

HumeLink Environmental Impact Statement

Aviation safety

AUGUST 2023

What is an Environmental Impact Statement (EIS)

The HumeLink project has been classified by the NSW Government as Critical State Significant Infrastructure (CSSI). All CSSI development applications must be accompanied by an Environmental Impact Statement (EIS). The purpose of the EIS is to identify and assess the potential environmental, economic and social impacts of the project to help government agencies, relevant authorities, community and stakeholders make an informed decision or provide an informed submission on the merits of the project.

EIS project footprint

The [HumeLink project](#) extends from the existing Wagga Wagga 330 kV substation to the existing Bannaby 500 kV substation and the future Maragle 500 kV substation.

The EIS footprint is based on an indicative 200 metre corridor and is defined as the area directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.

The final location of all proposed infrastructure will be confirmed during detailed design.

HumeLink planning approvals and EIS

As part of the planning approval process for HumeLink, Transgrid is preparing an EIS in accordance with the [Secretary's Environmental Assessment Requirements \(SEARs\)](#). The SEARs identify matters which must be addressed in the EIS and essentially form its terms of reference. It includes the requirements from both the NSW and Commonwealth Governments.

A series of technical studies and reports to assess potential impacts are completed as part of the EIS. This includes the aviation safety topic covered in this fact sheet.

Can I provide feedback?

Once the EIS is finalised, the NSW Department of Planning and Environment (DPE) will place it on exhibition and call for public submissions. Feedback on the EIS can be provided directly to the DPE during this public display period.

To learn more about the HumeLink EIS, please visit the [EIS Frequently Asked Questions](#) on our website.



Aviation
safety

HumeLink Environmental Impact Statement Specialist Studies



Aboriginal heritage



Electric and magnetic fields



Social



Agricultural land



Greenhouse gas and climate change risk



Soils, geology and contamination



Air quality



Historic heritage



Surface water and groundwater



Aviation safety



Hydrology and flooding



Sustainability



Biodiversity



Landscape character and visual amenity



Traffic and transport



Bushfire risk



Land use and property



Economic



Noise and vibration



Aviation Impact Assessment

As part of HumeLink’s EIS, Transgrid has undertaken an assessment to determine potential aviation impacts that may occur as a result of the project and provide mitigation strategies to address them.

The assessment involved:

- identifying any potential impacts on certified airports within 30 nautical miles (55.56 kilometres) of the project including infringements of the obstacle limitation surface (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
- assessing likely impacts on aeronautical navigation aids and air traffic control surveillance systems
- assessing impacts on low-level flight operations, including aerial agricultural spraying operations, aerial baiting and culling, and aerial firefighting
- assessing potential impacts on non-certified aerodromes, such as private runways (including aircraft landing areas and helicopter landing sites) within three nautical miles (5.56 kilometres) of the project footprint
- consulting with aircraft operating agencies
- recommending management measures to minimise impacts and maintain aviation safety throughout the construction and operation of the project.

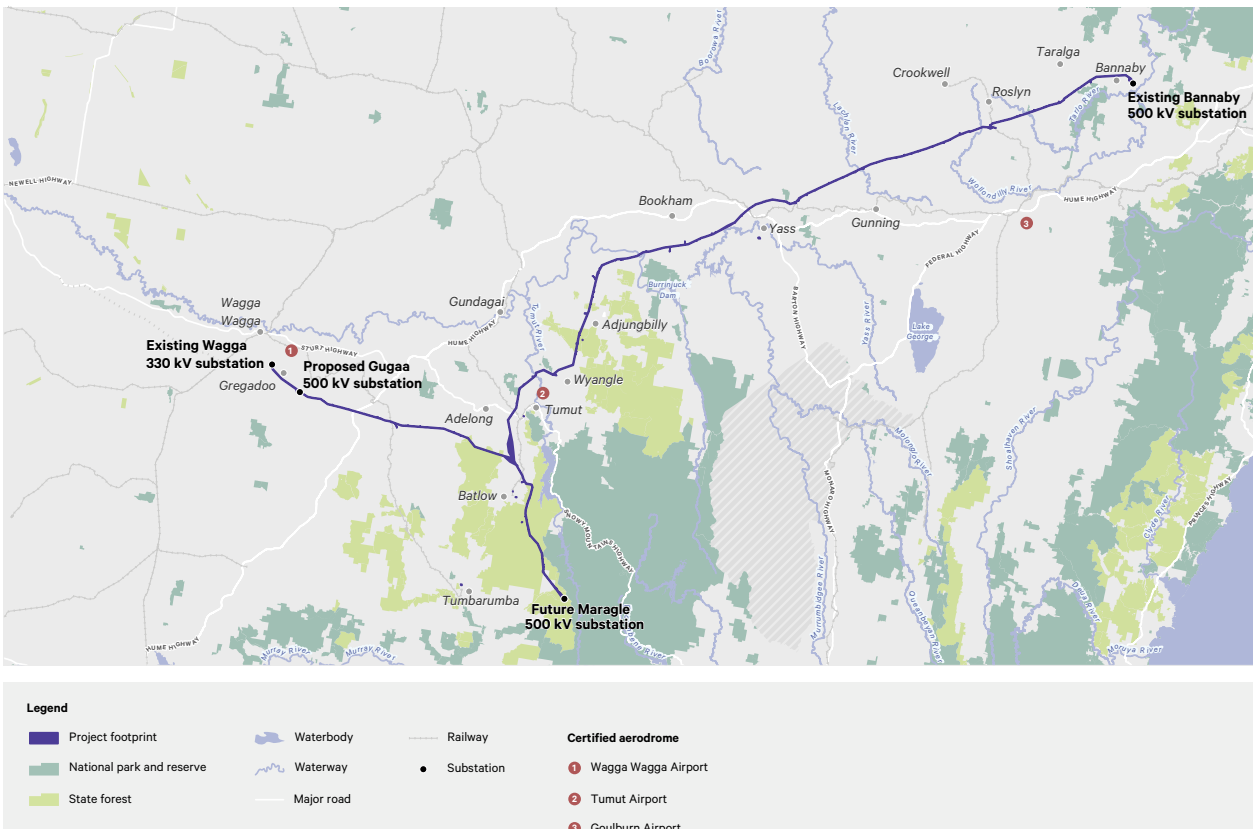
What does the study tell us?

