

Aviation Fact Sheet



In September 2022 a modification application was submitted to the Department of Planning and Environment (DPE) for the Liverpool Range Wind Farm (Mod-1 Project). In response to submissions received during the public exhibition period we have made a number of changes to the Project. These changes are reflected in the Response to Submissions (RTS) Report and the Amendment Report. The reports will be assessed by DPE who will then make a determination on the application. These reports contain information about how the RTS Project is different from the Approved Project, and how these changes would affect the environment and how they can be managed.

This factsheet explains how the RTS Project would impact on aviation and how we are proposing to manage potential impacts. The impacts presented are a worst-case scenario. With the measures proposed, the RTS Project's impacts should be reduced or mitigated.

What changes to aviation should I expect?

The aviation impacts of the RTS Project are generally consistent with the Approved Project and can be managed. The table below compares the potential impacts of the RTS Project and the Approved Project.

	Approved Project (2018)	RTS Project (2023)
Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) surfaces of any registered or certified aerodrome	Will not infringe on any OLS and PANS-OPS surfaces of any registered or certified aerodrome.	No change from Approved Project
Aviation Obstacle Lighting and Marking	Aviation obstacle lighting on wind turbines not required. Metmasts were not assessed.	Aviation obstacle lighting of turbines or metmasts is not considered necessary as it is unlikely that they would create a safety hazard to aviation activity in the area at night.
Aircraft Landing Areas (ALAs) - unregulated/uncertified landing areas	Impact to flight circuit operations not assessed in detail. Wake turbulence impacts not assessed in detail.	It is possible for ALA 2 and ALA 9 to be affected by the RTS Project, however the Aviation Impact Assessment confirms that these ALAs can remain operational. Based on conservative worst-case estimates specified in the National Airport Safeguarding Framework - Guideline D wake turbulence may be noticeable at six nearby ALAs. All relevant ALA operators are aware of the potential impacts.
Radar Navigation Aids: - Cecil Park Primary Surveillance Radar (PSR) and Sydney PSR - Mt Sandon Secondary Surveillance Radar (SSR), Cecil Park, and Sydney SSR - Mt Boyce Route Surveillance Radar (RSR) and Round Mountain RSR - Williamstown Tactical Air Command military radar	No expected impact.	No change from Approved Project
Lowest Safe Altitude (LSALT) protection surfaces for published air routes	No expected impact.	No change from Approved Project

We will work with stakeholders to manage the impacts on aviation.

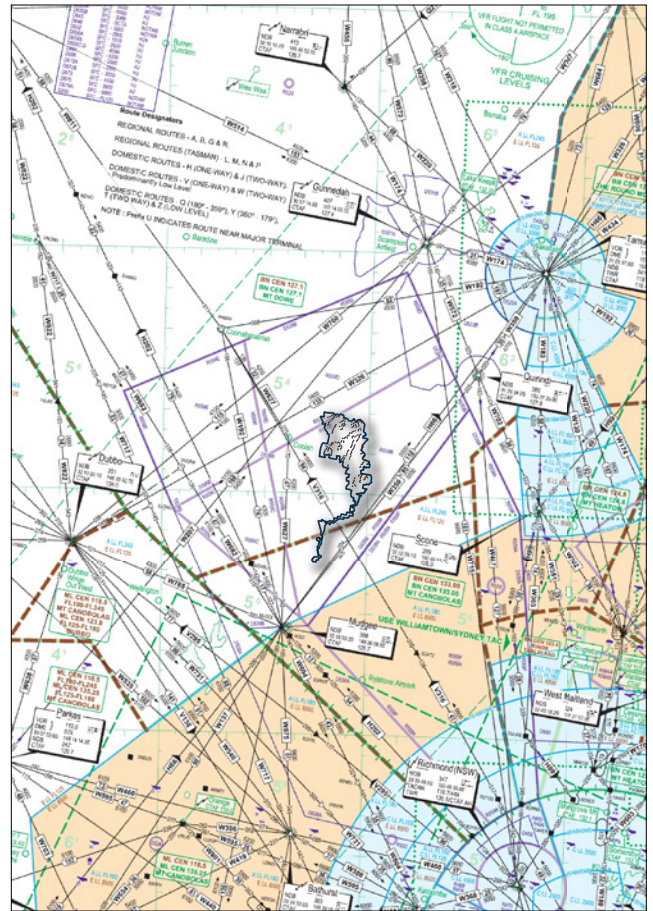
Consistent with the Approved Project we are proposing the following:

- The Vertical Obstacle Database will be updated by the relevant aviation authorities to include turbine coordinates and maximum blade tip heights once the final turbine locations have been finalised.
- Further consultation with nearby unregistered airstrip operators and aerial firefighting operators will continue as the turbine layout is finalised prior to construction.
- Aviation marker painting and balls will be included on the permanent meteorological masts to minimise potential aviation safety risks due to their tall slimline design, which can make them less visible in the day or night sky.

Next steps:

We are aiming to lodge the Response to Submissions (RTS) report, Amendment Report, and all updated environmental impact assessments with DPE in June 2023. These reports will detail the consultation completed to-date, how submissions received during public exhibition have been addressed, and will clearly show the changes to the design and layout of the Project. DPE will review the documentation and make a determination on the Modification Application.

We are also seeking Commonwealth approval under a separate approvals process under the *Environment Protection and Biodiversity Conservation Act 1999*. The project will be assessed by way of Public Environment Report (PER) which will be subject to a public exhibition process managed by the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW). Further details on the timing of this will be provided via our website and newsletters.



Flight map: Example of aviation activity near the Project site.

If you would like to read more about aviation, see the Aviation Impact Assessment attached to the Response to Submissions (RTS) Report.

STAY UP TO DATE

To view the Project online and to subscribe to the newsletter, visit: www.liverpoolrangewindfarm.com.au



To stay up to date on progress of the Project visit:

Modification Application:

www.planningportal.nsw.gov.au/major-projects/projects/mod-1-turbine-and-infrastructure-changes

EPBC Approval:

epbcpublicportal.awe.gov.au/all-referrals/project-referral-summary/?id=dc3fd301-9a6b-ed11-81ac-00224818aa21

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