



LPP/08 PORT HEDLAND INTERNATIONAL AIRPORT

### 1. Purpose

The purpose of this policy is to ensure planning instruments and development applications recognise and maintain the safe and efficient operation of the Port Hedland International Airport.

### 2. Objectives

The objectives of this policy are:

1. To ensure that construction and operational aspects of development are examined for their potential impact on the operations of the Port Hedland International Airport.
2. To acknowledge height limits for development to maintain clearance to protect controlled airspace and maintain public safety.
3. To improve and protect community amenity by avoiding unreasonable encroachment of noise-sensitive development to the Airport and flight paths.
4. To set a procedure to refer proposals to the Port Hedland International Airport.

### 3. Application

This policy applies to the local government area and must be read in conjunction with the Scheme and Regulations. If this policy is inconsistent with the Scheme and Regulations, the Scheme and Regulations prevail to the extent of any inconsistency.

Part 139 of the *Civil Aviation Safety Regulations 1998* and Part 139 Manual of Standards – Aerodromes prevail to the extent of any inconsistency with this policy.

### 4. Policy Provisions

#### 4.1 Importance of Port Hedland International Airport

The Port Hedland International Airport is recognised as the primary air transport hub in the Pilbara region and is well-positioned to accommodate expected growth while delivering a safe and optimal level of service. It is a security-controlled and certified aerodrome providing domestic and international passenger transport and general aviation air services. Its importance is recognised to be fundamental to the continued development of the local government area and the broader Pilbara region.

#### 4.2 Obstacle Limitation Surfaces (OLS)

The objective of OLS is to define a volume of airspace in proximity to an airport which should ideally be kept free of obstacles that may endanger aircraft in visual operations or during the visual stages of an instrument flight. Even so, the intention is not to restrict or prohibit all obstacles but to ensure that either existing or potential obstacles are examined



for their effect on aircraft operations and that their presence is properly considered (refer to Appendix 1: Port Hedland International Airport Obstacle Limitations Surfaces map).

The Town will not support permanent intrusions into the OLS without consultation or support from the Port Hedland International Airport. The Town may require amendments to heights of buildings, structures and obstacles to avoid encroaching into the OLS.

At its discretion the Town may apply conditions of approval and/or advice notes, as appropriate, in respect of height limitations for permanent buildings/structures or temporary tall obstacles (i.e. cranes, construction / street / floodlights, antennae, etc.).

Proponents should liaise with Port Hedland International Airport regarding any planned activity which could possibly interfere with the OLS. Port Hedland International Airport has a [Temporary Crane/Obstacle Notification Form](#) which should be completed and returned to the airport compliance manager at [compliance@phia.com.au](mailto:compliance@phia.com.au), at least 48 hours before a proposed activity takes place.

#### 4.3 Artificial Light Hazard

Significant lighting proposed within or near the airport site may create an infringement upon controlled airspace and should be reviewed against the OLS.

Artificial lighting can create confusion, distraction or glare to pilots in the air. Examples of developments include major road lighting; sea container yards; wharves; refinery flare plumes; stadium floodlighting; and construction lighting.

Developers and designers should take advice upon the zones of restricted lighting within a 6km radius (applied from the centre point of each runway) of the Port Hedland International Airport and refer to the *National Airports Safeguarding Framework Principles and Guidelines* and the guideline issued by CASA *Lighting in the Vicinity of Aerodromes – Advice to Designers*.

#### 4.4 Australian Noise Exposure Forecast (ANEF)

The Australian Noise Exposure Forecast (ANEF) system was developed in the 1980s as a land use planning tool aimed at controlling encroachment on airports by noise sensitive buildings. Locations can be rated according to the level of noise – the higher the rating, the greater the noise level. An ANEF has been prepared and incorporated into the Port Hedland International Airport Masterplan. The N70 noise contours have been prepared for this consideration.

Noise sensitive development should not be proposed below the approach and departure flight paths for both runways and helipads. Noise-sensitive development within the N70 Noise Contours (refer Appendix 2: ANEF N70 Noise Contours) shall have regard to aircraft noise, and document how the proposal will mitigate noise and reduce adverse noise impacts on the receiver(s) to acceptable levels.

