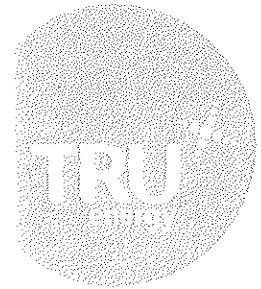


05 July 2010

Mr Sam Haddad
Director General
Department of Planning
23-33 Bridge Street
Sydney NSW 2000

CC Mr Neville Osborne



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Dear Mr Haddad,

Re: Submissions Report – Air Safety for Proposed Tallawarra B Gas Turbine Power Station, Yallah. (MP 07_0124)

I am writing in regard to the Environmental Assessment of our proposed Tallawarra Stage B Power Station exhibited during the period 5 August until 3 September 2009.

Further to the information provided in Submissions Report dated March 2010, Section 3.3 Air Safety that discusses the Shellharbour Council comment, ASA's assessment and the revised SKM plume rise report, we have since submitted an application for an Operational Assessment of a Proposed Plume Rise for the CCGT and for the OCGT power stations to Civil Aviation Safety Authority (CASA) on 29 March 2010.

A letter from our aviation consultant, Ambidji that encapsulates CASA's assessment of the proposed plume rise applications is attached for your reference.

As noted in the Ambidji advice, on the basis of the CASA assessment there is no reason why the CCGT cannot proceed.

The OCGT is not as straight forward and further discussion with CASA is required regarding potential impacts and mitigation.

Accordingly, TRUenergy understands that this letter along with the accompanying Ambidji report encompassing the CASA assessments meets the needs of Department of Planning point 1.1(d) in the draft terms of approval and the requirements referred to in your letter dated 24 March 2010 regarding the Part 1 Submissions report.

Should you require any more information, please let me know.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Graham Dowers', followed by a horizontal line.

Graham Dowers
Manager, Generation Projects



5 July 2010

Mr Graham Dowers
Generation Projects Manager
TRUenergy (Tallawarra) Pty Ltd
Level 33
385 Bourke Street
Melbourne Victoria 3000

Dear Graham,

Re: Proposed Tallawarra Stage B Gas Fired Peaking Power Station - CASA Assessment of the OCGT and CCGT Applications

I am writing to you to provide Ambidji's formal advice in regard to the Civil Aviation Authority's (CASA) response to the two TRUenergy applications for the proposed OCGT or CCGT gas fired peaking power plants at the Tallawarra B site in Wollongong.

The application for assessment of the OCGT and CCGT options were made to CASA on 29 March 2010. CASA responded by e-mail on 10 June 2010, providing advice on the CASA assessments of the two applications.

The response was as follows:

- *"We have assessed the information available to us on this development proposal and can advise that the CCGT option should not pose any significant problems for PANSOPS surfaces and related instrument approach procedures. Any requirements for detail changes will need to be addressed directly with Airservices Australia should you decide to proceed with that option.*
- *The OCGT option will restrict IFR operations and any declaration of danger or restricted area will also affect VFR operations. In this instance it is our assessment that bad weather operations at Wollongong aerodrome are likely to be severely limited due to the need to raise minimum descent altitudes to a height which is likely to result in aircraft still being in cloud and hence unable to land.*
- *Obstacle Limitation Surfaces are penetrated by both the stacks and the plume from both options. As a result the stack will need to be marked and lit."*

The key advice in regard to the CCGT option contained in the CASA e-mail is:

1. "We have assessed... ..and can advise that the CCGT option should not pose any significant problems for PANSOPS surfaces and related instrument approach procedures", and
2. "Obstacle Limitation Surfaces are penetrated... ..as a result the stack will need to be marked and lit."

Ambidji's interpretation of this advice is therefore that **CASA has concluded that the CCGT option has been assessed as acceptable, subject to the stack being appropriately marked and lit.**

I note TRUenergy's letter, dated 24 June 2010, seeking clarification of aspects of CASA's response, in particular whether this represents an approval of the CCGT application. CASA replied by e-mail on 25 June 2010 advising that *"CASA does not provide an approval, only an impact assessment. That assessment as advised applies only to the CCGT proposal."*

Ambidji's view is that **CASA's impact assessment for the CCGT represents the required evidence of the option's acceptability** to meet the requirements of the condition contained in the NSW Department of Planning "draft Project Approval" for the Tallawarra B project.

I also note from the same e-mail CASA's advice that *"CASA only responds to the development proponent so you need to advise the planning authority of our assessment."* I would therefore suggest that TRUenergy write to the NSW Department of Planning advising them of Ambidji's view on CASA's assessment of the CCGT application.

With respect to the OCGT application, CASA have advised that the assessment has not been completed. Nonetheless they have made comments on its unlikely acceptability as well as a reduced plume height approach to the mitigation of the likely aviation impacts.

On the basis of the CASA aviation assessment, Ambidji sees no reason why the CCGT project cannot now proceed.

Should TRUenergy wish to pursue the OCGT option, Ambidji recommends a probability based risk assessment, as an adjunct to the existing application, which may have the potential to lead to a positive impact assessment.

YS

A handwritten signature in black ink, appearing to read 'Syd. Herron', with a long horizontal flourish extending to the right.

Syd. Herron
Senior Associate
Aviation and Airports