

# Rye Park Wind Farm

Fact Sheet

# 10

September  
2020

## Aviation



### Why was the assessment undertaken?

The height of wind turbines can result in potential impacts upon nearby airfields, air routes and air safety navigation.

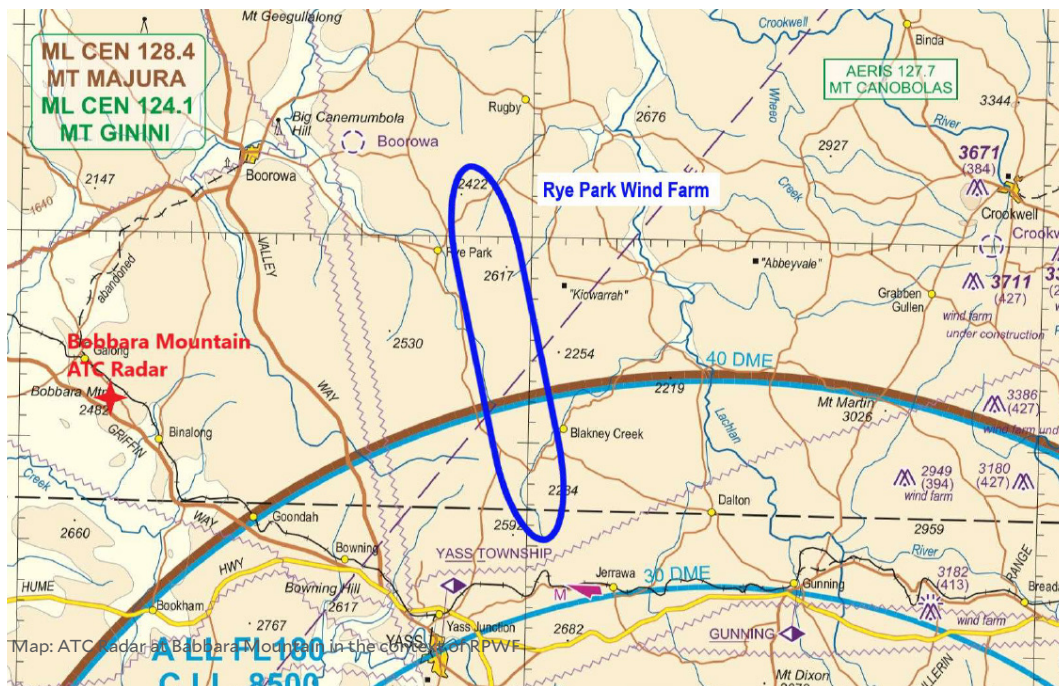
An Aviation Impact Assessment (AIA) (contained at Appendix G.9 of the Modification Application Report) was prepared by Landrum & Brown Worldwide (Australia) Pty Ltd to assess the increase in tip height and removal of 12 wind turbines. The AIA assessed the change in potential aeronautical impacts from the Approved Project to the Modified Project.

In light of the submission received from the Civil Aviation Safety Authority (CASA) during the public exhibition period, a Quantitative Aviation Risk Assessment (QARA) (Contained at Appendix G of the RTS Report) was undertaken to determine if night lighting is necessary for the Project.

### What was the approach?

The AIA was prepared considering the relevant Conditions of the Development Consent and in accordance with:

- The Aeronautical Information Publication (effective 27 February 2020)
- The Aeronautical Charts (effective 7 November 2020)
- Relevant Acts and Regulations applicable to developments near airports and air traffic routes
- The requirements of relevant aviation authorities.



## What did we find and how does it compare to the Approved Project?

The AIA found that aeronautical impacts associated with the Modified Project are generally in line with those associated with the Approved Project. The table below provides a comparison between the Approved Project and the Modified Project.

	Approved project	Modified project
OLS and 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	Will not infringe on any OLS and PANS-OPS surfaces of any registered or certified aerodrome
Navigational Aids	Outside of the clearance zones for navigational aids	Outside of the clearance zones for navigational aids
Mt Majura SSR radar and Mt Bobbara SSR radar	No expected impact	No expected impact
Mt Majura PSR radar	No expected impact	The wind farm may generate radar plots however radar filters are likely to restrict false plots appearing on a radar controller's display. No significant adverse effect to the performance of the radar is anticipated due to the distance of the radar from the wind farm.
Lowest Safe Altitude (LSALT) protection surfaces for published air routes	Will infringe on LSALT protection surfaces for four published air routes. However, this would be addressed through an administrative change to the Lowest Safe Altitudes for these routes prior to construction.	Will infringe on the LSALT protection surfaces for four published air routes. However, this would be addressed through an administrative change to the Lowest Safe Altitudes for these routes prior to construction.

The QARA prepared during the Response to Submissions (RTS) phase confirmed that night lighting is not considered necessary as it is unlikely the 200 m turbines would create an adverse hazard to aviation activity in the area at night.

## What are the proposed mitigation strategies?

The relevant aviation authorities will be provided details of the wind farm once a wind turbine model has been selected and the layout finalised.

## Assessment against Development Consent

The Modified Project can comply with the existing conditions of the Development Consent relating to aviation.