

Memo

To	Paul Rokich	Company	Ramelius Resources
From	Mark Nicholls/Tamar Haviv	Job No.	472L
Date	14/01/2026	Doc No.	045a
Subject	Flood Assessment of Proposed Airstrip Options		

Paul,

Please find outlined below our assessment of the flood conditions at potential airstrip locations for the Lake Rebecca mine operations.

1. INTRODUCTION

An airstrip is proposed to be developed to support the development of mining operations near Lake Rebecca, located approximately 130 km east of Kalgoorlie and about 10 km west of Lake Rebecca. The airstrip is intended to enhance access to the site, facilitating the transport of personnel and supporting mine-related activities.

A number of airstrip locations are being considered by Ramelius. Of the locations being considered, a more detailed flood assessment has been requested for the Option 4 location (which has two sub-options; Option 4-1 and Option 4-2), and Option 5 location (refer Figure 1.1). All three sites are situated near existing drainage lines, potentially subjecting them to flood risk. The provided study footprint areas for Option 4-1 and 4-2 represent an initial nominal study area, measuring 2,500 m in length and 500 m in width. Option 5 is based on a more refined AMS conceptual design and is slightly larger, with dimensions of 2,700 m by 530 m. In practice, Option 4-1 and 402 would look similar to Option 5.

A flood modelling assessment has been completed to evaluate the site's hydrology and to assess the potential inundation risks associated with each proposed location.

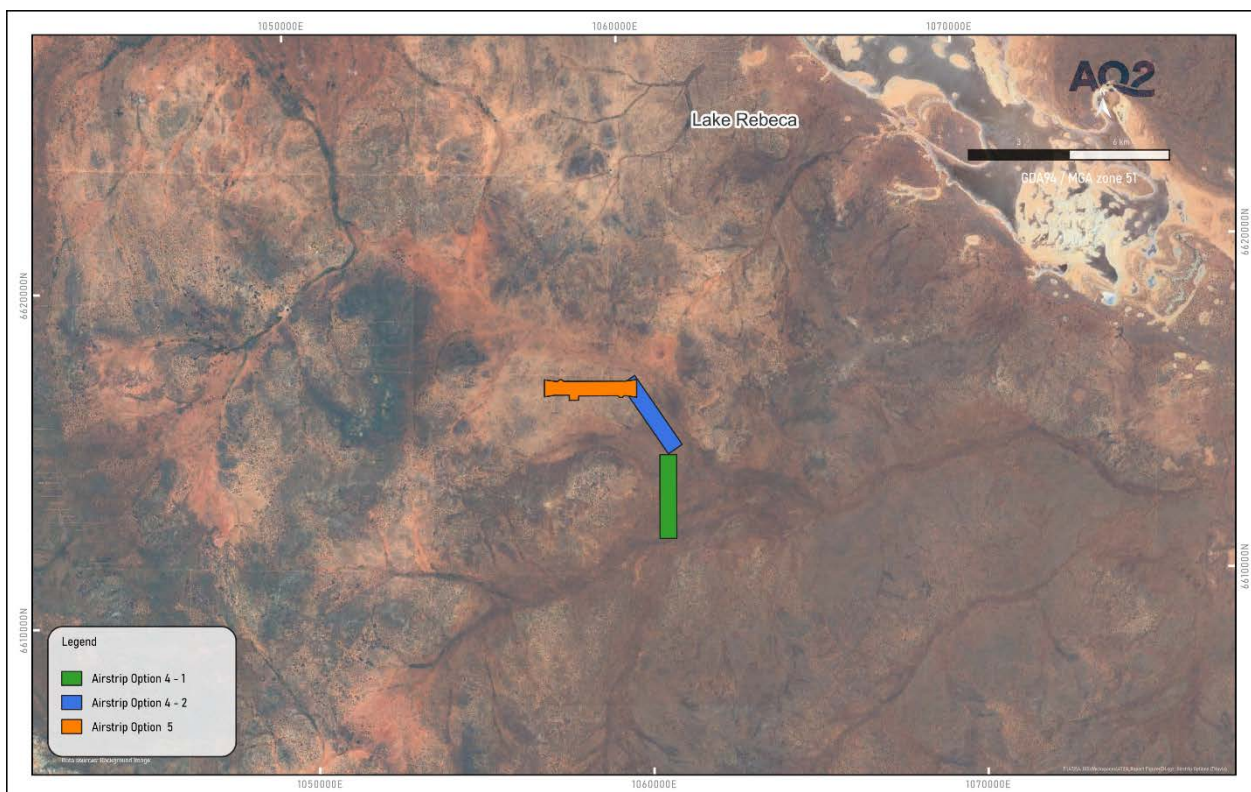


Figure 1.1 Airstrip Location: Options 4-1, 4-2 and 5

2. HYDROLOGY OVERVIEW

2.1 Project Hydrology

The region lies within an arid zone characterised by large dryland creek systems and highly variable hydrological conditions which range from prolonged droughts to episodic flood events. These extremes influence the region's physical, chemical, and biological characteristics.

The Project is located approximately 10 km southwest of Lake Rebecca (refer Figure 2.1), with all three airstrip options sitting within the same sub-catchment which drains into the southern end of Lake Rebecca. All three options are located immediately upstream of the point where several small, poorly defined drainage lines converge before draining to the east towards Lake Rebecca.

For the purposes of this hydrological assessment, a catchment area to a point 6 km downstream of the airstrip options has been defined, which has a total catchment area of approximately 230 km². Within this broader catchment, three sub-catchment areas have been defined: Catchment A (115 km²), Catchment B (20 km²), and Catchment C (96 km²), as shown in Figure 2.2. Catchment C also represents the relevant catchment area simulated in the 2D model discussed further below. Catchments A and B represent simplified inflow catchment areas to the 2D model domain.

The airstrip options are all located within Catchment C.

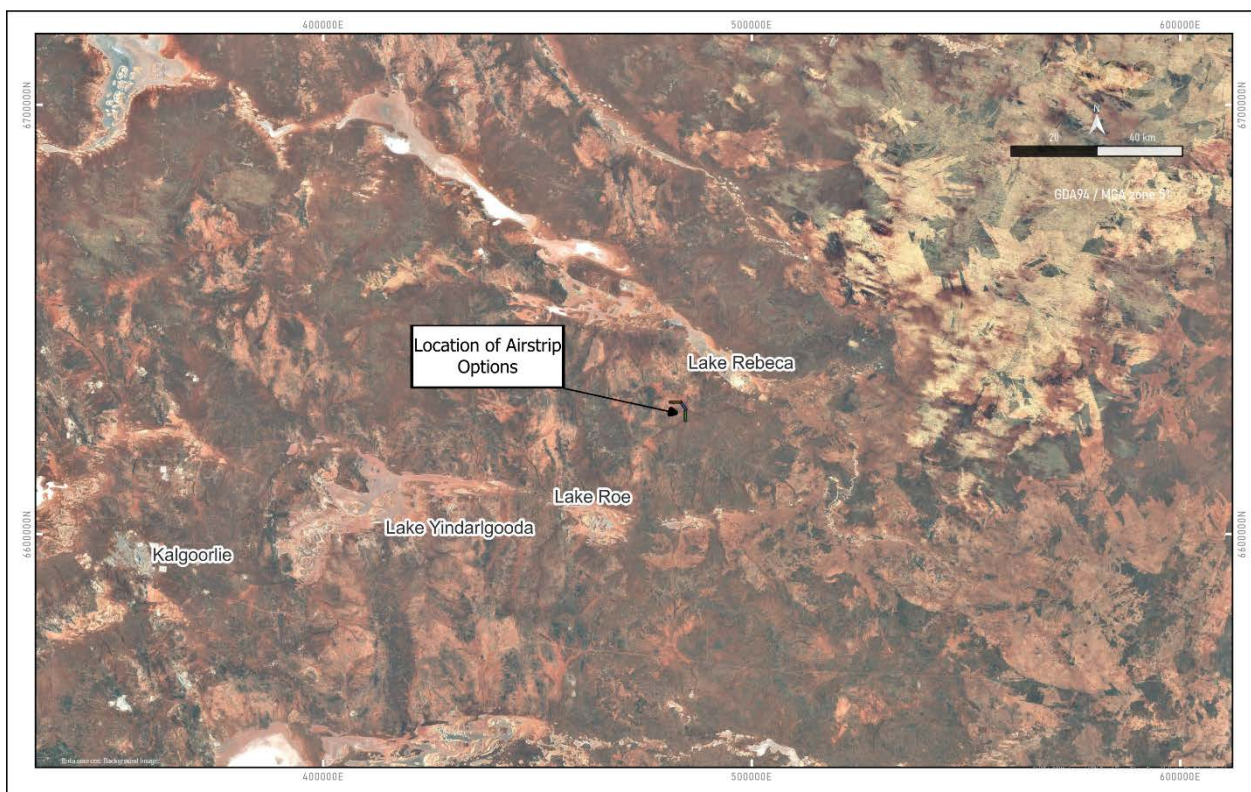


Figure 2.1 Project Location

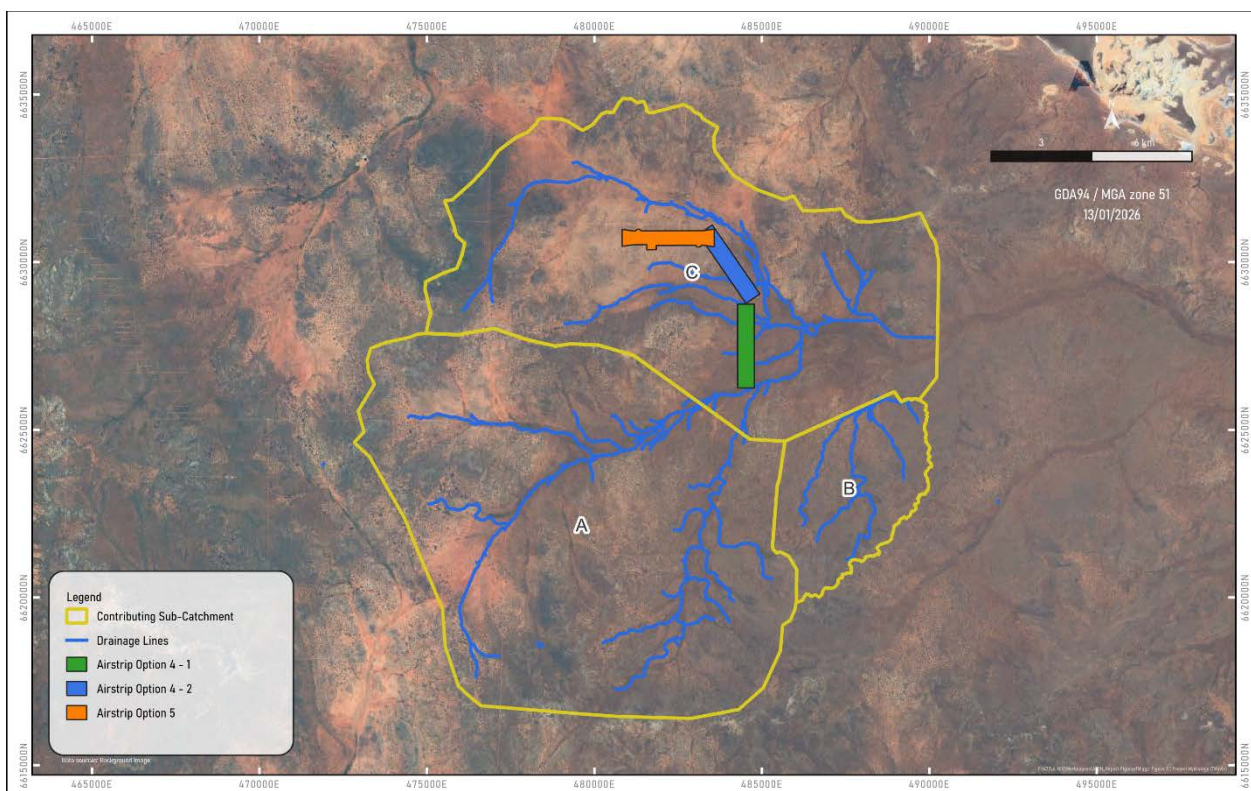


Figure 2.2 Project Hydrology

2.2 Design Rainfall

2.2.1 Probability Terminology

Australian Rainfall and Runoff (ARR) (Ball, et. Al 2019) recommends the use of Annual Exceedance Probability (AEP) defining flood probability, so has been adopted throughout this report. AEP is defined as the probability or likelihood of an event occurring or being exceeded within any given year, usually expressed as a percentage. This terminology supersedes the Annual Recurrence Interval (ARI) terminology adopted in the earlier revision of ARR (Institution of Engineers, Australia 1998). The relationship between ARI and AEP is defined below.

$$AEP = 1 - \exp\left(\frac{-1}{ARI}\right)$$

For example, a 1 in 100 ARI event would occur on average once every 100 years and has a 1% chance of occurring in a particular year (i.e. 1% AEP), while a 1 in 500 ARI event has 0.2% chance of occurring (0.2% AEP).

The likelihood of a flood event exceeding an AEP design criterion over the operational lifetime of the Bombora operation (in the order of 10 years) was calculated. The exceedance probability is computed using the following equation (as per ARR):

$$p = 1 - \exp\left(-\frac{L}{Y}\right)$$

Where:

Y = the return period of a given flood event (ARI)

L = the design life in years

P = the exceedance probability during the design life

2.2.2 Intensity-Frequency-Duration Data

Intensity-Frequency-Duration (IFD) data for the Project area was extracted from the BoM website from the 2016 data sets and is presented in Table 2.1. Note that the sourced IFD data is based on assessing historic rainfall records and ARR recommends additional scaling factors be applied to these numbers to consider the impacts of climate change on current design rainfall events and future design rainfall events.

Table 2.1 IFD Data used for the Project

Duration	63.2%	50%	20%	10%	5%	2%	1%	0.2%
1 hour	11.1	13.3	21.1	27.1	33.5	43.1	51.4	75.4
1.5 hour	12.7	15.2	23.9	30.7	38	48.9	58.2	85.5
2 hour	13.9	16.7	26.1	33.5	41.4	53.3	63.4	93.1
3 hour	15.8	18.9	29.5	37.7	46.6	59.9	71.3	105
4.5 hour	18	21.4	33.2	42.4	52.4	67.3	80.1	118
6 hour	19.6	23.3	36.2	45.1	56.9	73.1	87	128
9 hour	22	26.2	40.6	51.8	64.1	82.2	97.9	144
12 hour	23.8	28.3	44	56.3	69.7	89.5	107	157
18 hour	26.4	31.4	49.1	63	78.3	101	120	176
24 hour	28.2	33.6	52.7	68	85	110	131	192

2.2.3 Probable Maximum Precipitation (PMP)

As part of this study, an assessment has been undertaken to evaluate the potential flood risk associated with a Probable Maximum Precipitation (PMP) event. Given the relatively small size of the catchments impacting the proposed airstrip locations, a 6-hour storm duration was adopted for the PMP assessment, based on hydrological analysis of the catchment's response characteristics.

The Bureau of Meteorology (BoM) provides a number of region-specific methods to estimate PMP rainfall depths, depending on storm duration and geographic location. For this assessment, the Generalised Short-Duration Method (GSDM) was used.

The GSDM provides point PMP estimates that were applied to the study catchments and adjusted to account for areal reduction, consistent with BoM guidelines. The resulting rainfall depths are considered suitable for representing an upper-bound rainfall scenario for flood modelling purposes.

