

## Airspace Development and Crane Approvals

The protection of the airspace 15kms around Canberra Airport is essential to ensure that we maintain a safe operating environment for aircraft and to provide future growth for the Airport. The airspace around Canberra Airport is protected under the Commonwealth *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*.

### Protected Airspace

International standards have been adopted which define two sets of invisible surfaces above the ground around an airport. The airspace above these surfaces forms the airport's protected airspace. These two surfaces are known as the:

- Obstacle Limitation Surface (OLS); and
- Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface.

### Obstacle Limitation Surfaces (OLS)

The Obstacle Limitation Surfaces (OLS) are a series of surfaces in the airspace surrounding Canberra Airport within a radius of 15kms from the Aerodrome Reference Point (ARP). They are established in accordance with the International Civil Aviation Organisation (ICAO) specifications which have been adopted by Australia's Civil Aviation Safety Authority (CASA). The OLS defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or when manoeuvring in the vicinity of the airport.

The OLS is generally the lowest surface and is designed to provide protection to aircraft when a pilot is flying visually.

### Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS)

All major airports have navigation aids to enable aircraft to navigate to the airport safely in poor weather conditions. The PANS-OPS are established to protect those stages of take-off, landing or manoeuvring when aircraft are operating in non-visual conditions and are flying using instruments.

The ICAO standard for PANS-OPS surfaces requires surfaces with the applicable obstacle clearance be defined for each published procedure. The PANS-OPS surfaces **cannot** be infringed by permanent obstacles under any circumstances.

The PANS-OPS surfaces for Canberra Airport are relatively complex because for the number of published instrument procedures in place.

### Building and Developments

Any development which may penetrate protected airspace should be sent to the airport for assessment.

## Activities Affecting the Airspace

There are two types of activities that affect the airspace, controlled and non-controlled activities.

### Non-Controlled Activity

Any activity that is under the airports protected airspace is a non-controlled activity and requires assessment by the Airport Authority before it can be carried out.

Non-controlled activities include the following:

- Permanent structures, such as buildings, under the protected airspace;
- Temporary structures such as cranes under the protected airspace; and
- Any activities causing intrusions under the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter.

### Controlled Activity

Any activity that infringes an airport's protected airspace is a controlled activity and requires approval before it can be carried out.

Controlled activities include the following:

- Permanent structures, such as buildings, intruding into the protected airspace;
- Temporary structures such as cranes intruding into the protected airspace; and
- Any activities causing intrusions into the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter.

## Cranes/Obstacles Operating in Protected Airspace

Operations in the vicinity of the airport have the potential to create air safety hazards and to limit the operations of the Airport. For this reason, planned operations must be assessed and approved under the Airports (Protection of Airspace) Regulations 1996.

Crane/obstacle approvals fall into two criteria, namely:

- Non-controlled activity
- Controlled Activity

## Non-controlled Activity - crane/obstacle approvals

An application must be sent to the airport authority for an initial assessment. The applicant must provide the airport authority with a completed Obstacle Notification Form (Section A) at least **3 (business) days** prior to the proposed activity taking place.

## Canberra Airport Specific Non-controlled Activity Approval Process

### **Section A:**

This form must include the following information:

- Location where the crane will be sited including latitude and longitude coordinates
- Crane/obstacle maximum operating height above ground level
- Ground level at site Australian Height Datum (AHD)
- Site address
- Obstacle confirmation, e.g. mobile or tower crane
- Operating times and dates
- Crane radius/jib plan
- Site contact details

If following the initial assessment by the Airport Authority the crane/obstacle does not penetrate the OLS, the airport authority will provide written approval of the activity.

### **Section B:**

If the application is identified as a controlled activity, one of the following will occur:

- The airport authority will advise the determined height that does not penetrate the protected airspace to allow the operation to continue as a non-controlled activity; or
- The airport will request the applicant to complete Section B of the Obstacle Notification Form be completed and returned for formal controlled activity assessment.

## Controlled activity – crane/obstacle approval

All applications to carry out a controlled activity must be made to the airport in writing. The approval process varies depending on the type of controlled activity.

Short-term (less than 3 months) controlled activities can be:

- Approved or declined by the Airport after consultation with CASA and Airservices. This process will take a minimum of 6 weeks, possibly longer.

Long-term (more than 3 months) controlled activities penetrating:

- The OLS are referred by the airport to the Department of Infrastructure for a decision after consultation with CASA, Airservices and where applicable, the relevant building authority. This process will take a minimum of 6 weeks, possibly longer.
- The PANS-OPS airspace are **not** permitted.

### Canberra Airport Specific Controlled Activity Approval Process

An application must be sent to the airport authority for an initial assessment. The application should be submitted to the airport authority at least **2 months** prior to the proposed activity.

This form must include the following information:

- Location where the crane will be sited including latitude and longitude coordinates
- Crane/obstacle maximum operating height above ground level
- Ground level at site (AHD)
- Site address
- Obstacle confirmation, e.g. mobile or tower crane
- Operating times and dates
- Crane radius/jib plan
- Site contact details
- Magnetic bearing and distance from the Aerodrome Reference Point (ARP)

**Please note: A person who carries out a controlled activity without approval commits an offence under Section 183 of the Airports Act 1996.**

Controlled activities carried out without approval are subject to penalty units and subject to fines, as follows:

- 250 penalty units for an individual; and
- 1,250 penalty units for a corporation.

The fee for one penalty unit is currently \$210.

### **Further Information**

If you wish to make an application but need further assistance, please contact [airspaceprotection@canberraairport.com.au](mailto:airspaceprotection@canberraairport.com.au) or phone 02 6275 2222.