At its discretion the Town may seek to influence the location of noise sensitive land uses and may apply conditions of approval and/or advice notes, as appropriate, in respect of notifications on title, the siting and design of noise sensitive land uses.



## 5. Referral Requirements

It is noted that relevant planning authorities and industry need to liaise with aerodrome operators when erecting tall structures, to determine potential infringement of the OLS. Every effort should be made to limit the introduction of new obstacles. The Town may refer any planning proposal to the Port Hedland International Airport at [operations@phia.com.au](mailto:operations@phia.com.au) for advice on matters including, but not limited to:

- (a) Development that may intrude or infringe upon the OLS including activities that could cause the emission of steam, other gas, smoke, dust or other particulate matter that could affect the ability of aircraft to operate in the prescribed airspace;
- (b) Lighting that may cause conflict (including its height, intensity, coloured lights);

Development applications may be delayed to accommodate referrals to these stakeholders, due to the significance and importance of the safe operations of the airport. It is recommended that liaison with the Town and/or Port Hedland International Airport occurs early to minimise delays.

Under the *Civil Aviation Safety Regulations 1998* Part 139, any object which extends to a height of 110 m or more above local ground level must be notified to the Civil Aviation Safety Authority (CASA).

## 6. Definitions

For the purposes of this policy, the following definitions apply:

**“OLS”** means Obstacle Limitation Surfaces which are a series of surfaces that set the height limits of objects in order to control the airspace around an aerodrome.

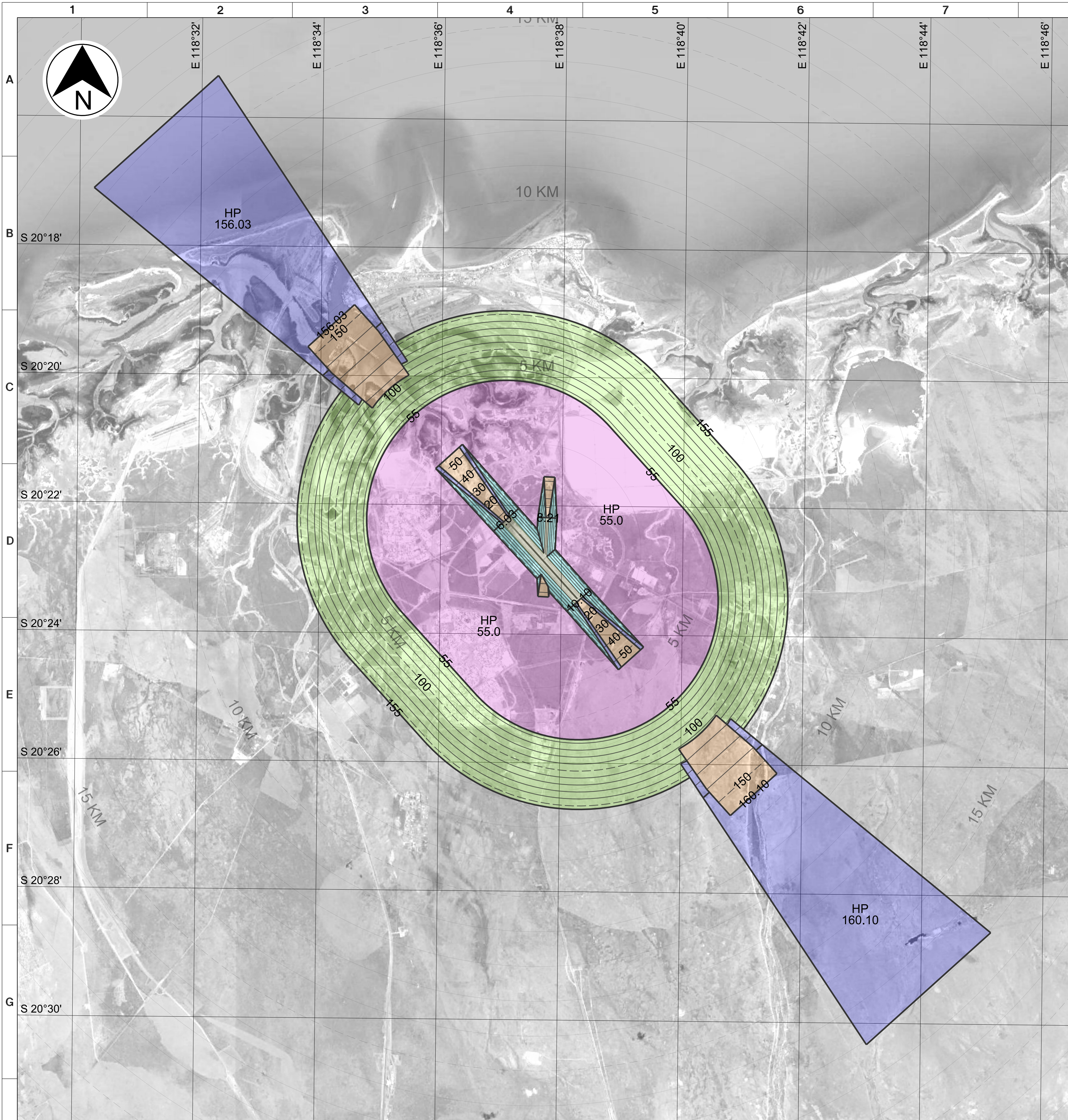
<i>Relevant legislation</i>	Civil Aviation Safety Regulations 1998, Part 139 (Cth) Manual of Standards Part 139 – Aerodromes (Cth) <i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Town of Port Hedland Local Planning Scheme No. 5
<i>Delegated authority</i>	
<i>Business unit</i>	<i>Town Planning &amp; Development</i>
<i>Directorate</i>	<i>Regulatory Services</i>

