permits and Licencing/Operational Support)	<i>The business units relevant to this enquiry have requested the following: This requested will need to be directed, by the customer, to SARA (State Assessment and Referral Agency).</i>	The business units relevant to this enquiry have requested the following: This request will need to be directed, by the customer, to SARA (State Assessment and Referral Agency).

<i>Agency/Contact</i>	<i>Activity/Date</i>	<i>Response/ Date</i>	<i>Issues Raised During Consultation</i>	<i>Action Proposed</i>
Royal Flying Doctor Service	23 May 2024 Email to QLD Royal fly doctor	23 May 2024 Email from Anthony Hooper (Operations Manager)	<i>I have reviewed) the proposal for the Cattle Creek Wind Farm on behalf of RFDS (Queensland Section and can confirm that it will not have any effect on our operations.</i>	No Action Required
Queensland Ambulance Service	23 May 2024 Email to QLD Ambulance Service	26 September 2024 Email from Tracy Williams (Executive Officer)	The Queensland Ambulance Service has reviewed the information proposed and has no formal input in relation to the projects at this stage	No Action Required
Queensland Fire and Emergency Services	23 May 2024 Email to QLD Fire and Emergency Services	11 October 2024 Email from Brad Dines (Senior Land Use Planning Officer)	Staff from the Rural Fire Service Queensland State Air Operations have reviewed the documents and have no concerns with the proposal.	Request that the final locations of all WTGs and meteorological masts can be provided in a suitable GIS format for inclusion on QFD operational mapping systems, e.g, a shapefile.
Queensland Police Services	23 May 2024 Email to QLD Police Services		Not Received by 01 December 2025	
Department of Housing, Local Government, Planning and Public Works	29 July 2024 Email to Department of Housing, Local Government, Planning and Public Works	2 August 2024 Email from Javier Samanes (Manager)	<i>From our conversation I understand that you have independently requested feedback from Air Services Australia, the Commonwealth Department of Defence, and perhaps from CASA.</i> <i>Since the Department of Housing, Local Government, Planning, and Public Works would typically form its advice based on information from these sources, and considering that you've already sought their input</i>	No Action Required

<i>Agency/Contact</i>	<i>Activity/Date</i>	<i>Response/ Date</i>	<i>Issues Raised During Consultation</i>	<i>Action Proposed</i>
			directly, we have no additional advice to offer at this time.	

6. AVIATION IMPACT STATEMENT

6.1. Overview

Potential safety risks include, but are not limited to, impacts on flight procedures and aviation communications, navigation, and surveillance (CNS) facilities, which require assessment by Airservices Australia.

To facilitate these assessments, all wind farm proposals submitted to Airservices Australia must include an Aviation Impact Statement (AIS).

This analysis considers the aeronautical impact of the WTGs on the following:

- The operation of certified aerodromes within 30 nm of the wind farm.
- Grid and air route Lowest Safe Altitudes (LSALTs).
- Airspace protection.
- Aviation navigation facilities.
- ATC surveillance radar installations.

6.2. Nearby certified aerodromes

A certified aerodrome is an aerodrome regulated by the Civil Aviation Safety Authority (CASA) under CASR Part 139 with defined standards established in CASR Part 139 MOS.

There are no certified airports located within 30 nm of the proposed site, as shown in Figure 8 (Source: ERM, Google Earth).

The 30 nm radius represents the 25 nm minimum sector altitude (MSA) for aerodromes with terminal instrument flight procedures. The 25 nm MSA is determined by assessing obstacles within 30 nm (25 nm plus 5 nm buffer) of the aerodrome reference point or navigational aid on which the MSA is based.

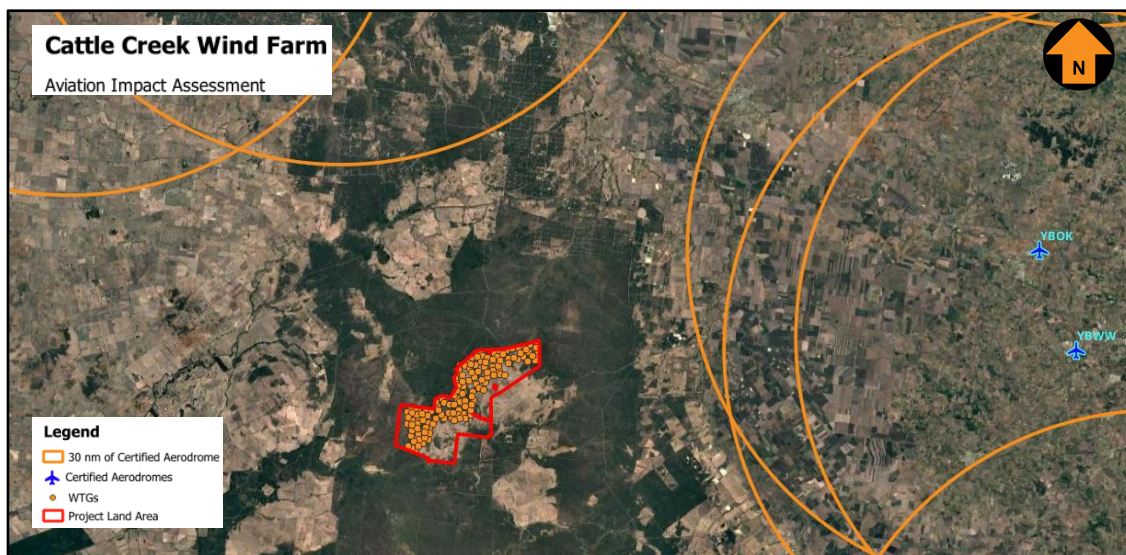


Figure 8 Location of certified airports in relation to the proposed Project Site

6.3. Grid and Air routes LSALT

CASR Part 173 MOS requires the published lowest safe altitude (LSALT) for a particular airspace grid or air route to provide a minimum of 1000 ft clearance above the controlling (highest) obstacle within the relevant airspace grid or air route tolerances.

6.3.1. Grid LSALT

The Project Site is within an airspace grid with an LSALT of 2900 ft AMSL, which provides clearance above obstacles with heights up to 1900 ft AMSL.

Figure 9 shows the Grid LSALT in proximity to the Project Site (source: ERC Low National, OzRunways, Google Earth).

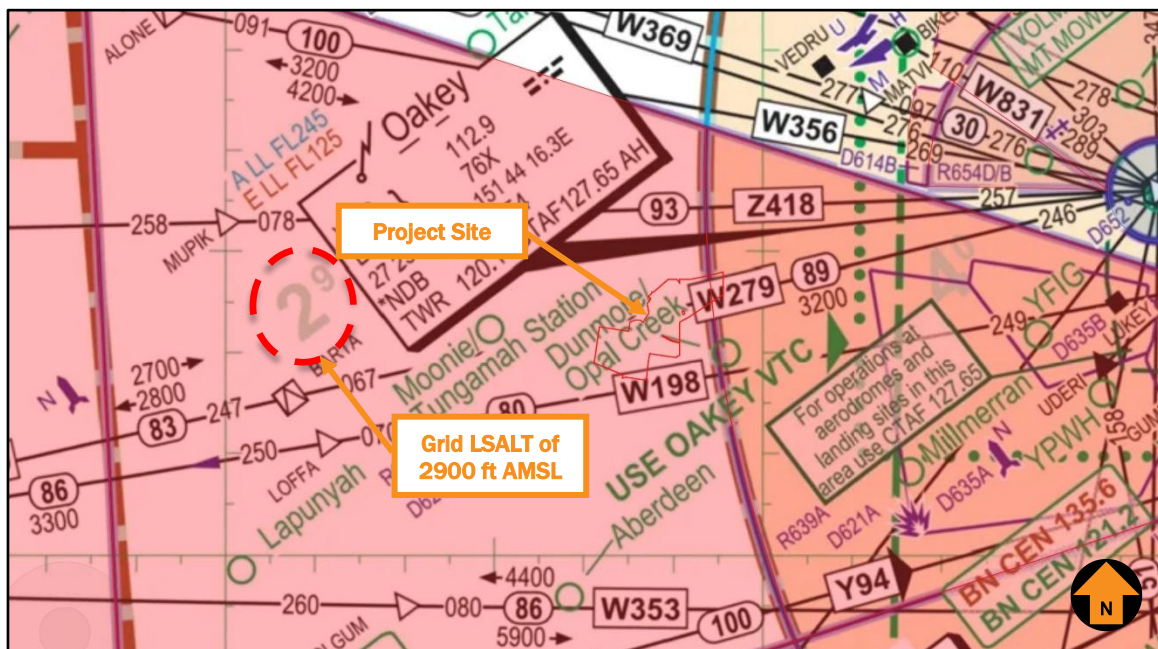


Figure 9 Grid LSALT in proximity to the project site

The highest WTG is 684.4 m AHD (2245.3 ft AMSL), which would be higher than the 1900 ft obstacle height limit by 105.2 m (345.3 ft). An impact analysis of the surrounding air routes is provided in Table 5.

Table 5 Grid LSALT impact analysis

Grid LSALT	Protection Surface	Impact on airspace design	Potential solution	Impact on aircraft ops
3000 ft AMSL	2000 ft AMSL	Yes, the highest WTG (WTG_46) would infringe by 105.2 m (345.3 ft)	LSALT raised by 400 ft	Minor

Therefore, the WTGs would impact the Grid LSALT, which needs to be raised by 400 ft to 3300 ft.

6.3.2. Air Route LSALTs

A protection area of 7 nm laterally on either side of an air route is used to assess the LSALT for the air route; however, for routes designated as RNP2 routes, the protection area is 5 nm laterally on either side.

There are some air routes within 7 nm of the project site. An impact analysis of the surrounding air routes is provided in Table 6.

Four (4) WTGs will impact air route Z418. The highest WTG (WTG_13) is 628.3 m AHD (2061.2 ft AMSL). Air route Z418 will need to be increased by 100 ft to 3100 ft.

There are 38 WTGs that will impact air route W279. WTG_46 will be the highest turbine, which is 684.4 m AHD (2245.3 ft AMSL). Air route W279 will need to be increased by 100 ft to 3300 ft.

Table 6 Air route impact analysis

<i>Air route</i>	<i>Waypoint pair</i>	<i>Route LSALT</i>	<i>Protection Surface</i>	<i>Impact on airspace design</i>	<i>Potential solution</i>	<i>Impact on aircraft ops</i>
Z418	OK VOR to- MUPIK	3000 ft AMSL (Grid)	2000 ft AMSL	Yes, the highest WTG within the protection area is WTG_13, which would infringe by 18.7 m (61.2 ft)	LSALT raised by 100 ft	Minor
W198	LUKEY to LOFFA	4000 ft AMSL	3000 ft AMSL	Nil	N/A	N/A
W279	BARTA to OK VOR	3200 ft AMSL	2200 ft AMSL	Yes, the highest WTG within the protection area is WTG_46, which would infringe by 13.8 m (45.3 ft)	LSALT raised by 100 ft	Minor

6.4. Airspace Protection

The project site is located within Class G airspace, outside of controlled airspace, and is not located in any Prohibited or Restricted Areas.

The Project site is laterally within Restricted Areas R639A and R639C but beneath the minimum altitude of 10,000 ft, so the Project is not located in any Restricted Areas.

The Project site is located within Danger Areas D621 A and D621C, when active, as shown in Figure 10 (source: ERC Low National, OzRunways, Google Earth).

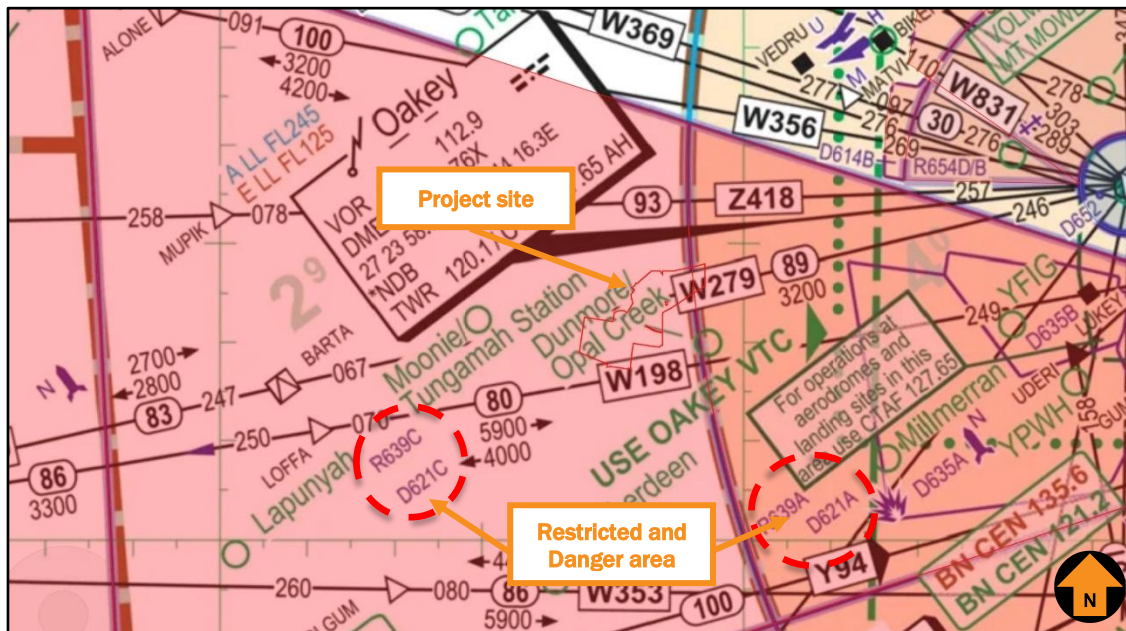


Figure 10 Project site in relation to the Restricted Areas and Danger Areas.

The restrictions of R639A and R639C on the airspace are shown below in Figure 11 and Figure 12 (Source: DAH 27 November 2025). As the minimum height of both R639A and R639C is 10,000 ft AMSL, the Project is not located in any restricted areas.

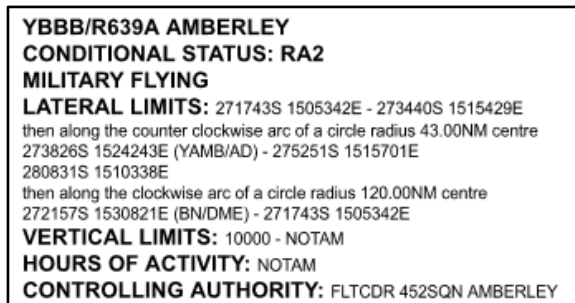


Figure 11 Dimensions of R639A

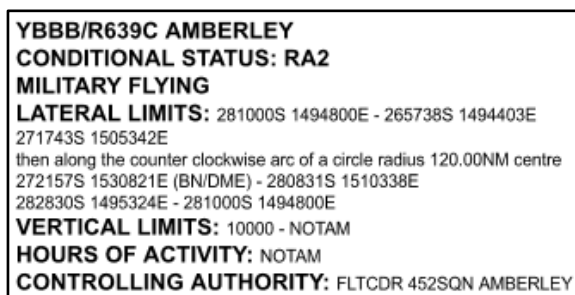


Figure 12 Dimensions of R639C

The Danger Areas D621A and D621C are shown in Figure 13 and Figure 14 (Source: DAH 27 November 2025).

