

# Safeguarding the Airport

‘Safeguarding’ refers to measures taken to minimise inappropriate land uses and activities around an airport.

The safety of aircraft operations to and from Parafield Airport, and the capacity of the airport to operate and respond to growing demand, can be directly impacted by inappropriate land use and activities that occur on the land surrounding the airport.

Long-term and effective protection and safeguarding of Parafield Airport is critical to ensuring ongoing aviation operations and safety. The safeguarding of the airport, which refers to measures taken to minimise inappropriate land uses and activities around an airport, is the shared responsibility of Parafield Airport Limited (PAL) and all levels of government.

The Parafield Airport Master Plan 2024 includes consideration of the National Airports Safeguarding Framework guidelines which seek to enhance the current and future safety, viability and long-term growth of aviation operations at Australian airports. These guidelines outline planning requirements for developments in the vicinity of airports that could affect aviation operations.

The responsibility for land use planning off-airport lies with both state and local government. In May 2012, the South Australian Government agreed to the National Airports Safeguarding Framework (NASF) and committed to implementation of NASF into state planning policies.

## Protecting the Airport

Protection of the airspace around Parafield Airport is critical to ensure safe and ongoing operations of the airport. This means that in certain areas around an airport there are restrictions on the height of buildings or structures, including cranes. There may also be restrictions on other activities that could pose a hazard to air navigation, such as those causing light reflection that could cause confusion to pilots, air turbulence, emissions (steam, gas, smoke, dust or other particular matter), or that could attract wildlife. Certain planning restrictions on developments at the ends of runways may also apply which limits the number of people living, working and congregating in these areas.

PAL will work with development proponents to encourage developments that are consistent with the NASF, but cannot support developments which have the potential to impact the future capacity of safe operations of the airport.

PAL works closely with the Commonwealth, South Australian and local governments to ensure that activities and development in the areas surrounding the airport continue to protect the safe operation of aircraft.



# National Airports Safeguarding Framework

The Master Plan has been prepared taking into consideration the National Airports Safeguarding Framework (NASF), guidelines to protect the ongoing operations of Australian Airports.

The Guidelines cover:

## Guideline A: Measures for Managing Impacts of Aircraft Noise

Provides advice on the use of a complimentary suite of noise metrics, including the ANEF system and frequency-based noise metrics, to inform strategic planning and provide communities with comprehensive and understandable information about aircraft noise.

## Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

Presents a layered approach to the siting and design of buildings near runways to assist land use planners and airport operators to reduce the risk of building generated windshear and turbulence.

## Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Provides advice to help protect against wildlife hazards originating off-airport.

## Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

Provides advice on the siting and safety management of these and similar structures.

## Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports

Recognises the potential hazard of inappropriate lighting by specifying performance standards for lighting installations on and in proximity to airports.

## Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports

Provides key advice to planners and decision makers about working within and around protected airspace and how the airspace can be better integrated into local planning processes.

## Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)

Provides guidance to assist land use planners at all levels of government when considering a particular development proposal or developing strategic planning frameworks and accompanying strategic land use plans. This Guideline also describes circumstances when consultation should occur with Airservices, CASA or the Department of Defence.

## Guideline H: Protecting Strategically Important Helicopter Landing Sites

Applies to helicopter sites located off-airport and seeks to provide a consistent national approach for land use planning in the vicinity of these facilities.

## Guideline I: Managing the Risk in Public Safety Areas (PSAs) at the Ends of Runways

Defines PSA's using risk-assessment models to determine acceptable levels of risk for given land uses. The risk considered is that of an aircraft crash which affects public safety.