Three certified aerodromes were identified within the study area:

Goulburn Airport	Located about 29 kilometres south of the project footprint.
Tumut Airport	Located about 4.7 kilometres south of the project footprint.
Wagga Wagga Airport	Located about 7.5 kilometres north-east of the project footprint and co-located with an Australian Defence Force apprentice training school.

Other aerial operations within and adjacent to the project footprint include:

- aerial application operations, including activities such as fertiliser, pest and crop spraying
- aerial baiting in national parks and other estate managed by the NSW National Parks and Wildlife Service (NPWS)
- emergency services operations, including aerial firefighting and medical emergency evacuations.



Pictured: Certified aerodromes within 30 nautical miles of project footprint.



Potential construction impacts

The transmission line will be installed using large cranes of up to 91 metres tall. The use of cranes around Wagga Wagga may need to be considered in the operation of Wagga Wagga Airport. Wagga Wagga Airport will be consulted and approval sought prior to the use of large cranes in the area.

Potential operation impacts

Certified aerodromes

Some transmission line structures near Gregadoo East Road and Angels Lane may need to be considered during the detailed design, however are unlikely to impact on the operations of Wagga Wagga Airport. The location of the transmission line structures will be provided to Wagga Wagga Airport and Airservices Australia once detailed design is completed.

Non-certified aerodromes

The Aviation Impact Statement identified 35 aircraft landing areas within the search area.

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| 19 are unlikely to be impacted by the project. | 8 were found to require minor adjustments. |
| 4 were found to have a moderate impact. | 4 were assessed as either unusable or requiring significant modification. |

Transgrid will continue to consult with landowners on potential impacts to aircraft landing areas and minimise impacts where practicable during detailed design.

Impacts depend on a number of factors including the proximity, location and orientation of the aircraft landing area relative to the transmission line infrastructure, the type and size of the aircraft used and the landing and take-off manoeuvres at a particular aircraft landing area.

Other aerial activities

The transmission lines and their structures could also result in additional obstacles for nearby low flying aircraft. The transmission line and structures will be included on aeronautical charts and briefings prior to such flights to minimise these risks. This approach is consistent with current standard practices for low-level flights near large transmission lines.

Aerial baiting operations in NSW national parks are generally undertaken in helicopters which are able to operate close to trees, buildings and other structures. It is unlikely that the transmission lines would have an adverse impact on aerial baiting flight operations.

Similarly, the transmission lines are not expected to affect emergency services operations within and surrounding the project footprint.



Pictured: (left and right): Transgrid team conducting aerial investigations.

Proposed management measures

Mitigation measures to address potential impacts to aviation safety will include:

- detailed design of transmission line structures, with coordinates and elevations included in aeronautical charts and pilot briefings, and provided to stakeholders along the transmission line route
- consultation with the Civil Aviation Safety Authority to confirm whether obstacle lighting and marking of the transmission line structures is required

- approval to operate construction cranes near Wagga Wagga Airport that might infringe on the OLS obtained in advance of the proposed activity.

As the project progresses through the development of the EIS and detailed design, more information about the identified impacts to aviation safety as well as the proposed mitigation measures will become available.



Pictured: Aerial investigations underway.

Connect with us

Transgrid is committed to working with landowners and communities through the development of HumeLink. Please connect with us for more information.



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