YBBB/D621A AMBERLEY
MILITARY FLYING
LATERAL LIMITS: 271743S 1505342E - 273440S 1515429E
 then along the counter clockwise arc of a circle radius 43.00NM centre
 273826S 1524243E (YAMB/AD) - 275251S 1515701E
 280831S 1510338E
 then along the clockwise arc of a circle radius 120.00NM centre
 272157S 1530821E (BN/DME) - 271743S 1505342E
VERTICAL LIMITS: SFC - 10000
HOURS OF ACTIVITY: NOTAM
CONTACT: FLTCDR 452SQN AMBERLEY

Figure 13 Dimensions of R621A

YBBB/D621C AMBERLEY
MILITARY FLYING
LATERAL LIMITS: 281000S 1494800E - 265738S 1494403E
 271743S 1505342E
 then along the counter clockwise arc of a circle radius 120.00NM centre
 272157S 1530821E (BN/DME) - 280831S 1510338E
 282830S 1495324E - 281000S 1494800E
VERTICAL LIMITS: SFC - 10000
HOURS OF ACTIVITY: NOTAM
CONTACT: FLTCDR 452SQN AMBERLEY

Figure 14 Dimensions of R621C

The vertical limits within both D621A and D621C are between the surface and 10,000 ft AMSL. The Project is located within the Danger Areas, when active.

Consultation with the Department of Defence was completed, refer Table 4.

6.5. Aviation facilities

NASF Guideline G, *Protection of Aviation Facilities - Communication, Navigation and Surveillance (CNS)* and CASR Part 139 MOS specify the area where development of buildings and structures has the potential to cause unacceptable interference to CNS facilities.

The Project Site would be located a sufficient distance away from nearby certified airports and aviation facilities and would not have an impact.

6.6. ATC Surveillance Radar installations

Airservices Australia requires an assessment of the potential for the WTGs to affect radar line of sight. The closest radar facility to the project site is the Brisbane Secondary Surveillance Radar (SSR), which is located approximately 218 km to the south-east.

EUROCONTROL guidelines for assessing the potential impact on wind turbines on radar surveillance sensors stipulate the following assessment requirements:

Secondary Surveillance Radar (SSR)

- Zone 1: 0 - 500 m: Not permitted
- Zone 2: 500 m - 16 km but within maximum instrumented range and in radar line of sight: Detailed assessment

- Zone 4: Further than 16 km or not in radar line of sight: No assessment 3

(Zone 3 is not established for secondary surveillance radar)

Due to the distance and intervening terrain between the Project Area and the radar facilities, the proposed Project is not anticipated to affect any radar facility.

Airservices Australia have been consulted.

6.7. AIS Summary

Based on the WTG layout and maximum blade tip height of up to 260 m AGL, the blade tip elevation of the highest WTG, which is WTG_46, would not exceed 684.4 m AHD (2245.3 ft AMSL) and;

- There are no certified aerodromes located within 30 nm (56 km) of the Project.
- The WTGs would impact the Grid LSALT, which needs to be raised by 400 ft to 3300 ft AMSL.
- The WTGs would impact air route LSALT, and:
 - Air route Z418 will need to be increased by 100 ft to 3100 ft.
 - Air route W279 will need to be increased by 100 ft to 3300 ft.
- The Project Site is located within Class G airspace and is not located in any Prohibited or Restricted Areas. The Project Site is located within Danger Areas D621A and D621C, when active. Consultation with the Department of Defence was completed, refer Table 4.
- The WTGs would not impact the aviation navigation facilities of nearby certified airports.
- The WTGs would not impact the closest radar installations.
- The WTGs must be reported to CASA and construction details provided to Airservices.

7. UNCERTIFIED AERODROMES

A search of various aviation datasets identified uncertified aerodromes near the project area. They are not subject to CASR Part 139 regulations.

Uncertified aerodromes can take the form of a fully serviceable aerodrome with sealed runways and comprehensive facilities, or they can be a paddock on private property used by the landholder or for aerial agricultural operations.

The aviation datasets used for the search are:

- AIP aeronautical charts effective 27 November 2025.
- OzRunways - which sources its data from Airservices Australia (AIP). The aeronautical data provided by OzRunways is approved under CASA CASR Part 175.

As a guide, an area of interest within a 3 nm radius of an uncertified aerodrome is used to assess the potential impacts of proposed developments on aircraft operations at or within the vicinity of the uncertified aerodrome. The 3 nm radius is considered to be the area in which aircraft are making preparations to join the circuit prior to landing and within which to manoeuvre after take-off to depart from the aerodrome.

Figure 15 Shows the location of the nearby uncertified aerodrome relative to the project site and a nominal 3 nm radius of the aerodrome (source: Google Earth).

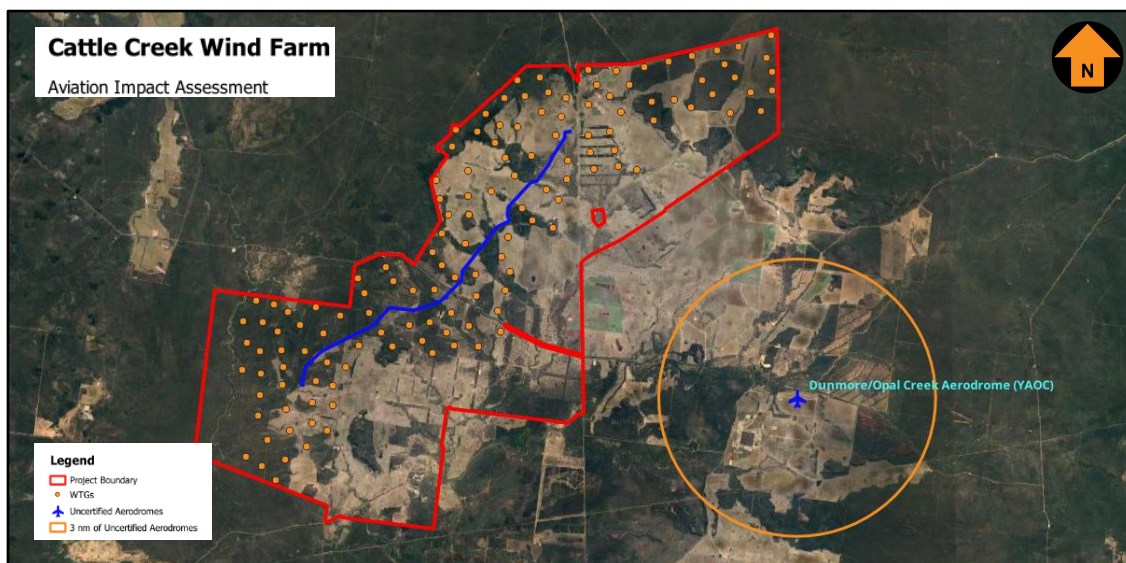


Figure 15 Uncertified Aerodrome in the vicinity of the project site

Dunmore/Opal Creek Aerodrome (YAOC) is the closest in relation to the Project Site. The proposed project's boundary is located outside a radius of 3 nm of Dunmore/Opal Creek Aerodrome (YAOC). The Project would not have an impact on any uncertified aerodrome.

7.1. Queensland Park and Forests – Department of Environment, Science and Innovation

Kumbarilla State Forest is next to the project's boundary. Western Creek State Forest is 4.6 km away from the closest WTG. Some low-level flight operations might occur in both State Forests, requiring a safe flight corridor without turbines along the park's boundaries.

Figure 16 (Source: Google Earth) shows the park boundary in relation to the Project. The closest WTG is at the boundary of the Kumbarilla State Forest and 4.7 km away from Western Creek State Forest. Consultation with Queensland Park and Forests was completed, refer Table 4.

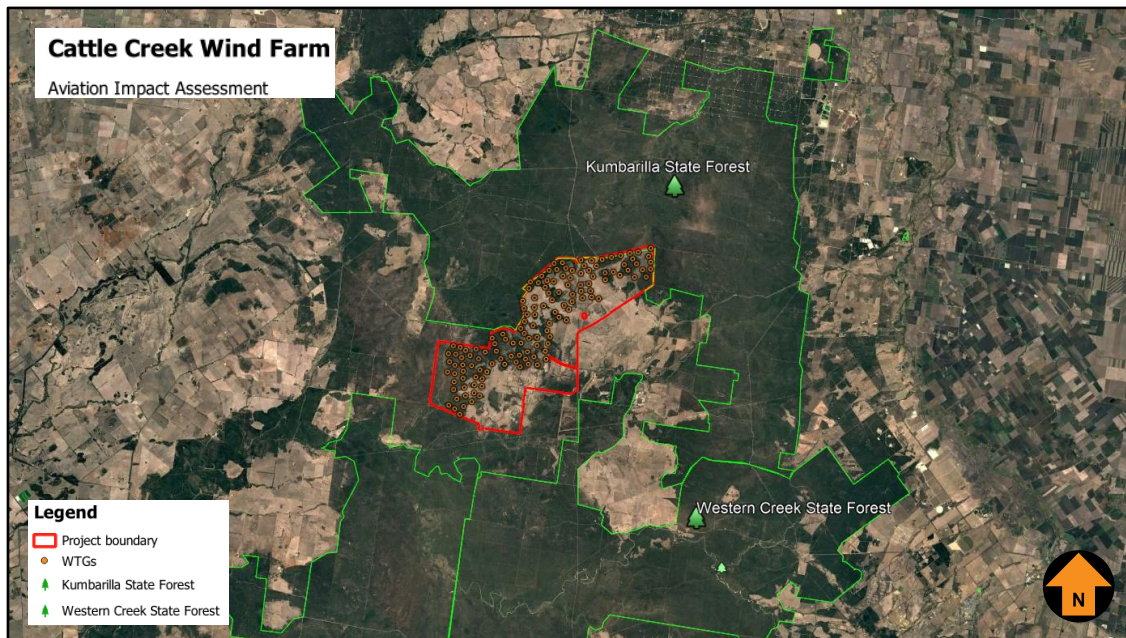


Figure 16 National Park boundary related to WTGs

8. POTENTIAL WAKE TURBULENCE IMPACTS

NASF Guideline D – *Managing the Risk to Aviation Safety of Wind Turbine Installations (Wind Farms)/Wind Monitoring Towers* provides guidance to State/Territory and local government decision makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from the development, presence and use of wind farms and WMTs.

NASF Guideline D provides guidance regarding WTG wake turbulence which states:

Wind farm operators should be aware that wind turbines may create turbulence which noticeable up to 16 rotor diameters from the turbine. In the case of one of the larger wind turbines with a diameter of 150 metres, turbulence may be present two kilometres downstream. At this time, the effect of this level of turbulence on aircraft in the vicinity is not known with certainty. However, wind farm operators should be conscious of their duty of care to communicate this risk to aviation operators in the vicinity of the wind farm...

The key wording in the NASF guidance is “noticeable” and that “the level of turbulence in the vicinity is not known with certainty.”

There are many situations in aviation where pilots “notice” their aircraft moving away from the desired flight path or altitude and take appropriate action to maintain control of the aircraft with minimal input.

Pilot training standards are regulated by CASA to ensure that all qualified pilots have demonstrated to a suitably qualified and authorised check pilot that they can maintain control of their aircraft along the chosen flight path, across a significant range of atmospheric conditions that cause the aircraft to deviate from the pilot’s chosen flight path.

Aircraft are designed to withstand a significant variation in atmospheric disturbances to ensure airframe integrity is maintained. The limits of the airframe’s integrity are known by the pilot and considered in every flight activity. Significant weather events such as thunderstorms are avoided because of the likelihood of airframe limits being exceeded by the strong wind shear type conditions within, beneath and surrounding thunderstorm cells.

Wind turbines have been assessed in a limited number of studies, in which the highest classification of hazard is considered to be medium only within approximately 7 rotor diameters (RD) downwind of the wind turbine. There are no assessments that consider that the downwind turbulence is significant and outside the ability of the aircraft to endure the impacts and for the pilot to be able to control the aircraft using normal control inputs.

There also have been no reported aircraft accidents or incidents involving an aircraft encounter with the turbulence downwind of a wind turbine.

Assessment

A 175 m rotor diameter has been used for the wake turbulence analysis. Based on this scenario, NASF Guideline D suggests the effects of wake turbulence could be noticeable from the WTGs within 2800 m of the runway and the nominal circuit area, depending on wind direction.

Based on the results of published scientific studies which indicate that any medium level of turbulence would in most circumstances be confined to within 7 rotor diameters of a WTG, Aviation Projects considers that a conservative area of 10 rotor diameters is likely to be the maximum area where wake turbulence from WTGs would be noticed by pilots of light aircraft operating downstream of a WTG.

These studies also indicated that where any such turbulence is experienced, the pilot would be able to control the aircraft using normal control inputs.

Two of those studies are referred to below.

The European Academy of Wind Energy published an open access report titled “Do wind turbines pose roll hazards to light aircraft?” dated 2 November 2018. This study concluded:

In neutral conditions, the largest of these hazards are classified as medium hazards and exist 6.5 D downwind of the turbine in the bottom-left portion of the rotor disk. The highest hazards in the stable case also remained within the medium threshold and are located in two separate regions of the wake: approximately 4 D downwind in the bottom-right quadrant of the rotor and 6 D downwind in the top-left quadrant of the rotor.

The United Kingdom (UK) Civil Aviation Authority commissioned the University of Liverpool to conduct a *Wind Turbine Wake Encounter Study*, the results of which were published in March 2015.

At University of Liverpool, a full CFD method [4] was used with the HMB solver to study wind turbine wakes. The CFD results showed good agreement for the blade surface pressure distributions and flow field velocities with the wind tunnel measurements. The wake was then solved on a very fine mesh able to capture the wake vortices up to 8 radii downstream of the blades on the MEXICO wind turbine rotor.

In general, the LIDAR measurements captured the regular wake mean velocity patterns. Statistic LIDAR data indicate that the effects of wind turbine rotor wake, in term of velocity deficit, are limited within a downwind distance of 5D. This is generally in agreement with the results of the full CFD method and the velocity deficit models.

For a wind turbine with size similar to the WTN250, and using the Beddoes circulation formula, the off-line simulation results indicate that the wind turbine wake did not pose any hazards to the encountering aircraft 5 diameters further from the wind turbine. The dominant upset that the wake generated is a yawing moment on the aircraft. The wake generated crosswind, is smaller than the maximum crosswind of 17.75 ft/s for an airport (codes A-I or B-I) that is expected to accommodate single engine aircraft. These conclusions are in line with that found in the piloted flight simulation.

These two studies are the only major studies of their kind.

Wind farm designers and developers recognise the impact of downwind changes in wind strength and direction when designing the overall wind farm to ensure that the turbines are located at minimum distances from each other in order to prevent turbulence from one or more turbines affecting the operational efficiency of a downwind turbine or causing damage to the downwind turbine blades. The minimum distance between turbines typical wind farms is approximately 800 m, a significantly shorter distance than either 16 RD or 10 RD presents.

The turbulence from a wind turbine could be described as a shear type turbulence which is caused by the difference of the free flow wind speed at the edge of the turbine rotor (the blade tip) being disrupted by the turbine blade being rotated by the wind and altering the wind speed within the rotor diameter moving downwind from the turbine. This shear type turbulence descends and weakens as it gets further away from the turbine. It is not a stream of turbulence being generated by the blades being turned by a mechanical force such as occurs with an aircraft propeller or ceiling fan in a house or factory.

The WTG blades change pitch, dependent on the wind strength, to maintain a constant rotor speed. They interfere with the natural wind flow and cause some degree of turbulence downwind of the WTG. A consistent theme among the studies was that the higher turbulence exists very close to the WTG and rapidly dissipates due to the effect of convection, mechanical turbulence from other sources such as the wind flowing over trees, buildings and terrain undulations.

The studies indicate that turbulence is likely to dissipate below a level that could be felt by pilots within 7 RD from the WTG. Aviation Projects considers that a more conservative value of 10 RD is best used to assess

areas where the likely turbulence created downwind of a WTG would not be felt by or impact pilots of light aircraft.

The studies referenced above also indicate that aircraft controllability is maintained when experiencing the likely turbulence when the aircraft is approximately 6 RD from a WTG.

