
CHAPTER 11

AIRSPACE PROTECTION





“Air connectivity is a fundamental driving force of the modern global economy, and the freedom to fly safely empowers millions of people in their daily lives”

ACI, NOVEMBER 2019



11 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. Chapter 4 summaries ongoing consultation by Canberra Airport with local planning agencies in regard to NSAF Guideline F "Intrusion into Protected Airspace" of 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, Transport, Regional Development and Communications [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;
- Solar Farms planned, designed and located in a manner so as not to cause reflection or glare to aircraft;

- 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.

National Airport Safeguarding Framework (NASF) Guidelines:

- A: Measures for Managing Impacts of Aircraft Noise
- B: Managing the Risk of Building Generated Windshear and Turbulence at Airports, updated through processes including public consultation 2015-2018
- C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)
- H: Protecting Strategically Important Helicopter Landing Sites
- I: Managing the Risk in Public Safety Areas at the Ends of Runways

Guideline F provides guidance to State/Territory and local government decision makers, as well as airport operators, to manage the risk of intrusions into the protected operational airspace of airports.

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.

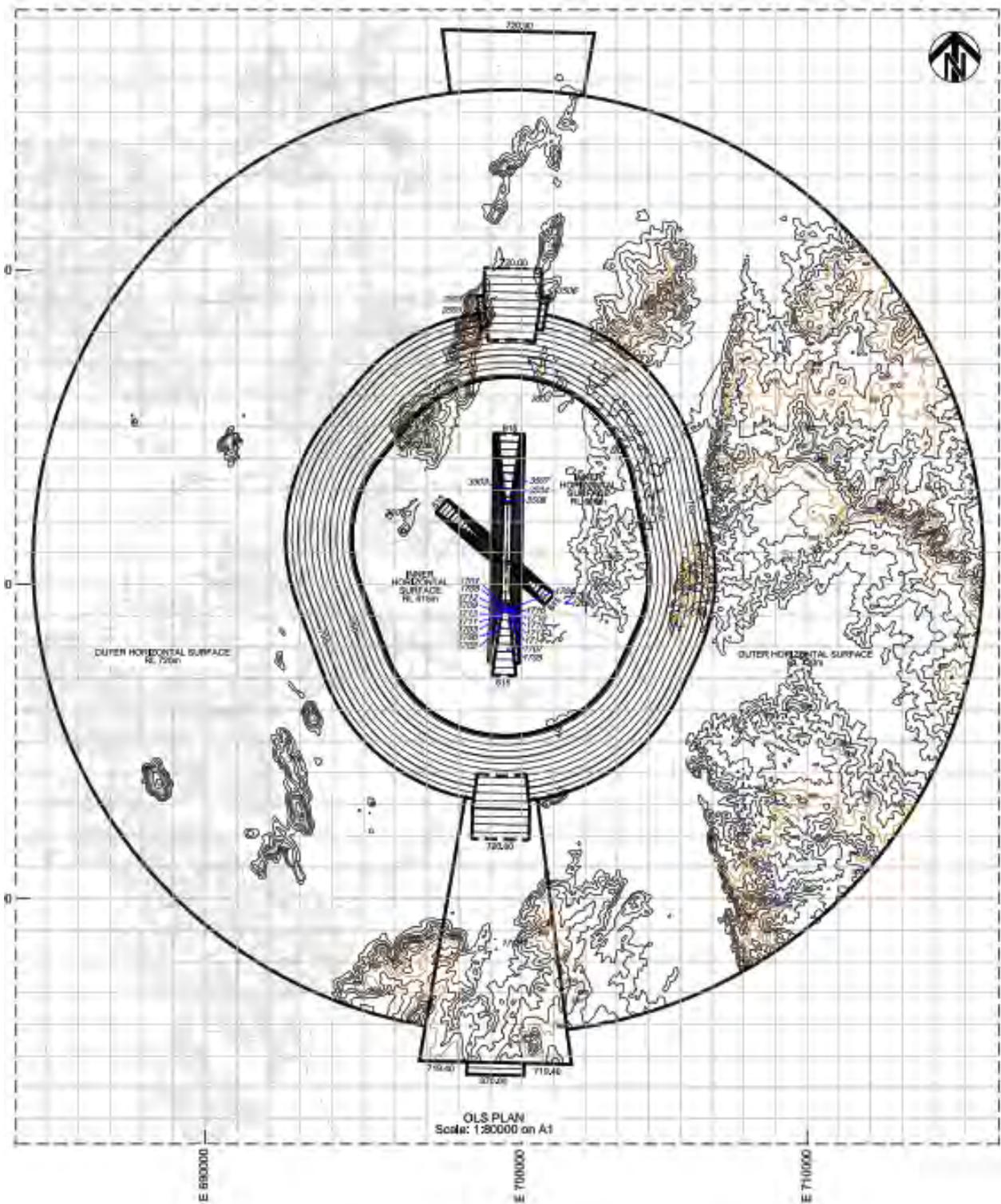
However, Regulation 5 of the Airports [Protection of Airspace] Regulations 1996 ultimately provides that the Secretary can declare specified airspace around Canberra Airport to be prescribed to safeguard future Airport operations. The future declared OLS and PANS-OPS surfaces are shown in Figure 11.1 and Figure 11.2.

The future declared OLS and PANS-OPS surfaces allow for some future growth of the Airport, including development considered under this 2020 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 development services or future air transport operations.

Canberra Airport will continue to work with the Department of Infrastructure, Transport, Regional Development and Communications, CASA and Airservices Australia regarding the opportunity to commission the Runway 35 ILS as Category III. As part of these discussions Canberra Airport will undertake a review of airfield lighting, as well as of the prescribed airspace, in the context of relocating the Runway 35 threshold when Airservices Australia implements GLS at Canberra Airport.

Any amendments to prescribed airspace declared under the Airports [Protection of Airspace] Regulations 1996 can be obtained by contacting Canberra Airport.

Figure 11.1 - Obstacle Limitation Surfaces (OLS) Obstacle Control Chart



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.