In the GSDM, the point rainfall depth for a smooth catchment was determined to be 900 mm for a 6-hour rainfall event. This value was then spatially adjusted and scaled according to the relevant catchment area.

To assess the site's hydrology and determine the extent, depth, and velocity of flooding around the proposed airstrip options, a 2D flood model was developed. The 2D flood model was prepared using rain-on-grid runoff estimation techniques over the model domain (which covered Catchment C) and hydrological modelling of Catchments A and B to estimate inflow hydrographs to the 2D model domain.

2.3 Hydrological Modelling

A RORB hydrology model was created for Catchment A and Catchment B to estimate design flow hydrographs generated by these catchments for the 1% AEP, 0.2% AEP and PMP rainfall events. Flow hydrographs from the RORB models at the selected locations were used as inputs at the boundary of the 2D models (Figure 2.3) which were developed. A summary of the inputs to the RORB model is as follows:

- As per the latest ARR guidance, the design IFD rainfall depths were increased by a factor of 24% to account for the impact of climate change on rainfall depths. No factors were applied to the PMP rainfall depth to account for climate change (for 2080 projected climate using medium RCP4.5 model prediction).
- Kc was calculated using regional methods for the arid interior. The Kc values for Catchment A is 6.37, Kc value for Catchment B is 3.55.
- The design hydrographs were chosen according to the ARR 2019 guidelines.
- The RORB model adopted the following:
 - 1% AEP runoff coefficient 45%
 - 0.2% AEP runoff coefficient is 50%
 - PMP - Continuing Loss 3mm/hr (based on guidance from ARR 2019 Guidelines, Book 8 Section 4.3.4.3).
- These runoff coefficients include an allowance for a 10% increase in rainfall losses due to the impact of climate change on soil moisture conditions, as recommended by ARR (for projected climate in 2080 period assuming Medium RCP4.5 scenario). No changes to the rainfall losses to account for climate change were made to the PMP assessment.
- The RORB model design flow rates were compared to estimates from regional methods (Flavell's RFFE) and were found to equivalent to the regional estimates.

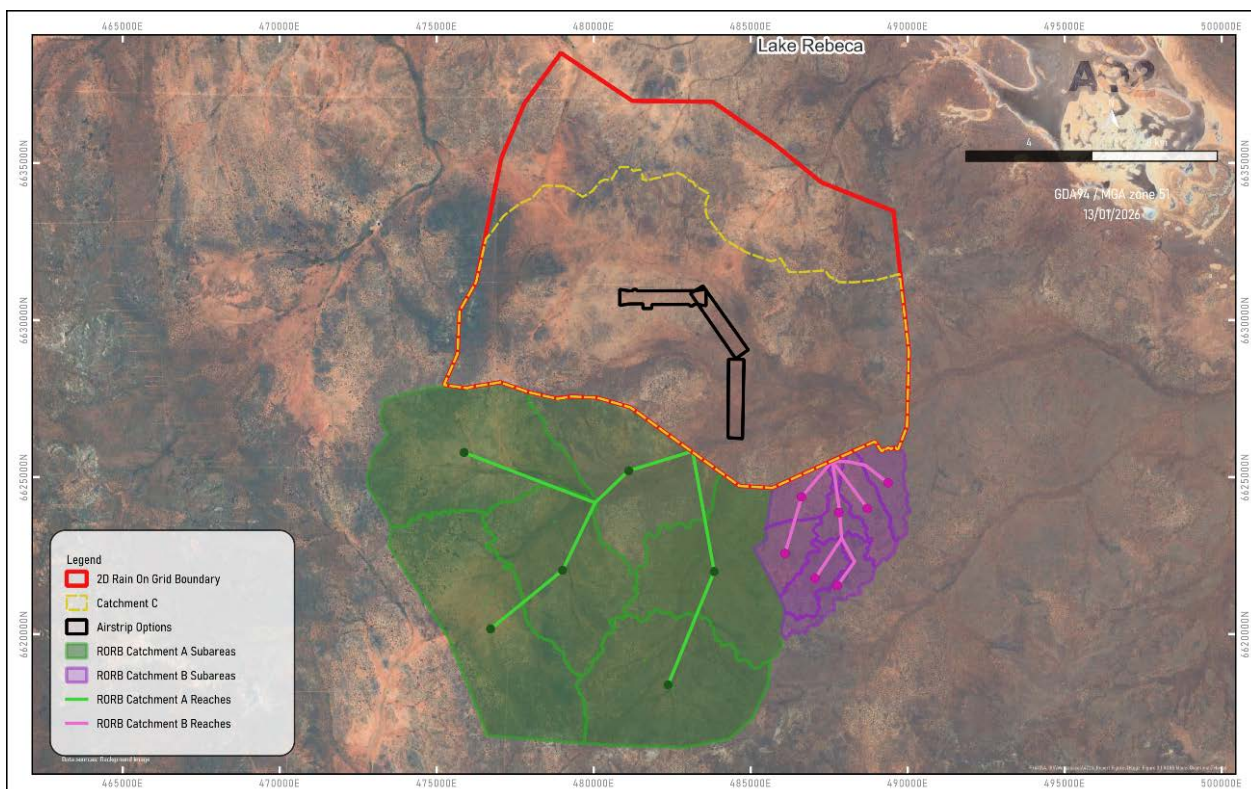


Figure 2.3 Hydrological Modelling Overview

2.4 Flood Model- Setup

The predicted flooding within the Project area was simulated by creating a 2D flood model using the Hydrologic Engineering Centre's River Analysis System (HEC-RAS) Version 6.7 Beta 2 (USACE2025). The 2D model was developed to predict inundation extents resulting from the 1% AEP, 0.2% AEP, and PMP rainfall events.

The terrain used in the 2D model was 1 m LIDAR elevation data provided to AQ2 by Ramelius Resources on 26 February 2025. Figure 2.4. shows the provided terrain data extents and the 2D model domain applied.

The general 2D model build details are as (with a model setup shown spatially in Figure 2.4):

- A computation mesh spacing 100 m x 100 m was applied to the 2D flow area.
- Separate 2D flood models were created for Pre-Development, Option 4-1, Option 4-2 and Option 5 development scenarios. A Manning's roughness coefficient of 0.06 was adopted across the model domain as a representative/ average roughness coefficient across the full model domain.
- Two inflow boundary conditions (for Catchments A and B) using the inflow hydrograph derived from the RORB models.
- An outflow boundary condition was applied around the 2D model extent.
- A rain-on-grid hyetograph was applied across the 2D model domain, representing rainfall excess, with rainfall losses removed prior to application.
 - For the 1% AEP and 0.2% AEP events, a nested frequency storm was used, incorporating storm depths from multiple durations up to a 6-hour event. Rainfall losses were applied to the storm files for each storm event such that the applied data reflects rainfall excess to the model surface.
 - For the PMF model run, the 6-hour GDSM rainfall design hyetograph was used.
- An adaptive time step was assigned using a maximum Courant Number of 1.0.

- A 36-hour simulation period was applied to the model to allow sufficient time for runoff to travel from the upstream catchments to the downstream areas at peak depths.

During the review of the LiDAR data provided by the client, it was observed that some parts of LIDAR dataset appear to have north/south orientated striping, which may relate to stitching LIDAR transects together. This results in minor inconsistencies in elevation between adjacent strips. This can be observed in the flood model results but is unlikely to have a significant impact on the findings of this study.

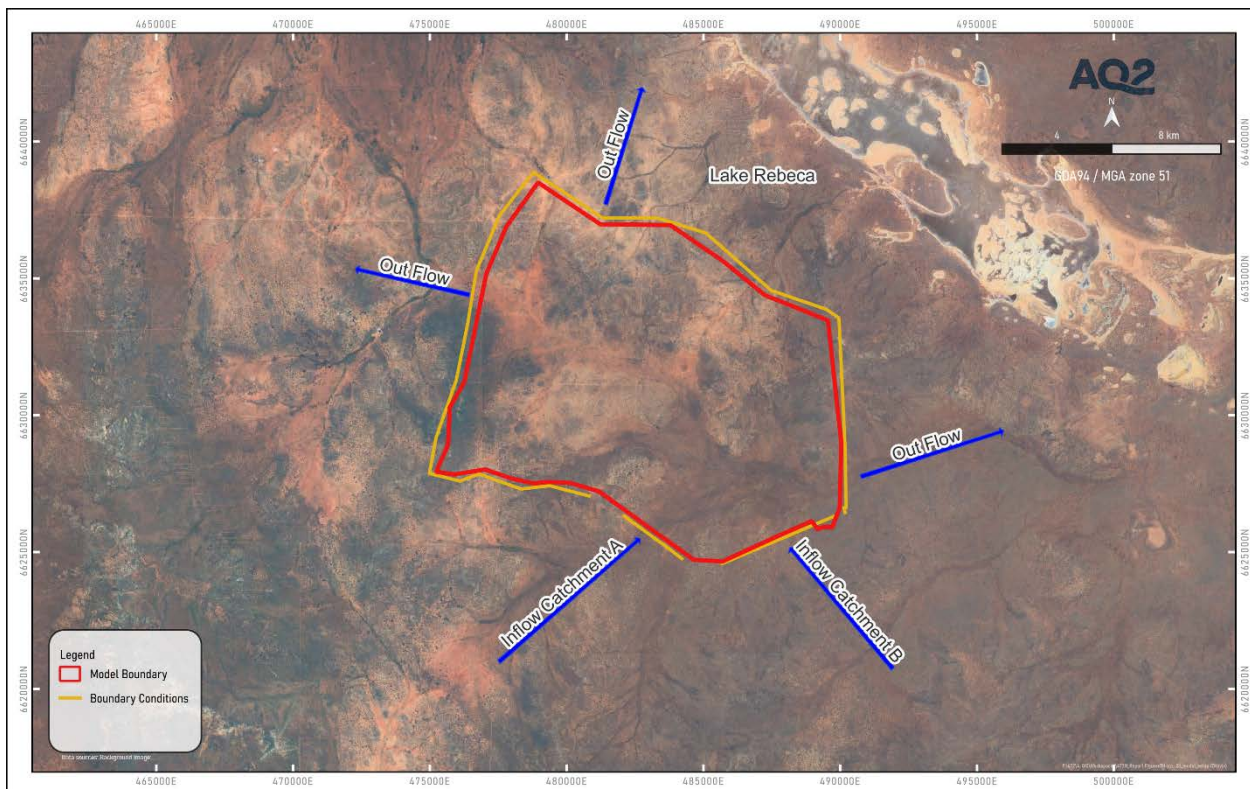


Figure 2.4 2D Model Setup

2.5 Pre-Development Scenario Results

A pre-development flood model was developed to represent the existing conditions of the site, without any modifications to the terrain (i.e., without incorporating the proposed airstrip locations). The results of this model are presented in Appendix A and can be reviewed to assess whether alternative locations or airstrip orientations could be considered.

2.6 Developed Scenario Results

Separate flood models were developed for airstrip Option 4-1, Option 4-2 and Option 5 for both the 1% AEP and the 0.2% AEP (Figure 2.5, Figure 2.7 and Figure 2.9). The purpose is to evaluate the extent and depth of inundation around the proposed airstrip's footprint if the construction of the airstrip blocks any drainage paths from traversing the airstrip footprint. This was simulated in the 2D flood model by lifting the terrain within the airstrip footprint significantly higher than the surrounding terrain to block the drainage paths. These flood depths will assist Ramelius to compare the flood protection requirements for each location.

The flood model does not simulate any diversion drains which could be excavated around the perimeter of the airstrip to reduce the buildup of water on the upstream side of the airstrip footprints.

2.6.1 Airstrip Option 4-1

The results of the flood modelling, which includes the proposed airstrip, indicate that the airstrip obstructs natural drainage paths, leading to ponding along the western edge of airstrip. Figure 2.5 compares the flood depth results for the 1% AEP and 0.2% AEP rainfall events and Figure 2.6 shows a comparison of the water surface elevations of the three storm events (1%, 0.2% and PMP) around the airstrip. Flood mapping across the full model domain for all three events, plus mapping of predicted flow velocities, is shown in Appendix B.

The following observations are made in relation to the flood model predictions:

- 1% AEP Event:
 - The maximum flood depth along the airstrip perimeter is predicted to be 2.0 m on the western boundary. This relates to an approximate flood level on the western side of the airstrip of 359.7 mRL.
 - Around the perimeter of the airstrip, there is predicted to be:
 - 1300 m length where flood depths are between 0.1 and 0.5 m.
 - 1500 m length where flood depths are between 0.5 m and 1.0 m.
 - 1500 m length where flood depths exceed 1.0 m
 - Flow velocities are low along the western edge of the airstrip, indicating water ponding along the boundary. Drainage channels around the northwest and/or southwest corner of the airstrip may reduce ponding in this location.
 - Higher velocities occur at the northern and southern edges of the airstrip, where runoff from the catchments to the west drains around the airstrip footprint. These velocities reach up to 0.75 m/s.
- 0.2% AEP Event:
 - The maximum flood depths along the airstrip perimeter are predicted to reach up to is 2.4 m on the western boundary. This relates to an approximate flood level on the western side of the airstrip of 360.0 mRL.
 - Around the perimeter of the airstrip, there is predicted to be:
 - 1500 m length where flood depths are between 0.1 m and 1.0 m.
 - 1000 m length where flood depths are between 1.0 and 2.0 m.
 - 1000 m length where flood depths are greater than 2.0 m.
 - Along the northern and southern boundaries of the airstrip footprint velocities reach just below 1.0 m/s.
- PMP Event:
 - The maximum flood depths along the airstrip perimeter are predicted to reach up to 2.7 m on the western boundary. This relates to a flood level on the western side of the airstrip of approximately 360.3 mRL.

