



**LAUNCESTON  
AIRPORT**  
In the heart of Tasmania

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30 August 2022

Samuel McCrossen  
Senior Planning Advisor  
Tasmanian Planning Commission  
GPO Box 1691  
Hobart TAS 7001

Dear Samuel

## **BREAK O'DAY LOCAL PROVISIONS SCHEDULE**

I refer to your email of 29 August 2022 and advise that Launceston Airport wishes to be heard at the forthcoming hearing relating to the Break O'Day Draft Local Provisions Schedule (Draft LPS).

Launceston Airport has an interest in the Draft LPS from an airport safeguarding perspective, particularly having regard to implementation of the National Airports Safeguarding Framework (NASF) and the Launceston Airport Master Plan 2020 (the Master Plan).

NASF was developed by the National Airports Safeguarding Advisory Group (NASAG) comprising of Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia and the Australian Local Government Association (ALGA).

NASF generally aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports
- improve safety by ensuring aviation safety requirements are recognised in land use planning and development decisions.

The NASF was agreed to by Commonwealth, State and Territory transport ministers at the meeting of the then Standing Council on Transport and Infrastructure in May 2012. Each jurisdiction is responsible for implementing NASF into their respective planning systems.



NASF includes seven principles and nine guidelines. The NASF principles include:

- *Principle 5: Governments will protect operational airspace around airports in the interests of both aviation and community safety.*

The NASF guidelines include:

- *Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports.*

Further details of NASF can be found here:

<https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-safety/aviation-environmental-issues/national-airports-safeguarding-framework/national-airports-safeguarding-framework-principles-and-guidelines>

The Master Plan was approved by the Commonwealth Minister for Infrastructure, Transport and Regional Development, under the provisions of the Commonwealth *Airports Act 1996*, in July 2020. The Master Plan includes an Airport Safeguarding Strategy (Section 12). A copy of the Master Plan can be found here: <https://launcestonairport.com.au/corporate-section/about-us/master-plan>

Launceston Airport's 'prescribed airspace' is shown in Section 12.10 of the Master Plan. Prescribed airspace is the airspace above any part of either an Obstacle Limitation Surface (OLS) or the surfaces set by Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS). Part of Launceston Airport's prescribed airspace (the PANS-OPS) sits above part of the Break O'Day municipal area.

The attached map shows the area affected by the PANS-OPS surfaces. A GIS file for the airport's prescribed airspace, including both the OLS and PANS-OPS surfaces, has previously been provided to the Commission.

Launceston Airport was not notified of the exhibition of the Draft LPS and it appears that it does not include an 'Airport Obstacle Limitation Area' overlay relating to the airport's prescribed airspace. The OLS does not apply to the Break O'Day municipality, but the PANS-OPS does, and whilst the PANS-OPS surfaces are relatively high over this area we still believe they should be reflected in the LPS (and every relevant LPS).

In fact, the Tasmanian Planning Commission's 'Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application' states:

- SAC 4     *The airport obstacle limitation area overlay should be based on the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) contained in the airport master plan or those otherwise adopted by the relevant airport owner or operator for the relevant airport in accordance with any accepted guidelines.*
- SAC 5     *The airport obstacle limitation area overlay must identify the specified height limit on the land within the overlay by reference to AHD. The specific height limit should be identified as the lower of the OLS or the PANS-OPS for the applicable airport if the two surfaces overlap. The overlay may address any anomalies in the OLS or PANS-OPS height limitations provided they are endorsed by the relevant airport operator.*



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Launceston Airport would be pleased to have the opportunity to raise this issue at the hearing relating to the Break O'Day Draft LPS (and subsequently the Latrobe and Dorset LPSs). It is noted that Launceston Airport has previously made a similar representation relating to the Northern Midlands LPS.

Launceston Airport requests that the LPS be amended to correct this omission to ensure that the airport's prescribed airspace is properly protected in accordance with the Tasmanian Planning Commission's Guideline No. 1, and the NASF *Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports*.

Should you have any queries or wish to discuss these matters, please do not hesitate to contact me on 03 6391 6207.

Yours sincerely

Ilya Brucksch

Head of Planning, Development & Customer

Launceston Airport





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**MAP SHOWING PORTION OF BREAK O'DAY AFFECTED BY LAUNCESTON AIRPORT  
PRESCRIBED AIRSPACE (PANS-OPS)**