Table 7 Wake Turbulence Distances

1 RD (m)	7 RD (m)	10 RD (m)	16 RD (m)
175	1225	1750	2800

In conditions of high wind speed the WTGs are “parked” with the blades in a “feathered” condition to reduce the wind impact upon them. Turbulence from the “feathered” blades still exists but would be less than when the turbine is rotating. Other mechanical turbulence generated by trees, hills and other objects during high winds would significantly exceed and break up any minor turbulence from a stationary WTG.

Aircraft are designed to withstand significant turbulence according to aviation meteorological standards that are recognised and accepted worldwide. Even in recent circumstances with an airliner experiencing severe turbulence which injured passengers, the aircraft was controllable (except for the first part of the event where it descended rapidly) and has not suffered any significant damage (although it will undergo a major inspection). It was an encounter with severe turbulence far greater than normally experienced and is avoided wherever areas of severe turbulence is forecast or known to exist.

The downwind turbulence from WTGs beyond 7 RD may be felt by the pilot of a light aircraft but the pilot will only need to make minor control adjustments to maintain control of the aircraft’s attitude, altitude and heading. Such turbulence is likely to be classified as Light on an intensity scale published by the Australian Bureau of Meteorology shown in Figure 17.

Within the 7 RD boundary the turbulence is considered to create a medium hazard which is likely to equate to pilots experiencing “Moderate” turbulence in which the *“Pilot remains in control at all times.”* (Figure 17)

Intensity	Airspeed Fluctuations (kt/s)	Vertical Gust (ft/s)	G Load	Aircraft Reaction	Reaction Inside Aircraft
Light	5 – 14	5 - 19	0.15 – 0.49	Momentary slight and erratic changes in attitude and/or altitude. Rhythmic bumpiness.	Little effect on loose objects.
Moderate	15 – 24	20 - 35	0.50 – 0.99	Appreciable changes in attitude and/or altitude. Pilot remains in control at all times. Rapid bumps or jolts.	Unsecured objects move. Appreciable strain on seatbelts.
Severe	≥ 25	36 -49	1.0 – 1.99	Large abrupt changes in attitude and/or altitude. Momentary loss of control.	Unsecured objects are tossed about.
Extreme	≥ 25	≥ 50	> 2.0	Very difficult to control aircraft. May cause structural damage.	Occupants violently forced against seatbelts.

Figure 17 Turbulence intensities¹

¹ Bureau of Meteorology – Hazardous Weather Phenomena – Turbulence

Light and moderate turbulence can be generated by lines of trees near runways.

Turbulence may disturb an aircraft's attitude about its major axis, and cause rapid bumps or jolts to be experienced, but in most cases it does not significantly alter the aircraft's flight path. ²

Adverse turbulence from any source is most critical during initial climb after take-off until the aircraft is established in a climb and at the appropriate speed, and during final approach where the aircraft is configured for landing and operating at a slow speed prior to landing. The research studies indicate that adverse or severe turbulence is not created by wind turbines outside the 5 RD distance.

There are no known aerodromes within 1750 m of any WTG.

² Bureau of Meteorology – Hazardous Weather Phenomena – Turbulence

9. HAZARD LIGHTING AND MARKING

Based on the risk assessment set out in Section 11, it is concluded that aviation lighting is not likely to be required.

For completeness, relevant lighting standards and guidelines are summarised in **Annexure 3**.

Once the details of the wind farm, along with this report, are provided by the planning authority to CASA, CASA is likely to recommend obstacle lighting be fitted to sufficient obstacles to delineate the outline of the wind farm and the highest WTGs within it.

9.1. Wind monitoring towers (WMTs)

Given that aerial operators might use the airspace within the Project site and that it is expected that WMTs will be constructed prior to WTGs, the WMTs may be free-standing and not surrounded by any other obstacles. Therefore, the proposed temporary and permanent WMTs should be marked with red/white/red bands as per the NASF Guideline D. Obstacle lighting is fitted at the top of the mast to ensure visibility in low light and deteriorating atmospheric conditions.

9.1.1. National Airport Safeguarding Framework Guideline D

National Airport Safeguarding Framework (NASF) Guideline D: Managing the Risk To Aviation Safety of Wind Turbine Installation (Wind Farms)/Wind Monitoring Towers provides guidance to State/Territory and local government decision-makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from the development, presence and use of wind farms and wind monitoring towers.

When wind turbines over 150 metres above ground level are to be built within 30 kms of a certified or registered aerodrome, the proponent should notify the Civil Aviation Safety Authority (CASA) and Airservices. If the wind farm is within 30km of a military aerodrome, Defence should be notified.

The Aeronautical Information Service of the Royal Australian Air Force (RAAF AIS) maintains a database of tall structures in the country. The RAAF AIS should be notified of all tall structures meeting the following criteria:

- 30 metres or more above ground level for structures within 30km of an aerodrome; or
- 45 metres or more above ground level for structures located elsewhere.

Tall structures are reported to Airservices Australia who now manages the vertical obstacle database.

Marking and lighting of wind monitoring towers

Before developing a wind farm, it is common for wind monitoring towers to be erected for anemometers and other meteorological sensing instruments to evaluate the suitability or otherwise of a site. These towers are often retained after the wind farm commences operations to provide the relevant meteorological readings. These structures are very difficult to see from the air due to their slender construction and guy wires. This is a particular problem for low flying aircraft including aerial agricultural operations. Wind farm proponents should take appropriate steps to minimise such hazards, particularly in areas where aerial agricultural operations occur. Measures to be considered should include:

- *the top 1/3 of wind monitoring towers to painted in alternating contrasting bands of colour. Examples of effective measures can be found in the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations 1998. In areas where aerial*

agriculture operations take place, marker balls or high visibility flags can be used to increase the visibility of the towers;

- *marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires;*
- *ensuring the guy wire ground attachment points have contrasting colours to the surrounding ground/vegetation; or*
- *a flashing strobe light during daylight hours.*

9.1.2. Civil Aviation Safety Authority – regulatory context

The Civil Aviation Safety Authority (CASA) regulates aviation activities in Australia. Applicable requirements include the Advisory Circular (AC) 139 E 0.1-v1.0 and AC.139 E 0.5-v1.1. Relevant provisions are outlined in further detail in the following section.

Advisory Circular 139.E-01 v1.0—Reporting of Tall Structures

Advisory Circular (AC) 139.E-01 v1.0—*Reporting of Tall Structures*, CASA guides those authorities and persons involved in the planning, approval, erection, extension or dismantling of tall structures so that they may understand the vital nature of the information they provide.

2.2.1 The hazards that such buildings or structures may pose to aircraft requires assessment. CASA routinely performs such assessments however needs to be first notified of the obstacle, structure of source of a hazardous plume. The need to report such hazards is outlined in this AC.

2.2.2 If you are the person who owns, controls or operates the object, structure or a source of a hazardous plume which is either present, imminent or has been approved for erection/construction, details need to be provided about:

– the construction, extension or dismantling of tall structures if the top is:

o 100 m or more above ground level

or

o affects the obstacle limitation surface of an aerodrome as defined in

2.2.3 In addition, tall structures may pose a specific hazard for the operation of low-flying Defence aircraft or to the flight paths of arriving/departing aircraft (refer Paragraph 2.1.3). Therefore, the RAAF and Airservices Australia require information on structures that are 30 m or more above ground level—within 30 km of an aerodrome or 45 m or more above ground level elsewhere for the RAAF, or 30 m or more above ground level elsewhere for Airservices Australia.

2.2.4 Information provided for the database should be accurate and readily interpreted. The tall structure report form has been designed to help owners and/or developers in this respect. The form is available on the Airservices Australia website (including a spreadsheet for reporting multiple structures) at: <https://www.airservicesaustralia.com/industry-info/airport-development-assessments/>

Advisory Circular AC 139.E-05-v1.1 Obstacles including wind farms outside the vicinity of a CASA certified aerodrome – October 2022

AC 139.E-05-v1.1 provides advice about the lighting and marking of wind farms and other tall structures in submissions to planning authorities who are considering a wind farm or tall structure proposal.

2.1.2 Regardless of CASA advice, planning authorities make the final determination whether a wind farm or a tall structure not in the vicinity of a CASA regulated aerodrome will require lighting or marking.

2.2.1 All wind turbine developments and tall structures should be assessed to determine whether they could be a risk to aviation safety. This AC augments the information in the National Aerodromes Safeguarding Framework (NASF) Guideline D and provides additional guidance on the assessment of wind farm developments and guidance for establishing what reasonable measures may be put in place to mitigate any adverse effect the wind farm development could be to aviation safety.

2.2.2 For the purposes of this AC, navigable airspace is considered to be the airspace above the minimum altitudes of VFR and IFR flight, including airspace required to ensure the safe take-off and landing of an aircraft. Generally, minimum altitude limits equate to 500 ft (152 m) or 1 000 ft (305 m) above ground level depending on the situation, i.e., whether or not the flying is over a populous area. The presence of wind turbines, wind monitoring masts and other tall obstacles may create a risk to the safety of flight, due to the risk of collision. An entity that is proposing to introduce a hazard into navigable airspace, such as a wind farm, must mitigate the risk of the hazard on airspace users to ensure an acceptable level of safety is maintained.

2.2.4.1 Part 139 of the Civil Aviation Safety Regulations 1998 (CASR), regulates obstacles within the vicinity of certified aerodromes. This is supported by Part 139 (Aerodromes) Manual of Standards (MOS) which provides the definition of an obstacle as well as the standards for marking and lighting of an obstacle. Any wind turbine (where the height is defined to be the maximum height reached by the tip of the turbine blades), wind monitoring mast or other tall structure that penetrates an Obstacle Limitation Surface (OLS) of an aerodrome will be assessed in accordance with the provisions of Part 139 of CASR and the MOS.

2.2.6.1 Outside the vicinity of an aerodrome, which is defined as being outside the OLS of an aerodrome, wind farms and other tall structures may constitute a risk to low-flying aviation operations which may be conducted down to 500 ft above ground level (AGL) over non-populous areas. Additionally, wind monitoring masts can also be hazardous to aviation, given they are very thin and difficult to see. Wind farms can also affect the performance of communications, navigation and surveillance (CNS) equipment operated by Airservices or the Department of Defence.

2.5 Aviation hazard lighting – International best practice

2.5.2 Australian regulations state that aircraft in uncontrolled airspace may operate under visual flight rules (VFR), which requires the pilot to remain clear of clouds and to adhere to visibility minima.

- in Class G airspace below 3000 ft Above Mean Sea Level (AMSL) or 1000 ft AGL (whichever is the higher) – remain clear of cloud with minimum visibility of 5000 m.
- in Class G airspace below 10 000 ft AMSL (subject to the above) – remain 1000 ft vertically and 1500 m horizontally from cloud and with 5000 m visibility.

Note: Helicopters may be permitted to operate in lower visibility and that further exemptions may apply to special cases such as military, search and rescue, medical emergency, agricultural and fire-fighting operations.

2.5.4 2000 candela medium intensity obstacle lighting recommendation satisfies the 5000 m VFR visibility requirements, according to practical exercises undertaken by the FAA and documented in AC 70/7460-1L (FAA, 2015).

2.5.5 In Australia, CASA has accepted the use of 200 candela lighting in some circumstances due to a lack of back lighting in rural and remote areas, meaning that a lower intensity light is still visible to pilots at an acceptable distance to permit a pilot to see and avoid the obstacle.

2.6 Hazard Lighting

2.6.1 This describes the reasoning behind CASA's preference to recommend aviation hazard lighting for tall structures and aircraft detection systems for wind farms.

2.6.2 Hazard lighting for wind farms and other tall structures is intended to alert pilots, flying at low altitude, to the presence of an obstacle allowing them sufficient awareness to safely navigate around or avoid it. The pilot is responsible for avoiding other traffic and obstacles based on the "alerted" see-and-avoid principle.

2.6.3 Unless the wind farm or tall structure is located near an airport, it is not expected to pose a risk to regular public transport operations. The kind of air traffic that is usually encountered at low altitude in the vicinity of a wind farm or tall structure includes light aircraft (private operators, flight schools, sport aviation, agricultural, survey, fire spotting and control) and helicopters (military, police, medical emergency services, survey, fire spotting and control). Hazard lights are therefore designed to provide pilots with sufficient awareness about the presence of the structure(s), so they can avoid it. This means that the intensity of the hazard lights should be such that the acquisition distance is sufficient for the pilot to recognise the danger, take evasive action and avoid the obstacle by a safe margin in all visibility conditions. This outcome considers the potential speed of an aircraft to determine the distance by which the pilot must become aware of the obstacle to have enough time and manoeuvrability to avoid it.

2.7 CASA's commitment to aviation safety

2.7.1 CASA will consider the lighting intensity management and systems that achieve an acceptable level of aviation safety on a case-by-case basis during its assessment.

2.7.2 A CASA determination will consider the environmental setting when determining the need and level of lighting required on a wind farm or tall structure. This may include consideration of lower lighting intensities for obstacles away from an aerodrome. The backlighting of some locations is almost non-existent, meaning the risk of an aviation hazard light being compromised by background lighting from a rural and remote town is lower than would otherwise apply in a residential area closer to a city

9.2. Transmission Line

There is no regulatory requirement to mark or light power poles or overhead transmission lines.

According to the AAAA Powerlines Policy dated March 2011:

Most agricultural land in Australia is crisscrossed with powerlines and aerial application companies and pilots put enormous effort into managing these hazards safely, generally using a risk identification, assessment and management process in line with Australian Standard AS4360/ISO 3[1]000.

The agricultural pilot curriculum mandated by CASA includes training for the safe management of powerlines and AAAA has been active in providing ongoing professional development for application pilots that includes a focus on planning, risk management and a knowledge of human factors relevant to managing powerlines in a low-level aviation environment.

AAAA runs a specific training course for aerial application pilots entitled 'Wire Risk Management' to address these issues.

Overhead transmission lines and/or supporting poles that are located where they could adversely affect aerial application operations should be identified in consultation with local aerial application operators and marked in accordance with MOS 139 Chapter 8 Division 10 section 8.110 (7) and section 8.110 (8):

8.110 Marking of hazardous obstacles

(7) Hazardous obstacles in the form of wires or cables must be marked using 3-dimensional coloured objects attached to the wire or cables. Note: Spheres and pyramids are examples of 3-dimensional objects.

(8) The objects mentioned in subsection (7) must:

- (a) be approximately equivalent in size to a cube with 600 mm sides; and*
- (b) be spaced 30 m apart along the length of the wire or cable.*

10. ACCIDENT STATISTICS

This section establishes the external context to ensure that stakeholders and their objectives are considered when developing risk management criteria and that externally generated threats and opportunities are properly considered.

10.1. General aviation operations

The general aviation (GA) activity group is considered by the Australian Transport Safety Bureau (ATSB) to be all flying activities that do not involve commercial air transport (activity group), which includes scheduled (RPT) and non-scheduled (charter) passenger and freight type. It may involve Australian civil (VH-) registered aircraft, or aircraft registered outside of Australia. General aviation/recreational encompasses:

- Aerial work (activity type). Includes activity subtypes: agricultural mustering, agricultural spreading/spraying, other agricultural flying, photography, policing, firefighting, construction – sling loads, other construction, search and rescue, observation and patrol, power/pipeline surveying, other surveying, advertising, and other aerial work.
- Own business travel (activity type).
- Instructional flying (activity type). Includes activity subtypes: solo and dual flying training, and other instructional flying.
- Sport and pleasure flying (activity type). Includes activity subtypes: pleasure and personal transport, glider towing, aerobatics, community service flights, parachute dropping, and other sport and pleasure flying.
- Other general aviation flying (activity type). Includes activity subtypes: test flights, ferry flights and other flying.