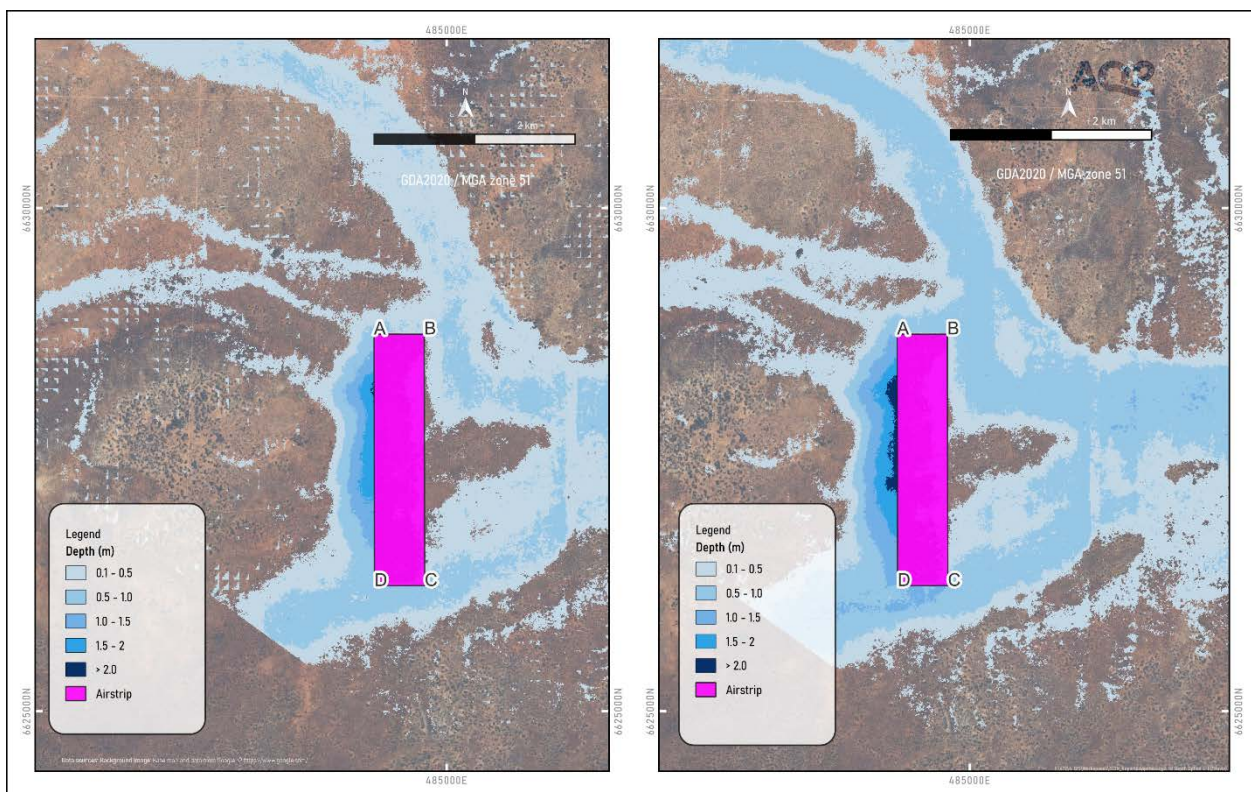


Figure 2.5 Option 4-1: 1% AEP (Left) and 0.2% AEP (Right) Flood Depth Maps

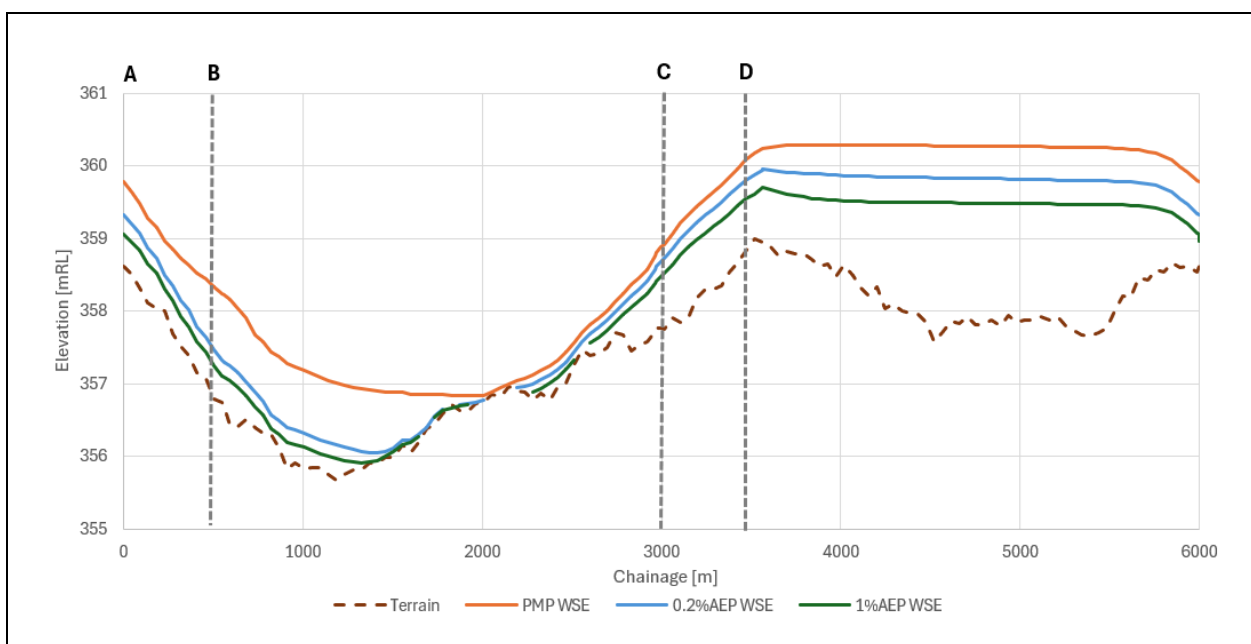


Figure 2.6 Option 4-1: Comparison of Predicted Flood Levels

2.6.2 Airstrip Option 4-2

Figure 2.7 compares the flood depth results for the 1% AEP and 0.2% AEP rainfall events for Airstrip Option 4-2 and Figure 2.8 shows a comparison of the water surface elevations of the three storm events (1%, 0.2% and PMP) around the airstrip. Flood mapping across the full model domain for all three events (1%, 0.2%

and PMP), plus mapping of predicted flow velocities, is shown in Appendix C. The following observations are made in relation to the flood model predictions:

- **1% AEP Event:**
 - Flood prone areas are typically around the southern part of the airstrip perimeter.
 - The flood depths along the airstrip perimeter are predicted to reach up to 0.5 m.
 - Around the perimeter of the airstrip, there is predicted to be:
 - 1400 m length where flood depths are between 0.1 m and 0.25 m.
 - 600 m length where flood depths exceed 0.25 m.
 - Flood velocities around the airstrip perimeter up to 0.5 m/s are predicted to occur.
- **0.2% AEP Event:**
 - Flood prone areas are typically around the southern part of the airstrip perimeter
 - The flood depths along the airstrip perimeter are predicted to reach up to 0.8 m.
 - Around the perimeter of the airstrip, there is predicted to be:
 - 3800 m length where flood depths are between 0.1 m and 0.5 m.
 - 400 m length where flood depths exceed 0.5 m.
 - Flood velocities around the airstrip perimeter up to 0.7 m/s.
- **PMP event:**
 - The maximum flood depths along the airstrip perimeter are predicted to reach up to 1.70 m.

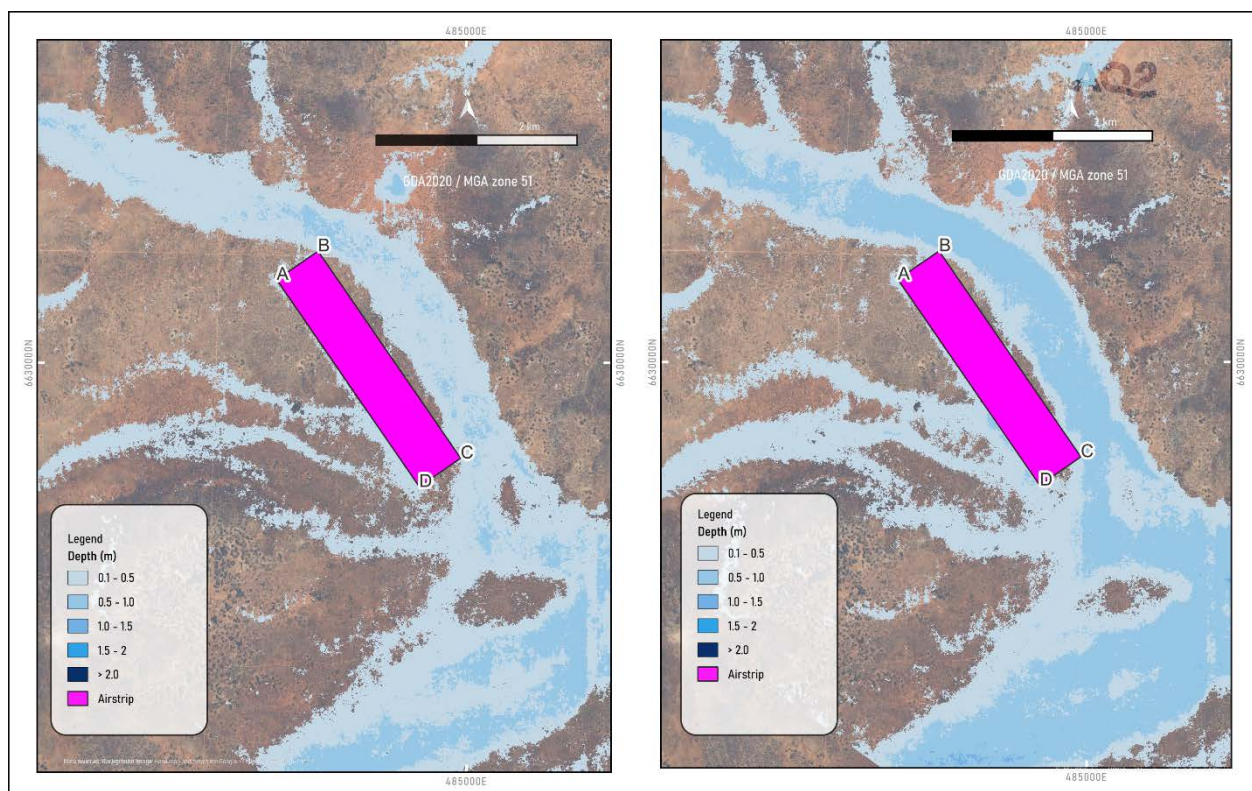


Figure 2.7 Option 4-2: 1% AEP (Left) and 0.2% AEP (Right) Flood Depth Maps

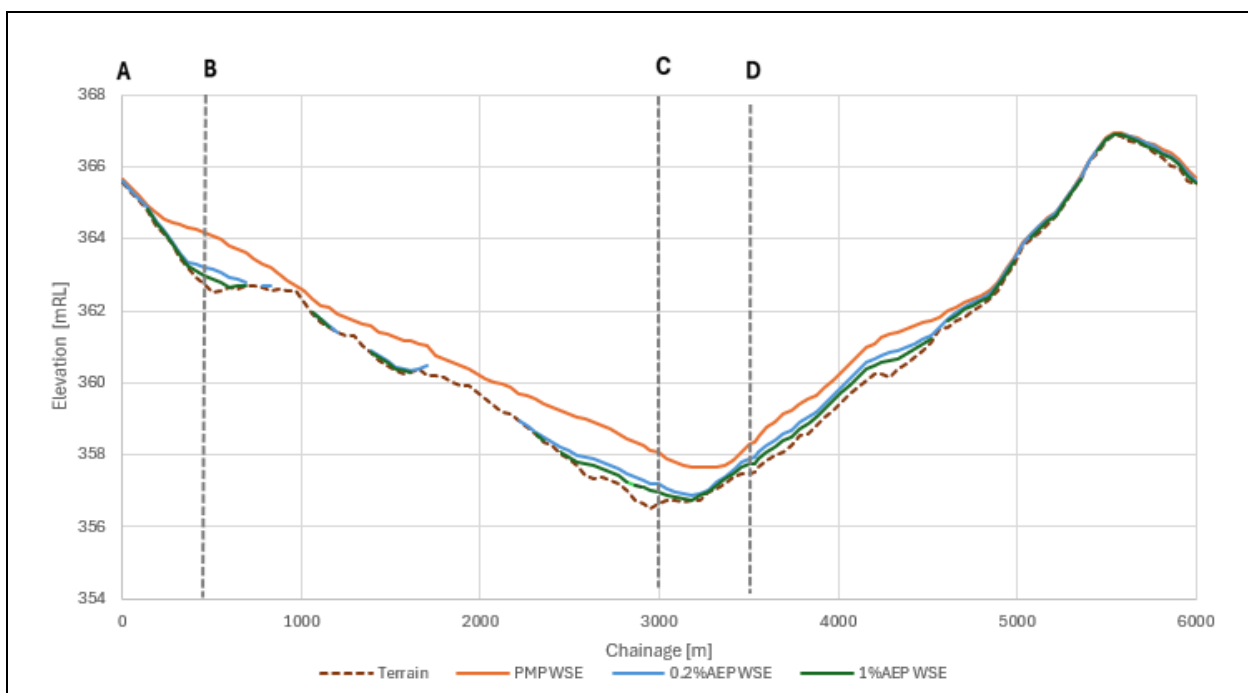


Figure 2.8 Option 4-2: Comparison of Predicted Flood Levels

2.6.3 Airstrip Option 5

The flood modelling results for Airstrip Option 5 indicate that the proposed airstrip does not encroach on natural drainage paths during the 1% AEP and 0.2% AEP events. There is some ponding around the airstrip perimeter from runoff from small, localised catchments. However, the airstrip is located relatively close to a drainage channel at its north-eastern corner. During the PMP event, the modelling indicates that the north-eastern corner of the airstrip encroaches into this drainage channel at the north-eastern corner.

A comparison of flood depths for the 1% AEP and 0.2% AEP events is presented in Figure 2.9 while a comparison of the water surface elevations for the 1% AEP, 0.2% AEP and PMP events around the perimeter of the airstrip is shown in Figure 2.10.

Flood mapping across the full model domain for all three rainfall events, along with predicted flow velocity mapping, is provided in Appendix D. The following observations are made in relation to the flood model predictions:

- 1% AEP Event:
 - The maximum flood depth along with the airstrip perimeter is predicted to be 0.3 m - 0.9 m on the western boundary, where runoff from a small, localised catchment located to the west of the airstrip ponds. The predicted ponding level is estimated to be 375.1 mRL.
 - There is predicted to be, along the southern boundary (about 600 m) where flood depth range between 0.3 m and 0.6 m.
 - No significant ponding predicted around the remainder of the airstrip perimeter; however, isolated sections may experience minor ponding. Flood velocities around the airstrip perimeter are generally low, up to 0.4 m/s.

- 0.2% AEP Event:
 - The maximum flood depths along the airstrip perimeter are predicted to reach up to 1.0 m on the western boundary, where runoff from a small, localised catchment located to the west of the airstrip ponds. Around the perimeter of the airstrip, there is predicted to be:
 - 1600 m length, along the southern boundary where flood depths range between 0.3 m and 0.7 m.
 - Flood depths between 0.3 m and 1.0 m on the western edge of the airstrip.
 - No significant ponding across the remainder of the airstrip perimeter.
 - Along the western perimeter of the airstrip footprint, the maximum velocities reach 0.4 m/s.
 - PMP Event.
 - The maximum flood depth along the airstrip perimeter is predicted to reach up to 1.3 m, along the western perimeter of the airstrip, where water would pond against the embankment. Water spills from the ponding location to the north, resulting in a flow velocity in the order of 0.8 m/s.
 - In the northeast corner of the airstrip, the airstrip encroaches on the predicted drainage channel flood plain. In this location, the maximum flood depth is predicted to reach 0.8 m, and the maximum flood velocity is predicted to be in the order of 0.9 m/s.

