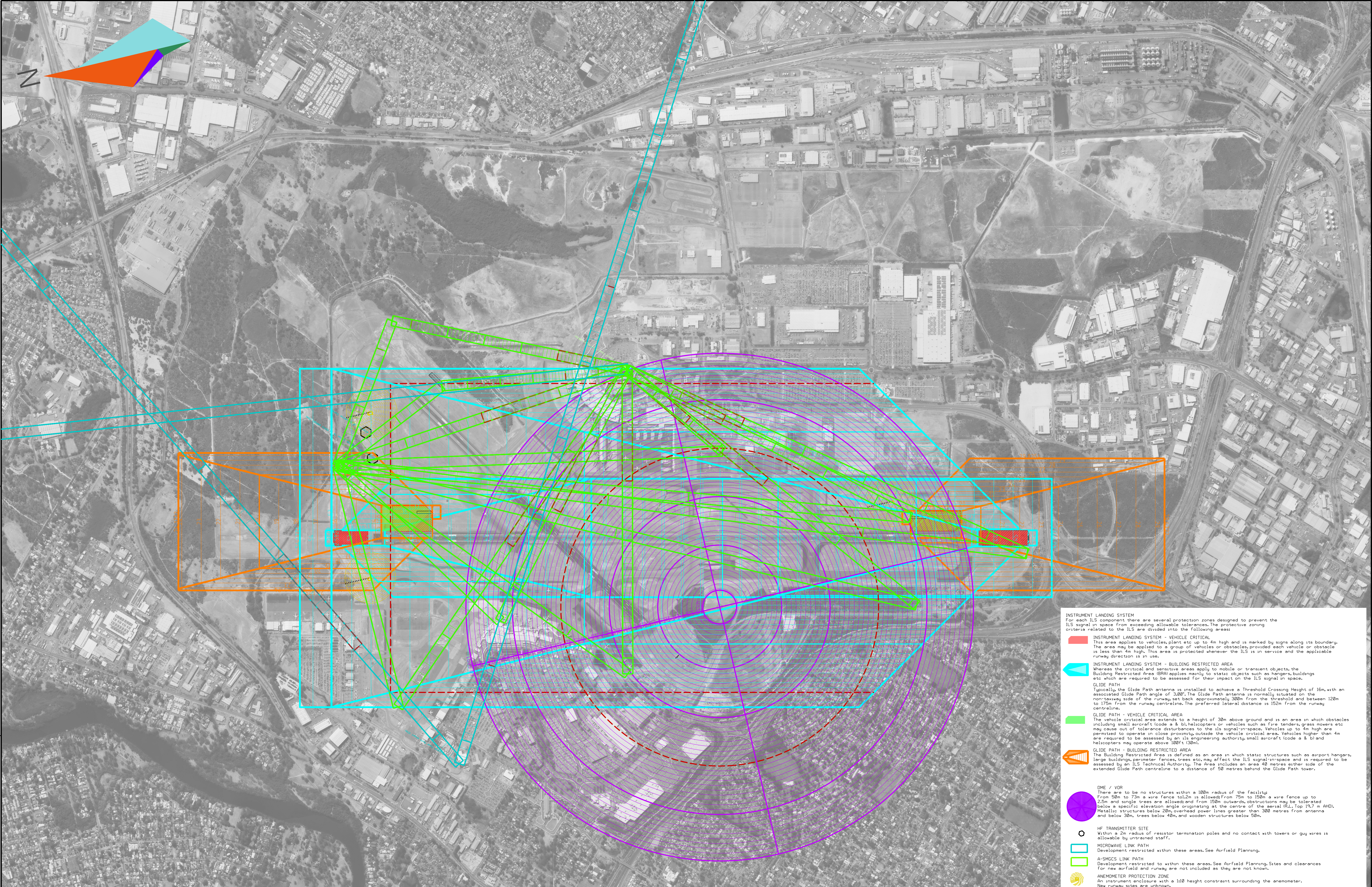




INSTRUMENT LANDING SYSTEM
For each ILS component there are several protection zones designed to prevent the ILS signal in space from exceeding allowable tolerances. The protective zoning criteria related to the ILS are divided into the following areas:

INSTRUMENT LANDING SYSTEM - VEHICLE CRITICAL
This area applies to vehicles, plant etc up to 4m high and is marked by signs along its boundary. The area may be applied to a group of vehicles or obstacles, provided each vehicle or obstacle is less than 4m high. This area is protected wherever the ILS is in service and the applicable runway direction is in use.