10.2. ATSB occurrence taxonomy

The ATSB uses a taxonomy of occurrence sub-type. Of specific relevance to the subject assessment are terms associated with **terrain collision**. Definitions sourced from the ATSB website are provided below:

- **Collision with terrain:** Occurrences involving a collision between an airborne aircraft and the ground or water, where the flight crew were aware of the terrain prior to the collision.
- **Controlled flight into terrain (CFIT):** Occurrences where a serviceable aircraft, under flight crew control, is inadvertently flown into terrain, obstacles, or water without either sufficient or timely awareness by the flight crew to prevent the event.
- **Ground strike:** Occurrences where a part of the aircraft drags on, or strikes, the ground or water while the aircraft is in flight, or during take-off or landing.
- **Wirestrike:** Occurrences where an aircraft strikes a wire, such as a powerline, telephone wire, or guy wire, during normal operations.

10.3. National aviation occurrence statistics 2010-2019

The ATSB published a summary of aviation occurrence statistics for the period 2010-2019 (AR-2020-047, Final – 4 November 2020).

According to the report, there were no fatalities in high or low capacity RPT operations during the period 2010-2019. In 2019, 220 aircraft were involved in accidents in Australia, and a further 154 aircraft involved in serious incidents (an incident with a high probability of becoming an accident). In 2019 there were 35 fatalities from 22 fatal accidents. There have been no fatalities in scheduled commercial air transport in Australia since 2005.

Of the 326 fatalities recorded in the 10-year period, almost two thirds (175 or 53.68%) occurred in the general aviation segment. On average, there were 1.51 fatalities per aircraft associated with a fatality in this segment. The fatalities to aircraft ratio ranges from 1.09 to 177:1. Whilst it can be inferred from the data that the majority of fatal accidents are single person fatalities, it is reasonable to assert that the worst credible effect of an aircraft accident in the general aviation category will be multiple fatalities.

A breakdown of aircraft and fatalities by general aviation sub-categories is provided in Table 8 (source: ATSB).

Table 8 Number of fatalities by General Aviation sub-category – 2010 to 2019

<i>Sub-category</i>	<i>Aircraft assoc. with fatality</i>	<i>Fatalities</i>	<i>Fatalities to aircraft ratio</i>
Aerial work	37	44	1.18:1
Instructional flying	11	19	1.72:1
Own business travel	3	5	1.6:1
Sport and pleasure flying	53	94	1.77:1
Other general aviation flying	11	12	1.09:1
Totals	115	174	1.51:1

Figure 18 refers to Fatal Accident Rate by operation type per million departures over the 6-year period (source: ATSB). Note the rates presented are not the full year range of the study (2010–2019). This was due to the availability of exposure data (departures and hours flown) which was only available between these years. According to the ATSB report, the number of fatal accidents per million departures for GA aircraft over the 6-year reporting period ranged between 6.6 in 2014 and 4.9 in 2019.

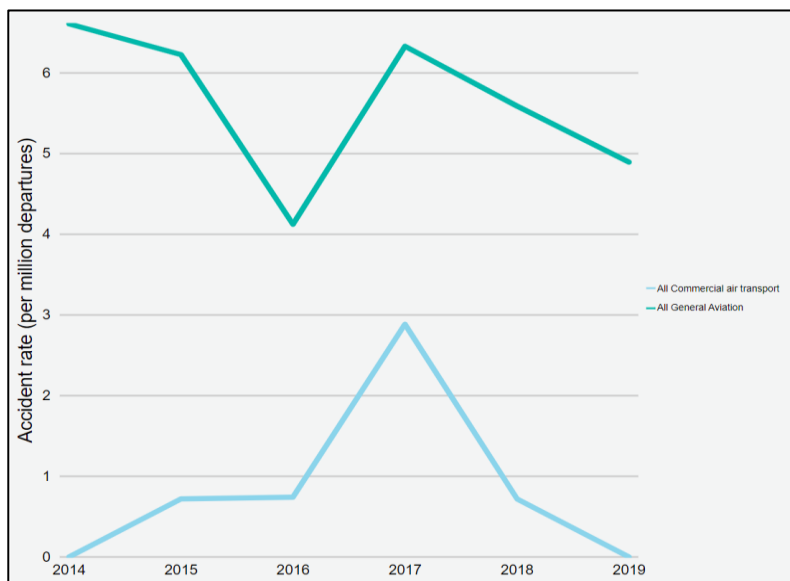


Figure 18 Fatal Accident Rate (per million departures) by Operation Type

In 2018, there were 9 fatal accidents and 9 fatalities involving GA aircraft, resulting in a rate of 5.6 fatal accidents per million departures and 7.7 fatal accidents per million hours flown.

In 2019, there were 1,760,000 landings, and 1,320,000 hours flown by VH-registered general aviation aircraft in Australia, with 8 fatal accidents and 17 fatalities. Based on these results, in 2019 there were 4.9 fatal accidents per million departures and 6.4 fatal accidents per million hours flown. A summary of fatal accidents from 2010-2019 by GA sub-category is provided in Table 9 (source: ATSB).

Table 9 Fatal accidents by GA sub-category – 2010 -2019

<i>Sub-category</i>	<i>Fatal accidents</i>	<i>Fatalities</i>
Agricultural spreading/spraying	13	13
Agricultural mustering	11	12
Other agricultural	1	1
Survey and photographic	5	10
Search and rescue	2	2
Firefighting	2	2
Other aerial work	3	4
Instructional flying	11	19
Own business travel	3	5
Sport and pleasure flying	53	94
Other general aviation flying	11	12
Total	115	174

Over the 10-year period, and subsequently, no aircraft collided with a WTG or a WMT in Australia.

Of the 20,529 incidents, serious incidents and accidents in GA operations in the 10-year period, 1,404 (6.83%) were terrain collisions.

The underlying fatality rate for GA operations discussed above is considered tolerable within Australia's regulatory and social context.

10.4. Worldwide accidents involving wind farms

Worldwide since aviation accident statistics have been recorded, there have been a total of 5 aviation accidents involving a wind farm (i.e. where WTGs were erected). To provide some perspective on the likelihood of a VFR aircraft colliding with a WTG, a summary of the 5 accidents and the relevant factors applicable to this assessment is incorporated in this section.

Based on the statistics set out in the Global Wind Energy Council (GWEC) report 2024, Total installations of 117GW in 2023 represents a 50% year-on-year increase from 2022.

Based on the Australia's Clean Energy Council statistics there were 110 wind farms in Australia at 2023. Aviation Projects has researched public sources of information, accessible via the world wide web, regarding aviation safety occurrences associated with wind farms. Occurrence information published by Australia, Canada, Europe (Belgium, Denmark, France, Germany, Norway, Sweden and The Netherlands), New Zealand, the United Kingdom and the United States of America was reviewed.

The 5 recorded aviation accidents involving a wind farm are summarised as follows:

- One accident occurred in Texas, United States in October 2019 resulting in minor aircraft damage no injury to the pilot and significant injury to a person on the ground. The aircraft, an Air Tractor AT502, was returning from a local aerial application flight and was flown deliberately at low-level in close vicinity to a wind turbine generator (WTG) because the pilot believed his friend was working on the turbine. The aircraft collided with a tagline rope that was attached to a blade of the WTG and which was being held by a person working on the ground. The worker was thrown about 20 ft in the air and experienced significant non-life-threatening injuries. The aircraft sustained minor damage however the pilot landed the aircraft without further incident.
- One accident, which resulted in 2 fatalities, occurred in Palm Springs in 2001. This accident involved a wind farm but was not caused by the wind farm. The cause of the accident was the inflight separation of the majority of the right canard and all of the right elevator resulting from a failure of the builder to balance the elevators per the kit manufacturer's instructions. The accident occurred above a wind farm, and the aircraft struck a WTG on its descent and therefore the cause of the accident was not attributable to the wind farm and not applicable to this AIA.
- Two accidents involving collision with a WTG were during the day, as follows:
 - One accident occurred in Melle, Germany in 2017 as the result of a collision with a WTG mounted on a steel lattice tower at a very low altitude during the day with good visibility and no cloud. The accident resulted in one fatality. If the tower was solid and painted white, as is standard on contemporary wind farms, then it more than likely would have been more visible than if it were to be equipped with an obstacle light which in all likelihood would not have been operating during daylight with good visibility conditions.
 - One accident occurred in Plouguin, France in 2008 when the pilot decided to descend below cloud in an attempt to find the destination aerodrome. The aircraft was flying in conditions of significantly reduced horizontal visibility in fog where the top of the WTGs were obscured by cloud. The WTGs became visible too late for avoidance manoeuvring and the aircraft

made contact with two WTGs. The aircraft was damaged but landed safely. No fatalities were recorded.

- In both of the above cases, it is difficult to conclude that obstacle lighting would have prevented the accidents.
- One fatal accident, near Highmore, South Dakota in 2014 occurred at night in Instrument Meteorological Conditions (IMC).

There is one other accident mentioned in a database compiled by an anti-wind farm lobby group (wind-watch.org), which suggests a Cessna 182 collided with a WTG near Baraboo, Wisconsin, on 29 July 2000. The NTSB database records details of an accident involving a Cessna 182 that occurred on 28 July 2000 in the same area. For this particular accident, NTSB found that the probable cause of the accident was VFR flight into IMC encountered by the pilot and exceeding the design limits of the aircraft. A factor was flight to a destination alternate not performed by the pilot. No mention in the NTSB database is made of WTGs or a wind farm.

There is one accident occurred in near Nettersheim, Kreis Euskirchen, North Rhine Westphalia, Germany in August 2024. Unconfirmed information suggests that the aircraft impacted a wind turbine in poor visibility conditions. The accident resulted in one fatality and 2 occupants.

11. RISK ASSESSMENT

A risk management framework comprises likelihood and consequence descriptors, a matrix used to derive a level of risk, and actions required of management according to the level of risk.

The risk assessment framework used by Aviation Projects and risk event description is provided in **Annexure 4**.

11.1. Risk Identification

The primary risk being assessed is that of aviation safety associated with the height and location of WTGs and WMTs proposed by the Project.

Based on an extensive review of accident statistics data (see summary in Section 8 above) and stakeholders who were consulted during the preparation of this AIA (see Section 5), 5 identified risk events associated with WTGs and WMTs relate to aviation safety or potential visual impact, and are listed as follows:

1. Potential for an aircraft to collide with a WTG, controlled flight into terrain (CFIT) (related to aviation safety).
2. Potential for an aircraft to collide with a WMT (CFIT) (related to aviation safety).
3. Potential for a pilot to initiate manoeuvring in order to avoid colliding with a WTG or WMT resulting in collision with terrain (related to aviation safety).
4. Potential for the hazards associated with the Project to invoke operational limitations or procedures on operating crew (related to aviation safety).
5. Potential effect of obstacle lighting on neighbours (related to potential visual impact).

It should be noted that according to guidance provided by the Commonwealth Department of Infrastructure Transport, Regional Development, Communications and the Arts (Airspace and Air Traffic Management Risk Management Policy Statement). And in line with generally accepted practice, the risk to be assessed should primarily be associated with passenger transport services. Therefore, the risk being assessed herein is primarily associated with smaller aircraft likely to be flying under the VFR, and so the maximum number of passengers exposed to the nominated consequences is likely to be limited.

The five risk events identified here are assessed in detail in the following section.

11.2. Risk Analysis, Evaluation and Treatment

For the purpose of considering applicable consequences, the concept of worst credible effect has been used. Untreated risk is first evaluated, then, if the resulting level of risk is unacceptable, further treatments are identified to reduce the residual level of risk to an acceptable level.

A summary of the level of risk associated with the Project, under the proposed treatment regime, with specific consideration of the effect of obstacle lighting, is provided in Table 10 through to Table 14.

Table 10 Aircraft collision with wind turbine generator (WTG)

Risk ID:	1. Aircraft collision with wind turbine generator (WTG) (CFIT)	
Discussion		
An aircraft collision with a WTG would result in harm to people and damage to property. Property could include the aircraft itself, as well as the WTG. There have been 5 reported occurrences worldwide of aircraft collisions with a component of a WTG structure since the year 2000 as discussed in Section 10. These reports show a range of situations where pilots were conducting various flying operations at low level and in the vicinity of wind farms in both IMC and VMC. No reports of aircraft collisions with wind farms in Australia have been found. In consideration of the circumstances that would lead to a collision with a WTG: - GA VFR aircraft operators generally don't individually fly a significant number of hours in total, let alone in the area in question. - There is a very small chance that a pilot, suffering the stress of weather, will continue into poor weather conditions (contrary to the rules of flight) rather than divert away from it, is not aware of the wind farm, will not consider it or will not be able to accurately navigate around it. - If the aircraft was flown through the wind farm, there is still a very small chance that it would hit a WTG. There are no known aerial application operations conducted at night in the vicinity of the Project site. If a proposed object or structure is identified as likely to be an obstacle, details of the relevant proposal must be referred to CASA for CASA to determine, in writing: (a) Whether the object or structure will be a hazard to aircraft operations. (b) Whether it requires an obstacle light that is essential for the safety of aircraft operations. The Project site is clear of the OLS of any aerodrome.		
Consequence		
If an aircraft collided with a WTG, the worst credible effect would be multiple fatalities and damage beyond repair. This would be a Catastrophic consequence.		
Consequence		Catastrophic
Untreated Likelihood		
There have been 5 reports of aircraft collisions with WTGs worldwide, which have resulted in a range of consequences, where aircraft occupants sustained minor injury in some cases and fatal injuries in others (see Section 10). Similarly, aircraft damage sustained ranged from minor to catastrophic. One of these accidents resulted from structural failure of the aircraft before the collision with the WTG. Only two relevant accidents occurred during the day, and only one resulted in a single fatality. It is assessed that collision with a WTG resulting in multiple fatalities and damage beyond repair is unlikely to occur, but possible (has occurred rarely), which is classified as Possible.		
Untreated Likelihood		Possible

Current Treatments (without lighting)

- The Project Site would be clear of the OLS of any certified aerodrome.
- Aircraft are restricted to a minimum height of 500 ft (152.4 m) AGL above the highest point of the terrain and any object on it within a radius of 300 m in visual flight during the day when not in the vicinity of built-up areas. The proposed WTGs would be a maximum height of 260 m (853 ft) AGL at the top of the blade tip. The rotor blade at its maximum height would be approximately 107.6 m (353 ft) above aircraft flying at the minimum altitude of 152.4 m AGL (500 ft).
- Aircraft are restricted to a minimum height of 304.8 m (1,000 ft) above obstacles (including terrain) which are within 10 nm of the aircraft in visual flight at night and potentially even higher during instrument flight (day or night).
- Aircraft authorised to intentionally fly below 152.4 m (500 ft) AGL (day) or below safety height (night) are operated in accordance with procedures developed as an outcome of thorough risk management activities undertaken specifically for and prior to undertaking such authorised flights. Any obstacle including WTGs in the path of the authorised flight would be specifically risk assessed during that process.
- The WTGs are typically coloured white so they should be visible to pilots during the day.
- Final details of WTG coordinates and elevation should be provided to Airservices Australia at least two weeks prior to construction commencing, so that the location and height of all WTGs can be noted on aeronautical maps and charts.
- Because the Project WTGs are proposed to be above 100 m AGL, there is a statutory requirement to report the WTGs to CASA and notified to Airservices Australia prior to construction.

Level of Risk

The level of risk associated with a Possible likelihood of a Catastrophic consequence is 8 (Unacceptable).

Current Level of Risk	8 – Unacceptable
------------------------------	---------------------

Risk Decision

A risk level of 8 is classified as Unacceptable: Immediate action required by either treating or avoiding risk. Refer to executive management.

