



Aviation

Environment Effects Statement

An **Environment Effects Statement (EES)** is Victoria's most rigorous and transparent environmental impact assessment. It describes the project, its rationale, and potential environmental and social effects.

Scoping requirements

In February 2025, the Victorian Minister for Planning issued the final scoping requirements for the VNI West EES, setting out the proposed specific matters to be investigated and documented in the EES. While the scoping requirements are intended to cover all relevant matters, the EES can also address other significant matters that emerge during the EES investigations or through consultation.

Aviation scoping requirements

The EES scoping requirements consider aviation a low priority for investigation of potential impacts. While the draft corridor is proposed in the vicinity of both certified and uncertified aerodromes, proper design and planning, along with adherence to the Obstacle Limitation Surfaces for significant aerodromes, can reduce and mitigate these risks.

Matters for investigation

Potential adverse effects on aerial safety, especially with respect to use of aircraft for farming practices, maintenance, and firefighting.

What is aviation?

Aviation is the activity of flying aircraft or of designing, producing, and keeping them in good condition.

Study methodology

The aviation assessment is looking into how the project might affect aerial safety, especially for farming, maintenance, and firefighting. The following methodology is being adopted:

- Definition of the study area and identification of certified aerodromes within 30 nautical miles (55.56 kilometres) of the project, as well as uncertified aerodromes within 3 nautical miles (5.56 kilometres).
- Identification of infringements to aerodrome protection surfaces during the project's construction and operation. This includes comparing transmission tower heights during construction and operation to the protection surfaces for nearby aerodromes to assess potential infringements to aircraft landing or take-off procedures.
- Assessment of the project's likely effects on aviation navigation facilities.
- Assessment of low-level flight operations including agricultural spraying operations, aerial baiting and culling, and aerial firefighting in the area.
- Development of mitigation measures to minimise effects and ensure aviation safety is maintained throughout the project's construction, operation, and decommissioning.

Scan this QR code to view the complete list of **scoping requirements** for the VNI West project





Existing conditions

An Aviation Impact Statement (AIS) has been completed, assessing the project based on the relevant areas and requirements.

Aerodromes

The project is located within 30 nautical miles (55.56 kilometres) of the following certified aerodromes:

- Ararat Aerodrome (YARA)
- Birchip Aerodrome (YBIR)
- Donald Aerodrome
- Kerang Aerodrome
- St Arnaud Aerodrome
- Stawell Aerodrome
- Swan Hill Aerodrome
- Wycheproof Aerodrome

Airstrips

The project is located within three nautical miles (5.56 kilometres) of the following known uncertified aerodromes:

- Two private farm airstrips
- Cope Cope Aerodrome (agricultural airstrip)
- Koondrook Aerodrome (agricultural airstrip)
- Meran Park Aerodrome (agricultural airstrip)
- Robins Aviation Airstrip (business agricultural airstrip)

Local input

Engagement is ongoing with the very limited number of landholders identified as having uncertified airstrips near the project easement. Discussions will be informed by the aviation assessment and will focus on whether the VNI West project team needs to assist the landholder with relocation of the airstrip to another area of the property or consider other measures to ensure safety.

Glossary

Certified aerodromes

Certified aerodromes refer to those that are regulated by the Civil Aviation Safety Authority (CASA).

Obstacle limitation surfaces

There are two sets of 'invisible' above ground surfaces around an airport to safeguard its operation. The airspace above each of these surfaces forms an airport's protected airspace, protecting aircraft from obstacles and activities that are a threat to aircraft safety. Any intrusion into the protected airspace affects airport operations. One of the surfaces is Obstacle Limitation Surface (OLS), which is generally the lower of the two surfaces. It is designed to provide protection for aircraft when pilots are flying by sight, known as Visual Flight Rules (VFR).

Source: www.planning.vic.gov.au/guides-and-resources/guides/all-guides/airports/protected-airspace