<i>Governance to complete this section</i>			
<i>Version Control</i>	<i>Version No.</i>	<i>Resolution No.</i>	<i>Adoption date</i>
	V01	CM202021/023	26 August 2020
<i>Review frequency</i>	2 Yearly		



APPENDIX 1:  
Port Hedland International Airport Obstacle  
Limitations Surfaces map





MANUAL OF STANDARDS PART 139 - AERODROMES (CASA)  
OBSTACLE RESTRICTION AND LIMITATION SURFACES TABLE OF VALUES

**PORT HEDLAND  
INTERNATIONAL AIRPORT (YPPD)  
RUNWAYS 14/32 and 18/36**

**(FUTURE 500m RWY 32 EXTENSION)**

NOTES:  
1) UNIT DISTANCES AND LENGTHS SHOWN IN METRES (m)  
2) UNIT DATUM AND ELEVATIONS SHOWN IN METRES (m) AHD

AIRPORT	
ARP ELEVATION	REFERENCE ELEV DATUM
10.06	10.00

HORIZONTAL SURFACES					
OUTER HORIZONTAL ELEV	OUTER HORIZONTAL HEIGHT	INNER HORIZONTAL RADIUS	INNER HORIZONTAL ELEV	INNER HORIZONTAL HEIGHT	INNER HORIZONTAL RADIUS
N/A	N/A	N/A	55.0	45	4,000

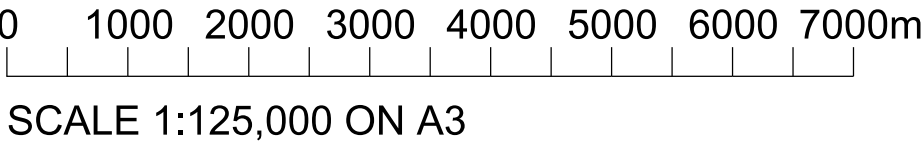
APPROACH SURFACES											
RWY	CODE	INSTR. PRECISION	INNER EDGE ELEV	LENGTH OF INNER EDGE	DIST FM THR	DIVERG-ENCE EACH SIDE	FIRST SECTION		SECOND SECTION		HORIZ SECTION LENGTH
							LENGTH	SLOPE	LENGTH	SLOPE	
14	4	-	6.03	300	60	15%	3,000	2.0%	3,600	2.5%	8,400
32	4	-	10.10	300	60	15%	3,000	2.0%	3,600	2.5%	8,400
18	2	-	8.21	80	60	10%	2,500	4%	-	-	-
36	2	-	8.90	80	60	10%	2,500	4%	-	-	-