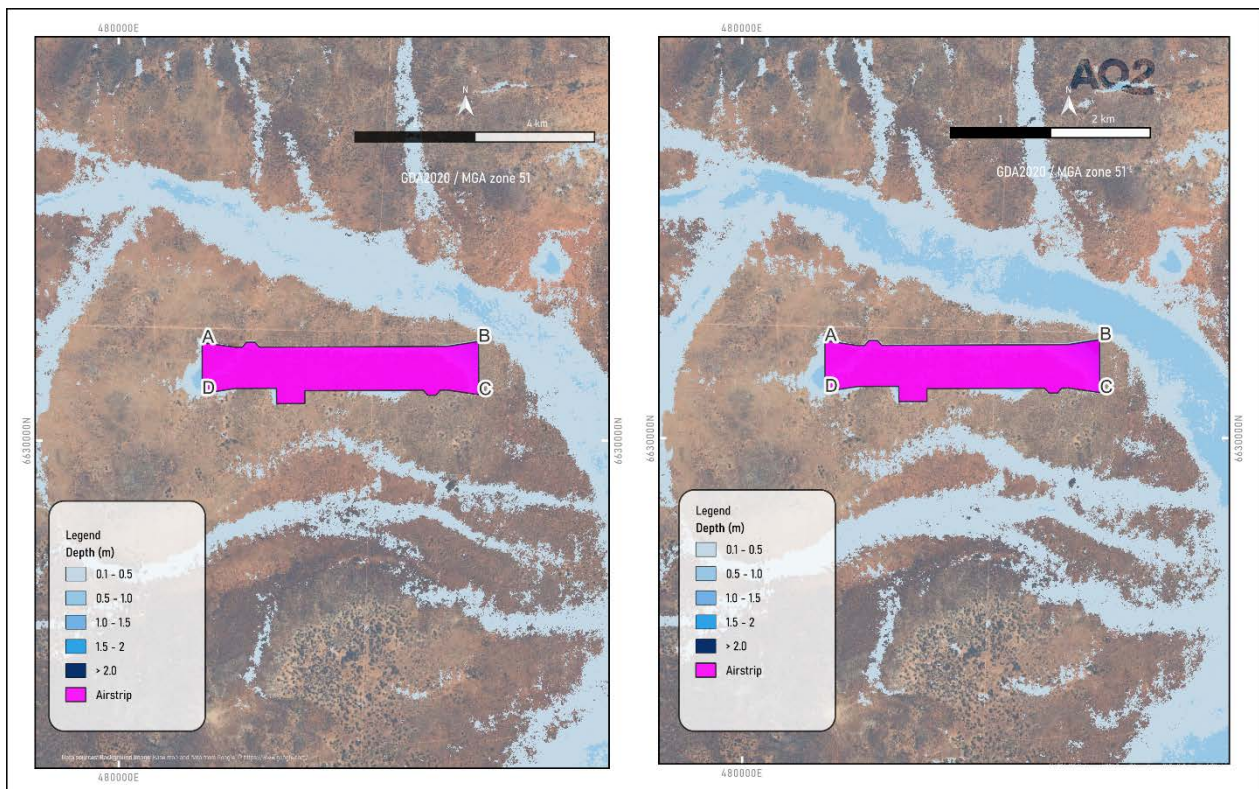


Figure 2.9 Option 5: 1% AEP (Left) and 0.2% AEP (Right) Flood Depth Maps

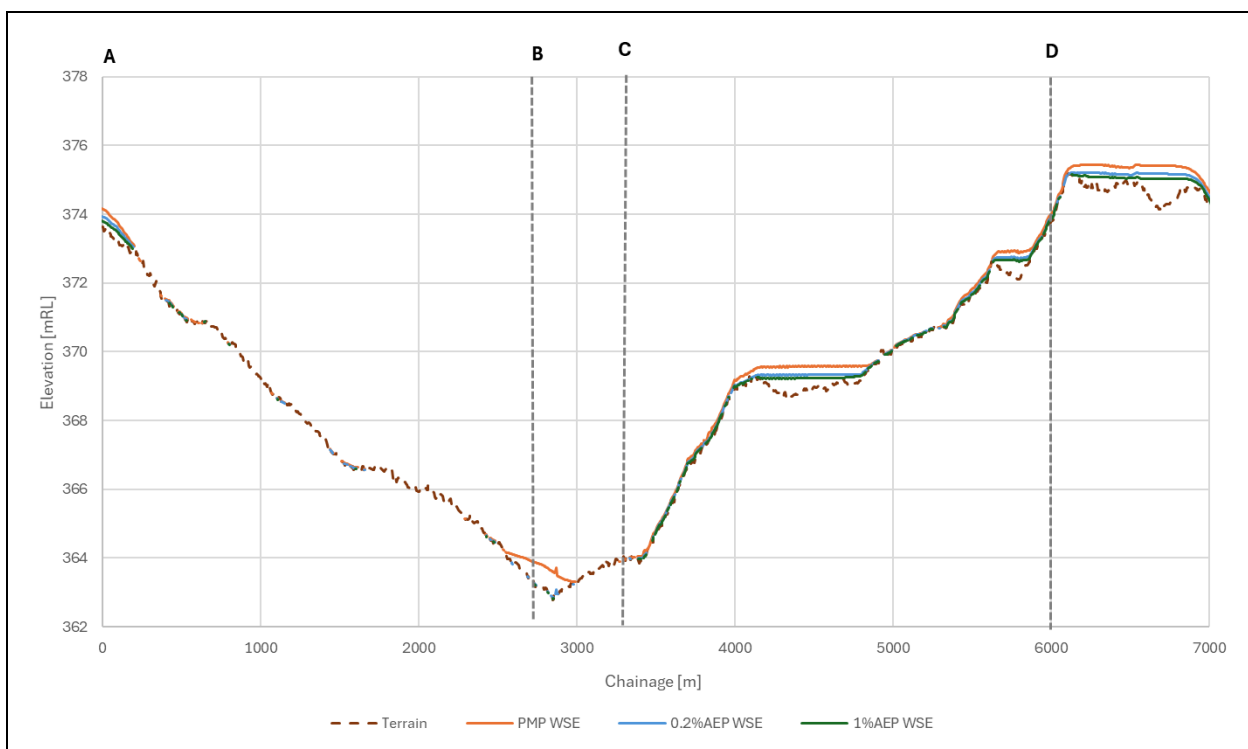


Figure 2.10 Option 5: Comparison of Predicted Flood Levels

3. SUMMARY

Flood model results indicate that both Airstrip Option 4-1 and Airstrip Option 4-2 are situated within or adjacent to drainage lines, which may convey concentrated sheet flow. Option 5 typically avoids defined drainage lines, with the northeast corner encroaching into the PMF flood plain of a drainage line.

Airstrip Option 4-1 appears to have a much larger flood risk in comparison to Option 4-2 and Option 5. The maximum flood depth around the perimeter of the Option 4-1 airstrip reaches approximately 1.95 m during the 1% AEP event 2.4 m in the 0.2% AEP event and 2.7 m in the PMP. A significant portion of the airstrip will likely require flood protection measures (such as a levee or raised earth pad), which can manage more than 1 m of flood depth in the 1% AEP design event, and more than 2 m in the 0.2% AEP design event.

Airstrip Option 4-2 experiences considerably less flooding compared to Option 4-1 and Option 5. For the 1% AEP event, the flood impact is minimal, with no significant ponding observed. The 0.2% AEP model predictions indicate that the maximum flood depth reaches 0.8 m, with approximately 3,800 m of the airstrip perimeter subject to flood depths of less than 0.5 m.

For Airstrip Option 5, low ponding depths are predicted to occur along the parts of the southern and western perimeters, reaching approximately 0.6 m and 0.9 m, respectively, during the 1% AEP event, and 0.7 m and 1.0 m during the 0.2% AEP event. **Ponding in these areas could be avoided by constructing minor drainage measures to maintain positive drainage around the perimeter.** In the PMP event, the airstrip encroaches on the drainage channel, with the flood depth reaching 0.8 m and higher flood velocities of 0.9 m/s are predicted to occur. The maximum flood depth occurs along the western perimeter of the airstrip and is predicted to be 1.3 m in the PMP event. Flood mitigation measures and erosion control measures may be required in this area.

We trust that this memo meets your current requirements. Please contact us should you require additional information.

Regards,

Tamar Haviv

Water Resources Engineer

Mark Nicholls

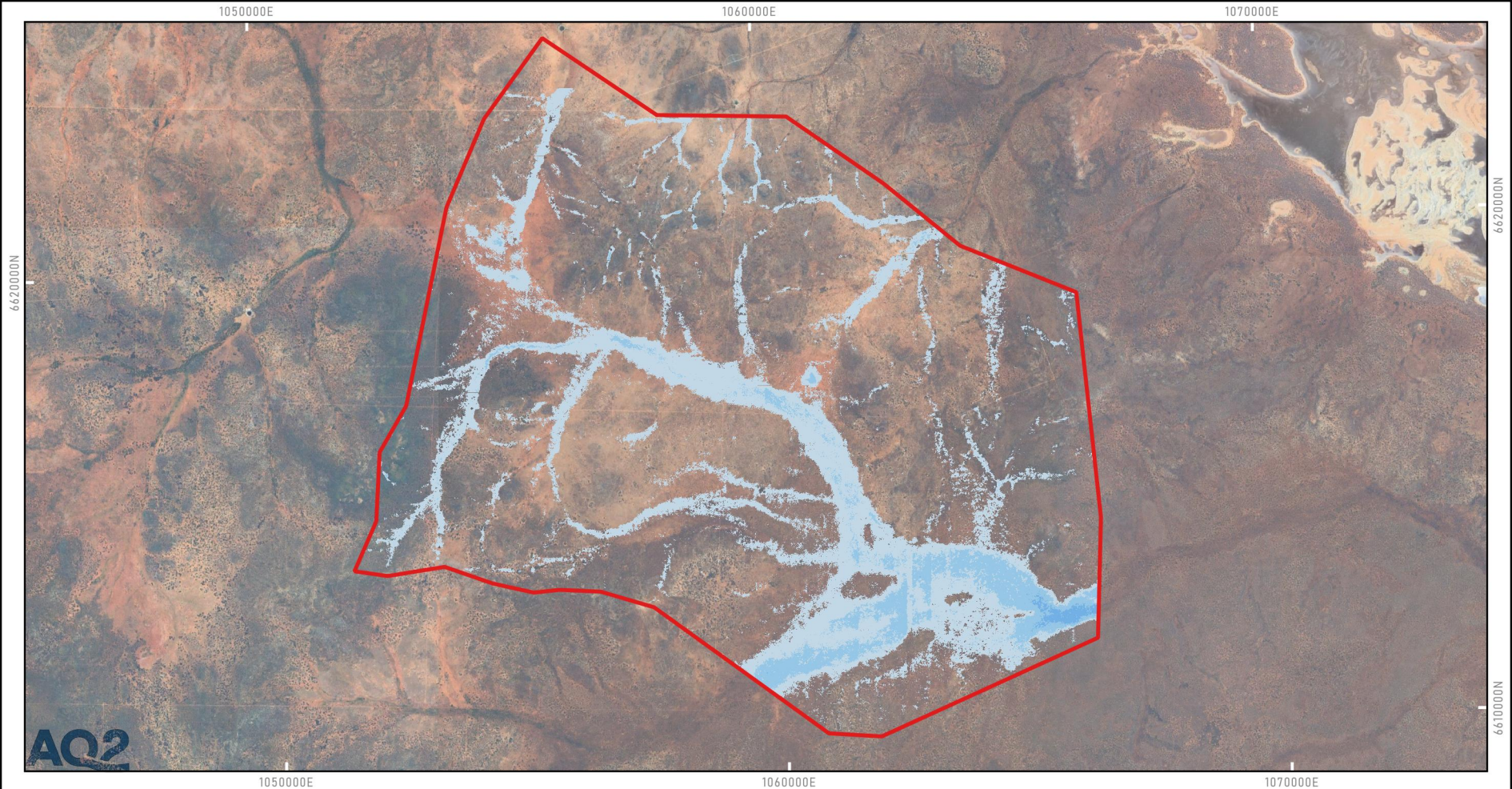
Consulting Water Resources Engineer

Author: TH (14/01/2026)
Checked: MN (14/01/2026)
Reviewed: MN (14/01/2026)

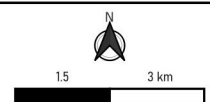
Attached:

Appendix A Pre-Development Scenario: Flood Depth and Velocity Maps
Appendix B Airstrip Option 4-1: Flood Depth and Velocity Maps
Appendix C Airstrip Option 4-2: Flood Depth and Velocity Maps
Appendix D Airstrip Option 5: Flood Depth and Velocity Maps

APPENDIX A
PRE DEVELOPMENT SCENARIO
FLOOD DEPTH AND VELOCITY MAPS



AQ2



GDA2020 / MGA zone 51

23/05/2025

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

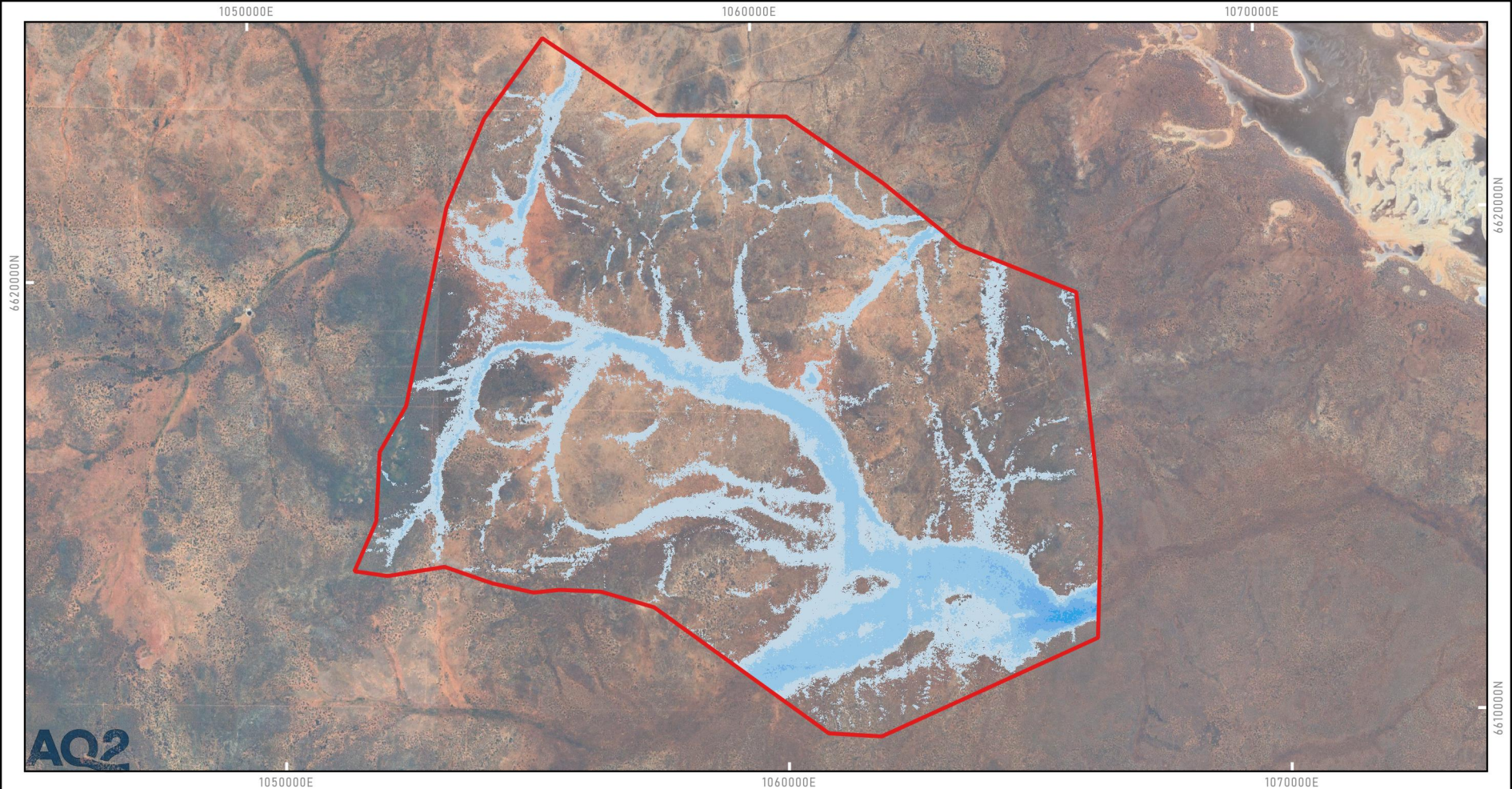
2D Model Boundary

NOTE: Flood depths less than 0.1m are not shown

AQ2

Appendix A1
Pre Development Scenario
1% AEP Flood Depth

F:\A\7314_8258\workspace\A7314_Report.aprx: A1 Pre Development 1% Depth (1.mxd)



Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

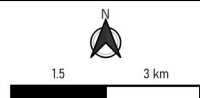
1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

NOTE: Flood depths less than 0.1m are not shown



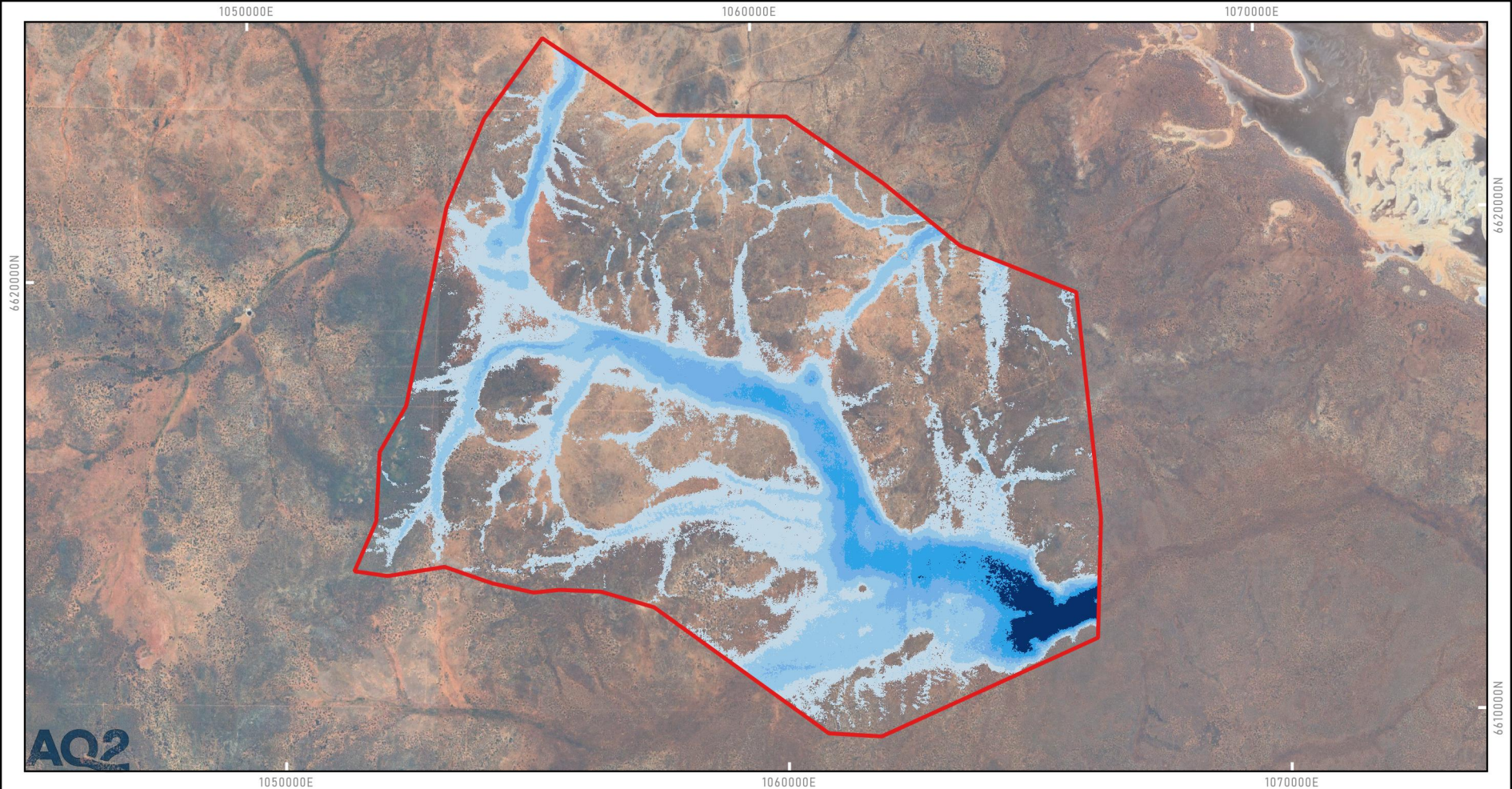
GDA2020 / MGA zone 51

23/05/2025

AQ2

Appendix A2
Pre Development Scenario
0.2% AEP Flood Depth

F:\A\7314_8058\workspace\A2\Report app: A2 Pre Development 0.2% Depth (1.mxd)



Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

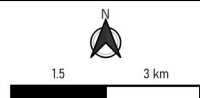
1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

NOTE: Flood depths less than 0.1m are not shown



GDA2020 / MGA zone 51

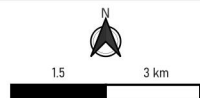
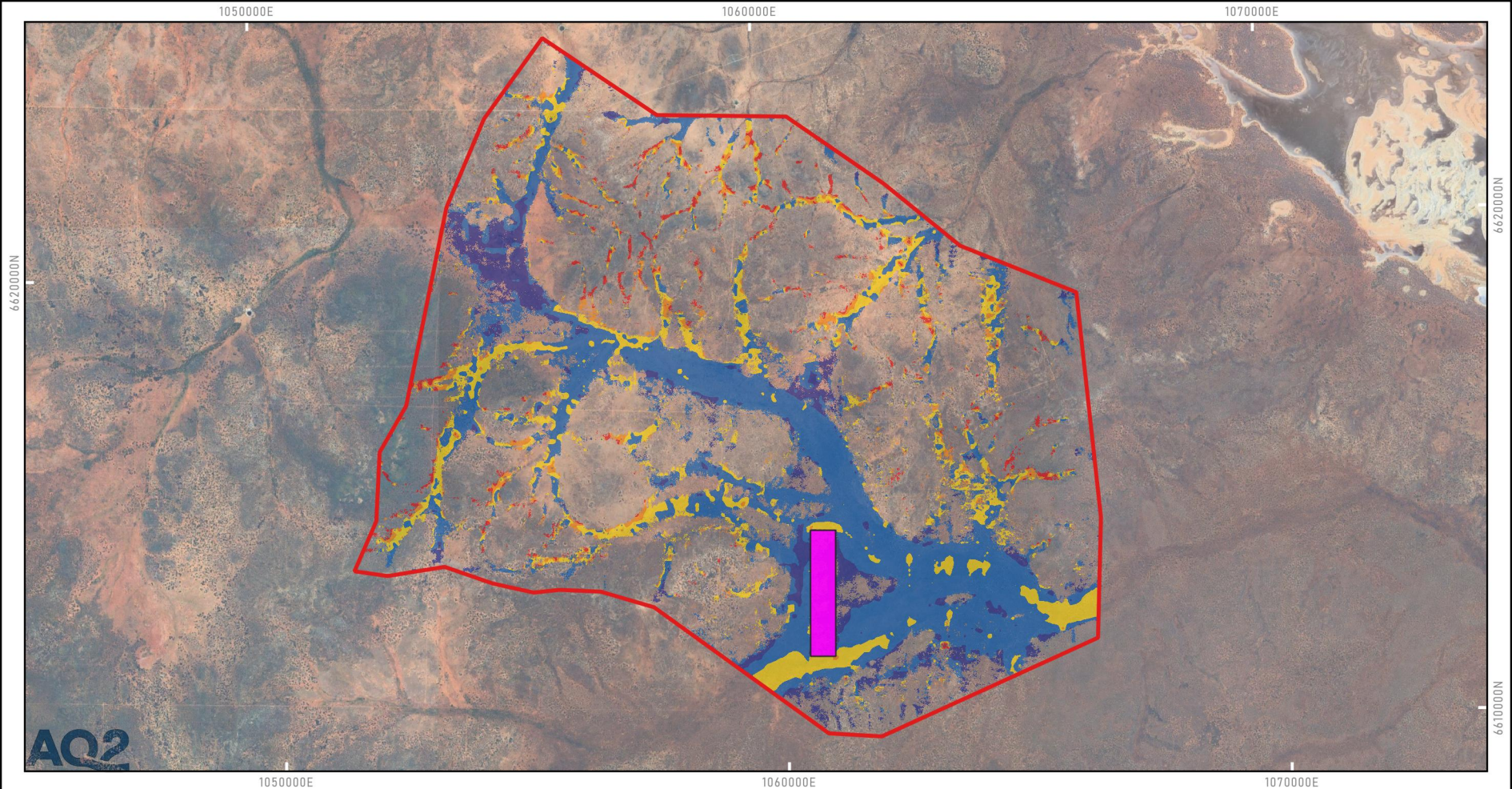
23/05/2025

AQ2

Appendix A3
Pre Development Scenario
PMP Flood Depth

F:\A\7314_8258\workspace\A3_2_Report.aprx: A3 Pre Development PMP Depth (Threat)

APPENDIX B
AIRSTRIP OPTION 4-1
FLOOD DEPTH AND VELOCITY MAPS



GDA2020 / MGA zone 51

22/05/2025

Legend

Flood Velocity (m/s)

