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31 July 2025

Our File Ref: M25131AL001

Contact: [REDACTED]

Principal Town Planner
Beveridge Williams & Co. Pty Ltd
c/o Stable Property Services
PO Box 380
Morwell VIC 3840

Attention: [REDACTED]

RE: AVIATION SAFEGUARDING ASSESSMENT
5483 & 5495 PRINCES, HIGHWAY, TRARALGON

1.0 Introduction

L+R Airport Consulting was engaged by Stable Property Services to undertake an aviation safeguarding assessment of the proposed land to be rezoned to residential at 5483 and 5495 Princes Highway, Traralgon against the National Airports Safeguarding Framework (NASF) and other relevant aviation considerations as they relate to Latrobe Regional Airport.

1.1 Proposed Rezoning

Beveridge Williams & Co is preparing planning scheme amendment request to rezone the land at 5483 and 5495 Princes Highway, Traralgon. The land is proposed to be rezoned to General Residential Zone Schedule 3 with a Development Plan Overlay.

The subject site is west of the Latrobe Regional Airport. The site is approximately 500 m west of Runway 03/21 and approximately 620 m east from the end of Runway 09/27 as shown below on Figure 1.

1.2 Latrobe Regional Airport

Latrobe Regional Airport is owned by the Latrobe City Council and operates under the management of the Latrobe Regional Airport Community Asset Committee which comprises representatives from local government, Gunaikurnai Land and Waters Aboriginal Corporation and seven (7) independent members from the community.

The Airport has two (2) runways, Runway 03/21 and Runway 09/27, a glider strip, four (4) main taxiways, a terminal apron and a large concrete helicopter landing pad for parking and servicing large firebombing helicopters during the bushfire season.

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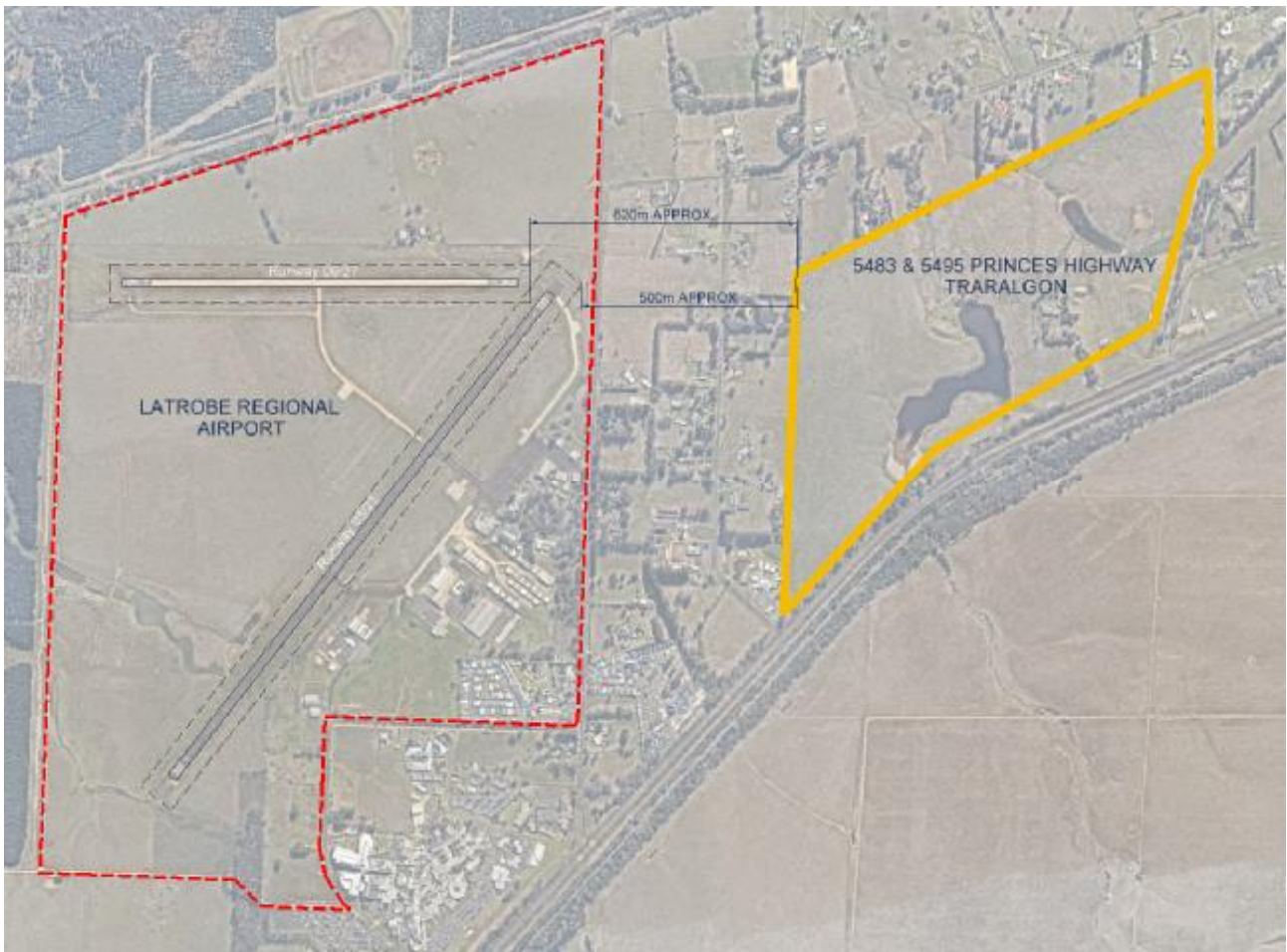
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The existing operations and services at Latrobe Regional Airport include:

- § A Museum, Latrobe Valley Aero Club, Australian Air Force Cadets squadron facilities;
- § Training and other facilities for the State Emergency Services and Country Fire Authority;
- § Various commercial businesses including Mahindra Aerospace
- § Approximately 35 private hangars;
- § An emergency services precinct which is home for HEMS1, Air Ambulance Victoria's regional base for helicopter aeromedical operations which includes the AW139 helicopter, helipad, hangar, offices and crew facilities as well as the DELWP aerial fire-fighting base;
- § A number of commercial aviation operations; and
- § Refuelling facilities including AvGas and Jet A-1.

The Latrobe Regional Airport Master Plan 2015 (Updated 2019) (Airport Master Plan) seeks to support the principal objective of the airport as one of Latrobe Valley's key employment hubs. The Airport Master Plan is to facilitate the appropriate development of the Latrobe Regional Airport and surrounds over a 20-year period which in turn will increase levels of employment output and investment at the airport.

Figure 1: Latrobe Regional Airport and Subject Site – 5483 & 5495 Princes Highway, Traralgon







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2. *Zoning for noise-sensitive development be avoided where ultimate capacity or long-range noise modelling for the airport indicates either:*
 - a. *20 or more daily events greater than 70 dB(A);*
 - b. *50 or more daily events of greater than 65dB(A); or*
 - c. *100 events or more daily events of greater than 60 dB(A).*

The quantum of events nominated for the N70, N65 and N60 event contours respectively, aligns broadly to known areas of sensitivity around existing airports and gives some basis for guidance for areas close to, but outside, existing 20 ANEF contours. N-above contours indicate the number of aircraft noise events equal to or greater than a specified noise level expected to occur on an average day.

In accordance with Guideline A these contours represent areas within which land use planners should consider aircraft noise impacts, particularly for new noise-sensitive developments such as general residential.

The subject site, as illustrated on attached [Figure M25131/01](#), is outside the Airport Master Plan N60 dB(A) of 100 events or more daily and N65 dB(A) of 50 events or more daily. The most northwestern corner of the subject site is within the N70 dB(A) of 20 events or more daily.