TRANSITIONAL SURFACES		
RUNWAY	CODE	SLOPE
14	4	14.3%
32	4	14.3%
18	2	20.0%
36	2	20.0%

TAKE-OFF CLIMB SURFACES								
RUNWAY	CODE	INNER EDGE ELEVATION	LENGTH OF INNER EDGE	DISTANCE FM RWY END	DIVERGENCE EACH SIDE	OVERALL LENGTH	FINAL WIDTH	SLOPE
14	4	10.10	180	60	12.5%	15,000	1,800	2%
32	4	6.03	180	60	12.5%	15,000	1,800	2%
18	2	8.90	80	60	10.0%	2,500	580	4%
36	2	8.21	80	60	10.0%	2,500	580	4%

NOTES:  
1) REFERENCE ELEVATION DATUM = 10.0m  
2) CONTOUR HEIGHTS SHOWN IN METRES (AHD)  
3) CONTOUR INTERVALS: MINOR 1m / MAJOR 10m  
4) HP = HORIZONTAL PLANE  
5) COORDINATES GRID DATUM GDA94 ZONE 50  
6) OLS PLAN DESIGNED IN ACCORDANCE WITH CASA MANUAL OF STANDARDS PART 139 - AERODROMES OF THE CIVIL AVIATION SAFETY REGULATIONS 1998

- LEGEND:
- INNER HORIZONTAL SURFACE
  - CONICAL SURFACE
  - TAKE-OFF SURFACE
  - APPROACH SURFACE
  - TRANSITIONAL SURFACE



No	DATE	DRAFTING CHECK	DESIGN REVIEW	REV'D P.MGR	APPD P.DIR	AMENDMENT
1	21/05/18	RR	RR	RR	RM	REVISED TO 2018 AIRPORT SURVEY
0	28/02/18	RR	RR	REV'D	RM	INITIAL REVISION



