

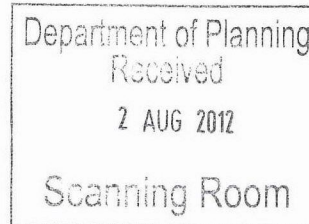


WELLINGTON AEROCLUB INC.

"Grange View"
1480 Mitchell Hwy
Maryvale NSW 2820

31 July 2012

Mr Chris Wilson, Executive Director,
Major Projects Assessment
Department of Planning and infrastructure,
23-33 Bridge St Sydney 2000.



Dear Sir

The members of the Wellington Aero Club Inc. wish to object strongly to the plan to install wind turbines within the vicinity of the Wellington aerodrome. The Preliminary Environmental Assessment for the Bodangora Wind Farm (MP 10_0157) states the proposed wind farm will be 3km from the Wellington aerodrome. This is much too close for safety.

The towers are going to be difficult to see in bad weather and when approaching the runway when flying towards the sun, so will be a hazard to aircraft.

Firebombing aircraft are going to have problems clearing the towers when taking off loaded, as their rate of climb to the east may be insufficient to clear the towers that are planned to be on the higher ground in this direction.

Wind turbines in the vicinity of the Wellington aerodrome would jeopardise future upgrades of the aerodrome for night VMC use and instrument approaches. It is highly likely that this use will increase in the future, due to personnel coming to the jail and especially the Flying Doctor in an emergency.

The airport will almost certainly be used increasingly to service several mines being developed nearby. There is also a strong probability that Wellington will be used increasingly for training as Dubbo becomes busier. Wind turbines would be very dangerous in all these scenarios.

The following is the section from the Preliminary environmental assessment Dated October 2010 for Bodangora Wind Farm (MP 10_0157) for Infigin Energy Development Pty Ltd

5.9 Aircraft Safety

The proposed wind farm would result in the development of a number of tall structures which may pose a risk to the nearby Wellington Airfield, located approximately 3.0 kilometres from the western border of the project area. As the runway is north-south, and the turbines are located to the east of the airfield, no significant issues are expected.

The Wellington Airfield opened in 2006 and is owned by the Wellington Shire Council. The Wellington Airfield is not an airfield which is registered with the Civil Aviation Safety Authority; and responsibility lies with the Air Operator's Certificate holder.

The proposed consultation process as part of the Environmental Assessment will include consultation with the Civil Aviation Safety Authority and Wellington Council as the owner of the Wellington Airfield. Air Services Australia, the RAAF and the Aerial Agricultural Association of Australia will also be informed and consulted.

Aircraft Safety Investigations and Assessment:

Consultation will be provided with the relevant stakeholders to determine the impact of the wind farm by undertaking an airfield risk assessment. Aircraft safety will be considered and determination of any modifications to the preliminary turbine layout as required.

There are several significant errors in this report.

- The Wellington Airfield is not on the Western border, it is south west of the proposed wind farm development.
- The runway is stated to be north-south. This is incorrect. The 05-23 runway is slightly more easterly than north-east which means aircraft using this runway would be flying through the tower area only 3Km from the runway. This would cause extreme danger to pilots and passengers.
- The other runway is 13-31 which is slightly more easterly than south east, again bringing aircraft into conflict with the towers during takeoff and landing procedures.
- The Wellington aerodrome was opened long before 2006. It was the extension to the 13-31 runway that was opened in 2006. Although this point does not aid misinterpretation of the dangers of the towers to aircraft, it shows the poor attention to the facts in the report.

The Preliminary environmental assessment Dated October 2010 for Bodangora Wind Farm In the section, **6.3 Proposed Consultation Process** states, amongst other groups the Local Aeronautical Club will be consulted. To date this has not occurred.

In the NSW Planning guidelines for windfarms December 2011 (Draft) it states that you cannot have a wind farm within 30Km of an aerodrome without several conditions being met. Has Infigin complied with these conditions? The proposed wind farm is well within this distance from the Wellington aerodrome. (This document is attached to this letter.)

Would you please take above points into account when you are considering the Bodangora Wind Farm proposal?

Yours sincerely



Mrs Fran Philipson
Secretary, Wellington Aero Club Inc.

In the NSW Planning Guidelines for windfarms December 2011 (Draft)

http://www.planning.nsw.gov.au/LinkClick.aspx?fileticket=5yeY6yw_wRE%3D&tabid=205&mid=1081&language=en-AU.

It states on page 23

Hazards and risk

Aviation safety

The potential for the proposed wind farm to impact on aviation safety should be assessed. This includes aviation safety issues associated with the wind turbines, transmission lines, nearby airports, air defence facilities and private landing strips and activities such as aerial agricultural spraying / crop dusting.

Aerodromes or airfields within 30km of the proposed wind farm should be identified, e.g. using aerial photographs and through consultation and discussions with relevant councils, local communities and the Civil Aviation Safety Authority (CASA).

The proponent should consult with CASA and Air Services Australia where a wind farm is proposed within 30 kilometres of a declared aerodrome or airfield or the wind farm infringes the obstacle limitation surface around any declared aerodrome. CASA may require appropriate safeguards such as aviation safety hazard lighting or changes to turbine locations. The need for aviation hazard lighting should be considered taking into account any nearby aerodromes and aircraft landing areas, defined air traffic routes, aircraft operating heights, communication systems, and navigation aids. Applicants should also consult with the Department of Defence if the wind farm is proposed in the vicinity of air force facilities.

Where the location of the turbines is likely to prevent or restrict aerial agricultural spraying, the impacts should be considered and an offset regime developed with the affected land owners taking into consideration any cost difference between the current aerial agricultural spraying and a reasonable alternative. This may include alternative application methods or continued aerial spraying but with additional costs associated with added flight times because of the presence of the turbines.