3. *Zoning for noise-sensitive development should take into account likely nighttime movements and their impact of residents' sleeping patterns. For example, where there are more than 6 events predicted between the hours of 11pm to 6am which create a 60 dB(A) or greater noise impact, measure for aircraft noise amelioration and restriction on noise sensitive development may be appropriate.*

The Airport Master Plan does not include discussion in relation to the likely movements between 11pm and 6am, or any potential impacts on residents.

Therefore, the rezoning (with exception of the most northwestern corner of the site) would be in accordance with Guideline A for consideration of noise sensitive uses. In accordance with the AS2021:2015 Table 2.1 *Building Site Acceptability Based on ANEF Zones* 'House, home unit, flat, caravan park' is 'acceptable' when outside the ANEF 20 contour (which applies to all areas of the site). However, it should not be inferred from AS2021:2015 that aircraft noise will be unnoticeable in areas outside of the ANEF 20 contour and as such noise attenuation could be considered.

3.0 Guideline B: Windshear & Turbulence

The purpose of Guideline B: *Managing the Risk of Building Generated Windshear and Turbulence at Airports* is to assist land use planners and airport operators in their planning and development processes to reduce the risk of building generated windshear and turbulence at airports near runways.

Applicability of this Guideline is initially determined by the location of a building within the assessment trigger area around the runway, that is:

- § 1,200 m or closer perpendicular to the runway centreline;
- § 900 m or closer in front of the runway threshold; and
- § 500 m closer from the runway threshold along the runway.

The subject site is within the assessment trigger areas for Runway 09/27 and Runway 03/21 as illustrated on attached [Figure M25131/02](#).

For buildings within the assessment trigger areas, the first step is to consider the height of the building to determine its acceptability. The rule adopted in Australia is that buildings should not penetrate a 1:35 surface extending perpendicular from the runway centreline (or extended centreline within the assessment trigger area). The buildings should be measured above the runway centreline level. In other words, the distance from the runway centreline to the closest point of the building should be more than 35 times the height (above runway level) of the building.

The Runway 09/27 assessment trigger area slopes from northern edge of the subject site upward toward the south. The 1 in 35 surface ranges from the extended runway centreline at the threshold elevation of 54.5 m AHD to approximately 75 m AHD. This will be the more restrictive 1 in 35 surface as compared to the Runway 03/21 assessment trigger area.

The Runway 03/21 assessment trigger area slopes upwards from the northwestern corner towards Princes Highway. The 1 in 35 surface ranges from approximately 66 m AHD to 87 m AHD.

Any buildings proposed to infringe the 1 in 35 surfaces will require further assessment in accordance with Guideline B. This may involve a qualified wind engineer or other suitably qualified wind professional to assess the proposed structure(s) using wind tunnel testing or computational fluid dynamics to satisfy the approval authority/decision maker (and the Civil Aviation Safety Authority (CASA) if their advice is sought) that the structure is acceptable. Guideline B sets out the criteria for assessment to allow planners to decide whether the proposal is acceptable, whether the risk can be mitigated through operational procedures at the airport or whether the proposed structure should be refused.

4.0 Guideline C: Wildlife Strikes

The purpose of Guideline C: *Managing the Risk of Wildlife Strikes in the Vicinity of Airports* is to provide guidance to Commonwealth, state/territory and local government decision makers and airports to reduce the risk of strikes between wildlife and aircraft by managing wildlife-attracting land uses near airports. Wildlife strikes occur when wildlife collides with an operational aircraft. Wildlife strikes and wildlife avoidance can cause injuries, fatalities, aircraft damage and operational delays. The risk of wildlife strikes can be significantly reduced through the land use planning and development decisions that minimise or mitigate development that can attract hazardous wildlife.

Wildlife is attracted to sources of food, water and shelter. The Airport Master Plan, in accordance with Guideline C, identifies the three (3) wildlife management areas for the airport: Area A – within 3 km; Area B – land between 3 km and 8 km and Area C – land between 8 km and 13 km as illustrated on [Figure M25131/03](#).

The Wildlife Hazard Management Action Table (Attachment 1 to Guideline C) identifies the land use types that may attract wildlife and the associated wildlife attractant risk and actions to be undertaken for the land use type within each of the areas. General residential land use is not identified on Attachment 1 to Guideline C, and as such would not be expected to create a wildlife hazard attraction and risk. However, other land uses that may be expected within the subject land are discussed below.

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The land use 'wildlife/conservation area – wetland, waterway' and 'significant open water (ancillary to development)' is identified as a wildlife attraction risk 'high' with the action to 'mitigate' where it is an existing use within wildlife management area A. In accordance with Guideline C, where 'mitigate' is indicated for existing land uses, the site should be included in wildlife monitoring activity and elements that could potentially attract hazardous wildlife should be identified, assessed and mitigated. This may include seeking wildlife hazard expert advice.

The following specified uses (not exhaustive, refer to Attachment 1 for additional uses) on land within 3 km are identified with a wildlife attraction risk 'moderate' with the action to 'mitigate' for new and changed development and land uses:

- Significant landscaped space (ancillary to development)
- Park, playground
- Picnic areas, camping ground
- Sports facility (tennis, bowls, football fields)

In accordance with Guideline C, where 'mitigate' is indicated, proposals for this land use type should be developed, in consultation with wildlife hazard experts, to ensure they do not act as food, water or shelter attractants for wildlife. These mitigation requirements should be taken into account in the preparation of a development proposal.

5.0 Guideline D: Wind Turbine Farms

Guideline D: *Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation* provides guidance to State/Territory and local government decision makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from development, presence and use of wind farms and wind monitoring towers.

The proposal as provided does not include the installation of any wind turbines or wind monitoring towers and as such Guideline D is not relevant.

6.0 Guideline E: Lighting

NASF Guideline E: *Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports* provides guidance on the risk of distractions to pilots of aircraft from lighting and light fixtures near airports. Advice for the guidance of designers and installation contractors is provided for situations where lights are to be installed within a 6 km radius (applied from the centre point of each runway) of a known aerodrome.

The CASA *Part 139 (Aerodromes) Manual of Standards 2019* Section 9.144: *Lights – requirements for zones* sets out the restrictions and degree of interference ground lights can cause as a pilot approaches and provides advice to lighting suppliers on the general requirements. The primary area is divided into four light control zones: A, B, C and D. These zones reflect the degree of interference ground lights can cause pilots as they approach.

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The Airport Master Plan considers the potential for Runway 09/27 to be lit in the future to improve its availability. As such safeguarding of both runways is documented. The subject site is within the primary area and primarily within light control zones A and B as illustrated on attached [Figure M25131/04](#).

Broadly, west of the larger water body would be subject to light control zone A which does not allow for any (0cd) intensity of light source measured at 3 degrees above the horizontal. East of the water body should adhere to Zone B which allows for 50 cd of light sources measured at 3 degrees above the horizontal.

It will be for the lighting designer to ensure any public lighting (e.g. street lights) meets the requirements of Zone A and Zone B.

In addition, glare caused by reflective surfaces may also be a source of distraction to pilots. It should be noted that solar panel installation is a particular consideration in relation to glare/reflectivity affecting aircraft in various stages of flight as well as ATC operations. Roof-mounted panel arrays, whether as part of the initial construction or subsequently, the proponent may need to complete a solar glare hazard analysis to satisfy CASA and the airport operator that the safety of aircraft operations will not be affected. CASA takes guidance from the USA Federal Aviation Administration (FAA) who in 2021 updated and replaced its Interim Policy, that the focus should be on the impact to the airports Air Traffic Control Tower cab only as it [FAA] *concluded that in most cases. The glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots and similar features.*

In L+R Airport Consulting experience it is unlikely that one residential dwelling with solar panels would adversely affect a pilot on final approach. However the cumulative effect across the subject site should be considered if each dwelling installed solar panels.

7.0 Guideline F: Protected Operational Airspace

Guideline F: *Managing the Risk of Intrusions into the Protected Operational Airspace of Airports* is intended to address the issue of intrusions into the operational airspace of airports by tall structures, such as buildings, cranes or activities that could cause air turbulence affecting aircraft in flight.