≤ 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 2.00

> 2.00

2D Model Boundary

Airstrip Site 4 - Option 1

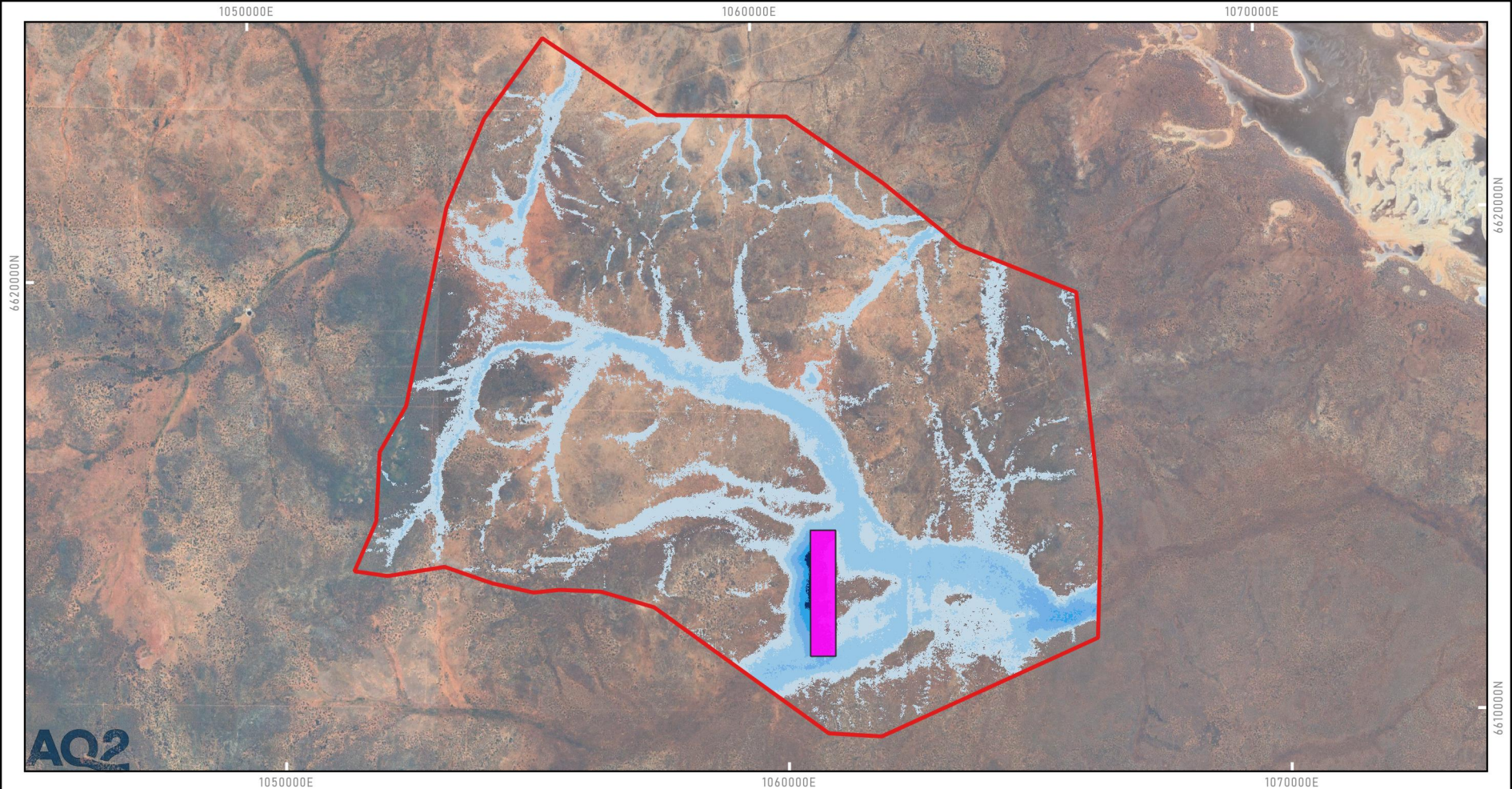
AQ2

Appendix B2

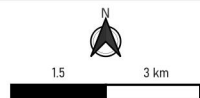
Airstrip Site 4 - Option 1

1% AEP Flood Velocity

F:\4734_8258\workspace\4734_Report\app_B2_Development\1% Velocity (1km).tif



AQ2



GDA2020 / MGA zone 51

23/05/2025

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

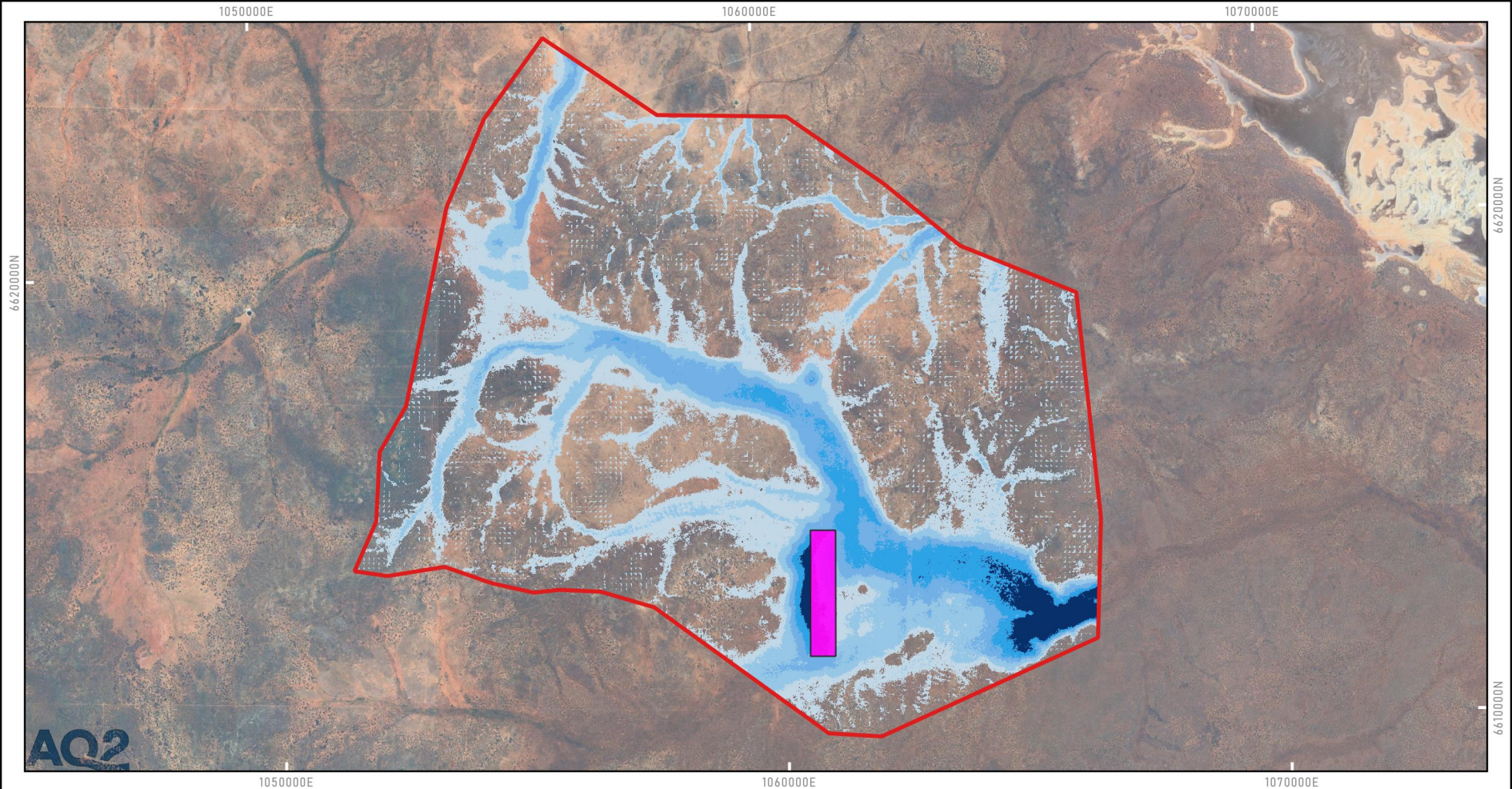
Airstrip Site 4 - Option 1

NOTE: Flood depths less than 0.1m are not shown

AQ2

Appendix B3
Airstrip Site 4 - Option 1
0.2% AEP Flood Depth

F:\A7314_8058\workspace\A7314_Report\app B3 - Development 0.2% Depth (Final).indd 19



Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

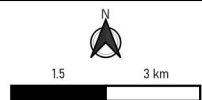
1.5 - 2

> 2.0

2D Model Boundary

Airstrip Site 4 - Option 1

NOTE: Flood depths less than 0.1m are not shown



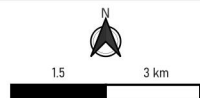
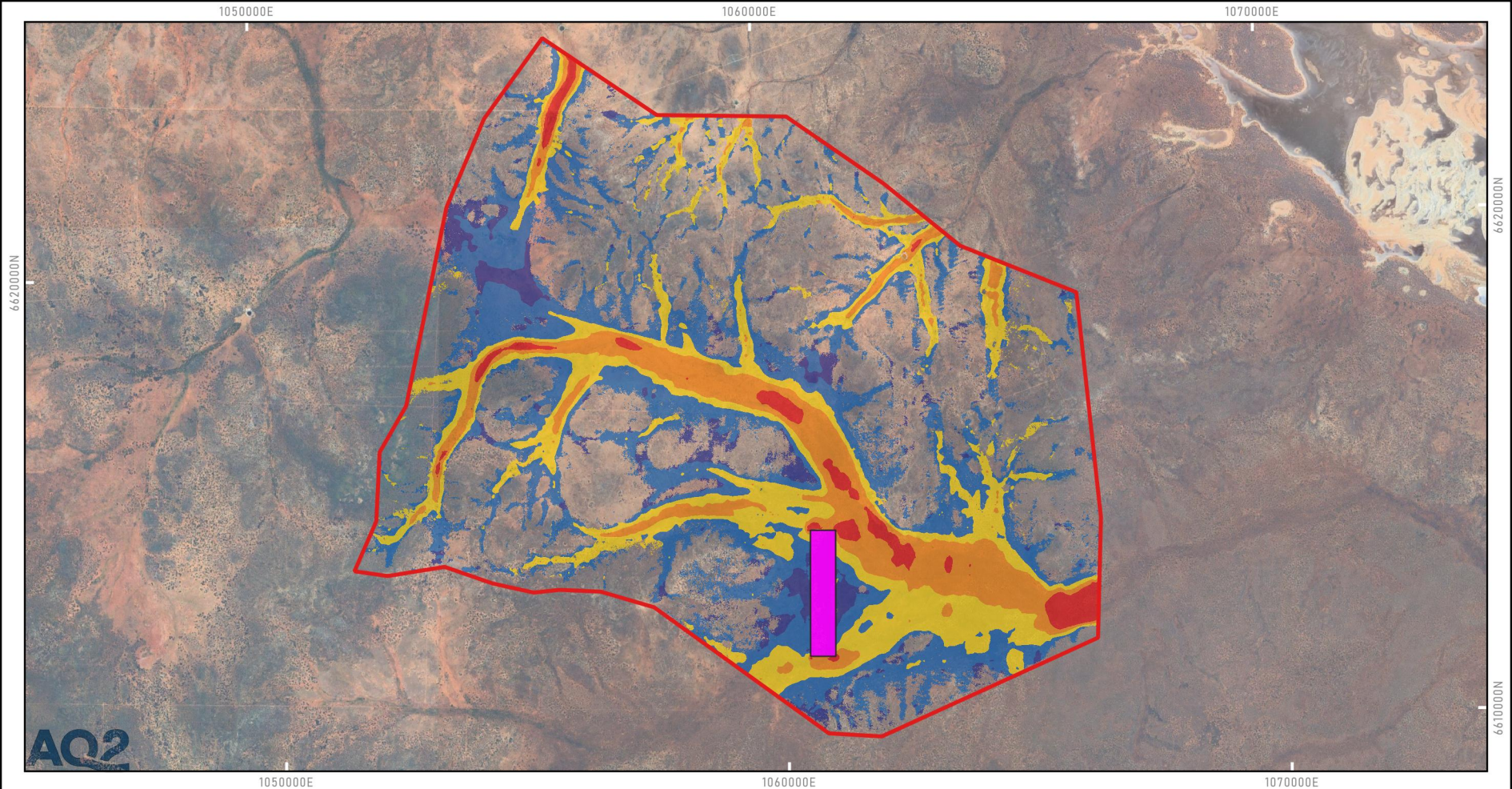
GDA2020 / MGA zone 51

23/05/2025

AQ2

Appendix B5
Airstrip Site 4 - Option 1
PMP Flood Depth

F:\A7514_8058\workspace\A7514_Report\app B5 - Development PMP Depth (Final).indd 23



GDA2020 / MGA zone 51

13/01/2026

Legend

Flood Velocity (m/s)

≤ 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 2.00

> 2.00

2D Model Boundary

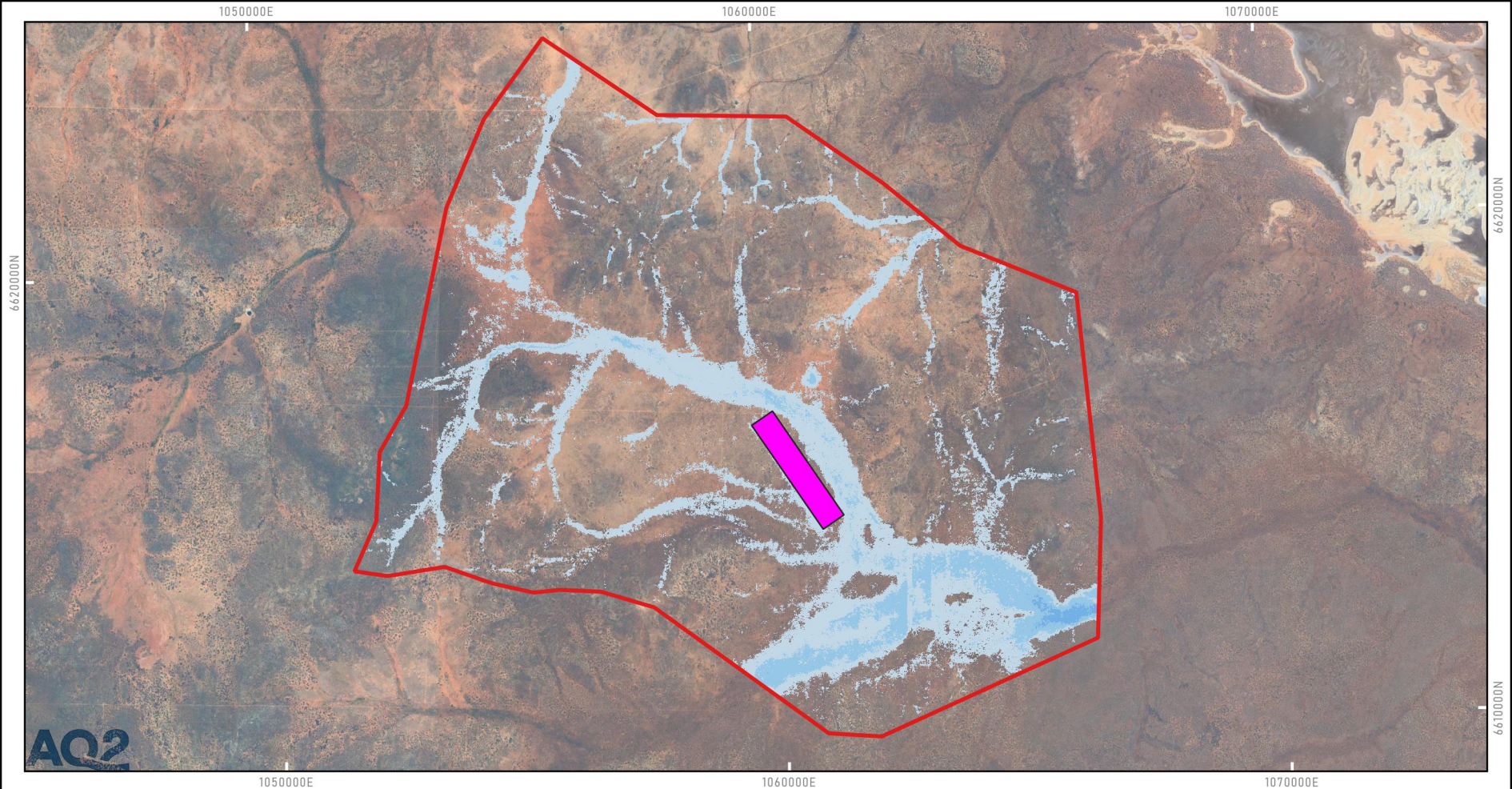
Airstrip Site 4 - Option 1

AQ2

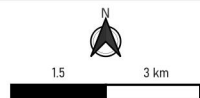
Appendix B6
Developed Airstrip Site 4 -
Option 1

PMP Flood Velocity

APPENDIX C
AIRSTRIP OPTION 4-2
FLOOD DEPTH AND VELOCITY MAPS



AQ2



GDA2020 / MGA zone 51

23/05/2025

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

Airstrip Site 4 - Option 2

NOTE: Flood depths less than 0.1m are not shown

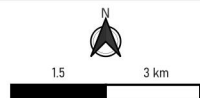
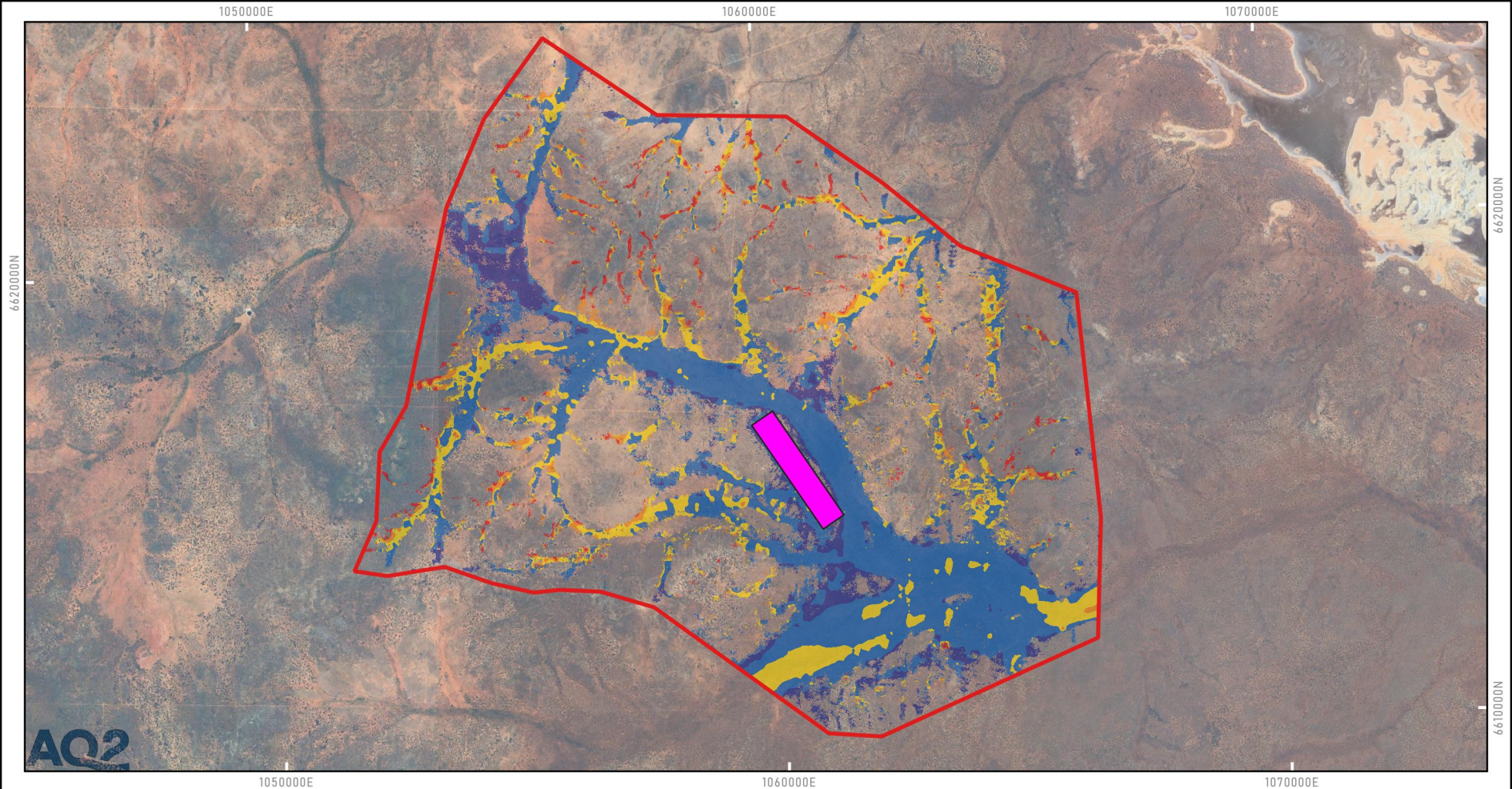
AQ2