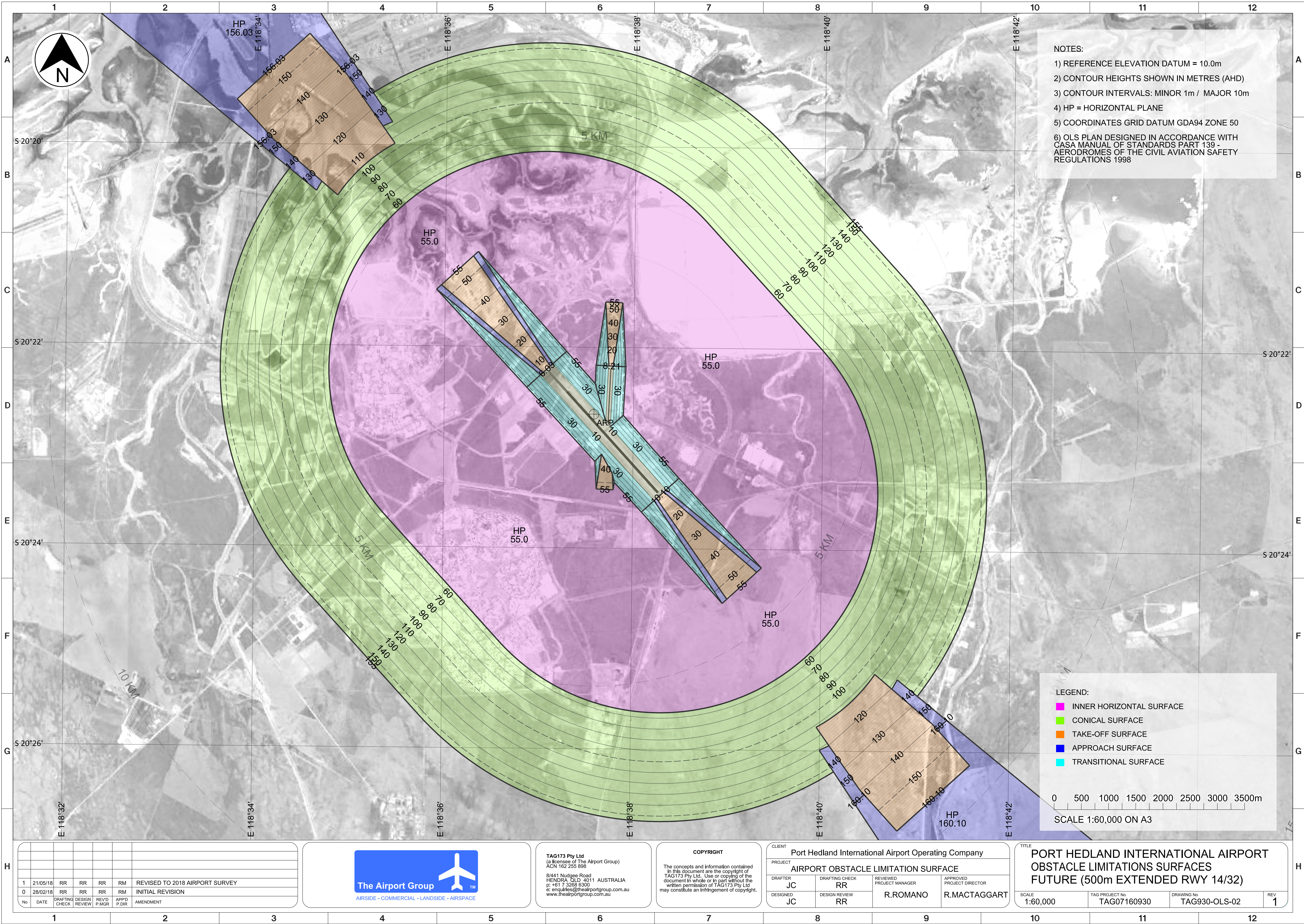
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CLIENT			
Port Hedland International Airport Operating Company			
PROJECT			
AIRPORT OBSTACLE LIMITATION SURFACE			
DRAFTER	DRAFTING CHECK	REVIEWED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
JC	RR	R.ROMANO	R.MACTAGGART
DESIGNED	DESIGN REVIEW		
JC	RR		

TITLE			
PORT HEDLAND INTERNATIONAL AIRPORT OBSTACLE LIMITATIONS SURFACES FUTURE (500m EXTENDED RWY 14/32)			
SCALE	TAG PROJECT No	DRAWING No	REV
1:125,000	TAG07160930	TAG930-OLS-01	1





NOTES:

- 1) REFERENCE ELEVATION DATUM = 10.0m
- 2) CONTOUR HEIGHTS SHOWN IN METRES (AHD)
- 3) CONTOUR INTERVALS: MINOR 1m / MAJOR 10m
- 4) HP = HORIZONTAL PLANE
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- 6) OLS PLAN DESIGNED IN ACCORDANCE WITH CASA MANUAL OF STANDARDS PART 139 - AERODROMES OF THE CIVIL AVIATION SAFETY REGULATIONS 1998

LEGEND:

- INNER HORIZONTAL SURFACE
- CONICAL SURFACE
- TAKE-OFF SURFACE
- APPROACH SURFACE
- TRANSITIONAL SURFACE

0 500 1000 1500 2000 2500 3000 3500m

SCALE 1:60,000 ON A3

1	21/05/18	RR	RR	RR	RM	REVISED TO 2018 AIRPORT SURVEY	
0	28/02/18	RR	RR	RR	RM	INITIAL REVISION	
No	DATE	DRAFTING CHECK	DESIGN REVIEW	REV'D P.MGR	APP'D P.DIR	AMENDMENT	



