VNI West

Aviation

Eight certified aerodromes were identified within 30 nautical miles of the Proposed Easement. The assessment found that the Project would not infringe protected surfaces at these aerodromes, with the exception of Kerang Aerodrome, located approximately 5.4 km from the Proposed Easement. At this location, potential interaction relates to Procedures for Air Navigation Services Aircraft Operations (PANS-OPS) instrument procedure surfaces. During construction, temporary use of cranes and other tall plant may intrude into these surfaces. These impacts would be short term and managed through established aviation procedures, including advance notification to aerodrome operators and the use of Notices to Airmen, enabling aircraft to avoid temporary hazards safely.

All EES documents, chapters, technical appendices, and attachments are available to view and download on the VNI West website at **vniwproject.com.au/EES**

EES Chapter 21 and ***Technical Appendix N*** assess the potential effects on aerial safety, with particular consideration of certified aerodromes, agricultural aviation activities, emergency service, and rural airstrip operations. The assessment considered construction, operation and decommissioning phases in accordance with Civil Aviation Safety Regulations 1998 and International Civil Aviation Organisation's Procedures for Air Navigation Services Aircraft Operations.

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Chapter 21: Aviation ↗

Technical Appendix N: Aviation ↗

During operation, permanent transmission infrastructure has the potential to interact with PANS-OPS protected surfaces at Kerang Aerodrome depending on final design outcomes. These impacts would be avoided through detailed design measures, which may include relocation or adjustment of tower locations or heights, refinement of instrument procedures in consultation with aviation stakeholders, or selection of the Tragowel east Proposed Easement option. With these measures implemented, operational impacts at Kerang Aerodrome are expected to be avoided, resulting in low residual impact.

Seven uncertified airstrips were identified within three nautical miles of the Proposed Easement. Of these, Heifer Station Creek and Morrl Morrl airstrips are located in close proximity to the Proposed Easement and may be affected by both construction and operational permanent infrastructure. The primary impacts relate to reduced clearance for safe approach and departure paths. Ongoing consultation with landholders is being undertaken to determine mutually acceptable outcomes, which may include relocation or reorientation of airstrips or the installation of aviation warning markers on transmission infrastructure. Where agreement cannot be reached, residual impacts may be significant for affected operators and will be managed through the land acquisition and compensation framework.

The construction phase may also result in temporary aviation interactions associated with cranes, tall plant exceeding final tower heights, and possible helicopter use. These impacts would be managed through standard aviation safety controls, including notification procedures, stakeholder coordination, and temporary hazard management measures.

Overall, with implementation of PANS-OPS compliant design controls, consultation with aviation stakeholders, and established construction and operational aviation procedures, residual impacts to aviation safety are expected to be low across most of the Project area.