The operational airspace of airports is the volume of airspace above a set of imaginary surfaces, the design of which is determined by criteria established by the International Civil Aviation Organisation (ICAO). These surfaces are established with the aim of protecting aircraft from obstacles or activities that could be a threat to safety. Intrusions into operational airspace affect airport operations.

The dimensions and volumes of operational airspace required are determined using two separate groups of criteria. The first group is the Obstacle Limitation Surfaces (OLS). The OLS protects flights being operated visually. The second group is the Procedure for Air Navigation Services – Operations (PANS-OPS) surfaces. The PANS-OPS protects aircraft operations that are solely reliant on the aircraft's navigation instruments, without the pilot being able to navigate visually. Both are described in the following sections as they relate to Latrobe Regional Airport.

7.1 Obstacle Limitation Surfaces

The Obstacle Limitation Surfaces (OLS) are established as the protection for aircraft operating on visual flight procedures. The OLS is a series of virtual surfaces around a runway, which establish the height limits for obstacles to air navigation in and around an airport. Obstacles means fixed (whether temporary or permanent) and mobile objects, structure and parts of such objects and structures such as roof access ladders, antennas, roof top plant and equipment, emissions from stacks or vents where upward vertical velocity of 4.3 m/s at the point of emission is exceeded, cranes, mobile cranes, concrete pumps etc.

The subject site is within the lateral extents of the Airport Master Plan OLS as illustrated on [Figure M25131/05](#). The subject site is:

- § Within the OLS inner horizontal surface at 96.5 m AHD; and
- § Partially within the Runway 09 take-off climb surface and the Runway 27 approach surface which ranges from 78.0 m AHD to 113 m AHD across the centre of the site from sloping up from west to east; and
- § Partially within the Runway 09/27 transitional surface, in the northwestern corner of the site, which slopes from the edge of the approach surface, at a minimum of 78.0 m AHD, upward to the inner horizontal surface at 96.5 m AHD.

7.2 PANS-OPS Airspace

PANS-OPS airspace is associated with instrument flight procedures and other requirements for aircraft operating under Instrument Flight Rules. There are four (4) instrument procedures at Latrobe Regional Airport as currently published in the Aeronautical Information Package (AIP) Departure and Approach Procedures (DAP) 183 effective 12 June 2025 and listed below:

- § RNP Runway 03 (Am 174)
- § RNP Runway 21 (Am 177)
- § NDB-A (Am 169)
- § NDB-B (Am 169)

The subject site is within the extents of all four departure and approach procedures as listed above for Latrobe Regional Airport. The critical surface over the site is the PANS-OPS RNP Runway 21 which we estimate to be approximately 121 m AHD.

L+R Airport Consulting, would expect the OLS (see Section 7.1) to be lower than the PANS-OPS, in relation to the subject site. As such residential development in this location is unlikely to cause infringement. The airport operator may choose to have detailed proposals assessed by Airservices Australia, for confirmation of any impacts to published instrument flight procedures.

7.3 Plume Rise

Plume rise is also a consideration in relation to penetration of the OLS. Aircraft in various stages of flight may be affected by exhaust plume of significant velocity. CASA has published an Advisory Circular *AC-139-5 v.3.0 Plume Rise Assessments*. Plume rise with respect to residential dwellings would not normally be considered significant to trigger an assessment. However, it is worth noting that a process is set out in AC-139-5 v3.0 to ensure any exhaust plumes that exceed the critical velocities are assessed by CASA.

8.0 Guideline G: CNS Facilities

The purpose of Guideline G: *Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)* is to formalise the protection of CNS facilities in land use planning decisions. This Guideline provides land use planning guidance to better protect CNS facilities which support the system and processes in place by various agencies to safely manage the flow of aircraft into, out of and across Australian airspace. The Guideline also informs procedures which ensure development associated activities within Building Restricted Areas (BRA) of CNS facilities do not adversely affect the facility or cause interference for air traffic controllers or aircraft in transit.

Airservices Australia operates a Non-Directional Beacon (NDB) navigation aid at Latrobe Regional Airport which provides lateral guidance to aircraft operating in marginal weather conditions. Protection surfaces are set out in NASF Guideline G for navigation aids, to prevent interference with the performance and integrity of the navigation aid's signal.

Attachment 3 to Guideline G – *Building Restricted Areas for Aviation Facilities* identifies the BRA which extends out to 300 m from the centre of the NDB antenna.

The subject site, approximately 800 m southeast of the NDB, is beyond the extents of the BRA for the Latrobe Regional Airport NDB and therefore no further action as per Attachment 3 to NASF Guideline G is required.

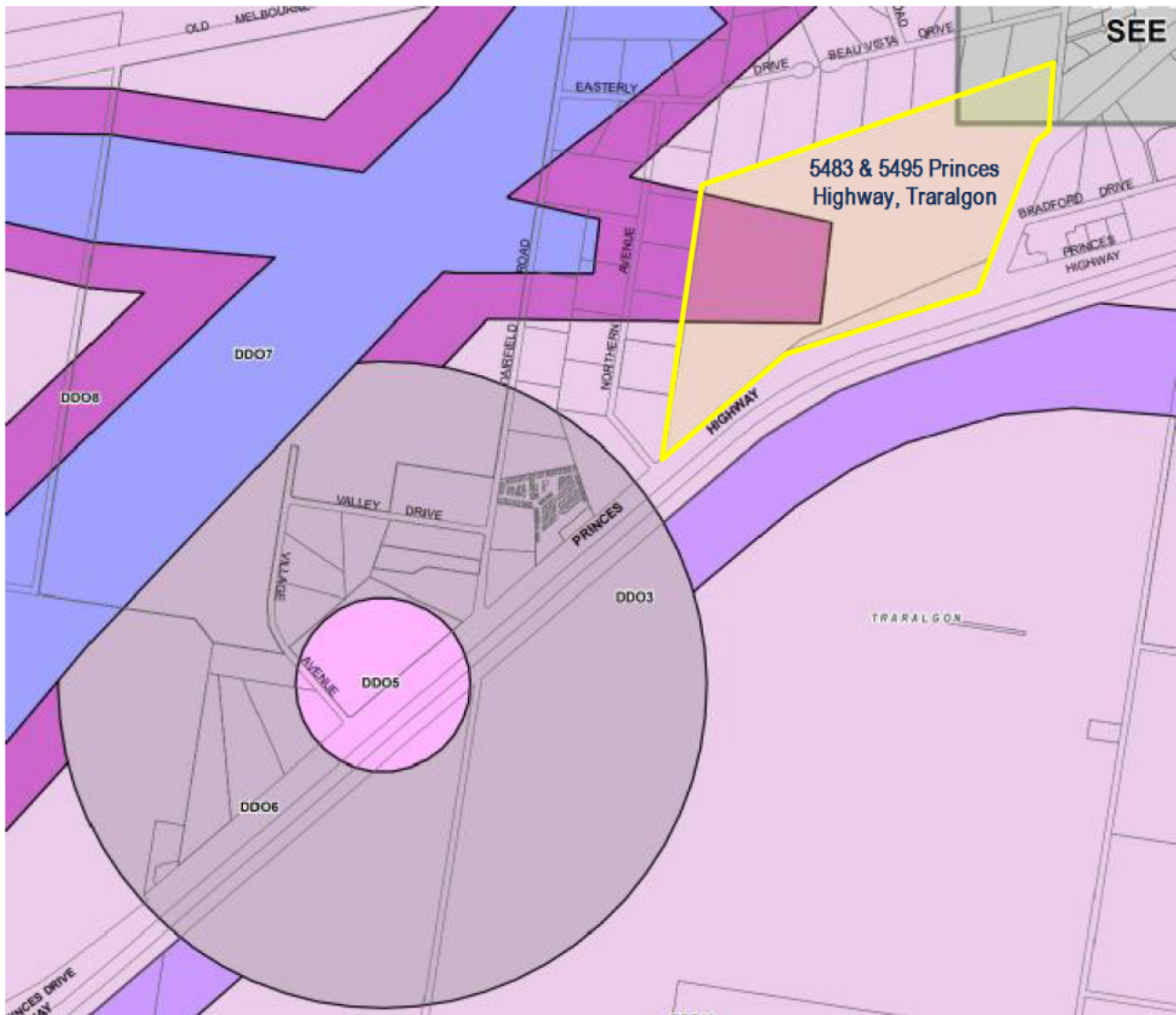
9.0 Guideline H: Helicopter Landing Sites

Guideline H: *Protecting Strategically Important Helicopter Landing Sites* provides guidance to state/territory and local government decision makers as well as the owners/operators of identified strategically important Helicopter Landing Sites (SHLS) for the ongoing operations and to ensure SHLS are not compromised by any proposed development. For the purposes of this Guideline, an SHLS is an area not located on an aerodrome.