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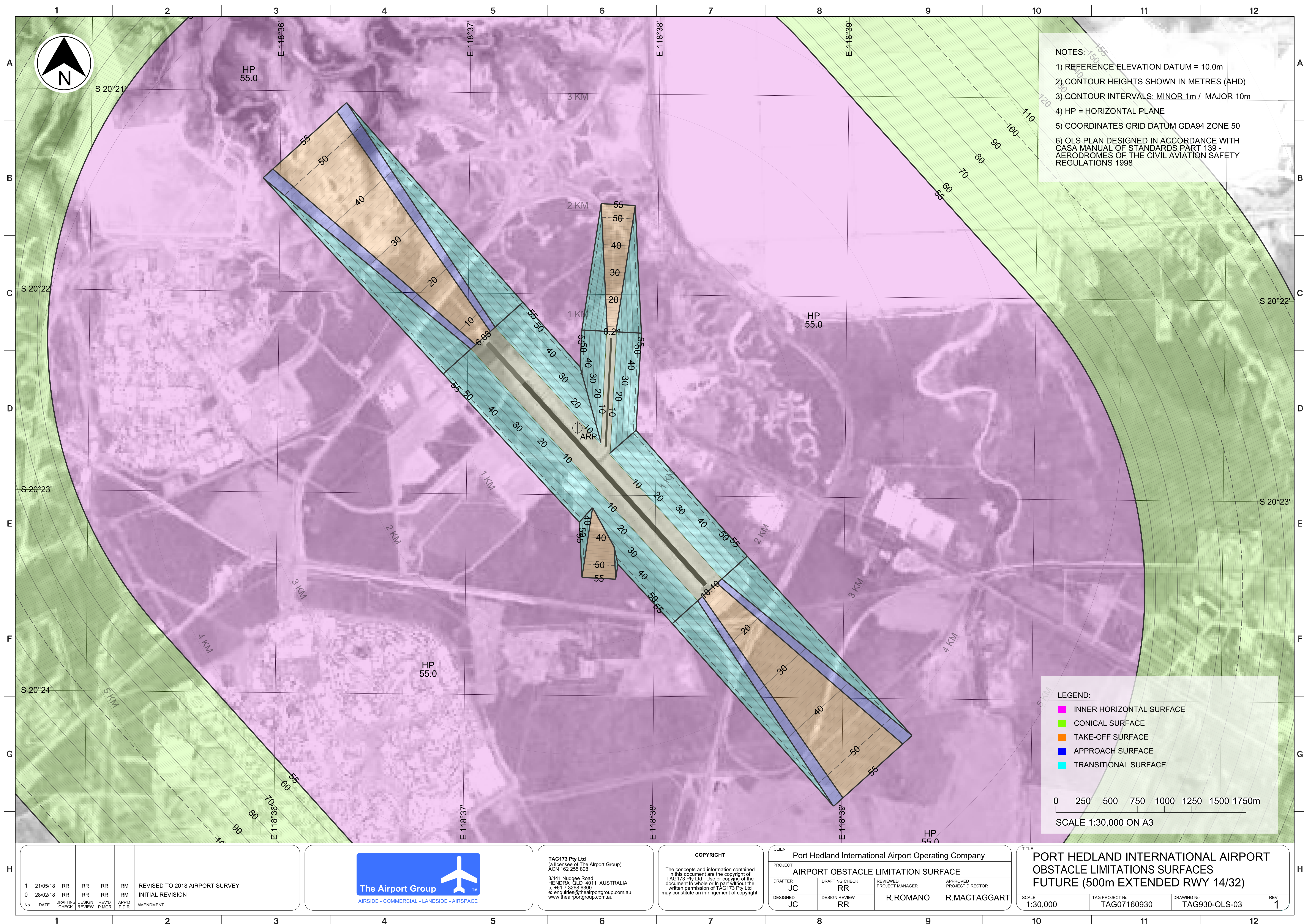
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CLIENT Port Hedland International Airport Operating Company			
PROJECT AIRPORT OBSTACLE LIMITATION SURFACE			
DRAFTER JC	DRAFTING CHECK RR	REVIEWED PROJECT MANAGER R.ROMANO	APPROVED PROJECT DIRECTOR R.MACTAGGART
DESIGNED JC	DESIGN REVIEW RR		

TITLE PORT HEDLAND INTERNATIONAL AIRPORT OBSTACLE LIMITATIONS SURFACES FUTURE (500m EXTENDED RWY 14/32)			
SCALE 1:60,000	TAG PROJECT No TAG07160930	DRAWING No TAG930-OLS-02	REV 1









## APPENDIX 2: ANEF N70 Noise Contours