INSTRUMENT LANDING SYSTEM - BUILDING RESTRICTED AREA
Whereas the critical and sensitive areas apply to mobile or transient objects, the Building Restricted Area (BRA) applies mainly to static objects such as hangars, buildings etc which are required to be assessed for their impact on the ILS signal in space.

GLIDE PATH
Typically the Glide Path antenna is installed to achieve a Threshold Crossing Height of 16m, with an associated Glide Path angle of 3.00°. The Glide Path antenna is normally situated on the non-taxiway side of the runway set back approximately 300m from the threshold and between 120m to 175m from the runway centreline. The preferred lateral distance is 152m from the runway centreline.

GLIDE PATH - VEHICLE CRITICAL AREA
The vehicle critical area extends to a height of 30m above ground and is an area in which obstacles including small aircraft (code A & B), helicopters or vehicles such as fire tenders, grass mowers etc may cause out of tolerance disturbances to the ILS signal in space. Vehicles up to 4m high are permitted to operate in close proximity outside the vehicle critical area. Vehicles higher than 4m are required to be assessed by an ILS engineering authority. Small aircraft (code A & B) and helicopters may operate above 100ft (30m).

GLIDE PATH - BUILDING RESTRICTED AREA
The Building Restricted Area is defined as an area in which static structures such as airport hangars, large buildings, perimeter fences, trees etc may affect the ILS signal in space and is required to be assessed by an ILS Technical Authority. The area includes an area 40 metres either side of the extended Glide Path centreline to a distance of 50 metres behind the Glide Path tower.

DME / VOR
There are to be no structures within a 100m radius of the facility.
From 50m to 75m a wire fence 102m is allowed from 75m to 150m a wire fence up to 2.5m and single trees are allowed and from 150m onwards, obstructions may be tolerated below a specific elevation angle originating at the centre of the aerial (GL Top 15.7 m AHD). Metallic structures below 20m, overhead power lines greater than 300 metres from antenna and below 30m, trees below 40m, and wooden structures below 50m.

HF TRANSMITTER SITE
Within a 2m radius of resistor termination poles and no contact with towers or guy wires is allowable by untrained staff.

MICROWAVE LINK PATH
Development restricted within these areas. See Airfield Planning.

A-SMGCS LINK PATH
Development restricted to within these areas. See Airfield Planning. Sites and clearances for new airfield and runway are not included as they are not known.

ANEMOMETER PROTECTION ZONE
An instrument enclosure with a 100 height constraint surrounding the anemometer. New runway sites are unknown.

ISS	DRN	AMENDMENTS	APPD	DATE
1	TKH	Original Issue	JT	28.04.22
2	TKH	Microwave links amended, A-SMGCS included.	JT	23.08.22
3	TKH	MET Clearances included, Elevation labels (m AHD) included	JT	28/4/25
4	TKH	GP/LOC BRA for runway 24 removed, Some LOC BRAs corrected, uStation file path updated, VCAs added.	JT	07/08/26

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Communications, Navigation and Surveillance Clearances Existing