A SHLS is that as identified as being of strategic importance as well as associated with a hospital, elevated in a populated area and/or subject to instrument flight procedures. The flight path protection areas extend 3.5 km from the SHLS.

The subject site is within 3.5 km from the Latrobe Regional Hospital HLS, approximately 1,100 m to the northeast of the Latrobe Regional Hospital HLS. The Latrobe Planning Scheme Map 85 DDO identifies DDO5 and DDO6, both of which relate to the Latrobe Regional Hospital Emergency Medical Services Helicopter Flight Path Protection as illustrated below on [Figure 3](#). The subject is outside the DDO5 and DDO6.

Figure 3: Latrobe Planning Scheme - Map No 85DDO



Source: Extract Latrobe Planning Scheme Map No 85DDO

10.0 Guideline I: Public Safety Zones

Guideline I: *Managing the Risk in Public Safety Zones at the Ends of Runways* provides guidance on approaches for the application of Public Safety Areas (PSA) within the planning framework in Australian jurisdictions. The Guideline is intended to ensure there is no increase in risk from new development and assist land-use planners to better consider public safety when assessing development proposals, rezoning and the development of strategic land use plans.

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A 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. The risk is related to the number and type of aircraft movements and the distance from the critical take-off and landing points. PSAs are based on the landing threshold for each end of the runway and in most cases become narrower with increasing distance before the threshold.

Guideline I provides two examples of most relevance to Australia (the UK and Queensland approaches) to developing PSA extents. The UK model is the most formalised approach to defining a PSA and has been applied at a number of international and Australian airports. The Queensland PSA template was determined with reference to the UK methodology for determining third party risk and is an appropriate template in the absence of existing policy.

Latrobe Regional Airport Master Plan 2015 (Updated 2019) identifies the need for further work to establish a formal PSA which would need to consider the statistical chance of an accident occurring at a particular location having regard to the number of aircraft movements and types at Latrobe Regional Airport. This approach is consistent with the preferred approach within Guideline I, which is based on the UK approach which was in place up to 2021.

The Latrobe Regional Airport Community Asset Committee has, however, indicated that *the Queensland State Planning Policy – Public Safety Areas Model provides a useful and proven framework for identifying and managing PSAs.*

Under the Queensland SPP a single defined PSA template must be applied at each end of an airport's main runway if the runway meets the following criteria:

- § Accommodates regular public transport jet aircraft services; or
- § Greater than 10,000 aircraft movements occur per year (excluding light aircraft movements).

The PSA template, as per Attachment 2 of Guideline I and the Queensland SPP, forms a shape of an isosceles trapezoid that is 1,000 metres long, 350 metres wide closest to the runway end tapering to a width of 250 metres furthest from the runway. It lies beneath the approach or take-off path where the aircraft is closest to the ground at the end of the runway. When applied to all runways at Latrobe Regional Airport, these templates are illustrated on attached Figure M25131/06. The subject site would lie within the Runway 09/27 eastern PSA, if applied.

The Queensland policy is that the following should be avoided within a PSA:

- § Increases in the numbers of people living, working or congregation in the public safety areas; or
- § The use of noxious or hazardous materials.

Assessment of a development's compatibility within a PSA has to consider:

- § The direct impacts to people in the aircraft and on ground; and
- § The secondary incidents arising from damage to ground facilities, such as storage facilities for explosive, flammable or other hazardous materials.

However, applying the Queensland SPP strictly to Latrobe Regional Airport, Runway 09/27 would not exceed the criteria above for aircraft movements that would require a PSA to be established. The Latrobe Regional Airport Master Plan 2015 (Updated 2019) also does not illustrate PSAs at the ends of Runway 09/27.

11.0 Conclusions

L+R Airport Consulting has completed an aviation safeguarding assessment of the proposed land to be rezoned to residential at 5483 and 5495 Princes Highway, Traralgon against the National Airports Safeguarding Framework (NASF) as they relate to Latrobe Regional Airport. The results are summarised below:

§ Guideline A – Noise:

- Residential dwellings would be 'acceptable' in accordance with the AS2021:2015 *Acoustics – Aircraft noise intrusion – Building siting and construction*; and
- Would be in accordance with Guideline A for the rezoning of greenfield areas for noise sensitive uses, with exception of the most northwestern corner of the site.

§ Guideline B – Building Generated Windshear and Turbulence

- The subject site is within the assessment trigger area for both Runway 03/21 and Runway 09/27; and
- The 1 in 35 surface ranges from 54.5 m AHD to approximately 87 m AHD sloping upwards from north to south and northwest to southeast;
- As development plans are provided in detail, where buildings are proposed to infringe the 1 in 35 surface further assessment may be required.

§ Guideline C – Wildlife

- General residential land use is not identified on Attachment 1, and as such would not be expected to create a risk;
- Other land uses are identified as a wildlife attraction risks with the action to 'mitigate'
- In accordance with Guideline C where 'mitigate' is indicated, proposals for this land use type should be developed, in consultation with wildlife hazard experts, to ensure they do not act as food, water or shelter attractants for wildlife; and
- This information regarding the development plans should be provided to Latrobe Regional Airport and included in future monitoring activity undertaken by the airport operator.

§ Guideline E – Lighting

- The lighting designer, particularly for any public lighting (e.g. street lights) will need to ensure the lighting meets the requirements of Zone A and Zone B.

§ Guideline F – Airspace

- The lowest OLS limit on the site is 78.0 m AHD; and
- The PANS-OPS limit across the site is estimated at approximately 121 m AHD; and
- Based on development not infringing the OLS, infringements of the PANS-OPS airspace would not be expected.

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▪ **Guideline I – Public Safety**

- Applying the Queensland SPP strictly to Latrobe Regional Airport, Runway 09/27 would not exceed the criteria above for aircraft movements that would require a PSA to be established; and
- The Latrobe Regional Airport Master Plan 2015 (Updated 2019) does not illustrate PSAs at the ends of Runway 09/27 but rather identifies the need for further work to consider the statistical chance of an accident occurring at a particular location having regard to the number of aircraft movements and types at Latrobe Regional Airport.

If we can be of further assistance in relation to this assessment, please contact the undersigned.