Appendix C1

Airstrip Site 4 - Option 2

1% AEP Flood Depth

F:\A7314_8058\workspace\A7314_Report\app-C1-1%_Flood_Depth_Site_North_11km\A



GDA2020 / MGA zone 51

22/05/2025

Legend

Flood Velocity (m/s)

≤ 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 2.00

> 2.00

2D Model Boundary

Airstrip Site 4 - Option 2

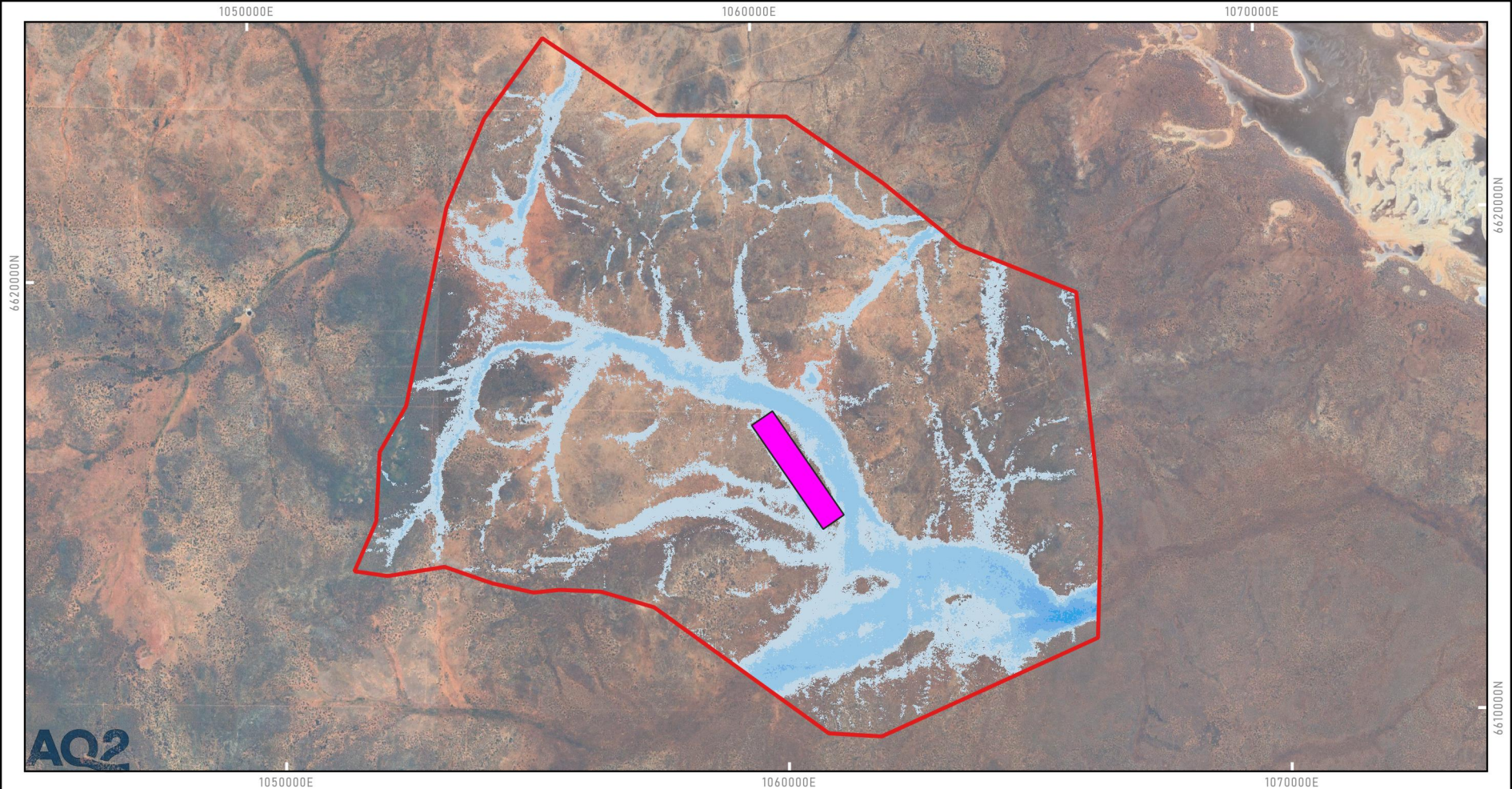
AQ2

Appendix C2

Airstrip Site 4 - Option 2

1% AEP Flood Velocity

F:\47314_8258\workspace\47314_8258\Report\Appendix C2 Development 1% Velocity (Drawn)



Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

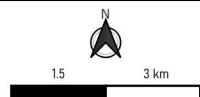
1.5 - 2

> 2.0

2D Model Boundary

Airstrip Site 4 - Option 2

NOTE: Flood depths less than 0.1m are not shown



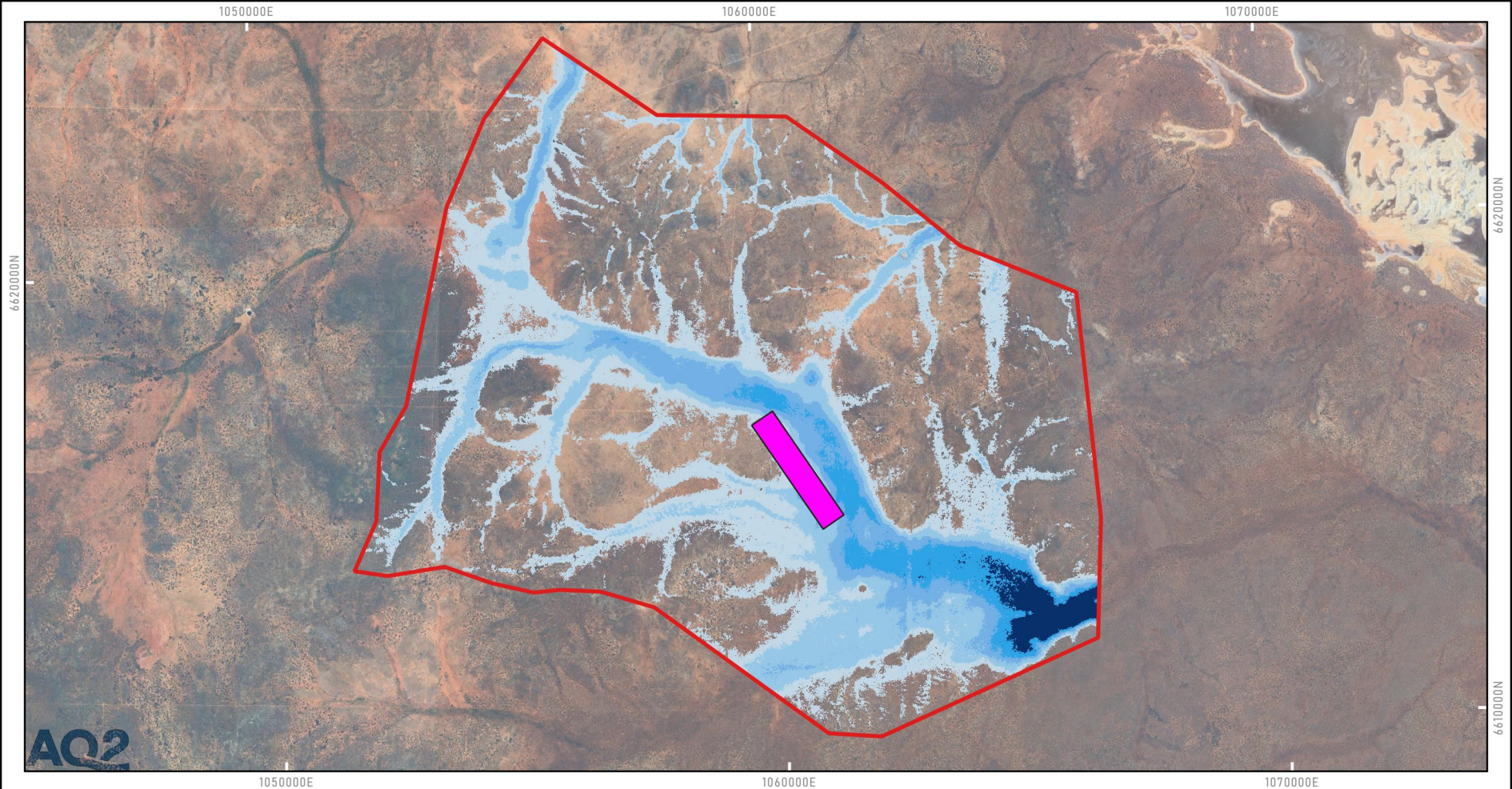
GDA2020 / MGA zone 51

23/05/2025

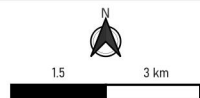
AQ2

Appendix C3
Airstrip Site 4 - Option 2
0.2% Flood Depth

F:\47514_8058\workspace\4751_Report\app_C3 - Development 0.2% Depth (Final).indd



AQ2



GDA2020 / MGA zone 51

23/05/2025

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

Airstrip Site 4 - Option 2

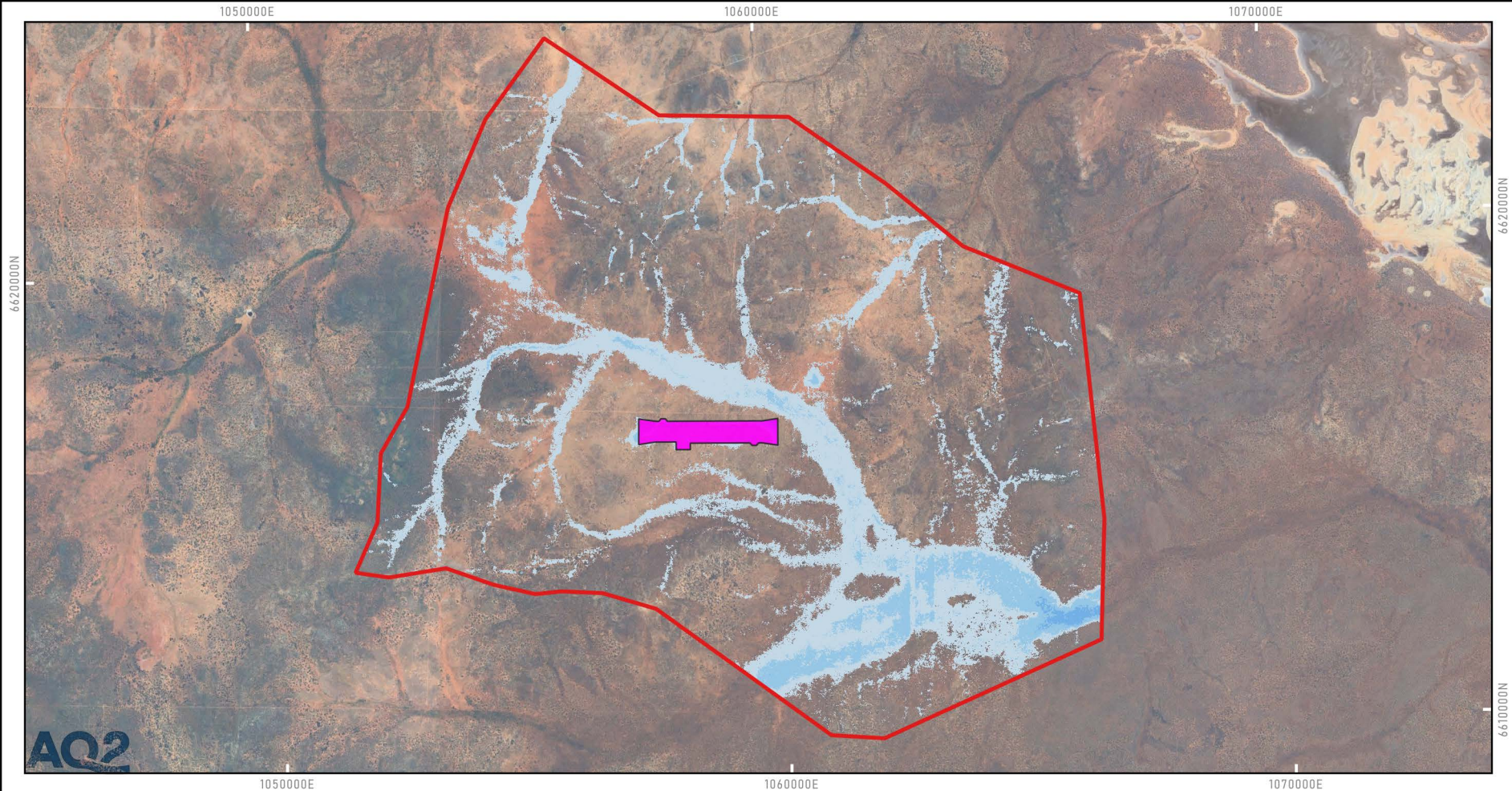
NOTE: Flood depths less than 0.1m are not shown

AQ2

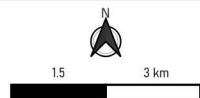
Appendix C5
Airstrip Site 4 - Option 2
PMP Flood Depth

F:\A7514_8058\workspace\A7514_Report\app C5 - Development PMP Depth (David)

