



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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To be submitted through planning portal

CASA ASSESSMENT AND RECOMMENDATIONS – WALLABY CREEK WIND FARM

The Department of Planning has requested CASA advice on the Wallaby Creek Wind Farm project.

CASA has reviewed the Aviation Impact Assessment (AIA) (Appendix Q to the EIS) by Aviation projects of 20 March 2026 for the proposed Wallaby Creek Wind Farm.

Important information (not limited to):

- Up to 38 Wind Turbine Generators (WTGs) that will be up to 271.5 m Above Ground Level (AGL) tip height.
- Up to 3 wind monitoring towers (up to 200 m AGL).
- The WTGs are located beyond the Obstacle Limitation Surface (OLS) of the nearest certified aerodrome - Narromine Aerodrome.
- Aviation Projects advises that the 10nm MSA at Narromine will need to be raised to 3300ft.
- Aviation Projects advises that the Dubbo GNSS arrival, Sector A, between 14-15nm would need to increase from 2800ft to 3300ft or aligned with the initial minimum segment altitude of 3700ft for usability.
- Aviation Projects advises that there is one uncertified aerodrome located near the area. The location map shows 'Wings Out West' to be 17km+ to the nearest turbine or wind monitoring tower.

The AIA Section 3.3 includes the previous CASA assessment 11 November 2024. This assessment is very similar.

This CASA assessment is made in accordance with the *National Airports Safeguarding Framework (Guideline D)* as developed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, to provide planning advice to State and Local Planning Authorities.

With regards to Visual Flight Rules (VFR) operations, pilots are permitted to fly as low as 500 ft AGL (ie, terrain). The WTGs will reach up to a maximum height of approximately 271.5 m AGL (891ft).

CASA agrees with the Recommendations at Section 11 of the Aviation Impact Assessment, except for paragraph 8.

CASA considers the proposed wind farm will be a hazard to aviation safety and recommends that the wind farm is obstacle lit with steady medium-low intensity red obstacle lighting in accordance with the National Airports Safeguarding Framework Guideline D '*Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation*' [National Airports Safeguarding Framework Principles and Guidelines \(infrastructure.gov.au\)](#) and section 9.31 of Part 139 Aerodromes Manual of Standards [Part 139 \(Aerodromes\) Manual of Standards 2019 \(legislation.gov.au\)](#) (lower level lights on the turbine support columns are not essential).

International standards require 2,000 candela lighting intensity on the nacelle (also recommended in the NASF guideline) and 200 candela at the mid-point of the turbine mast. CASA recommends that 200 candela as a minimum intensity lighting on the nacelle would suffice (due mainly to the lack of background lighting in the vicinity of the turbines). The obstacle lighting should be monitored to alert the wind farm operator of any outage and some of the obstacle lights remain on during an outage. CASA is prepared to review a lighting plan that indicates which turbines are proposed to be lit.

As the Aviation Safety regulator, CASA only considers Aviation Safety and does not consider the visual impact of obstacle lighting on neighbours / homesteads / the dark sky. However, there are mitigations for visual impact such as baffling and intensity control (as described in the Aviation Impact Assessment Table 17 on Page 72/73 'Effect of obstacle lighting on neighbours' and page 88 in Annexure 3 ('CASA Regulatory Requirements – Lighting and Marking')).

Further to Recommendation 5, and as recommended by the Aerial Application Association of Australia, CASA recommends that the following Australian Standard be considered regarding overhead transmission lines:

- AS 3891.2, Air navigation — Cables and their supporting structures — Marking and safety requirements, Part 2: Low-level aviation operations.

The impact on MSA and GNSS Arrival is covered in Aviation Impact Assessment Section 6 and 10. The proponent (or the proponent's Aviation Consultant) should engage with Airservices Australia regarding the changes to MSA and GNSS Arrival, before the infringing WTG(s) have been erected. (Airservices may need some lead time). As described by Aviation Projects on page 17/19 of the AIA, the Narromine and Dubbo Airport operators, respectively, will also need to approve the changes.

Yours sincerely

David Alder

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Aerodrome Engineer

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