Yours faithfully,

For and on behalf of

Lambert Rehbein (VIC) PTY LTD

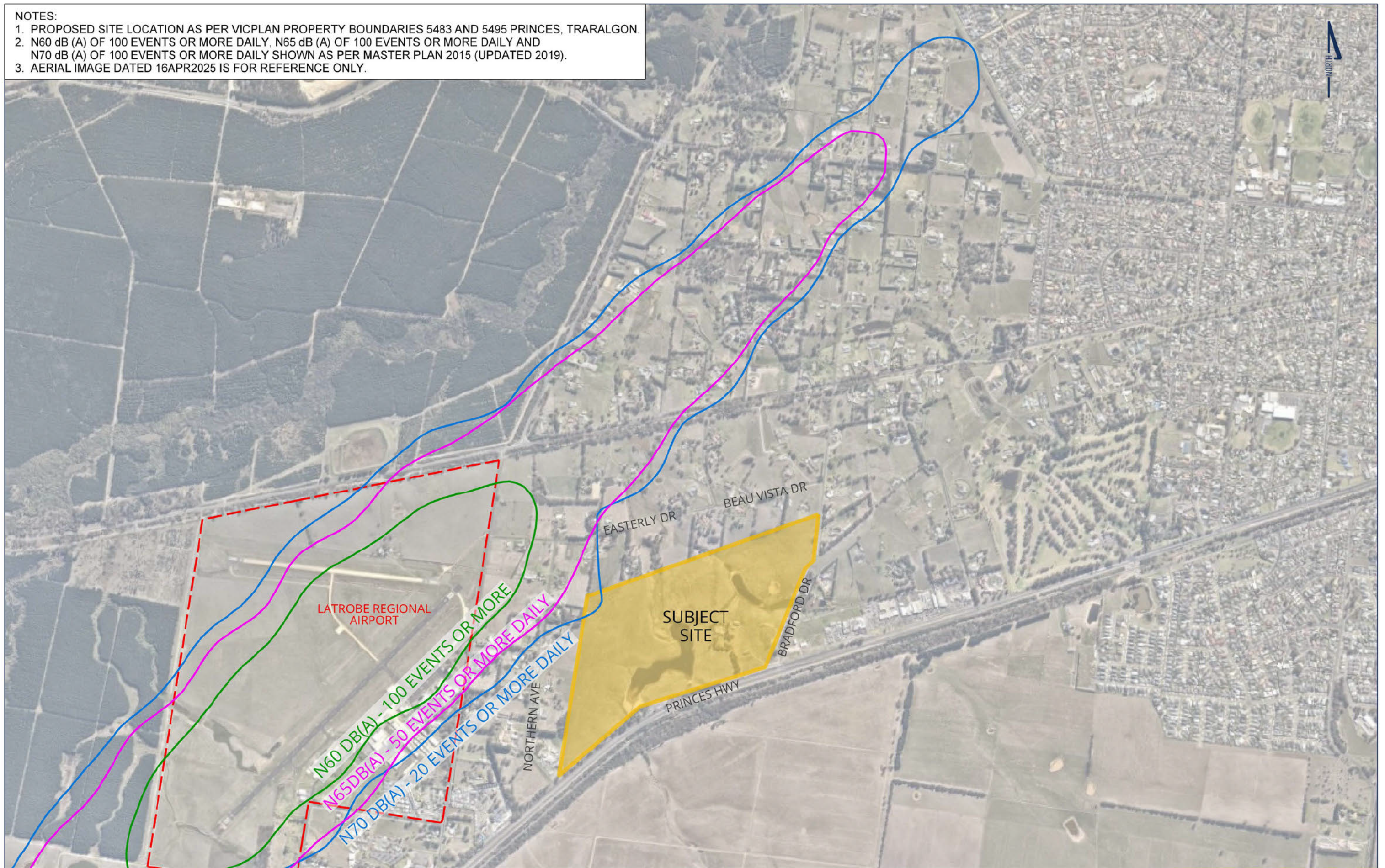


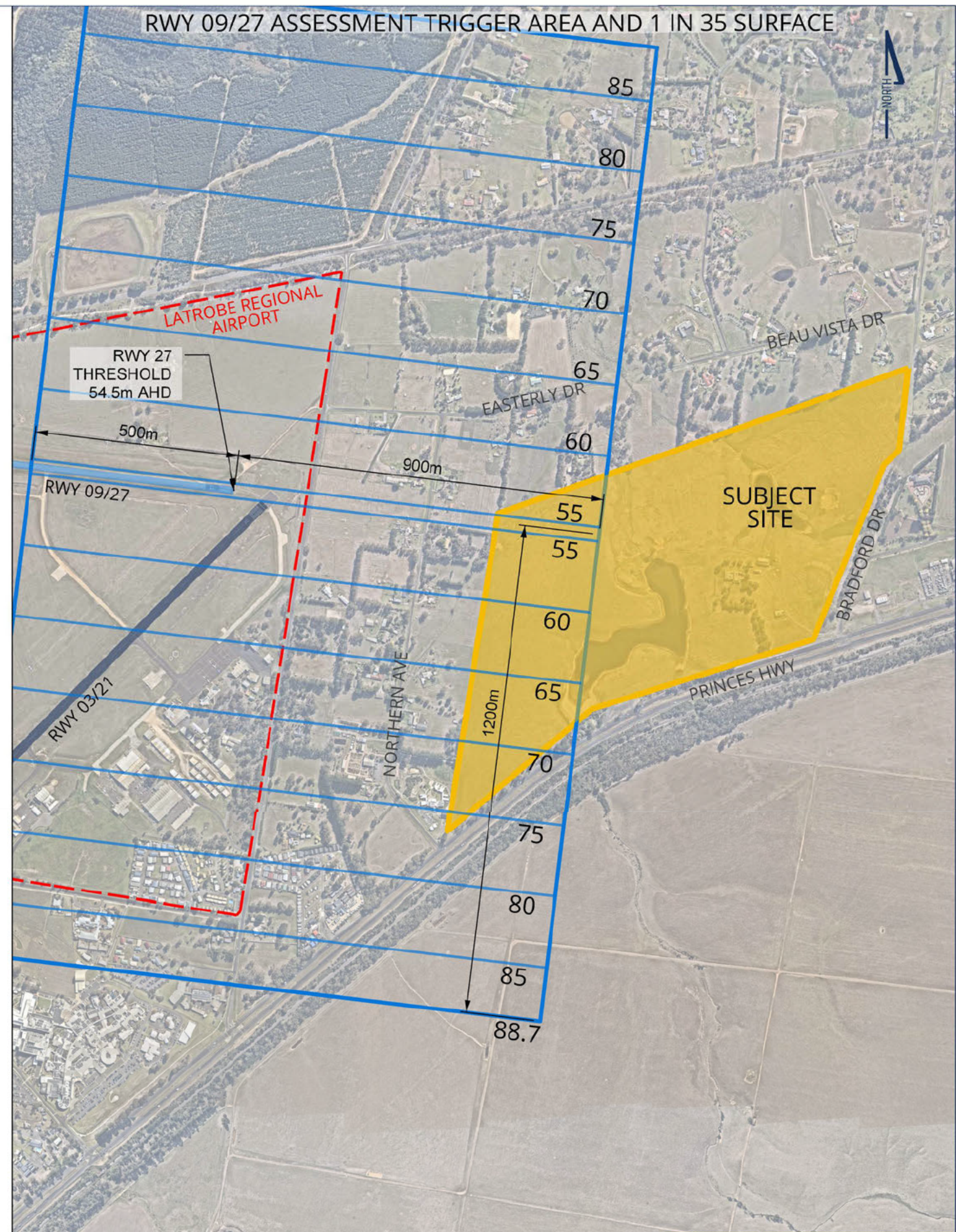
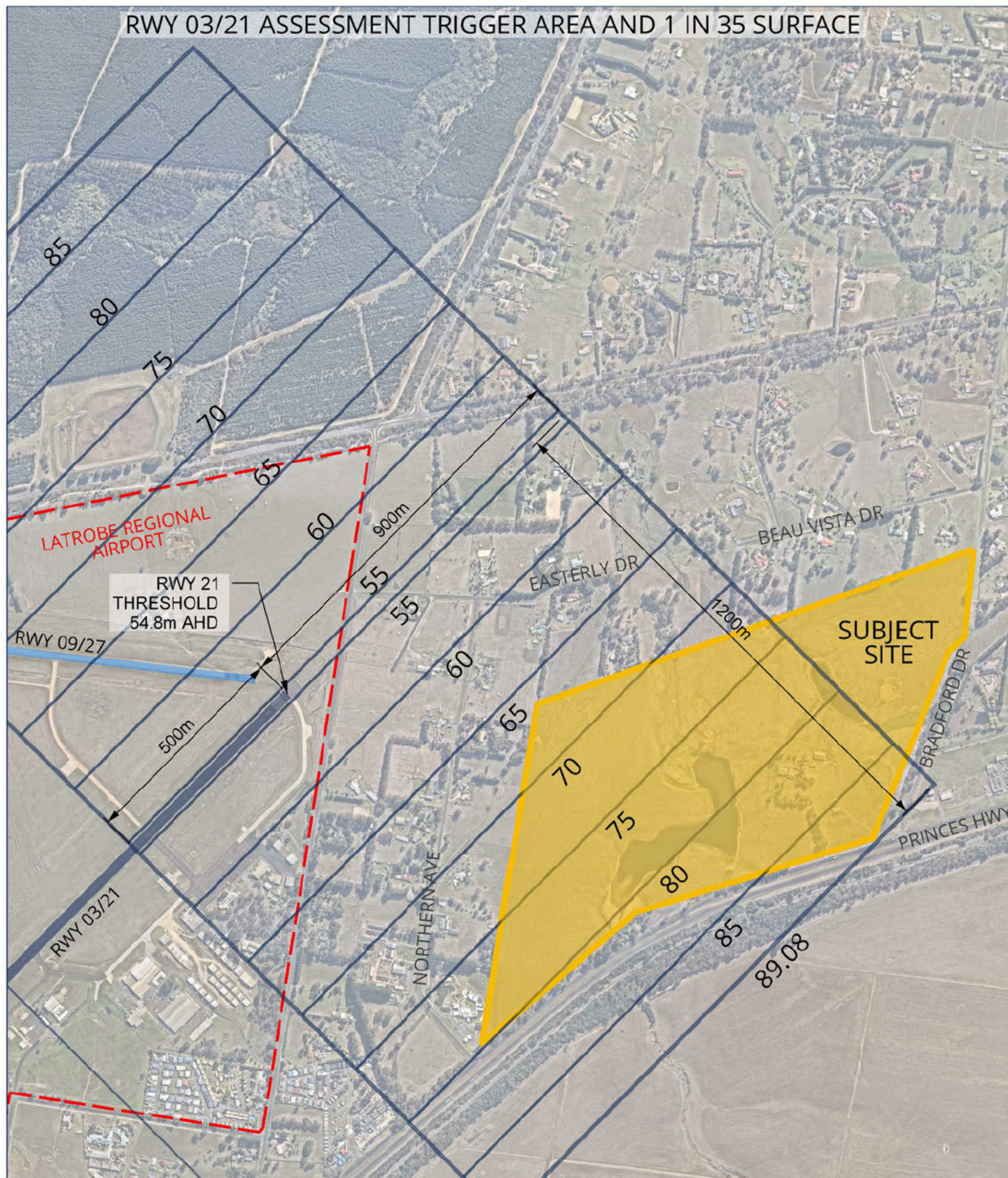
PRINCIPAL CONSULTANT
AVIATION