Risk Decision	Unacceptable
----------------------	--------------

Recommended Treatments

The following treatments which can be implemented at little cost will provide an acceptable level of safety:

- Details of the Project should be communicated to local and regional aircraft operators prior to construction to heighten their awareness of its location and so that they can plan their operations accordingly. Specifically:
 - a. Engage with local aerial agricultural and aerial firefighting operators to develop procedures, which may include, for example, stopping the rotation of the WTG blades prior to the commencement of the subject aircraft operations within the Project site.

b. Arrangements should be made to publish details of the Project in ERSA for surrounding aerodromes, which would involve notification to Airservices Australia.	
Residual Risk With the implementation of the Recommended Treatments listed above, the likelihood of an aircraft collision with a WTG resulting in multiple fatalities and damage beyond repair will be Unlikely, and the consequence remains Catastrophic, resulting in an overall risk level of 7 – Tolerable. It is considered that the significant cost of obstacle lighting (which is not a preventative control), may only slightly reduce the likelihood of a collision given that the pilot is already in a highly undesirable situation (and not in all situations – such as where the obstacle light may be obscured by cloud) and hence is not justified. In the circumstances, the level of risk under the proposed treatment plan is considered as low as reasonably practicable (ALARP). It is our assessment that there will be an acceptable level of aviation safety risk associated with the potential for an aircraft collision with a wind turbine, without obstacle lighting on the turbines of the Project.	
Residual Risk	7 – Tolerable

Table 11 Aircraft collision with wind monitoring tower (WMT)

Risk ID:	2. Aircraft collision with a wind monitoring tower (WMT) (CFIT)	
Discussion		
An aircraft collision with a WMT would result in harm to people and damage to property. The final location of the WMTs would be determined as part of the final construction design and the details would be reported to Airservices Australia. There are only a few instances of aircraft colliding with a WMT, but they were all during the day with good visibility, and no instance was in Australia. There are no known aerial application operations conducted at night in the vicinity of the wind farm. If a proposed object or structure is identified as likely to be an obstacle, details of the relevant proposal will be referred to CASA for CASA to determine, in writing: • Whether the object or structure will be a hazard to aircraft operations. • Whether it requires an obstacle light that is essential for the safety of aircraft operations.		
Consequence		
If an aircraft collided with a WMT, the worst credible effect would be multiple fatalities and damage beyond repair. This would be a Catastrophic consequence.		
Consequence		Catastrophic
Untreated Likelihood		
There are a few occurrences of an aircraft colliding with a WMT, but all were during the day with good visibility when obstacle lighting would arguably be of no effect, and none were in Australia. It is assessed that collision with a WMT without obstacle lighting that would be effective in alerting the pilot to its presence is unlikely to occur, but possible (has occurred rarely), which is classified as Possible.		
Untreated Likelihood		Possible
Current Treatments		
• The temporary and permanent WMT locations will be advised to CASA and Airservices Australia prior to construction. • Aircraft are restricted to a minimum height of 152.4 m (500 ft) AGL above the highest point of the terrain and any object on it within a radius of 300 m in visual flight during the day when not in the vicinity of built-up areas. • Aircraft are restricted to a minimum height of 304.8 m (1,000 ft) above obstacles within 10 nm of the aircraft in visual flight at night and potentially even higher during instrument flight (day or night). • Aircraft authorised to intentionally fly below 152.4 m (500 ft) (day) or below safety height (night) are operated in accordance with procedures developed as an outcome of thorough risk management activities.		

If the WMTs would be higher than 100 m AGL, there is a statutory requirement to report them to CASA and Airservices Australia prior to construction.	
Level of Risk The level of risk associated with a Possible likelihood of a Catastrophic consequence is 8.	
Current Level of Risk	8 – Unacceptable
Risk Decision A risk level of 8 is classified as Unacceptable: Immediate action required by either treating or avoiding risk. Refer to executive management.	
Risk Decision	Unacceptable
Recommended Treatments The following treatments which can be implemented at little cost will provide an acceptable level of safety: - Details of any WMTs when they are constructed should be advised to Airservices Australia. - Consideration could be given to marking any wind monitoring towers according to the requirements set in MOS 139 Chapter 8 Division 10 Obstacle Markings (as modified by the guidance in NASF Guideline D); specifically: 8.110 (5) As illustrated in Figure 8.110 (5), long, narrow structures like masts, poles and towers which are hazardous obstacles must be marked in contrasting colour bands so that the darker colour is at the top; and the bands are, as far as physically possible, marked at right angles along the length of the long, narrow structure; and have a length ("z" in Figure 8.110 (5)) that is, approximately, the lesser of: 1/7 of the height of the structure; or 30 m. 8.110 (7) Hazardous obstacles in the form of wires or cables must be marked using 3-dimensional coloured objects attached to the wire or cables. Note: Spheres and pyramids are examples of 3-dimensional objects. (8) The objects mentioned in subsection (7) must: be approximately equivalent in size to a cube with 600 mm sides; and be spaced 30 m apart along the length of the wire or cable. - WMTs that are installed prior to WTG installation (Temporary WMTs) and WMTs that are not in close proximity to a WTG, should be fitted with a medium intensity steady red obstacle light at the top of the tower to ensure visibility in low light and deteriorated atmospheric conditions. Characteristics of medium-intensity lights are specified in MOS 139 Section 9.33: - Medium-intensity obstacle lights must: - be visible in all directions in azimuth; and - if flashing – have a flash frequency of between 20 and 60 flashes per minute. - The peak effective intensity of medium-intensity obstacle lights must be $2\,000 \pm 25\%$ cd with a vertical distribution as follows: - for vertical beam spread – a minimum of 3 degrees; - at -1 degree elevation – a minimum of 50% of the lower tolerance value of the peak intensity;	

c) at 0 degrees elevation – a minimum of 100% of the lower tolerance value of the peak intensity. 3) For subsection (2), vertical beam spread means the angle between 2 directions in a plane for which the intensity is equal to 50% of the lower tolerance value of the peak intensity. 4) If, instead of obstacle marking, a flashing white light is used during the day to indicate temporary obstacles in the vicinity of an aerodrome, the peak effective intensity of the light must be increased to 20 000 ± 25% cd when the background luminance is 50 cd/m² or greater. • Ensure details of any additional WMTs at the Project site have been communicated to Airservices Australia, and local and regional aerodrome and aircraft operators before, during and following construction.	
Residual Risk With the additional Recommended Treatments listed above, the likelihood of an aircraft collision with a WMT resulting in multiple fatalities and damage beyond repair will be Unlikely, and the consequence remains Catastrophic, resulting in an overall risk level of 7 – Tolerable. It is considered that the significant cost of obstacle lighting (which is not a preventative control), may only slightly reduce the likelihood of a collision given that the pilot is already in a highly undesirable situation (and not in all situations – such as where the obstacle light may be obscured by cloud) and hence is not justified. Under these circumstances, the level of risk under the proposed treatment plan is considered ALARP. It is our assessment that there will be an acceptable level of aviation safety risk associated with the potential for an aircraft collision with the Project permanent WMTs that are in close proximity to a WTG without obstacle lighting on the WMTs. For temporary WMTs installed prior to WTG installation and WMTs that are not in close proximity to a WTG, there will be an acceptable level of aviation safety risk associated with the potential for an aircraft collision provided obstacle lighting is fitted to ensure visibility in low light and deteriorating atmospheric conditions.	
Residual Risk	7 – Tolerable

Table 12 Harsh manoeuvring leading to controlled flight into terrain

Risk ID:	3. Harsh manoeuvring leads to controlled flight into terrain (CFIT)	
Discussion		
An aircraft colliding with terrain as a result of manoeuvring to avoid colliding with a WTG would result in harm to people and damage to property. There are a few ground collision accidents resulting from manoeuvring to avoid wind farms, but none in Australia, and all were during the day. The Project is clear of the OLS of any aerodrome. Aircraft are restricted to a minimum height of 152.4 m (500 ft) above the highest point of the terrain and any object on it within a radius of 300 m in visual flight during the day when not in the vicinity of built up areas. The proposed WTGs would be a maximum of 260 m (853 ft) AGL at the top of the blade tip. The rotor blade at its maximum height would be approximately 107.6 m (353 ft) above aircraft flying at the minimum altitude of 152.4 m (500 ft) AGL. Nevertheless, the minimum visibility of 5000 m required for visual flight during the day should provide adequate time for pilots to observe and manoeuvre their aircraft clear of WTGs. Aircraft are restricted to a minimum height of 304.8 m (1000 ft) above obstacles within 10 nm of the aircraft in visual flight at night and potentially even higher during instrument flight (day or night). Aircraft authorised to intentionally fly below 152.4 m (500 ft) AGL (day) or below safety height (night) are operated in accordance with procedures developed as an outcome of thorough risk management activities.		
Assumed risk treatments		
• The WTGs are typically coloured white so they should be visible during the day. • The ‘as constructed’ details of WTGs are required to be notified to Airservices Australia so that the location and height of WTGs can be noted on aeronautical maps and charts. • Since the WTGs will be higher than 100 m AGL, there is a statutory requirement to report the WTG to CASA.		
Consequence		
If an aircraft collided with terrain, the worst credible effect would be multiple fatalities and damage beyond repair. This would be a Catastrophic consequence.		
Consequence		Catastrophic
Untreated Likelihood		
There are a few ground collision accidents resulting from manoeuvring to avoid WTGs, but none in Australia, and all were during the day (see Section 10). It is assessed that a ground collision accident following manoeuvring to avoid a WTG is unlikely to occur, but possible (has occurred rarely), which is classified as Possible.		
Untreated Likelihood		Possible
Current Treatments (without lighting)		
• The Project is clear of the OLS of any aerodrome.		

- Aircraft are restricted to a minimum height of 152.4 m (500 ft) above the highest point of the terrain and any object on it within a radius of 300 m in visual flight during the day when not in the vicinity of built-up areas.
- WTGs would be a maximum of 260 m (853 ft) AGL at the top of the blade tip. The rotor blade at its maximum height would be approximately 107.6 m (353 ft) above aircraft flying at the minimum altitude of 152.4 m AGL (500 ft).
- Nevertheless, the minimum visibility of 5000 m required for visual flight during the day should provide adequate time for pilots to observe and manoeuvre their aircraft clear of WTGs.
- The WTGs and masts will be shown on aeronautical charts at the next publication cycle date available and NOTAMS prior to the publication date. This allows pilots to be aware of the existence of the wind farm at the pre-flight planning stage and during flight with reference to the aeronautical chart.
- If cloud descends below the WTG hub, obstacle lighting would be obscured and therefore ineffective.
- Aircraft are restricted to a minimum height of 304.8 m (1000 ft) above obstacles within 10 nm of the aircraft in visual flight at night and potentially even higher during instrument flight (day or night).
- Aircraft authorised to intentionally fly below 152.4 m AGL (500 ft) (day) or below safety height (night) are operated in accordance with procedures developed as an outcome of thorough risk management activities.
- The WTGs are typically coloured white, typical of most WTGs operational in Australia, so they should be visible during the day.
- Final details of WTG coordinates and elevation should be provided to Airservices Australia at least two weeks prior to construction commencing, so that the location and height of all WTGs can be noted on aeronautical maps and charts.
- Since the WTGs would be higher than 100 m AGL, there is a statutory requirement to report the WTGs to CASA.

Level of Risk

The level of risk associated with a Possible likelihood of a Catastrophic consequence is 8.

Current Level of Risk

8 – Unacceptable

Risk Decision

A risk level of 8 is classified as Unacceptable: Immediate action required by either treating or avoiding risk. Refer to executive management.

Risk Decision

Unacceptable

Recommended Treatments

The following treatments which can be implemented at little cost will provide an acceptable level of safety:

- Ensure details of the Project WTGs have been communicated to Airservices Australia, and local and regional aerodrome and aircraft operators prior to construction.

Although there is no requirement to do so, the Proponent may consider engaging with local aerial agricultural and aerial firefighting operators to develop procedures for their safe operation within the Project site.	
With the additional recommended treatments, the likelihood of ground collision resulting from manoeuvring to avoid a wind turbine resulting in multiple fatalities and damage beyond repair will be Unlikely, and the consequence remains Catastrophic, resulting in an overall risk level of 7 – Tolerable. It is considered that the significant cost of obstacle lighting (which is not a preventative control), may only slightly reduce the likelihood of a collision given that the pilot is already in a highly undesirable situation (and not in all situations – such as where the obstacle light may be obscured by cloud) and hence is not justified. In the circumstances, the level of risk under the proposed treatment plan is considered ALARP. It is our assessment that there is an acceptable level of aviation safety risk associated with the potential for ground collision resulting from manoeuvring to avoid a wind turbine, without obstacle lighting on the turbines of the Project.	
	Residual Risk 7 – Tolerable

Table 13 Effect of the Project on operating crew

Risk ID:	4. Effect of the Project on operating crew	
Discussion		
Introduction or imposition of additional operating procedures or limitations can affect an aircraft's operating crew.		
There are no known aerial application operations conducted at night in the vicinity of the Project site.		
Consequence		
The worst credible effect a wind farm could have on flight crew would be the imposition of operational limitations, and in some cases, the potential for use of emergency procedures. This would be a Minor consequence.		
Consequence		Minor
Untreated Likelihood		
The imposition of operational limitations is unlikely to occur, but possible (has occurred rarely), which is classified as Possible.		
Untreated Likelihood		Possible
Current Treatments		
• The Project is clear of the OLS of any aerodrome. • Aircraft are restricted to a minimum height of 152.4 m (500 ft) above the highest point of the terrain and any object on it within a radius of 300 m in visual flight during the day when not in the vicinity of built-up areas. • The WTGs and masts will be shown on aeronautical charts at the next publication cycle date available and NOTAMS prior to the publication date. This allows pilots to be aware of the existence of the wind farm at the pre-flight planning stage and during flight with reference to the aeronautical chart. • WTGs would be a maximum of 260 m (853 ft) AGL at the top of the blade tip. The rotor blade at its maximum height would be approximately 107.6 m (353 ft) above aircraft flying at the minimum altitude of 152.4 m AGL (500 ft). • Nevertheless, the minimum visibility of 5000 m required for visual flight during the day should provide adequate time for pilots to observe and manoeuvre their aircraft clear of WTGs. • Aircraft are restricted to a minimum height of 304.8 m (1000 ft) above obstacles within 10 nm of the aircraft in visual flight at night and potentially even higher during instrument flight (day or night). • Aircraft authorised to intentionally fly below 152.4 m AGL (500 ft) (day) or below safety height (night) are operated in accordance with procedures developed as an outcome of thorough risk management activities. • The WTGs are typically coloured white so they should be visible during the day.		