**APPENDIX D
AIRSTRIP OPTION 5
FLOOD DEPTH AND VELOCITY MAPS**



AQ2



07/01/2026

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

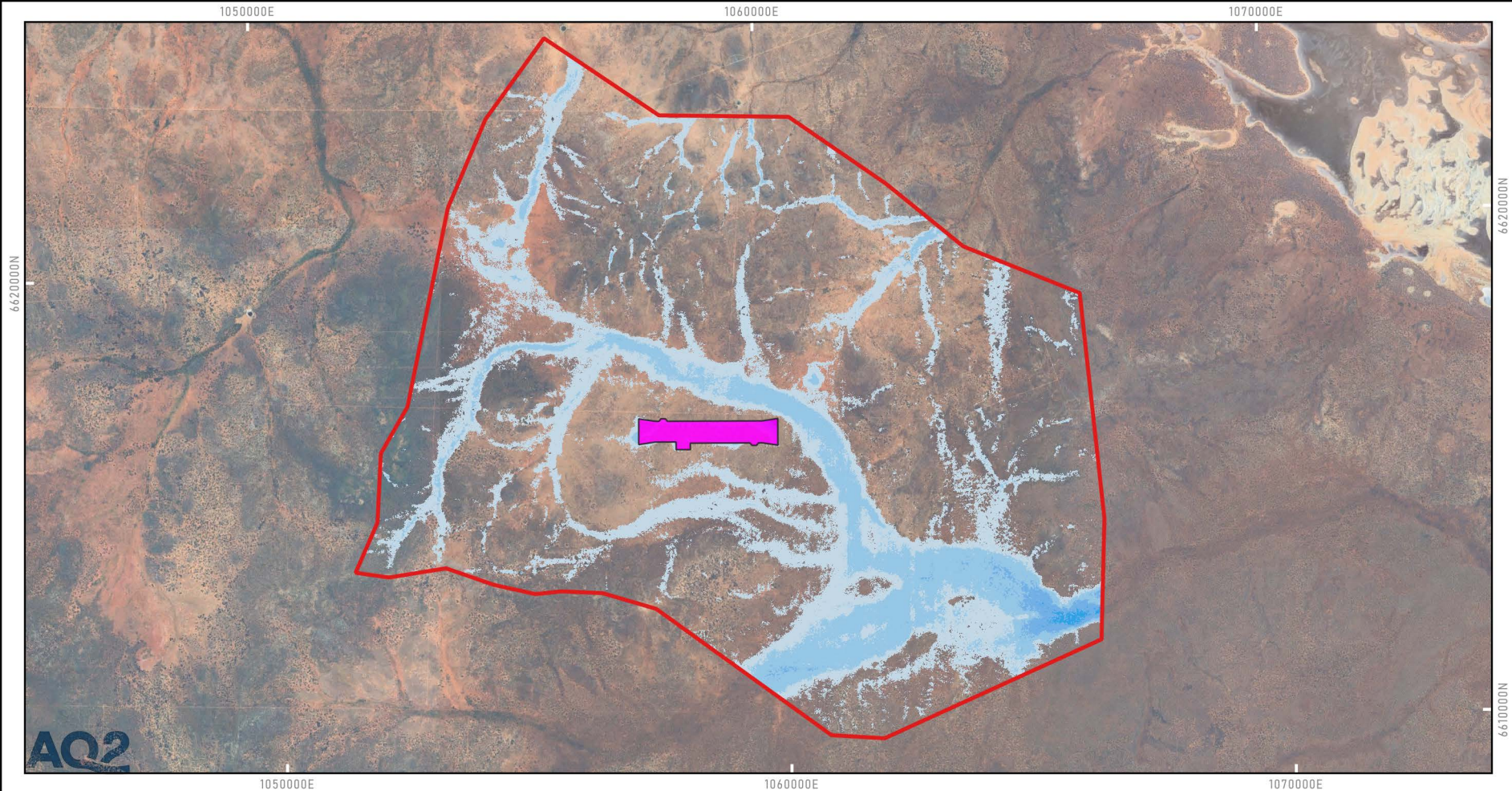
Airstrip Option 5

NOTE: Flood depths less than 0.1m are not shown

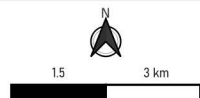
AQ2

Appendix D1
Airstrip Site Option 5
1% AEP Flood Depth

FIGURE D1-1: Airstrip Site Option 5 1% AEP Flood Depth



AQ2



07/01/2026

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

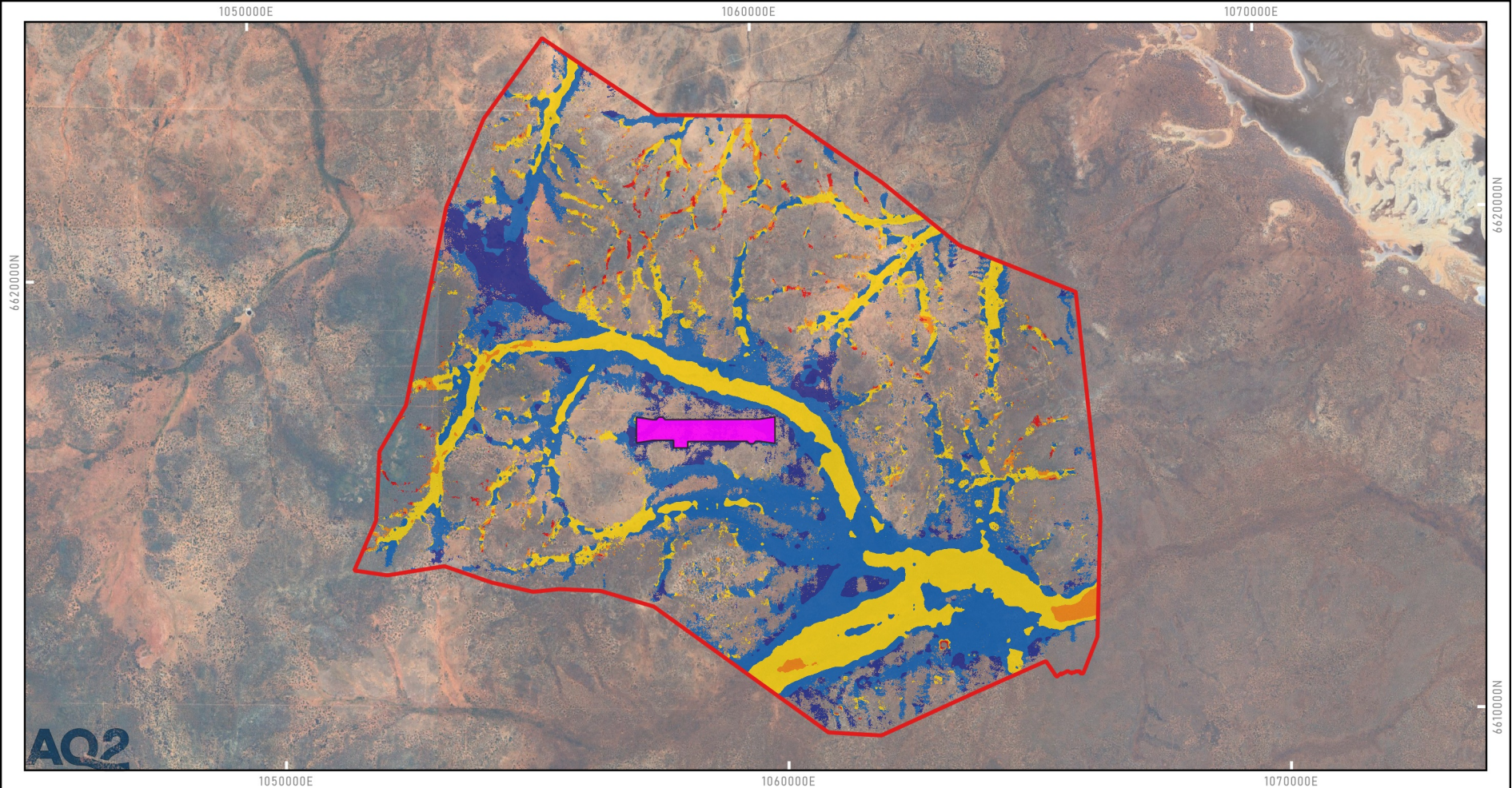
Airstrip Site Option 5

NOTE: Flood depths less than 0.1m are not shown

AQ2

Appendix D3
Airstrip Site Option 5
0.2% Flood Depth

F:\AT25A_025\Bor\apoc\AQ2\Report\Appendix app 03 - Development 0.2% Depth (Final)



GDA2020 / MGA zone 51

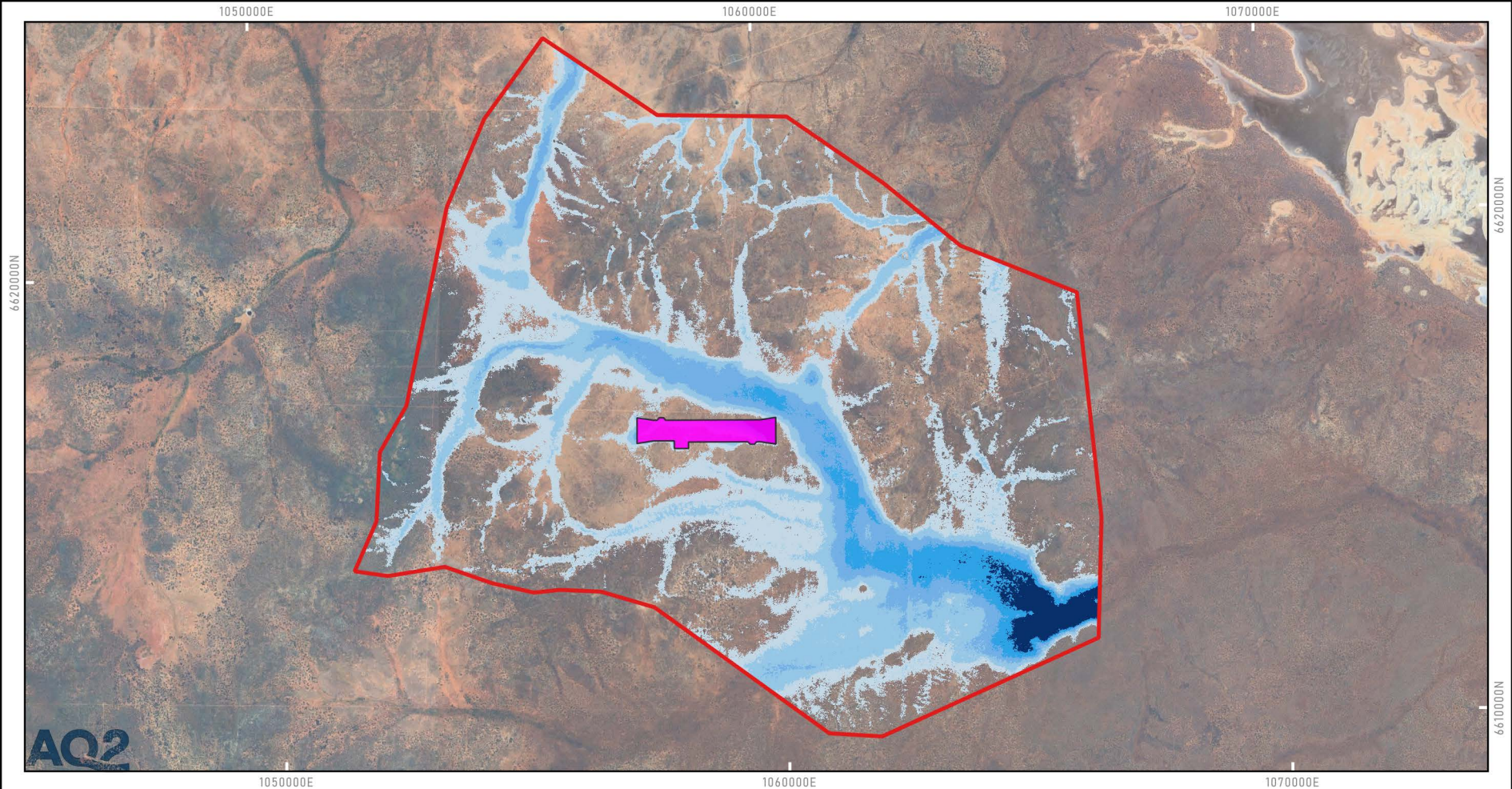
14/01/2026

Legend			
Flood Velocity (m/s)			
	<= 0.25		0.50 - 0.75
	0.25 - 0.50		0.75 - 1.00
	1.00 - 2.00		> 2.00
	2D Model Boundary		Airstrip Site Option 5

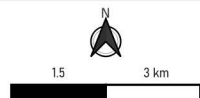
AQ2

Appendix D4
Airstrip Site Option 5
0.2% Flood Velocity

F:\47024_80558\workspace\47024_Report\Appendix\Appendix D4 Development 0.2% Velocity (14Nov)



AQ2



GDA2020 / MGA zone 51

07/01/2026

Legend

Flood Depth (m)

0.1 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2

> 2.0

2D Model Boundary

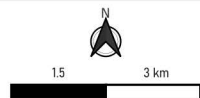
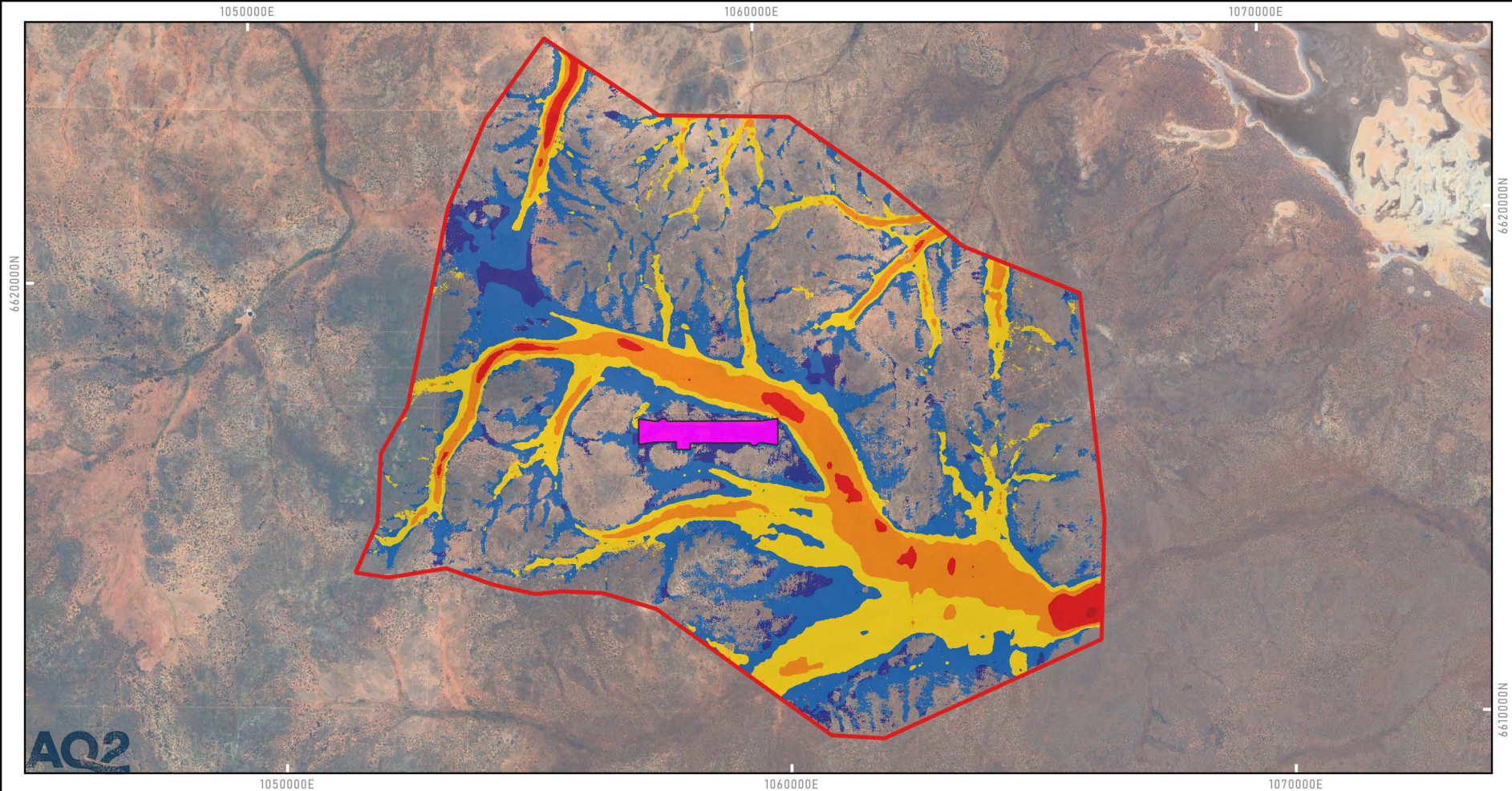
Airstrip Site Option 5

NOTE: Flood depths less than 0.1m are not shown

AQ2

Appendix D5
Airstrip Site Option 5
PMP Flood Depth

\\AQ2\A_005\Brisbane\AQ2\Report\Appendix D5 - Development PMP Depth (Final)



07/01/2026

Legend

Flood Velocity (m/s)

≤ 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 2.00

> 2.00

2D Model Boundary

Airstrip Site Option 5

AQ2

Appendix D6
Airstrip Site Option 5
PMP Flood Velocity

FIGURE 6.05: PMP Flood Velocity (m/s) for Airstrip Site Option 5