Enc:

M25131/01-06

- NOTES:
1. PROPOSED SITE LOCATION AS PER VICPLAN PROPERTY BOUNDARIES 5483 AND 5495 PRINCES, TRARALGON.
 2. N60 dB (A) OF 100 EVENTS OR MORE DAILY, N65 dB (A) OF 100 EVENTS OR MORE DAILY AND N70 dB (A) OF 100 EVENTS OR MORE DAILY SHOWN AS PER MASTER PLAN 2015 (UPDATED 2019).
 3. AERIAL IMAGE DATED 16APR2025 IS FOR REFERENCE ONLY.

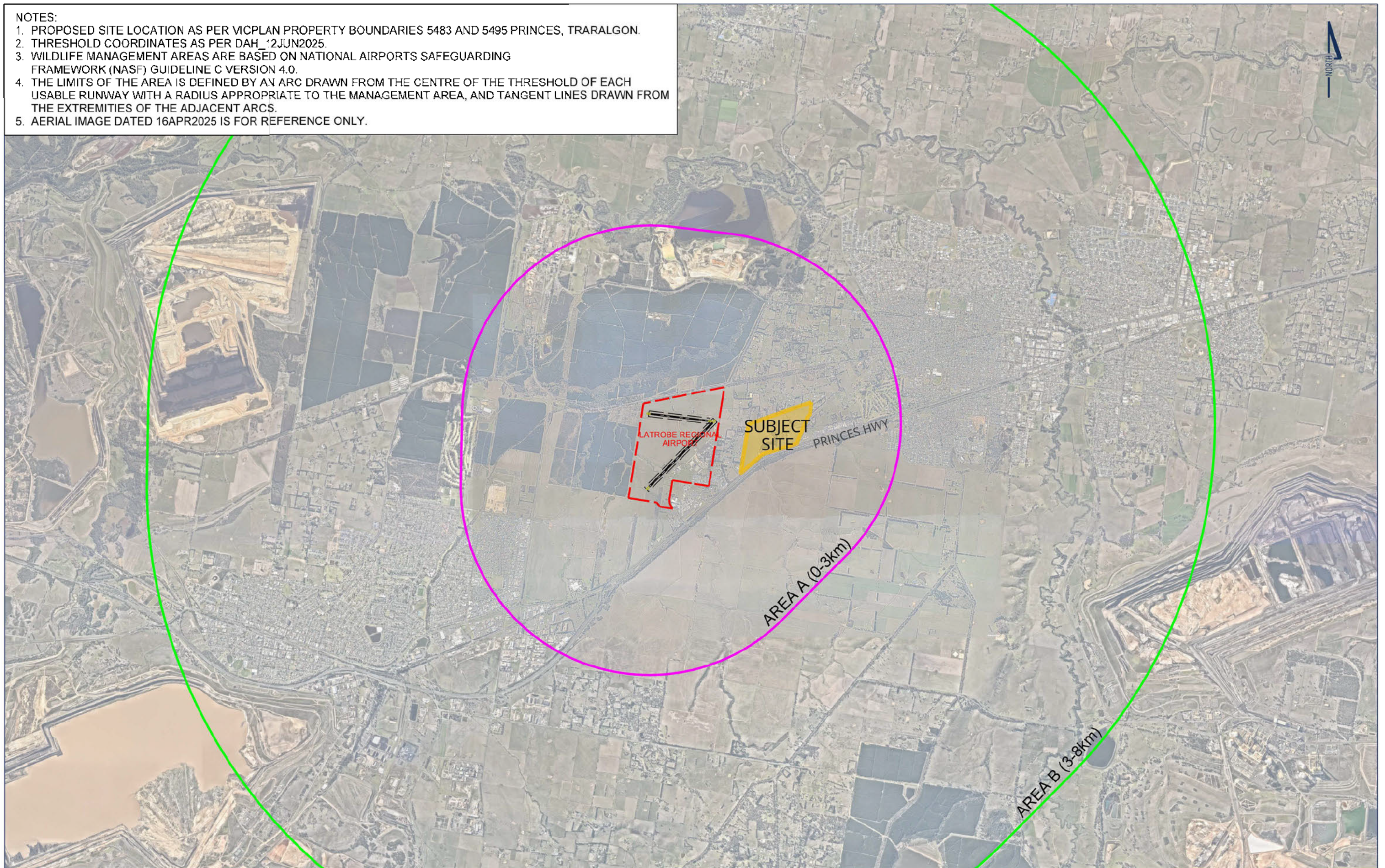


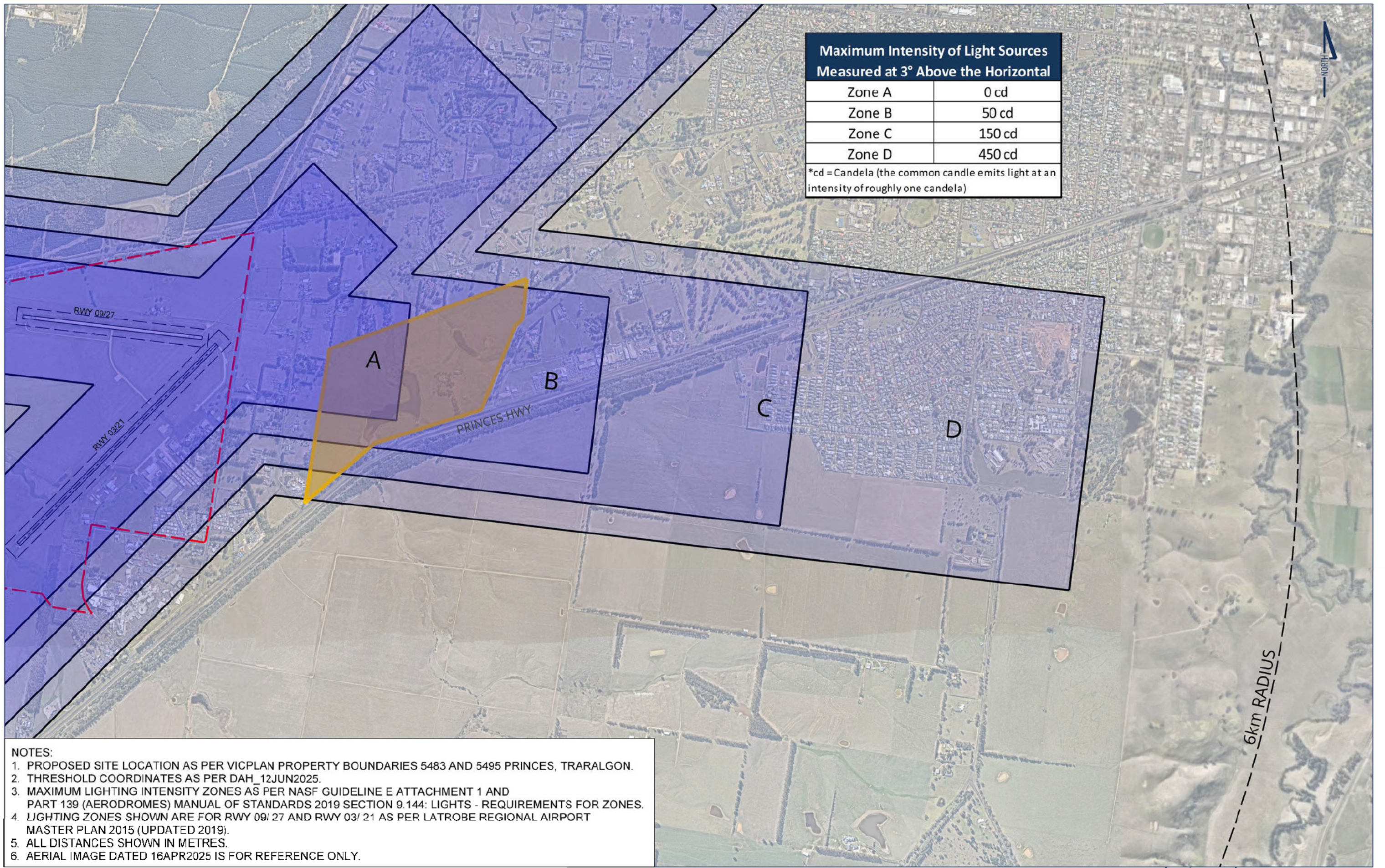


- NOTES:
1. PROPOSED SITE LOCATION AS PER VICPLAN PROPERTY BOUNDARIES 5483 AND 5495 PRINCES, TRARALGON.
 2. THRESHOLD COORDINATES AS PER DAH_12JUN2025.
 3. ASSESSMENT TRIGGER AREAS ARE BASED ON NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK (NASF) GUIDELINE B, AND PLACED AT THE THRESHOLDS OF EACH RUNWAY.