- Final details of WTG coordinates and elevation should be provided to Airservices Australia at least two weeks prior to construction commencing, so that the location and height of all WTGs can be noted on aeronautical maps and charts. - Since the WTGs would be higher than 100 m AGL, there is a statutory requirement to report the WTGs to CASA.	
Level of Risk The level of risk associated with a Possible likelihood of a Moderate consequence is 5.	
Current Level of Risk	5 – Tolerable
Risk Decision A risk level of 6 is classified as Tolerable: Treatment action possibly required to achieve ALARP – conduct cost/benefit analysis. Relevant manager to consider for appropriate action.	
Risk Decision	Accept, conduct cost benefit analysis
Recommended Treatments WMTs installed prior to WTG installation and those that are not in relatively close proximity to a WTG should be lit to ensure they are visible in low light and deteriorating atmospheric conditions. (see Risk ID: 2) The following additional treatments will provide an additional margin of safety: - Ensure details of the Project WTGs and WMTs have been communicated to Airservices Australia, and local and regional aerodrome and aircraft operators prior to construction. - Although there is no requirement to do so, the Proponent may consider engaging with local aerial agricultural and aerial firefighting operators to develop procedures for such aircraft operations in the vicinity of the Project site.	
Residual Risk Notwithstanding the current level of risk is considered Tolerable , the additional Recommended Treatments listed above will enhance aviation safety. The likelihood remains Possible , and consequence remains Minor . In the circumstances, the risk level of 5 is considered Tolerable . It is our assessment that there is an acceptable level of aviation safety risk associated with the potential for operational limitations to affect aircraft operating crew, without obstacle lighting on the Project WTGs and Permanent WMTs in close proximity to a WTG, and with obstacle lighting for temporary WMTs installed prior to WTG installation and WMTs that are not in close proximity to a WTG.	
Residual Risk	5 – Tolerable

Table 14 Effect of obstacle lighting on neighbours

Risk ID:	5. Effect of obstacle lighting on neighbours	
Discussion		
This scenario discusses the consequential impact of a decision to install obstacle lighting on the wind farm. Installation and operation of obstacle lighting on WTGs or WMT can have an effect on neighbours' visual amenity and enjoyment, specifically at night and in good visibility conditions. If a proposed object or structure is identified as likely to be an obstacle, details of the relevant proposal must be referred to CASA for CASA to determine, in writing: (a) Whether the object or structure will be a hazard to aircraft operations. (b) Whether it requires an obstacle light that is essential for the safety of aircraft operations. In general, objects outside an OLS and above 100 m would require obstacle lighting unless CASA, in an aeronautical study, assesses it is shielded by another lit object or it is of no operational significance.		
Consequence		
The worst credible effect of obstacle lighting specifically at night in good visibility conditions would be: Moderate site impact, minimal local impact, important consideration at local or regional level, possible long-term cumulative effect. Not likely to be decision making issues. Design and mitigation measures may ameliorate some consequences. This would be a Moderate consequence.		
Consequence		Moderate
Untreated Likelihood		
The likelihood of moderate site impact, minimal local impact is Almost certain – the event is likely to occur many times (has occurred frequently).		
Untreated Likelihood		Almost certain
Current Treatments		
If the WTGs or WMTs would be higher than 150 m (492 ft) AGL, they must be regarded as obstacles unless CASA assess otherwise. In general, objects outside an OLS and above 100 m would require obstacle lighting unless CASA, in an aeronautical study, assesses it is shielded by another lit object or it is of no operational significance.		
Level of Risk		
The level of risk associated with an Almost certain likelihood of a Moderate consequence is 8.		
Current Level of Risk		8 – Unacceptable
Risk Decision		
A risk level of 8 is classified as Unacceptable: Immediate action required by either treating or avoiding risk. Refer to executive management.		
Risk Decision		Unacceptable

Recommended Treatments

As per the above safety risk assessment, the provision of lighting for the WTGs and permanent WMTs is not necessary to provide an acceptable level of safety. For temporary WMTs installed prior to WTG installation and WMTs that are not in close proximity to a WTG, obstacle lighting is recommended to ensure visibility in low light and deteriorating atmospheric conditions.

If CASA or a planning authority decide that obstacle lighting is required there are impact reduction measures that can be implemented to reduce the impact of lighting on surrounding neighbours, including:

- Reducing the number of WTGs with obstacle lights.
- Specifying an obstacle light that minimises light intensity at ground level.
- Specifying an obstacle light that matches light intensity to meteorological visibility.
- Mitigating light glare from obstacle lighting through measures such as baffling.

These measures are designed to optimise the benefit of the obstacle lights to pilots while minimising the visual impact to residents within and around the Project site.

Consideration may be given to activating the obstacle lighting via a pilot activated lighting system.

An option is to consider using Aircraft Detection Lighting Systems (referred in the United States Federal Aviation Administration Advisory Circular AC70/7460-1L CHG1 – *Obstruction Marking and Lighting*). Such a system would only activate the lights when an aircraft is detected in the near vicinity and deactivate the lighting once the aircraft has passed. This technology reduces the impact of night lighting on nearby communities and migratory birds and extends the life expectancy of obstruction lights.

Residual Risk

Not installing obstacle lights would clearly be an acceptable outcome to those potentially affected by visual impact.

If lighting is required, consideration of visual impact in the lighting design should enable installation of lighting that reduces the impact to neighbours.

The likelihood of a **Moderate** consequence remains **Likely**, with a resulting risk level of **7 – Tolerable**.

It is our assessment that visual impact from obstacle lights can be negated if they are not installed. If obstacle lights are to be installed, they can be designed so that there is an acceptable risk of visual impact to neighbours.

Residual Risk	7 – Tolerable
----------------------	----------------------

12. CONCLUSIONS

The key conclusions of this AIA are summarised as follows:

12.1. Planning considerations

The Project, as proposed, satisfies the planning provisions of Toowoomba Regional Planning Scheme V28, Western Downs Planning Scheme 2017, and State Code 23, and will not create incompatible intrusions or compromise the safety of existing airports and associated navigation and communication facilities.

12.2. Aviation Impact Statement

Based on the WTG layout and maximum blade tip height of up to 260 m AGL, the blade tip elevation of the highest WTG, which is WTG_46, would not exceed 684.4 m AHD (2245.3 ft AMSL).

- There are no certified aerodromes located within 30 nm (56 km) from the Project. The Project will not infringe any Obstacle Limitation Surfaces (OLS) or PANS-OPS surfaces associated with any airports.
- The WTGs would impact the Grid LSALT, which needs to be raised by 400 ft to 3300 ft AMSL.
- The WTGs will impact air route LSALT, and:
 - Air route Z418 will need to be increased by 100 ft to 3100 ft.
 - Air route W279 will need to be increased by 100 ft to 3300 ft.
- The Project Site is located within Class G airspace and is not located in any Prohibited or Restricted Areas.
- The Project Site is located within Danger Areas D621A and D621C, when active. Consultation with the Department of Defence was completed, refer Table 4.
- The WTGs would not impact the aviation navigation facilities of nearby certified airports.
- The WTGs would not impact the closest radar installations.
- The WTGs must be reported to CASA and construction details provided to Airservices.

12.3. Aircraft operator characteristics

Aircraft will be required to navigate around the project site in low cloud conditions where aircraft need to fly at 500 ft AGL.

Aircraft flying at night in visual conditions are permitted to descend or climb to or from an appropriate minimum altitude when within 3 nm of the aerodrome. There are no uncertified aerodromes within 3 nm of the project site.

WTGs are generally not a safety concern to aerial agricultural operators.

12.4. Hazard marking and lighting

The following conclusions apply to hazard marking and lighting:

- With respect to CASR Part 139, the proposed WTGs and WMTs must be reported to CASA.

- CASA will review the proposed WTG and WMT development and make a recommendation for obstacle lighting if required.
- With respect to marking of WTGs, a low-reflective white or off-white will provide sufficient contrast with the surrounding environment to maintain an acceptable level of safety while lowering visual impact to the neighbouring residents.
- It is not mandatory to mark the WMT, however the following markings are recommended to be implemented in consideration of potential day VFR aerial work operations in accordance with NASF Guideline D:
 - Obstacle marking for at least the top 1/3 of the mast and be painted in alternating contrasting bands of colour.
 - Marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires; and
 - Guy wire ground attachment points in contrasting colours to the surrounding ground/vegetation.

12.5. Summary of risks

A summary of the level of residual risk associated with the Project with the Recommended Treatments implemented is provided in Table 15.

Table 15 Summary of Residual Risks

<i>Identified Risk</i>	<i>Consequence</i>	<i>Likelihood</i>	<i>Risk</i>	<i>Actions Required</i>
Aircraft collision with wind turbine generator (WTG)	Catastrophic	Unlikely	7	Acceptable without obstacle lighting (ALARP). Communicate details of the Project WTGs to local and regional operators and make arrangements to publish details in ERSA for surrounding aerodromes before, during and following construction.
Aircraft collision with wind monitoring tower (WMT)	Catastrophic	Unlikely	7	Acceptable without obstacle lighting (ALARP). Although there is no obligation to do so, consideration has been made for marking the WMTs according to the requirements set out in MOS 139 Chapter 8 Division 10 Obstacle Markings, specifically 8.110 (5), (7) and (8). Communicate details of WMTs to local and regional operators and make arrangements to publish details in ERSA for surrounding aerodromes following construction.
Avoidance manoeuvring leads to ground collision	Catastrophic	Unlikely	7	Acceptable without obstacle lighting (ALARP). Communicate details of the Project WTGs and WMTs to local and regional operators and make arrangements to publish details in ERSA for surrounding aerodromes before, during and following construction.
Effect on crew	Minor	Possible	5	Acceptable without obstacle lighting (ALARP)

<i>Identified Risk</i>	<i>Consequence</i>	<i>Likelihood</i>	<i>Risk</i>	<i>Actions Required</i>
				Communicate details of the Project WTGs and WMTs to local and regional operators and make arrangements to publish details in ERSA for surrounding aerodromes before, during and following construction.
Visual impact from obstacle lights	Moderate	Likely	7	Acceptable without obstacle lighting (zero risk of visual impact from obstacle lighting). If lights are installed, design to minimise impact.

13. RECOMMENDATIONS

Recommended actions resulting from the conduct of this assessment are provided below.

Notification and reporting

1. Details of WTGs 100 m or more AGL must be reported to CASA *as soon as practicable after forming the intention to construct or erect the proposed object or structure*, in accordance with CASR Part 139.165(1)(2).
2. Final details of WTG coordinates and elevation should be provided to Airservices Australia at least two weeks prior to construction commencing, by submitting the form at this webpage: https://www.airservicesaustralia.com/wp-content/uploads/ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf to the following email address: vod@airservicesaustralia.com.
3. Any obstacles 100 m or more AGL (including temporary construction equipment) should be reported to Airservices Australia NOTAM office until they are incorporated in published operational documents. With respect to crane operations during the construction of the Project, a notification to the NOTAM office may include, for example, the following details:
 - a. The planned operational timeframe and maximum height of the crane; and
 - b. Either the general area within which the crane will operate and/or the planned route with timelines that crane operations will follow.
4. Details of the proposed Cattle Creek Wind Farm should be provided to local and regional aircraft operators prior to construction in order for them to consider the potential impact of the wind farm on their operations.
5. To facilitate the flight planning of aerial application operators, details of the Project, including the 'as constructed' location and height information of WTGs and overhead transmission lines should be provided to landowners so that, when asked for hazard information on their property, the landowner may provide the aerial application pilot with all relevant information.
6. The closest WTG is at the boundary of the Kumbarilla State Forest and 4.7 km away from Western Creek State Forest. Liaison with Queensland Park and Forests will be required regarding the buffer area of the boundary.

Marking of WTGs

7. The rotor blades, nacelle and the supporting mast of the WTGS should be painted in a low-reflective white or off-white, typical of most WTGS operational in Australia. No additional marking measures are required for WTGs.

Lighting of WTGs

8. CASA will determine whether obstacle lighting is recommended for the WTGs. It is not a formal requirement to light the WTGs.

Marking of WMTs

9. It is not mandatory to mark the WMT, however the following markings are recommended to be implemented in consideration of potential day VFR aerial work operations in accordance with NASF Guideline D:

- a. Obstacle marking for at least the top 1/3 of the mast and be painted in alternating contrasting bands of colour.
- b. Marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires; and
- c. Guy wire ground attachment.

Lighting of WMTs

- 10. There will be an acceptable level of aviation safety risk associated with the potential for an aircraft collision, provided obstacle lighting is fitted to ensure visibility in low light and deteriorating atmospheric conditions.

Micrositing

- 11. Providing the micrositing is within 100 m of the planned WTGs, it is not likely to result in a change in the maximum overall blade tip height of the Project. No further assessment is likely to be required from micrositing, and the conclusions of this AIA would remain the same.

Transmission line

- 12. Transmission lines and/or supporting poles that are located where they could adversely affect aerial application operations should be identified in consultation with local aerial application operators and marked in accordance with CASR Part 139 MOS.

Aerial firefighting

- 13. The developer or operator should consider the guidance contained in the *AFAC Wind Farms and Bushfire Operations* to ensure:
 - a. Liaison with the relevant fire and land management agencies is ongoing and effective.
 - b. Access is available to the wind farm site by emergency services for on-ground firefighting operations.
 - c. Wind turbines are shut down immediately during emergency operations.
 - d. Where possible, blades should be stopped in the 'Y' or 'rabbit ear' position, as this positioning allows for the maximum airspace for aircraft to manoeuvre underneath the blades and removes one of the blades as a potential obstacle. (Note: This may not always be possible due to the risk to equipment and personnel as a fire approaches or exists in or near to the WTGs.

Aviation Projects considers that it may be impractical to stop and lock the turbine blades in a Y configuration due to the time needed to stop and lock the turbine and the risk to personnel having to climb into the WTG tower as a bush fire approaches. WTG blades can be feathered to effectively stop or reduce the rotation rate of the turbine to a very slow speed.

Triggers for review

- 14. Triggers for review of this risk assessment are provided for consideration:
 - a. Prior to construction to ensure the regulatory framework has not changed.
 - b. Following any significant changes to the context in which the assessment was prepared.

- c. Following any near miss, incident or accident associated with operations considered in this risk assessment.

ANNEXURES

1. References
2. Definitions
3. CASA regulatory requirements – Lighting and Marking
4. Risk Framework
5. WTG coordinates and heights

ANNEXURE 1 – REFERENCES

References used or consulted in the preparation of this report include:

- Airservices Australia
 - Airservices Australia, *Aeronautical Information Package (AIP)*, effective 19 March 2026.
 - Designated Airspace Handbook (DAH), effective 27 November 2025.
- Australian Government, Department of Infrastructure, Transport, Regional Development, Communications, the Arts and Sport (DITRD CAS), National Airport Safeguarding Framework, Guideline D *Managing the Risk to aviation safety of wind turbine installations (wind farms)/Wind Monitoring Towers*, dated July 2012.
- Civil Aviation Safety Authority
 - Advisory Circular (AC) 91-02 V1.2, *Guidelines for aeroplanes with MTOW not exceeding 5700 kg – suitable places to take off and land*, dated November 2022.
 - AC 91-10 v1.6: *Operations in the vicinity of non-controlled aerodromes*, dated September 2025.
 - AC 139.E-01 v1.0—*Reporting of Tall Structures*, dated December 2021.
 - AC 139.E-05 v1.1 *Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome* (October 2022).
 - CASR Part 139 Manual of Standards (MOS) – *Aerodromes*.
 - CASR Part 173 MOS – *Standards Applicable to Instrument Flight Procedure Design*.
 - Civil Aviation Regulations 1988 (CAR).
 - Civil Aviation Safety Regulations 1998 (CASR).
- Queensland Department of State Development, Infrastructure, Local Government and Planning released the State Development Assessment Provisions (SDAP) version 3.5 in December 2025
- International Civil Aviation Organization (ICAO):
 - Doc 8168 *Procedures for Air Navigation Services—Aircraft Operations* (PANS-OPS).
 - Annex 14—*Aerodromes*.
- Maranoa Planning Scheme 2017 Version 5
- OzRunways, aeronautical navigation charts extracts, dated April 2026
- Standards Australia, ISO 31000:2018 *Risk management – Guidelines*
- Western Downs Planning Scheme 2017.

