



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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Department of Planning, Housing and Infrastructure NSW  
Submitted via portal

## TANGARATTA FEEDMILL - CASA (NO) COMMENTS ON AMMENDMENT REQUEST

CASA received a request for advice from NSW Planning. CASA has briefly reviewed the Amendment Request by PSA Consulting for the Tangaratta Feedmill project.

There are no Aviation Safety implications in the Amendment Request. The height is unchanged.

CASA maintains no objections to the project.

### Footnote:

For background information, following are the comments that we provided to PSA Consulting on 6/12/2024:

The proposed Poultry Feed mill is approximately 2.5km offset from the Approach to runway 12L and approximately 0.8km offset from the Approach to runway 18, and 3.7km from threshold 18.

For developments in the vicinity of aerodromes I use the National Airports Safeguarding Framework (NASF) Guidelines as a checklist.

### Potential Planning Considerations:

#### Guideline A: Measures for Managing Impacts of Aircraft Noise

CASA has no regulatory responsibilities regarding aircraft noise does not assess potential noise issues. It is a matter for the Planning Authority. However, it is noted that there are other workplaces closer to the airport. Aircraft noise is unlikely to be an issue.

#### Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

The development is outside the assessment zone and 'passes' the 1:35 rule. Building induced Windshear and Turbulence is not an issue.

### Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Also: [CASA Advisory Circular \(AC\) 139-26\(0\)](#) - Wildlife Hazard Management at Aerodromes.

It is expected that there would be more serious bird (the flying type) attractors closer to the airport; for example drains, specific grasses, trees, etc. However, the proposed facility does process bird feed and is not a long way from aircraft Approaches and bird attractors should be avoided.

For example:

The system should be 'sealed' as far as practicable so that bird feed is not available to 'opportunistic' birds.

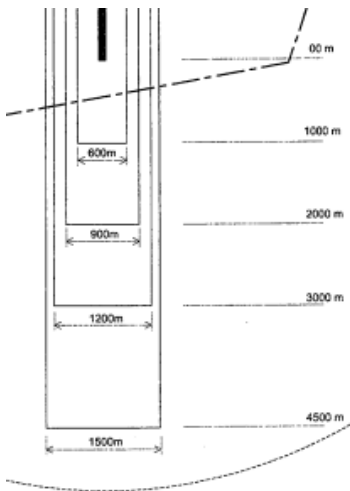
Waste should be stored in closed containers.

Avoid bird perching opportunities where practicable.

The Tamworth Airport Operator, Tamworth Regional Council, has Wildlife Hazard Management Procedures and is the Primary Stakeholder for wildlife issues.

### Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports

NASF Guidance is provided for situations where lights are to be installed within a 6 km radius of an aerodrome. Within this large area there is a primary area which is divided into four light control zones: A, B, C and D where specific maximum intensities of light sources measured at 3° above the horizontal are recommended. The site falls outside the Zones for the main lit runway and runway 18/36 is not lit. Therefore, there are no maximum intensity recommendations. However, it is best not to have security / street lights etc 'shining/spilling upwards' and not to have green or red or white arrays of lights that could be confused with threshold or runway end or runway side lights respectively.



### Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports

Appendix A – Using first principles. The drawings indicate that the stack height is about 37m Above ground level. The land is about 378m above AHD making a total of about 425m above AHD. Runway 18/36 is Code 2. The Approach slope only extends 2.5km. The stacks will be under the Obstacle Limitation Surfaces (Inner Horizontal Surface) ... by very roughly 15 - 20m (could be confirmed by the Airport – I don't have an authoritative OLS diagram). As there will not be any OLS infringements, CASA does not need to perform an obstacle assessment. There would be no need for obstacle lighting or marking. Also, as the process is not super heat / exhaust intensive, there is no need for a plume rise assessment.

### Guideline G: Protecting Aviation Facilities — Communications, Navigation and Surveillance (CNS)

Appendix B – Airservices Australia (initially Airport Developments) would review any proposed communication facilities that could affect aviation related communications/navigation. Airport operational staff would also have a fair idea. It is unlikely that there would be any CNS issues.

**Guideline H: Protecting Strategically Important Helicopter Landing Sites**

The site is not near a hospital helipad. Guideline H is not applicable in this case.

**Guideline I - Managing the Risk in Public Safety Areas at The Ends Of Runways**

Guideline I is not applicable in this case.

CASA does not object to the proposed Development / Poultry Feedmill. No further information is required.

The only recommendation(s) would be along the lines:

- The system should be 'sealed' as far as practicable so that bird feed is not available to 'opportunistic' birds.
- As with all developments in the area, it is recommended that the Airport Manager be advised of the development proposal and consider whether it is worthwhile evaluating the proposal with respect to the Wildlife Hazard Management Procedures.

Yours sincerely

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2 April 2026