



## **GUIDELINES FOR THE DECLARATION OF PRESCRIBED AIRSPACE**

(UNDER THE AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996)

### **FOR OPERATORS OF LEASED FEDERAL AIRPORTS**

1. In accordance with Regulation 6 of the Airports (Protection of Airspace) Regulations 1996 (APARs), prescribed airspace for an airport is:
  - a) the airspace above any part of either an Obstacle Limitation Surface (OLS) or a Procedures for Air Navigation Systems Operations (PANS-OPS) surface for the airport; and
  - b) airspace declared in a declaration, under Regulation 5 of the APARs.

In accordance with Regulation 6, the airspace above the current OLS and PANS-OPS surfaces does not need to be declared as these surfaces are defined to be prescribed airspace.

2. Under Regulation 5 paragraph (1) the Secretary may declare in writing, that specified airspace around an airport should, in the interests of the safety, efficiency or regularity of future air transport operations into or out of the airport, be prescribed airspace.
3. Together, Regulations 5 and 6 establish three categories of prescribed airspace:
  - a) the OLS relating to the airport's current runway system;
  - b) the PANS-OPS surface, also relating to the airport's current runway system; and
  - c) airspace which becomes prescribed airspace through a declaration.
4. The primary focus of a declaration is the airport's OLS and PANS-OPS surfaces relating to the future runway configuration and instrument flight procedures.
5. Under Regulation 5 paragraph (2), in making a declaration, the Secretary must have regard to:
  - a) if there is a final master plan for the airport—any changes to the OLS and PANS-OPS surfaces for the airport proposed in the final master plan; and
  - b) any advice from CASA on the matter; and
  - c) any other matters the Secretary considers relevant.
6. To prepare for a declaration, the airport operator will need to arrange for charts of its proposed airspace to be prepared. These proposed surfaces should be ascertained as follows:
  - a) an OLS in accordance with the procedures in Annex 14 to the Chicago Convention; and
  - b) PANS-OPS surface in accordance with the standards set out in International Civil Aviation Organization document number 8168 OPS-611 Procedures for Air Navigation Services, Aircraft Operations.
7. The Department requires that the airport operator provide a statement signed by the author of any proposed OLS or PANS-OPS chart, indicating that the chart has been prepared in accordance with the standards referred to under paragraph 6 above.
8. The Department acknowledges that, in relation to future PANS-OPS surfaces, there is room for considerable flexibility for the airport operator to determine how particular instrument flight procedures should be designed, and which segments of a particular procedure should be protected. Notwithstanding this, the Department will be careful to avoid declaring any future PANS-OPS surface which would be unnecessarily restrictive, particularly where such action would unreasonably limit current or future land uses around the airport.

9. Airport operator companies must undertake a public consultation process on the proposed airspace prior to applying for declaration, including:
- a) consultation with CASA, Airservices Australia, relevant state, territory and local governments authorities (including building authorities) in the vicinity of the airport, airlines that use the airport, surrounding airports (civil and military) whose airspace or operations would be affected by the declaration, and if the airport is a joint user airport – the Department of Defence;
  - b) publishing a notice in relevant local/state newspapers and on the airport's website of the availability of the proposed airspace charts on the airport's website; and
  - c) inviting comments about the proposed airspace to the airport within 20 business days after the publication of the notice.
10. Following consultation, the airport operator would be in a position to apply to the Department for declaration of its airspace. The application should include:
- a) details of the existing airspace and any previous declarations;
  - b) details of the proposed airspace for declaration, including all relevant charts in both hard copy and electronic form;  
*Note: maps should provide enough detail so that the geographical borders for different levels of the OLS and/or PANS-OPS can be identified e.g. with reference to main roads or other geographical features*
  - c) the reasons why a declaration is being sought with respect to addressing the safety, efficiency and regularity of future air transport operations;
    - in particular, specific justification should be provided where surfaces other than the future OLS and PANS-OPS (for example Radar Lowest Sector Altitude Terrain (RLSAT)/Radar Terrain Clearance Chart (RTCC), High Intensity Approach Lighting (HIAL), Precision Approach Path Indicator (PAPI) and future navigation aid surfaces) are proposed to be declared;
  - d) the key assumptions behind the design of the proposed airspace (for example, runway configuration and planned future instrument flight procedures);
  - e) details of the public consultation undertaken on the proposed airspace comprising a list of authorities, organisations and other interested parties that were consulted, the manner and outcomes of the consultation including:
    - copies of any written comments received during consultation; and
    - the airport operators summary and response to the issues raised during consultation including showing due regard to the comments in preparing the application submitted for declaration;
  - f) written assessments of the proposed airspace by CASA and Airservices Australia indicating technical endorsement of the proposed airspace to be declared;
  - g) if there is a final master plan for the airport – information as to whether the proposed changes are consistent with the master plan; and
  - h) a signed statement by the responsible technician certifying that the OLS and/or PANS-OPS charts have been prepared in accordance with the international standards set out in paragraph 5 above.

Failure to provide any of this information may lead to delays in a decision being able to be made by the Department.

11. It is the Department's preference to receive applications in both hard copy and via email. Applications should be addressed to:

The Director – Airspace Protection and Safeguarding  
Department of Infrastructure, Transport, Cities and Regional Development  
GPO Box 594  
CANBERRA ACT 2601

and email to: [flysafe@infrastructure.gov.au](mailto:flysafe@infrastructure.gov.au)

12. All queries are to be emailed to the above address.
13. The Department will seek to make a decision within 50 business days once all required information is available.
14. Following a declaration, the airport operator is to notify and work with relevant state and local government authorities to ensure the updated prescribed airspace information is readily available.