 4. AERIAL IMAGE DATED 16APR2025 IS FOR REFERENCE ONLY.

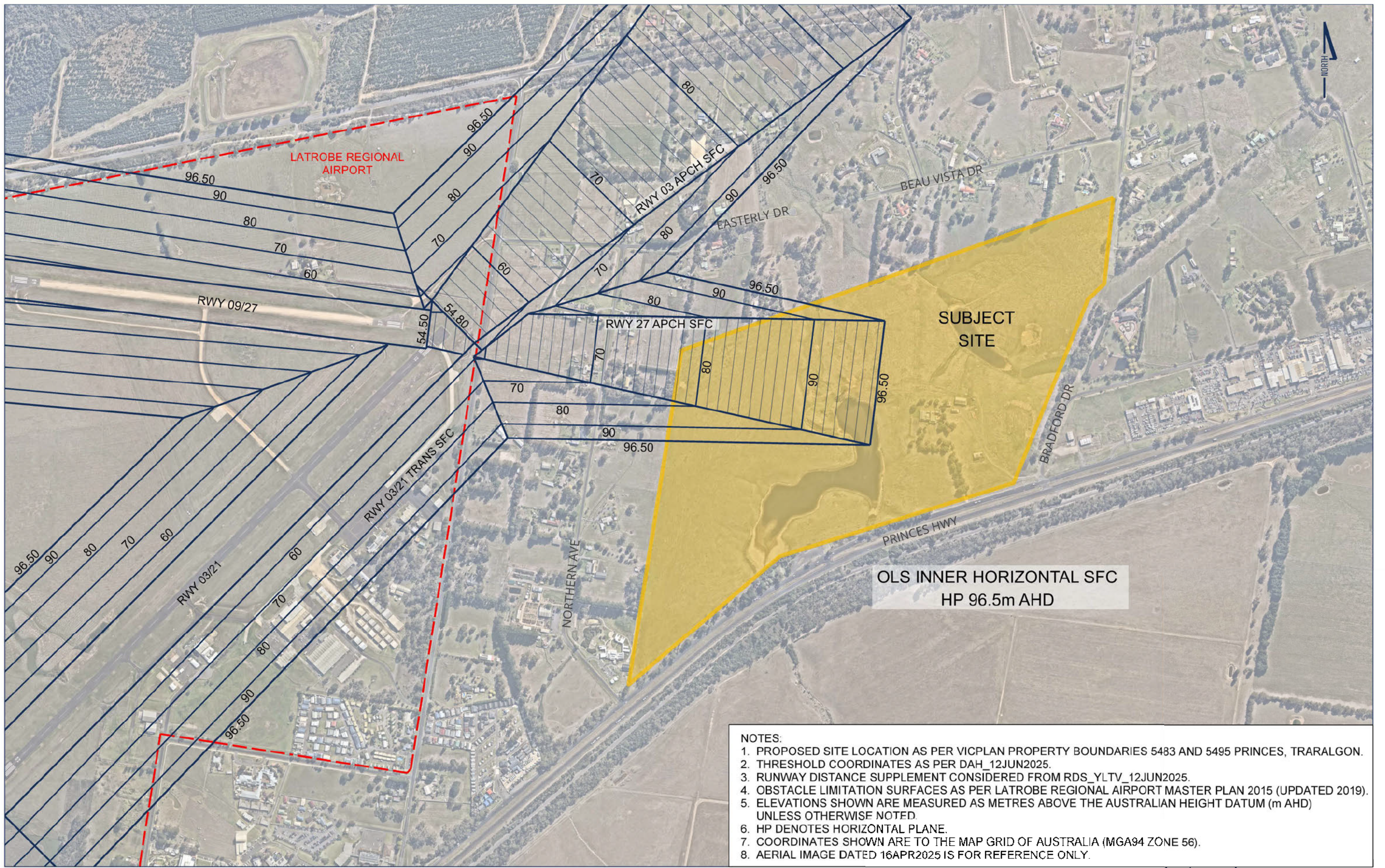
NOTES:

1. PROPOSED SITE LOCATION AS PER VICPLAN PROPERTY BOUNDARIES 5483 AND 5495 PRINCES, TRARALGON.
2. THRESHOLD COORDINATES AS PER DAH_12JUN2025.
3. WILDLIFE MANAGEMENT AREAS ARE BASED ON NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK (NASF) GUIDELINE C VERSION 4.0.
4. THE LIMITS OF THE AREA IS DEFINED BY AN ARC DRAWN FROM THE CENTRE OF THE THRESHOLD OF EACH USABLE RUNWAY WITH A RADIUS APPROPRIATE TO THE MANAGEMENT AREA, AND TANGENT LINES DRAWN FROM THE EXTREMITIES OF THE ADJACENT ARCS.
5. AERIAL IMAGE DATED 16APR2025 IS FOR REFERENCE ONLY.





