

liz

From: Airspace Protection
Sent: Tuesday, 30 September 2025 2:58 PM
To: liz
Cc: Tash Korthuis; Karen Callaghan; Airspace Protection
Subject: F23/17554-4 - CASA Assessment Response - Flat Rocks Wind Farm Stage 2 - Wind Monitoring Tower, Shire of Broomehill Tambellup [SEC=OFFICIAL]

OFFICIAL

Good afternoon Liz,

Thank you for notifying CASA with regards to the construction of a Wind Monitoring Tower (WMT) in the Shire of Broomehill Tambellup, approximately 13 km southeast of Kojonup, WA.

From the information provided to CASA and with particular reference to the *Flat Rocks Wind Farm Stage 2 Wind Monitoring Tower- Aviation Impact Assessment (AIA) (Aviation Projects, August 2025)*, CASA is not aware of any civil certified aerodrome in the vicinity of the proposed WMT site for which there would be an Obstacle Limitation Surface (OLS) that would require protection; therefore, it is outside CASA's formal regulatory framework for aerodromes. The nearest identified certified aerodrome is Katanning Airport, approximately 34 km to the northeast of the wind farm project site.

CASA is also unaware of any unregulated aerodrome such as an 'Aeroplane Landing Area' (ALA) which is not published in the Aeronautical Information Publications (AIP) being within 2.5km of the proposed WMT site. Should there be an unregulated aerodrome within 2.5km of the proposed WMT site, the *CASA Advisory Circular 91-02 Guidelines for aeroplanes with MTOW not exceeding 5 700 kg - suitable places to take off and land* enclosed, makes recommendations with regard to enabling the safe take-off and landing of aircraft. Enquiries regarding whether there are any ALA's in close proximity to the proposed WMT site, should be directed to the local council officers.

From the information provided, the structure of the WMT is a guyed mast structure with alternating markings for at least the top third of the mast; and recommended to have marker balls or high visibility flags or high visibility sleeves placed on the upper third of the outside guy wires to assist with its visibility to aircraft. Obstacle marking and lighting information can be found in chapter 8, section 8.110 and chapter 9, division 4 of *Part 139 (Aerodromes) - Manual of Standards*. A copy of these *Manual of Standards* is available from the following link: [Part 139 \(Aerodromes\) Manual of Standards 2019 \(legislation.gov.au\)](https://www.legislation.gov.au/Part139-Aerodromes-Manual-of-Standards-2019).

Given the WMT will be approximately 150 m Above Ground Level (AGL) or approximately 508 m AHD (as indicated in the *Aviation Projects AIA*) and the surrounding land use appearing to be mostly agricultural, CASA recommends that in addition to the above marking, low intensity obstacle lighting is recommended due to the potential for day time low level aerial agricultural flying, and during poor light and/or dusk. Consideration will need to be given to potential community impacts from the obstacle lighting during the hours of darkness.

CASA is aware that Airservices has completed an assessment (WA-WF-065 P2) of this WMT and confirmed no impact to airspace procedures, air traffic control or communications/navigation/surveillance {CNS} facilities.

Kind regards,

Aerodromes Specialist - Geospatial Assessments

Office of Airspace Regulation
Air Navigation, Airspace and Aerodromes Branch
CASA \ Air Navigation, Transformation and Risk Division

Level 13, 720 Bourke St, Melbourne VIC 3008
PO Box 2005, Canberra ACT 2601
www.casa.gov.au