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Attention: Ms Sharyn Owen, Director, Airport Safeguarding

Dear Sir

Thank you for your invitation to respond to the review of the implementation of the National Airports Safeguarding Framework (NASF).

The Tasmanian Government acknowledges the responsibility of each jurisdiction to implement the NASF Guidelines through their respective planning systems.

I can advise that the State Planning Provisions' (SPP) Safeguarding of Airports Code currently addresses NASF Guideline A - Measures for Managing Impacts of Aircraft Noise and further addresses elements of NASF Guideline D – Managing the Risk of Wind Turbine Farms as Physical Obstacles of Air Navigation and NASF Guideline F – Managing the Risk of Intrusion into the Protection Airspace of Airports. See attached.

Tasmanian Planning Policies (TPPs), which will provide the overarching policy guidance for land use and development in Tasmania, are expected to be the relevant instruments through which future application of NASF Guidelines will be considered. The TPPs will guide the allocation of planning zones, including to protect airports through any future rezoning proposals. The Tasmanian Government will commence the preparation of the TPPs in early 2020.

I also note that there may be future opportunities to further refine the SPPs Safeguarding of Airports Code to address certain aspects of the remaining NASF Guidelines. Any revisions made to the Code will need to be carefully considered in terms of their spatial application and thresholds for managing use and development.

Please contact Arun Kendall, Senior Policy Analyst, by email at arun.kendall@stategrowth.tas.gov.au or telephone on (03) 6166 3485 for more information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kim Evans', with a stylized flourish at the end.

Kim Evans
Secretary

9 December 2019

Attachment:

CI 6.0 Safeguarding of Airports Code

C16.0 Safeguarding of Airports Code

C16.1 Code Purpose

The purpose of the Safeguarding of Airports Code is:

- C16.1.1 To safeguard the operation of airports from incompatible use or development.
- C16.1.2 To provide for use and development that is compatible with the operation of airports in accordance with the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.

C16.2 Application of this Code

C16.2.1 This code applies to:

- (a) a sensitive use within an airport noise exposure area; and
- (b) development within an airport obstacle limitation area.

C16.3 Definition of Terms

C16.3.1 In this code, unless the contrary intention appears:

Term	Definition
airport master plan	means a final master plan: (a) approved under the <i>Airports Act 1996</i> (Commonwealth); or (b) prepared and adopted for a non-Commonwealth-leased airport.
airport noise exposure area	means land shown on an overlay map in the relevant Local Provisions Schedule to be within an airport noise exposure area.
airport obstacle limitation area	means land shown on an overlay map in the relevant Local Provisions Schedule to be within an airport obstacle limitation area. The airport obstacle limitation area constitutes separate areas for which a maximum height above existing ground level is identified for development which are derived from Obstacle Limitation Surfaces and Procedures for Air Navigation Services – Aircraft Operations for the applicable airport.
Commonwealth-leased airport	means the: (a) Hobart International Airport; and (b) Launceston Airport.
Obstacle Limitation Surfaces	means the conceptual surfaces associated with an airport runway which: (a) are defined by reference to the conventional pattern required by aircraft to manoeuvre for take-off and approach for landing when the pilot is flying by sight; and (b) specify a height limitation for vertical obstacles that have the potential to become obstacles to aircraft operations.

Term	Definition
Procedures for Air Navigation Services – Aircraft Operations	means the conceptual surfaces associated with an airport runway which: (a) are defined by reference to the safe minimum altitude to which an aircraft can manoeuvre for circumstances where the aircraft is guided solely by instruments in conditions of poor visibility; and (b) specify a height limitation for vertical obstacles that have the potential to become obstacles to aircraft operations.

C16.4 Use or Development Exempt from this Code

C16.4.1 The following use or development is exempt from this code:

- (a) development that is not more than the height above existing ground level specified for the development site in the relevant airport obstacle limitation area.

C16.5 Use Standards

C16.5.1 Sensitive use within an airport noise exposure area

Objective:	<p>That:</p> <ul style="list-style-type: none"> (a) sensitive uses are appropriately located or designed to minimise exposure to excessive aircraft noise; and (b) the operation of airports are not compromised by the amenity expectations of sensitive uses.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A sensitive use must not be located within an airport noise exposure area.</p>	<p>P1</p> <p>A sensitive use within an airport noise exposure area must be located and designed to minimise exposure to excessive aircraft noise, having regard to:</p> <ul style="list-style-type: none"> (a) the location, orientation and elevation of the site relative to aircraft flight paths; (b) the current and future type and frequency of aircraft operating from the airport; (c) the type of use and the operational requirements for the use; (d) the layout and construction of buildings associated with the use; (e) the need to not compromise the future operation of the airport; (f) the noise attenuation measures required by Section 3 of the <i>Australian Standard AS 2021 – 2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction</i>; (g) the requirements of any relevant airport master plan; and (h) any advice from the airport operator or Airservices Australia.

C16.6 Development Standards for Buildings and Works

C16.6.1 Development within an airport obstacle limitation area

Objective:	That buildings and works do not interfere with safe aircraft operations in the vicinity of an airport and on land within an airport obstacle limitation area.	
Acceptable Solutions		Performance Criteria
A1 Buildings and works within an airport obstacle limitation area for a Commonwealth-leased airport that exceed the specified height limitations must have approval from the relevant Commonwealth department under the <i>Airports Act 1996</i> (Commonwealth).		P1 No Performance Criterion.
A2 Buildings and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport must not exceed the specified height limitations.		P2 Buildings and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport that exceed the specified height limitations must not create an obstruction or hazard for the operation of aircraft, having regard to any advice from Airservices Australia, the Civil Aviation Safety Authority, and the airport operator.

C16.7 Development Standards for Subdivision

C16.7.1 Subdivision

Objective:	<p>To provide for subdivision:</p> <ul style="list-style-type: none"> (a) that allows for sensitive use to be suitably located to avoid exposure to excessive aircraft noise; and (b) so that future development for sensitive use does not compromise the operation of airports. 	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within an airport noise exposure area must be:</p> <ul style="list-style-type: none"> (a) be for the creation of separate lots for existing buildings; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of lots; (e) be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside of the airport noise exposure area; or (f) not be intended for a sensitive use. 		<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within an airport noise exposure area must not create an opportunity for a sensitive use to be exposed to excessive aircraft noise, having regard to:</p> <ul style="list-style-type: none"> (a) the location, orientation and elevation of the site relative to aircraft flight paths; (b) the current and future type and frequency of aircraft operating from the airport; (c) the type of use and the operational requirements for the use; (d) the layout and construction of buildings associated with the use; (e) the need to not compromise the future operation of the airport; (f) the requirements of any relevant airport master plan; and (g) any advice from the airport operator or Airservices Australia.