- NOTES:
1. PROPOSED SITE LOCATION AS PER VICPLAN PROPERTY BOUNDARIES 5483 AND 5495 PRINCES, TRARALGON.
 2. THRESHOLD COORDINATES AS PER DAH_12JUN2025.
 3. MAXIMUM LIGHTING INTENSITY ZONES AS PER NASF GUIDELINE E ATTACHMENT 1 AND PART 139 (AERODROMES) MANUAL OF STANDARDS 2019 SECTION 9.144: LIGHTS - REQUIREMENTS FOR ZONES.
 4. LIGHTING ZONES SHOWN ARE FOR RWY 09/ 27 AND RWY 03/ 21 AS PER LATROBE REGIONAL AIRPORT MASTER PLAN 2015 (UPDATED 2019).
 5. ALL DISTANCES SHOWN IN METRES.
 6. AERIAL IMAGE DATED 16APR2025 IS FOR REFERENCE ONLY.



OLS INNER HORIZONTAL SFC
HP 96.5m AHD

- NOTES:
1. PROPOSED SITE LOCATION AS PER VICPLAN PROPERTY BOUNDARIES 5483 AND 5495 PRINCES, TRARALGON.
 2. THRESHOLD COORDINATES AS PER DAH_12JUN2025.
 3. RUNWAY DISTANCE SUPPLEMENT CONSIDERED FROM RDS_YLTV_12JUN2025.
 4. OBSTACLE LIMITATION SURFACES AS PER LATROBE REGIONAL AIRPORT MASTER PLAN 2015 (UPDATED 2019).
 5. ELEVATIONS SHOWN ARE MEASURED AS METRES ABOVE THE AUSTRALIAN HEIGHT DATUM (m AHD) UNLESS OTHERWISE NOTED.
 6. HP DENOTES HORIZONTAL PLANE.
 7. COORDINATES SHOWN ARE TO THE MAP GRID OF AUSTRALIA (MGA94 ZONE 56).
 8. AERIAL IMAGE DATED 16APR2025 IS FOR REFERENCE ONLY.



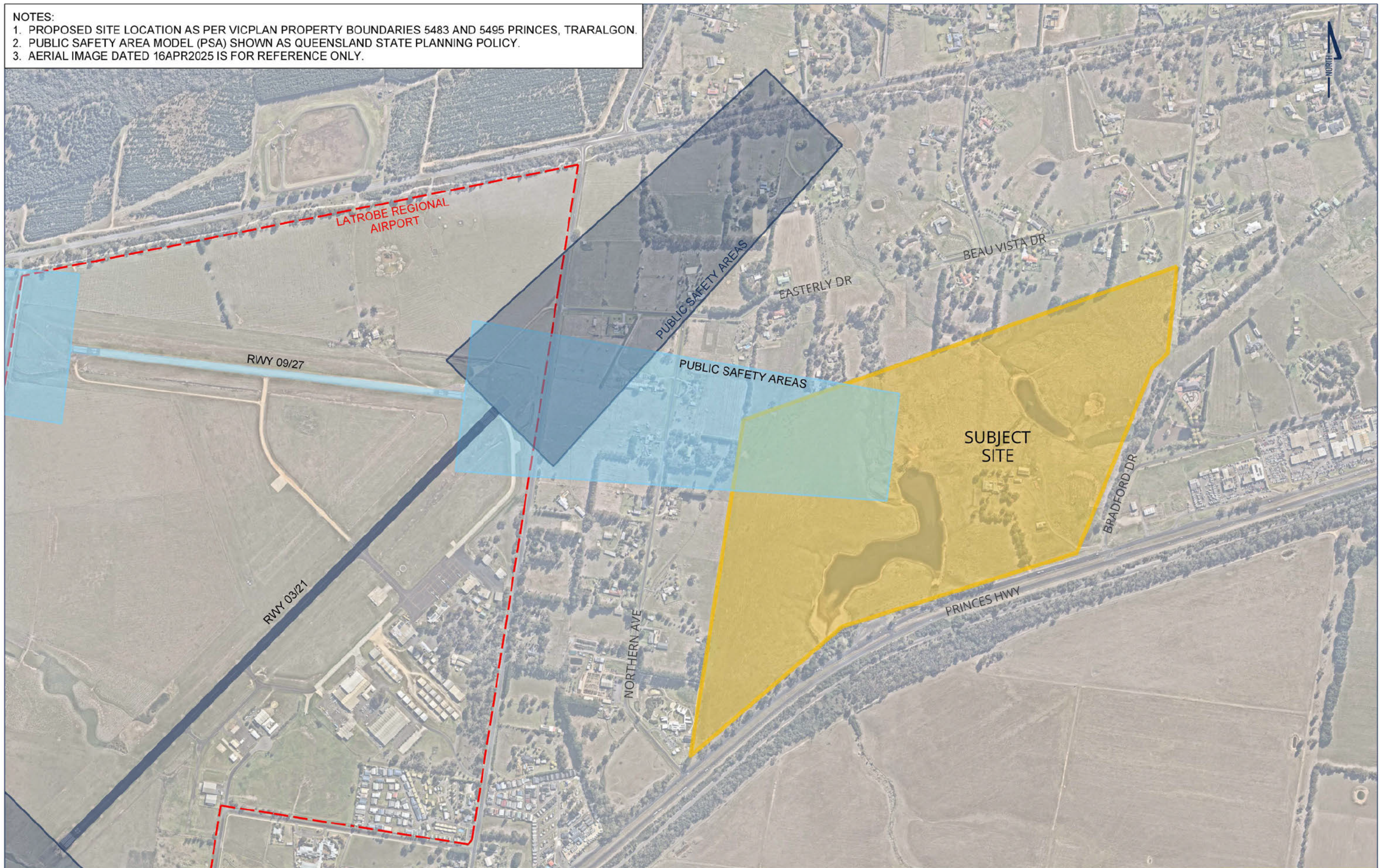
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STABLE PROPERTY SERVICES
AVIATION SAFEGUARDING ASSESSMENT - 5483 AND 5495 PRINCES HIGHWAY, TRARALGON
OBSTACLE LIMITATION SURFACES - LATROBE REGIONAL AIRPORT MASTER PLAN 2015 (UPDATED 2019)



FIGURE:	
M25131/05	
Drawn:	█
Checked:	█
Approved:	█
Rev.	Date
0	31.07.25

- NOTES:
1. PROPOSED SITE LOCATION AS PER VICPLAN PROPERTY BOUNDARIES 5483 AND 5495 PRINCES, TRARALGON.
 2. PUBLIC SAFETY AREA MODEL (PSA) SHOWN AS QUEENSLAND STATE PLANNING POLICY.
 3. AERIAL IMAGE DATED 16APR2025 IS FOR REFERENCE ONLY.



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STABLE PROPERTY SERVICES
AVIATION SAFEGUARDING ASSESSMENT - 5483 AND 5495 PRINCES HIGHWAY, TRARALGON
NASF GUIDELINE I - QUEENSLAND STATE PLANNING POLICY - PUBLIC SAFETY AREA MODEL



FIGURE:	
M25131/06	
Drawn:	
Checked:	
Approved:	
0	31.07.25
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