



## AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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Submitting through planning portal

### RURAL SUPPLIES BUILDING, MOREE (DA25/5067: CASA COMMENTS

CASA has reviewed the documentation for the Rural Supplies Building, Moree (DA25/5067).

For developments in the vicinity of aerodromes CASA recommends that Planning Authorities consider the relevant National Airports Safeguarding Framework (NASF) Guidelines.

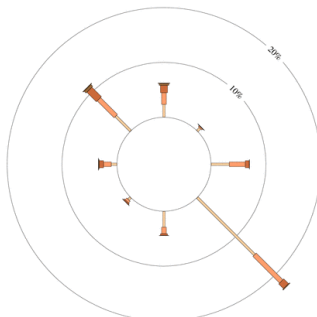
#### Appendix A – Guideline A: Measures for Managing Impacts of Aircraft Noise

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, and a limited amount of Air Traffic.

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

Using the wind rose for Tamworth, the predominant wind direction is SE in the morning. We don't know the usage pattern of runway 01/19.

9 am  
12794 Total Observations  
Calm 43%



The development is in the assessment zone and 'fails' the 1:35 rule for runway 01/19. The building is about 500m beyond threshold 19 and about 70m offset from the extended centreline

Using the preliminary desktop method for windshear on page 18 of NASF Guideline B ... for the sake of the exercise let's say that the building is 20 x 20 x 7m.

Let's say  $W/H = 3$ . And  $V_h$  is 15kt or 8m/sec (I suspect that they don't land on runway 19 in much over 15 kt crosswind).

The extended centreline is about 70m downstream (10H) from building site.

Therefore, the Building Induced Wind Speed Deficit is about  $0.15V_h$  or about 1.2m/sec or about 2.2 knots. Which is a fair bit less than the NASF guidance. Therefore, CASA would recommend that a specialist building generated wind effects (windshear and turbulence) assessment (wind tunnel or computational) would not be required. Also, there are trees and other buildings in the vicinity that will reduce the wind effects and the building is at an angle to the runway centreline, which reduces the wind effects.

### **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 attractors in the vicinity; for example drains, specific grasses, trees, etc. However, bird (especially) and animal attractors should be avoided.

For example (refer also to the above documents):

Rubbish should be stored in closed containers.

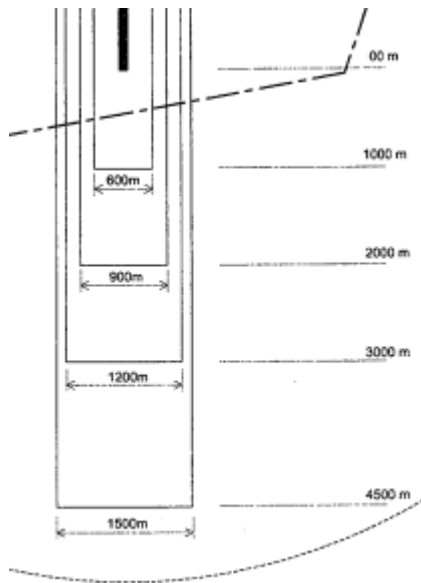
Avoid bird perching opportunities where practicable.

If they sell bird feed, it should be packaged.

The Moree Airport Operator, Moree Regional Council, has a Wildlife Hazard Management Plan and can advise on the bird hazard if any (and may wish to record the facility).

### **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  $3^\circ$  above the horizontal are recommended. It appears that the site falls into Zone A. Therefore, the maximum intensity of light sources measured at  $3^\circ$  above the horizontal should be 0 candela. The main aim is 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. In the location, with the runway essentially north south, glare from solar panels will not be an issue, unless they are at an unusual angle. In any case, the area of panels would be relatively small.



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

The Architectural Drawings indicate a proposed maximum height of buildings of 7.545m above ground level. As described in the Moree Special Activation Precinct, – ‘The proposed development is located below the Obstacle Limitation Surface Level of the Moree Airport’ .... CASA agrees .... from the Obstacle Limitation Surface diagram, it appears that the take off surface is approximately 8.5m. There is no need for obstacle lighting or marking.

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

Appendix C – 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 appears very 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** Appendix D –

It is unknown whether Public Safety Zones apply at Moree Airport. The Guideline is an option for the Planning Authority and the Airport. The proposed development would impact the sample representative Queensland PSA described in NASF Guideline I for runway 01/19, if it had a designated PSZ.

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

The only recommendations for conditions would be along the lines:

- External Lighting should comply with NASF Guideline E.
- 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 Plan.
- Confirm that a PSZ does not apply.
- If mobile cranes are used, the details should be submitted to the Moree Airport. If the Obstacle Limitation Surface will be infringed, Moree Airport will request advice from CASA.

Notwithstanding that CASA is not an Approval Authority, CASA does not object to the Development.

Yours sincerely

*David Alder*

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13 May 2025