



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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MAJOR PROJECTS – EIS LORD HOWE ISLAND SSI-78107213: CASA COMMENTS

CASA has reviewed the Aviation Impact Assessment (AIA) for the proposed development on Lord Howe Island.

CASA does not object to the project and agrees with the AIA that *“the Project can proceed within acceptable aviation safety and regulatory parameters, provided the identified mitigation measures are implemented.”*

CASA comments with respect to relevant National Airports Safeguarding Framework (NASF) Guidelines are as follows:

Guideline A: Measures for Managing Impacts of Aircraft Noise

Noise issues are covered in the AIA. CASA has no regulatory responsibilities regarding aircraft noise and aircraft noise issues are a matter for the Planning Authority.

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

CASA agrees with the coverage in the AIA. The AIA advises: *‘the South Zone may need further assessment to evaluate potential impacts from building-induced windshear and turbulence’* Wind Tunnel or Computational Fluid Dynamics modelling is not considered necessary in this case due to the conservative nature of the trigger criteria, the relatively small bulk of the individual buildings, the result of the desktop study by Aviation Projects and the buildings not being immediately adjacent the final approach or touch down areas. If anything is going to cause wind shear, it is the terrain.

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.

CASA agrees with the coverage in the AIA. The AIA advises: *‘Any site features or activities with the potential to attract wildlife must be systematically identified, assessed, and managed. Engaging a wildlife hazard expert may be necessary to support the assessment and management process.’* A wildlife hazard expert is probably not

necessary if the waste handling process and infrastructure will not change a lot and if the Airport or LHIB staff have the (local) knowledge to identify, assess, and manage the wildlife (especially bird) hazard.

It is expected that there would be other serious bird attractors close to the airport; for example forest, lagoon, sea life etc. However, bird (especially) and animal attractors should be avoided. For example:

Waste should be stored in closed containers.

Land use avoiding standing fresh water.

Landscaping should avoid use of trees and shrubs attractive to birds.

Avoid bird perching opportunities where practicable.

Organics Processing Facility should be to a practical extent sealed / birdproof.

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

CASA agrees with the coverage in the AIA. Lighting is unlikely to be an issue if the airport is not normally used at night. The main aim is not to have security / street lights etc 'shining 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. Also, depending on the location of the buildings; roof materials and solar panels should be selected taking daylight glare potential into account.

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

CASA has no major issues with the coverage in the AIA. CASA is happy to assess temporary construction equipment such as cranes as requested by Lord Howe Island Airport. Normally temporary infringements by cranes of the transitional surface can be mitigated (provided the infringements are not extreme).

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

Airservices Australia would review any proposed facilities that could affect aviation related communications/navigation.

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

It is unlikely that Public Safety Zones apply at Lord Howe Airport. In any case, the proposed infrastructure is outside the sample zones provided by the NASF Guideline.

2.11 Plume Rise Assessments

If there are any significant plumes/effluxes/stacks/emissions, CASA has a screening software tool to check whether they could be hazardous. All we need is location, stack height, exit diameter, exit velocity, exit temperature. Submit these parameters on a form 1247 to Airspace.Protection@casa.gov.au. However, the only plumes that turn out to be issues are major power stations or LNG plants.

In summary, CASA has no issues with the AIA by Aviation Projects and does not object to the proposed Development(s).

Yours sincerely

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