ANNEXURE 2 – DEFINITIONS

<i>Term</i>	<i>Definition</i>
Aerial Agricultural Operator	Specialist pilot and/or company who are required to have a commercial pilot's licence, an agricultural rating and a chemical distributor's licence
Aerodrome	A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure, and surface movement of aircraft.
Aerodrome facilities	Physical things at an aerodrome which could include: a. The physical characteristics of any movement area including runways, taxiways, taxilanes, shoulders, aprons, primary and secondary parking positions, runway strips and taxiway strips; b. Infrastructure, structures, equipment, earthing points, cables, lighting, signage, markings, visual approach slope indicators.
Aerodrome reference point (ARP)	The designated geographical location of an aerodrome.
Aeronautical Information Publication (AIP)	Details of regulations, procedures, and other information pertinent to the operation of aircraft
Aeronautical Information Publication En-route Supplement Australia (AIP ERSA)	Contains information vital for planning a flight and for the pilot in flight as well as pictorial presentations of all licensed aerodromes
Civil Aviation Safety Regulations 1998 (CASR)	Contain the mandatory requirements in relation to airworthiness, operational, licensing, enforcement.
Instrument meteorological conditions (IMC)	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minimum specified for visual meteorological conditions.
Manual of Standards (MOS)	The means CASA uses in meeting its responsibilities under the Act for promulgating aviation safety standards
National Airports Safeguarding Framework (NASF)	The Framework has the objective of developing a consistent and effective national framework to safeguard both airports and communities from inappropriate on and off airport developments.
Obstacles	All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.

<i>Term</i>	<i>Definition</i>
Runway	A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
Runway strip	A defined area including the runway and stopway, if provided, intended: a. To reduce the risk of damage to aircraft running off a runway; and b. To protect aircraft flying over it during take-off or landing operations.
Safety Management System	A systematic approach to managing safety, including organisational structures, accountabilities, policies and procedures.

ANNEXURE 3 – CASA REGULATORY REQUIREMENTS – LIGHTING AND MARKING

In considering the need for aviation hazard lighting and marking, the applicable regulatory context was determined.

The Civil Aviation Safety Authority (CASA) regulates aviation activities in Australia. Applicable requirements include the Civil Aviation Regulations 1988 (CAR), Civil Aviation Safety Regulations 1998 (CASR) and associated Manual of Standards (MOS) and other guidance material. Relevant provisions are outlined in further detail in the following section.

Civil Aviation Safety Regulations 1998, Part 139—Aerodromes

CASR 139.165 requires the owner of a structure (or proponents of a structure) that will be 100 m or more above ground level to inform CASA. This must be given in written notice and contain information on the proposal, the height and location(s) of the object(s) and the proposed timeframe for construction. This is to allow CASA to assess the effect of the structure on aircraft operations and determine whether the structure will be hazardous to aircraft operations.

Manual of Standards Part 139—Aerodromes

Chapter 9 sets out the standards applicable to Visual Aids Provided by Aerodrome Lighting.

Section 9.30 provides guidance on Types of Obstacle Lighting and Their Use:

1. *The following types of obstacle lights must be used, in accordance with this MOS, to light hazardous obstacles:*
 - a. *low-intensity;*
 - b. *medium-intensity;*
 - c. *high-intensity;*
 - d. *a combination of low, medium or high-intensity.*
2. *Low-intensity obstacle lights:*
 - a. *are steady red lights; and*
 - b. *must be used on non-extensive objects or structures whose height above the surrounding ground is less than 45 m.*
3. *Medium-intensity obstacle lights must be:*
 - a. *flashing white lights; or*
 - b. *flashing red lights; or*
 - c. *steady red lights.*

Note CASA recommends the use of flashing red medium-intensity obstacle lights.
4. *Medium-intensity obstacle lights must be used if:*
 - a. *the object or structure is an extensive one; or*

- b. the top of the object or structure is at least 45 m but not more than 150 m above the surrounding ground; or
- c. CASA determines in writing that early warning to pilots of the presence of the object or structure is desirable in the interests of aviation safety.

Note For example, a group of trees or buildings is regarded as an extensive object.

- 5. For subsection (4), low-intensity and medium-intensity obstacle lights may be used in combination.
- 6. High-intensity obstacle lights:
 - a. must be used on objects or structures whose height exceeds 150 m; and
 - b. must be flashing white lights.
- 7. Despite paragraph (6) (b), a medium-intensity flashing red light may be used if necessary, to avoid an adverse environmental impact on the local community.

Sections 9.31 (8) and (9) provide guidance on obstacle lighting specific to wind farms:

- 8. Subject to subsection (9), for wind turbines in a wind farm, medium-intensity obstacle lights must:
 - a. mark the highest point reached by the rotating blades; and
 - b. be provided on a sufficient number of individual wind turbines to indicate the general definition and extent of the wind farm, but such that intervals between lit turbines do not exceed 900 m; and
 - c. all be synchronised to flash simultaneously; and
 - d. be seen from every angle in azimuth.

Note: This is to prevent obstacle light shielding by the rotating blades of a wind turbine and may require more than 1 obstacle light to be fitted.

- 9. If it is physically impossible to light the rotating blades of a wind turbine:
 - a. the obstacle lights must be placed on top of the generator housing; and
 - b. a note must be published in the AIP-ERSA indicating that the obstacle lights are not at the highest position on the wind turbines.
- 10. If the top of an object or structure is more than 45 m above:
 - a. the surrounding ground (ground level); or
 - b. the top of the tallest nearby building (building level); then the top lights must be medium-intensity lights, and additional low-intensity lights must be:
 - c. provided at lower levels to indicate the full height of the structure; and
 - d. spaced as equally as possible between the top lights and the ground level or building level, but not so as to exceed 45 m between lights.

Advisory Circular 139.E-01 v1.0—Reporting of Tall Structures

In Advisory Circular (AC) 139.E-01 v1.0—Reporting of Tall Structures, CASA provides guidance to those

authorities and persons involved in the planning, approval, erection, extension or dismantling of tall structures so that they may understand the vital nature of the information they provide.

Airservices Australia has been assigned the task of maintaining a database of tall structures. RAAF and Airservices Australia require information on structures which are:

- a) 30 metres or more above ground level—within 30 kilometres of an aerodrome; or
- b) 45 metres or more above ground level elsewhere for the RAAF, or
- c) 30 m or more above ground level elsewhere for Airservices Australia.

The purpose of notifying Airservices Australia of these structures is to enable their details to be provided in aeronautical information databases and maps/charts etc used by pilots, so that the obstacles can be avoided.

The proposed WTGs must be reported to Airservices Australia. This action should occur once the final layout after micrositing is confirmed and prior to construction.

International Civil Aviation Organisation

Australia, as a contracting State to the International Civil Aviation Organisation (ICAO) and signatory to the Chicago Convention on International Civil Aviation (the Convention), has an obligation to implement ICAO's standards and recommended practices (SARPs) as published in the various annexes to the Convention.

Annex 14 to the Convention — *Aerodromes, Volume 1*, Section 6.2.4 provides SARPs for the obstacle lighting and marking of WTGs, which is copied below:

6.2.4 Wind turbines

6.2.4.1 *A wind turbine shall be marked and/or lighted if it is determined to be an obstacle.*

Note 1. — Additional lighting or markings may be provided where in the opinion of the State such lighting or markings are deemed necessary.

Note 2. — See 4.3.1 and 4.3.2

Markings

6.2.4.2 Recommendation. — *The rotor blades, nacelle and upper 2/3 of the supporting mast of wind turbines should be painted white, unless otherwise indicated by an aeronautical study.*

Lighting

6.2.4.3 Recommendation. — *When lighting is deemed necessary, in the case of a wind farm, i.e. a group of two or more wind turbines, the wind farm should be regarded as an extensive object and the lights should be installed:*

- a) to identify the perimeter of the wind farm;*
- b) respecting the maximum spacing, in accordance with 6.2.3.15, between the lights along the perimeter, unless a dedicated assessment shows that a greater spacing can be used;*
- c) so that, where flashing lights are used, they flash simultaneously throughout the wind farm;*
- d) so that, within a wind farm, any wind turbines of significantly higher elevation are also identified wherever they are located; and*
- e) at locations prescribed in a), b) and d), respecting the following criteria:*

i) for wind turbines of less than 150 m in overall height (hub height plus vertical blade height), medium-intensity lighting on the nacelle should be provided;

ii) for wind turbines from 150 m to 315 m in overall height, in addition to the medium-intensity light installed on the nacelle, a second light serving as an alternate should be provided in case of failure of the operating light. The lights should be installed to assure that the output of either light is not blocked by the other; and

iii) in addition, for wind turbines from 150 m to 315 m in overall height, an intermediate level at half the nacelle height of at least three low-intensity Type E lights, as specified in 6.2.1.3, should be provided. If an aeronautical study shows that low-intensity Type E lights are not suitable, low-intensity Type A or B lights may be used.

Note. — The above 6.2.4.3 e) does not address wind turbines of more than 315 m of overall height. For such wind turbines, additional marking and lighting may be required as determined by an aeronautical study.

6.2.4.4 Recommendation. — The obstacle lights should be installed on the nacelle in such a manner as to provide an unobstructed view for aircraft approaching from any direction.

6.2.4.5 Recommendation. — Where lighting is deemed necessary for a single wind turbine or short line of wind turbines, the installation should be in accordance with 6.2.4.3 e) or as determined by an aeronautical study.

As referenced in Section 6.2.4.3(e)(iii), Section 6.2.1.3 is copied below:

6.2.1.3 The number and arrangement of low-, medium- or high-intensity obstacle lights at each level to be marked shall be such that the object is indicated from every angle in azimuth. Where a light is shielded in any direction by another part of the object, or by an adjacent object, additional lights shall be provided on that adjacent object or the part of the object that is shielding the light, in such a way as to retain the general definition of the object to be lighted. If the shielded light does not contribute to the definition of the object to be lighted, it may be omitted.

As referenced in Section 6.2.4.3(b), Section 6.2.3.15 is copied below:

6.2.3.15 Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and

a) low-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 45 m; and

b) medium-intensity lights are used, they shall be spaced at longitudinal intervals not exceeding 900 m.

Section 4.3 Objects outside the OLS states the following:

4.3.1 Recommendation.— Arrangements should be made to enable the appropriate authority to be consulted concerning proposed construction beyond the limits of the obstacle limitation surfaces that extend above a height established by that authority, in order to permit an aeronautical study of the effect of such construction on the operation of aeroplanes.

4.3.2 Recommendation. — In areas beyond the limits of the obstacle limitation surfaces, at least those objects which extend to a height of 150 m or more above ground elevation should be regarded

as obstacles, unless a special aeronautical study indicates that they do not constitute a hazard to aeroplanes.

Note. — This study may have regard to the nature of operations concerned and may distinguish between day and night operations.

ICAO Doc 9774 Manual on Certification of Airports defines an aeronautical study as:

An aeronautical study is a study of an aeronautical problem to identify potential solutions and select a solution that is acceptable without degrading safety.

Light characteristics

If obstacle lighting is required, installed lights should be designed according to the criteria set out in the applicable regulatory material and taking CASA's recommendations into consideration in the case that CASA has reviewed this risk assessment and provided recommendations.

The characteristics of the obstacle lights should be in accordance with the applicable standards in Part 139 MOS 2019.

The characteristics of low and medium intensity obstacle lights specified in Part 139 MOS 2019, Chapter 9, are provided below.

CASR Part 139 MOS 2019 Chapter 9 Division 4 – Obstacle Lighting section 9.32 outlines Characteristics of Low Intensity Obstacle Lights.

1. *Low-intensity obstacle lights must have the following:*
 - a. *fixed lights showing red;*
 - b. *a horizontal beam spread that results in 360-degree coverage around the obstacle;*
 - c. *a minimum intensity of 100 candela (cd);*
 - d. *a vertical beam spread (to 50% of peak intensity) of 10 degrees;*
 - e. *a vertical distribution with 50 cd minimum at +6 degrees and +10 degrees above the horizontal;*
 - f. *not less than 10 cd at all elevation angles between –3 degrees and +90 degrees above the horizontal.*

Note: The intensity requirement in paragraph (c) may be met using a double-bodied light fitting. CASA recommends that double-bodied light fittings, if used, should be orientated so that they show the maximum illuminated surface towards the predominant, or more critical, direction of aircraft approach.

2. *To indicate the following:*
 - a. *taxiway obstacles;*
 - b. *unservicable areas of the movement area; low-intensity obstacle lights must have a peak intensity of at least 10 cd.*

Part 139 MOS 2019 Chapter 9 Division 4 – Obstacle Lighting section 9.33 outlines Characteristics of Medium Intensity Obstacle Lights.

1. *Medium-intensity obstacle lights must:*

- a. *be visible in all directions in azimuth; and*
 - b. *if flashing – have a flash frequency of between 20 and 60 flashes per minute.*
2. *The peak effective intensity of medium-intensity obstacle lights must be $2\,000 \pm 25\%$ cd with a vertical distribution as follows:*
 - a. *for vertical beam spread – a minimum of 3 degrees;*
 - b. *at -1-degree elevation – a minimum of 50% of the lower tolerance value of the peak intensity;*
 - c. *at 0 degrees elevation – a minimum of 100% of the lower tolerance value of the peak intensity.*
3. *For subsection (2), vertical beam spread means the angle between 2 directions in a plane for which the intensity is equal to 50% of the lower tolerance value of the peak intensity.*
4. *If, instead of obstacle marking, a flashing white light is used during the day to indicate temporary obstacles in the vicinity of an aerodrome, the peak effective intensity of the light must be increased to $20\,000 \pm 25\%$ cd when the background luminance is 50 cd/m² or greater.*

Visual impact of night lighting

Annex 14 Section 6.2.4 and Part 139 MOS 2019 Chapter 9 are specifically intended for WTGs and recommends that medium intensity lighting is installed.

Generally accepted considerations regarding minimisation of visual impact are provided below for consideration in this aeronautical study:

- To minimise the visual impact on the environment, some shielding of the obstacle lights is permitted, provided it does not compromise their operational effectiveness;
- Shielding may be provided to restrict the downward component of light to either, or both, of the following:
 - such that no more than 5% of the nominal intensity is emitted at or below 5 degrees below horizontal; and
 - such that no light is emitted at or below 10 degrees below horizontal;
- If a light would be shielded in any direction by an adjacent object or structure, the light so shielded may be omitted, provided that such additional lights are used as are necessary to retain the general definition of the object or structure.
- If flashing obstacle lighting is required, all obstacle lights on a wind farm should be synchronised so that they flash simultaneously; and
- A relatively small area on the back of each blade near the rotor hub may be treated with a different colour or surface treatment, to reduce reflection from the rotor blades of light from the obstacle lights, without compromising the daytime visibility of the overall WTG.

Marking of WTGs

ICAO Annex 14 Vol 1 Section 6.2.4.2 recommends that the rotor blades, nacelle and upper 2/3 of the supporting mast of the WTGs should be painted a shade of white, unless otherwise indicated by an aeronautical study.

It is generally accepted that a shade of white colour will provide sufficient contrast with the surrounding environment to maintain an acceptable level of safety while lowering visual impact to the neighbouring residents.

Wind monitoring towers

Consideration could be given to marking any WMTs according to the requirements set out in Part 139 MOS 2019 Chapter 8 Division 10 Obstacle Markings; specifically:

8.110 Marking of Hazardous Obstacles

(5) As illustrated in Figure 8.110 (5), long, narrow structures like masts, poles and towers which are hazardous obstacles must be marked in contrasting colour bands so that the darker colour is at the top; and the bands are, as far as physically possible, marked at right angles along the length of the long, narrow structure; and have a length ("z" in Figure 8.110 (5)) that is, approximately, the lesser of: 1/7 of the height of the structure; or 30 m.

(7) Hazardous obstacles in the form of wires or cables must be marked using 3-dimensional coloured objects attached to the wire or cables. Note: Spheres and pyramids are examples of 3-dimensional objects.

(8) The objects mentioned in subsection (7) must:

- (a) be approximately equivalent in size to a cube with 600 mm sides; and*
- (b) be spaced 30 m apart along the length of the wire or cable.*

NASF Guideline D suggests consideration of the following measures specific to the marking and lighting of WMTs:

- the top 1/3 of wind monitoring towers to painted in alternating contrasting bands of colour. Examples of effective measures can be found in the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations 1998. In areas where aerial application operations take place, marker balls or high visibility flags can be used to increase the visibility of the towers
- marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires
- ensuring the guy wire ground attachment points have contrasting colours to the surrounding ground/vegetation or
- a flashing strobe light during daylight hours.

