



Managing the Risk in Public Safety Areas at the Ends of Runways

What

A Public Safety Area (PSA) is a designated area of land at the end of an airport runway within which development may be restricted in order to control the number of people on the ground around runway ends.

The size and shape of a PSA typically depend on the statistical chance of an accident occurring at a particular location, which is related to the number of aircraft movements and the distance from the critical take-off and landing points.

Generally, the chance of an accident occurring at a location decreases the further the location is from the runway.

How

PSA models generally aim to limit land uses which increase the number of people living, working or congregating within the PSA.

This Guideline provides guidance on approaches for the application of a PSA planning framework in Australian jurisdictions.

It is not intended that this Guideline will be applied retrospectively to existing development. Rather, it is intended to ensure there is no increase in risk from new development.

New or replacement development, changes of use of existing buildings and rezoning of land are discouraged except if it results in reducing the number of people living, working or congregating within the PSA.

Why

The use of PSAs in land use planning can further reduce the already low risk of an air transport accident affecting people on the ground.

Australia has an excellent aviation safety record but, in the unlikely event that an aircraft does crash, the introduction of PSAs will limit the number of people who live, work or congregate in the area. In other words, it limits the consequences of such an accident.

Who

The new National Airports Safeguarding Framework (NASF) Guideline 1 on Public Safety Areas (PSAs) was agreed by Ministers at the Transport and Infrastructure Council on 9 November 2018.

The Guideline will assist land-use planners at all levels to better consider public safety when assessing development proposals and rezoning requests and when developing strategic land use plans.

The Commonwealth is responsible for policy advice regarding public safety risks within the boundaries of 22 leased federal airports. The Commonwealth will expect federal airports to consider public safety risk.

State, territory and local governments are responsible for land use and development assessment and approvals at all other airports and for land outside the boundaries of the 22 leased federal airports. It is the responsibility of each state and territory to implement the PSA Guideline into their respective planning systems as appropriate.