“...IN THE INTEREST OF THE SAFETY, EFFICIENCY AND REGULARITY OF FUTURE AIR TRANSPORT OPERATIONS.”

AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996
13 Airspace protection

Airspace management and protection is an essential part of Canberra Airport’s operations. So too is the safe movement of aircraft.

The *Airports Act* and the *Airports (Protection of Airspace) Regulations 1996* establish a framework for the protection of airspace at and around Australian airports for the safety, efficiency, and regularity of aircraft operations. This Chapter outlines the prescribed airspace for Canberra Airport.

Part 12 of the *Airports Act* together with the *Airports (Protection of Airspace) Regulations 1996* establish a framework for the protection of airspace at and around Canberra Airport via the production of current and future Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS).

The purpose of the OLS is to define the volume of airspace at and around the Airport which should be kept free of obstacles in order to minimise danger to aircraft arriving or departing the Airport. Infringements of the OLS may be approved by the Secretary of the Department of Infrastructure and Regional Development (the Secretary), following assessments on the potential safety, regularity, and efficiency impacts of the proposed obstacle.

The purpose of the PANS-OPS is to safeguard an aircraft from collision with obstacles when the pilot is flying on avionic instruments. The PANS-OPS establishes minimum clearances between approach and departure paths of aircraft and obstacles. A PANS-OPS surface cannot be infringed in any circumstances except for short term structures with the approval of the Secretary.

Canberra Airport is responsible for the assessment of temporary or permanent structures for infringements of the OLS or PANS-OPS. In the event an infringement into the OLS is detected, Canberra Airport is responsible for ensuring this information is communicated to CASA, Airservices Australia and aircraft operations.

CASA requires where facilities are constructed at or in the vicinity of the Airport that:

- Sensible cladding and roofing materials are used to minimise the possibility of glare effects;
- Glass for buildings is used in a manner to minimise reflection and glare; and
- All external lighting will be lit downward from a horizontal level to minimise impact on aircraft operations at night.
It is also noted Canberra Airport works with Airservices Australia to ensure other critical aviation requirements are met, including but not limited to ATC Tower line of sight requirements, protection of ILS surfaces and radar and maintenance of appropriate radio frequency signals.

However, Regulation 5 of the *Airports (Protection of Airspace) Regulations 1996* ultimately provides that the Secretary can declare specified airspace around Canberra Airport to be prescribed to safeguard future Airport operations. The future declared OLS and PANS-OPS surfaces are shown in Figure 13.1 and Figure 13.2.

The future declared OLS and PANS-OPS surfaces allow for some future growth of the Airport, including development considered under this 2014 Master Plan. These surfaces may be changed, if necessary, when operations, facilities, or plans change. Other operation, policy, planning, or regulatory changes may also necessitate amendment to these surfaces by Canberra Airport at any time including in relation to developments which may interfere with the safety, efficiency, or regularity of existing or future air transport operations.

Canberra Airport is working with the Department of Infrastructure and Regional Development, CASA and Airservices Australia regarding the opportunity to upgrade runway 35 ILS to Category II and in the future to Category III. As part of these discussions Canberra Airport is undertaking a review of the prescribed airspace. This review is expected to be completed later in 2014. Local planning authorities have been formally advised of the review and that Canberra Airport will undertake consultation with the planning agencies once a draft has been finalised with the Department of Infrastructure and Regional Development, CASA and Airservices Australia.

Any amendments to prescribed airspace declared under the *Airports (Protection of Airspace) Regulations 1996* can be obtained by contacting Canberra Airport.
Figure 13.1 – Obstacle Limitation Surfaces

This plan should not be relied upon for planning purposes as it is subject to change. Contact Canberra Airport for the most recent plan or for more detailed plans.
Figure 13.2 - Procedures for Air Navigation Services – Aircraft Operations Surfaces