Temporary WMTs installed prior to WTG installation and WMTs not in close proximity to a WTG should be lit with medium-intensity steady red obstacle lighting at the top of the WMT mast. Characteristics of medium-intensity obstacle lighting is contained in MOS 139, Section 9.33

Overhead transmission lines

Overhead transmission lines and/or supporting poles that are located where they could adversely affect aerial application operations should be identified in consultation with local aerial application operators and marked in accordance with Part 139 MOS 2019 Chapter 8 Division 10 section 8.110 (7) and section 8.110 (8):

8.110 Marking of hazardous obstacles

(7) Hazardous obstacles in the form of wires or cables must be marked using 3-dimensional coloured objects attached to the wire or cables. Note: Spheres and pyramids are examples of 3-dimensional objects.

- (8) *The objects mentioned in subsection (7) must:*
- (a) be approximately equivalent in size to a cube with 600 mm sides; and*
 - (b) be spaced 30 m apart along the length of the wire or cable.*

ANNEXURE 4 – RISK FRAMEWORK

A risk management framework is comprised of likelihood and consequence descriptors, a matrix used to derive a level of risk, and actions required of management according to the level of risk.

The risk assessment framework used by Aviation Projects has been developed in consideration of ISO 31000:2018 *Risk management—Guidelines* and the guidance provided by CASA in its Safety Management System (SMS) for Aviation guidance material, which is aligned with the guidance provided by the International Civil Aviation Organization (ICAO) in Doc 9589 *Safety Management Manual*, Third Edition, 2013. Doc 9589 is intended to provide States (including Australia) with guidance on the development and implementation of a State Safety Programme (SSP), in accordance with the International SARPs, and is therefore adopted as the primary reference for aviation safety risk management in the context of the subject assessment.

Section 2.1 of the ICAO Doc 9589 *The concept of safety* defines safety as follows [author's underlining]:

2.1.1 Within the context of aviation, safety is “the state in which the possibility of harm to persons or of property damage is reduced to, and maintained at or below, an acceptable level through a continuing process of hazard identification and safety risk management.”

Likelihood

Likelihood is defined in ISO 31000:2018 as the chance of something happening. Likelihood descriptors used in this report are as indicated in Table 1.

Table 1 Likelihood Descriptors

No	Descriptor	Description
1	Rare	It is almost inconceivable that this event will occur
2	Unlikely	The event is very unlikely to occur (not known to have occurred)
3	Possible	The event is unlikely to occur, but possible (has occurred rarely)
4	Likely	The event is likely to occur sometimes (has occurred infrequently)
5	Almost certain	The event is likely to occur many times (has occurred frequently)

Consequence

Consequence is defined as the outcome of an event affecting objectives, which in this case is the safe and efficient operation of aircraft, and the visual amenity and enjoyment of local residents.

Consequence descriptors used in this report are as indicated in Table 2.

Table 2 Consequence Descriptors

No	Descriptor	People Safety	Property/Equipment	Effect on Crew	Environment
1	Insignificant	Minor injury – first aid treatment	Superficial damage	Nuisance	No effects or effects below level of perception
2	Minor	Significant injury – outpatient treatment	Moderate repairable damage – property still performs intended functions	Operations limitation imposed. Emergency procedures used.	Minimal site impact – easily controlled. Effects raised as local issues, unlikely to influence decision making. May enhance design and mitigation measures.
3	Moderate	Serious injury – hospitalisation	Major repairable damage – property performs intended functions with some short-term rectifications	Significant reduction in safety margins. Reduced capability of aircraft/crew to cope with conditions. High workload/stress on crew. Critical incident stress on crew.	Moderate site impact, minimal local impact, and important consideration at local or regional level, possible long-term cumulative effect. Not likely to be decision making issues. Design and mitigation measures may ameliorate some consequences.
4	Major	Permanent injury	Major damage rendering property ineffective in achieving design functions without major repairs	Large reduction in safety margins. Crew workload increased to point of performance decrement. Serious injury to small number of occupants. Intense critical incident stress.	High site impact, moderate local impact, important consideration at state level. Minor long-term cumulative effect. Design and mitigation measures unlikely to remove all effects.
5	Catastrophic	Multiple Fatalities	Damaged beyond repair	Conditions preventing continued safe flight and landing. Multiple deaths with loss of aircraft	Catastrophic site impact, high local impact, national importance. Serious long-term cumulative effect. Mitigation measures unlikely to remove effects.

Risk matrix

The risk matrix, which correlates likelihood and consequence to determine a level of risk, used in this report is shown in Table 3.

Table 3 Risk Matrix

		CONSEQUENCE				
		INSIGNIFICANT 1	MINOR 2	MODERATE 3	MAJOR 4	CATASTROPHIC
LIKELIHOOD	ALMOST CERTAIN 5	6	7	8	9	10
	LIKELY 4	5	6	7	8	9
	POSSIBLE 3	4	5	6	7	8
	UNLIKELY 2	3	4	5	6	7
	RARE 1	2	3	4	5	6

Actions required

Actions required according to the derived level of risk are shown in Table 4.

Table 4 Actions Required

8-10	Unacceptable Risk	Immediate action required by either treating or avoiding risk. Refer to executive management.
5-7	Tolerable Risk	Treatment action possibly required to achieve As Low As Reasonably Practicable (ALARP) - conduct cost/benefit analysis. Relevant manager to consider for appropriate action.
0-4/5	Broadly Acceptable Risk	Managed by routine procedures, and can be accepted with no action.

ANNEXURE 5 – PROJECT TURBINE COORDINATES AND HEIGHTS

Reference file: CCWF_WTGLayOut_003_20251006_Elevation.xlsx (135 WTGs in total, even though numbering up to 142)

<i>WTG ID</i>	<i>Easting</i>	<i>Southing</i>	<i>Base Elevation (m AHD)</i>	<i>Tip Height (m AHD)</i>	<i>Max Height (m AHD)</i>	<i>Max Height (ft AMSL)</i>
1	295104.9	6950944	369.03	260	669.03	2194.98
2	295104.6	6950219	370.21	260	670.21	2198.852
3	295076	6952401	365.48	260	665.48	2183.333
4	294864.4	6951527	365.82	260	665.82	2184.449
5	294636.1	6949369	373.41	260	673.41	2209.35
6	294244.5	6950121	367.77	260	667.77	2190.846
7	293756.2	6951972	363.65	260	663.65	2177.329
8	293180.9	6951258	370.29	260	670.29	2199.114
9	293588.6	6950736	368.58	260	668.58	2193.504
10	292895.2	6951817	364.82	260	664.82	2181.168
11	292709.8	6950054	378.17	260	678.17	2224.967
12	292304.9	6950631	370.48	260	670.48	2199.738
13	291897.1	6951585	368.26	260	668.26	2192.454
14	291859	6949520	375.63	260	675.63	2216.634
16	291163.6	6949832	372.66	260	672.66	2206.89
17	290934.5	6951361	375.31	260	675.31	2215.584
18	290343	6949009	378.47	260	678.47	2225.951
19	289656.6	6947007	349.2	260	649.2	2129.921
20	289955.4	6951134	377.81	260	677.81	2223.786
21	290283.1	6949743	378.65	260	678.65	2226.542
22	289019.5	6949346	364.66	260	664.66	2180.643
23	289387.7	6950438	384.35	260	684.35	2245.243
24	288912.4	6947176	347.14	260	647.14	2123.163
25	288835.4	6950998	381.22	260	681.22	2234.974
26	288783.9	6947813	351.86	260	651.86	2138.648
27	288588.4	6948566	358.22	260	658.22	2159.514
28	288567.7	6949965	386.2	260	686.2	2251.312

<i>WTG ID</i>	<i>Easting</i>	<i>Southing</i>	<i>Base Elevation (m AHD)</i>	<i>Tip Height (m AHD)</i>	<i>Max Height (m AHD)</i>	<i>Max Height (ft AMSL)</i>
29	288065	6950440	389.94	260	689.94	2263.583
31	287954.7	6947066	348.19	260	648.19	2126.608
32	287784	6947750	353.58	260	653.58	2144.291
33	287722.4	6948412	358.16	260	658.16	2159.318
34	287734.7	6949629	366.01	260	666.01	2185.072
35	287711.8	6951042	391.87	260	691.87	2269.915
36	286861.8	6946655	347.3	260	647.3	2123.688
37	286887.5	6947407	352.98	260	652.98	2142.323
38	286816	6949922	372.64	260	672.64	2206.824
39	286512	6945832	346.9	260	646.9	2122.375
40	286395.3	6948395	361.18	260	661.18	2169.226
41	286630.5	6949153	368.08	260	668.08	2191.864
42	286288.3	6944690	364.87	260	664.87	2181.332
43	286125.2	6950146	422.1	260	722.1	2369.094
45	286027.3	6946237	348.96	260	648.96	2129.134
46	285772.4	6950726	424.38	260	724.38	2376.575
47	285847.2	6949334	384.96	260	684.96	2247.244
48	285494	6944990	373.31	260	673.31	2209.022
49	285431.3	6947593	357.34	260	657.34	2156.627
50	285182.7	6949996	410.98	260	710.98	2332.612
51	285078.2	6945500	375.44	260	675.44	2216.01
52	284877.8	6948743	368.07	260	668.07	2191.831
53	284877.8	6950637	397.54	260	697.54	2288.517
54	284581.6	6942935	338.37	260	638.37	2094.39
55	284755.7	6946793	356.88	260	656.88	2155.118
56	284385.6	6942209	337.38	260	637.38	2091.142
57	284359.8	6949898	409.37	260	709.37	2327.329
58	284245	6943544	341.89	260	641.89	2105.938
59	283842.6	6946158	362.61	260	662.61	2173.917
60	284210.2	6940551	332.39	260	632.39	2074.77

<i>WTG ID</i>	<i>Easting</i>	<i>Southing</i>	<i>Base Elevation (m AHD)</i>	<i>Tip Height (m AHD)</i>	<i>Max Height (m AHD)</i>	<i>Max Height (ft AMSL)</i>
61	284517.8	6944347	349.59	260	649.59	2131.201
62	284159.3	6948830	372.74	260	672.74	2207.152
63	283984.8	6948106	366.56	260	666.56	2186.877
64	284107.4	6941389	338.62	260	638.62	2095.21
65	274003	6940109	321.77	260	621.77	2039.928
66	284378.8	6947511	360.24	260	660.24	2166.142
67	283604.5	6949289	389.88	260	689.88	2263.386
68	283305.3	6939939	324.74	260	624.74	2049.672
69	283209.2	6942844	346.78	260	646.78	2121.982
70	283231.2	6941970	342.67	260	642.67	2108.497
71	283259	6948578	381.69	260	681.69	2236.516
73	282912.6	6940781	334.67	260	634.67	2082.251
74	282936.2	6945216	393.56	260	693.56	2275.459
75	282882.1	6945973	362.48	260	662.48	2173.491
76	282879.4	6946984	370.56	260	670.56	2200
77	282772.3	6944063	347.45	260	647.45	2124.18
78	282419.2	6948645	415.49	260	715.49	2347.408
79	282322.2	6939997	334.6	260	634.6	2082.021
80	282274	6947965	413.72	260	713.72	2341.601
81	282218	6941283	334.64	260	634.64	2082.152
82	282352.2	6942719	385.99	260	685.99	2250.623
83	282108.8	6945231	356.45	260	656.45	2153.707
84	282031.1	6940525	335.64	260	635.64	2085.433
85	281851.5	6943222	382.02	260	682.02	2237.598
86	281860.1	6944478	354.3	260	654.3	2146.654
87	281772.8	6945856	362.4	260	662.4	2173.228
88	281625.9	6946623	370.23	260	670.23	2198.917
89	281474.9	6939696	346.22	260	646.22	2120.144
90	281474	6943734	380.06	260	680.06	2231.168
91	281371.4	6940919	340.7	260	640.7	2102.034

<i>WTG ID</i>	<i>Easting</i>	<i>Southing</i>	<i>Base Elevation (m AHD)</i>	<i>Tip Height (m AHD)</i>	<i>Max Height (m AHD)</i>	<i>Max Height (ft AMSL)</i>
92	281048.2	6940190	365.43	260	665.43	2183.169
93	280702.3	6942195	343.43	260	643.43	2110.991
94	280522.1	6940819	349.3	260	649.3	2130.249
95	279846.8	6939952	387.39	260	687.39	2255.217
96	279883.4	6942574	373.49	260	673.49	2209.613
97	279598.5	6943114	384.68	260	684.68	2246.325
98	279420.8	6940521	380.36	260	680.36	2232.152
99	278931.8	6941305	383.51	260	683.51	2242.487
100	278747.2	6942085	369.99	260	669.99	2198.13
101	278466.1	6942666	380.21	260	680.21	2231.66
102	278502.9	6939980	349.34	260	649.34	2130.381
103	277973.4	6939118	339.73	260	639.73	2098.852
104	277762	6941195	358.62	260	658.62	2160.827
105	277472.2	6938361	330.23	260	630.23	2067.684
106	277466.9	6937596	330.61	260	630.61	2068.93
107	277239.9	6936592	332.51	260	632.51	2075.164
108	277229.7	6939311	336.91	260	636.91	2089.6
109	277074.4	6940473	336.66	260	636.66	2088.78
110	276789.5	6941508	339.38	260	639.38	2097.703
111	276655.9	6937720	326.16	260	626.16	2054.331
112	276806.1	6938553	326.53	260	626.53	2055.545
113	276658	6936880	322.14	260	622.14	2041.142
114	276415.6	6935954	326.07	260	626.07	2054.035
115	276351.3	6939747	328.4	260	628.4	2061.68
116	276162.6	6940795	336.88	260	636.88	2089.501
117	275746.3	6936561	315.49	260	615.49	2019.324
118	275684.1	6941336	355.3	260	655.3	2149.934
119	275605.7	6937427	320.19	260	620.19	2034.744
120	275563.2	6935429	319.19	260	619.19	2031.463
121	275460.8	6938398	319.52	260	619.52	2032.546

<i>WTG ID</i>	<i>Easting</i>	<i>Southing</i>	<i>Base Elevation (m AHD)</i>	<i>Tip Height (m AHD)</i>	<i>Max Height (m AHD)</i>	<i>Max Height (ft AMSL)</i>
122	275471.6	6939138	325.97	260	625.97	2053.707
123	275416.3	6939799	340.4	260	640.4	2101.05
124	275180	6934596	316.22	260	616.22	2021.719
125	275108.4	6941641	339.44	260	639.44	2097.9
126	275272.5	6940563	336.41	260	636.41	2087.959
127	274833.5	6936209	317.9	260	617.9	2027.231
128	274626.9	6935160	312.39	260	612.39	2009.154
129	274650.9	6940908	330.76	260	630.76	2069.423
130	274565	6938876	326.88	260	626.88	2056.693
131	274526.5	6938006	318.86	260	618.86	2030.381
132	274483.1	6937195	313.18	260	613.18	2011.745
133	274382	6941786	328.42	260	628.42	2061.745
134	273997.2	6935536	310.78	260	610.78	2003.871
135	274562.8	6939756	325.83	260	625.83	2053.248
136	273875.9	6940966	323.4	260	623.4	2045.276
137	273817	6939024	317.15	260	617.15	2024.77
141	293408.7	6949313	371.71	260	671.71	2203.773
142	281531.9	6942216	344.16	260	644.16	2113.386



(+61) 7 3371 0788
enquiries@aviationprojects.com.au
www.aviationprojects.com.au