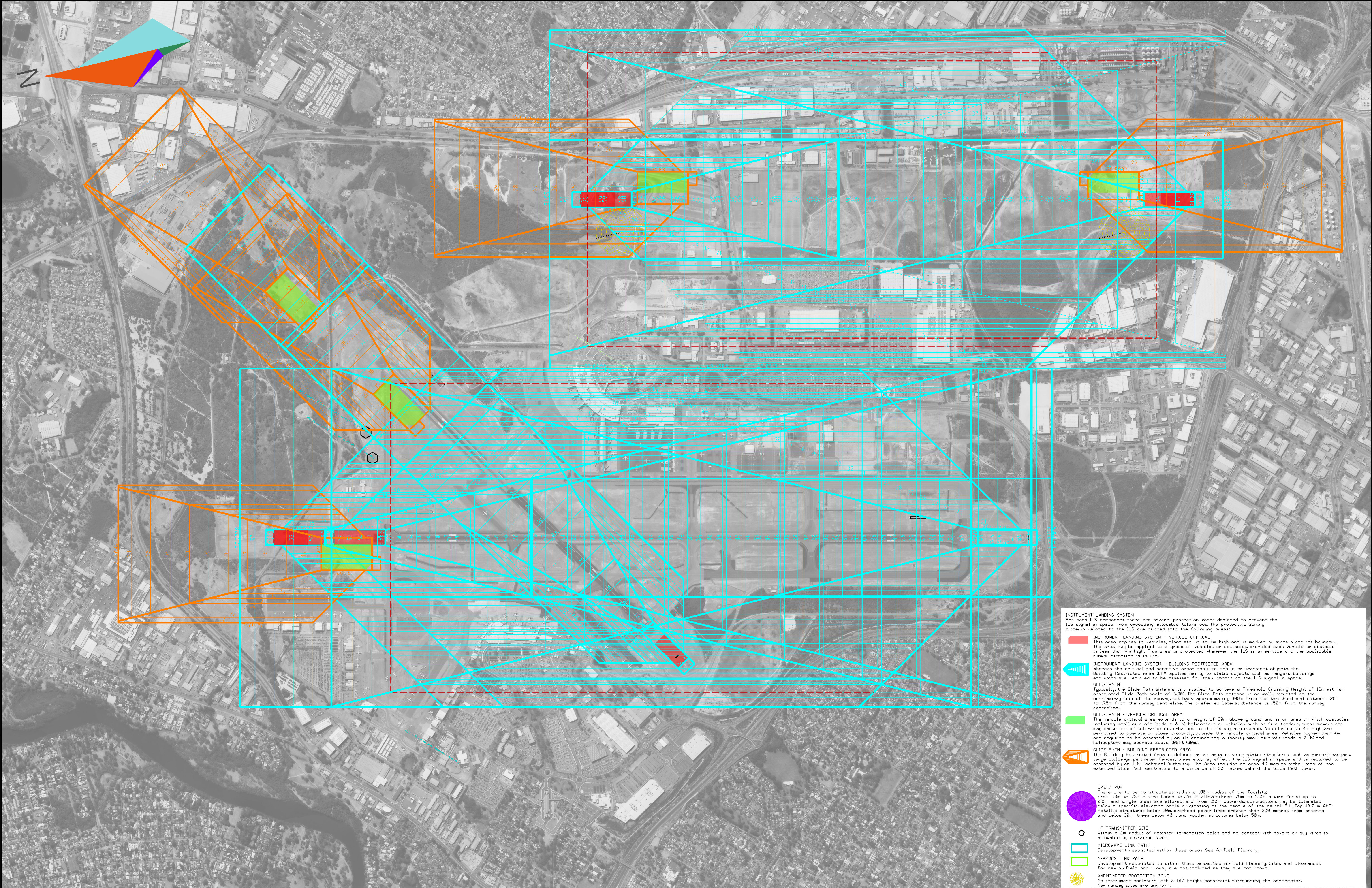
NAVIGATION AID CLEARANCES - Existing

Note: TAF (FS10543) and lighting plans (FS10541, FS10542) not shown. Elevations are shown in metres above Australian Height Datum.

MICROSTATION FILE :	DRAWN	APPROVED	DATE
https://perthairport.sharepoint.com/:r/rdbs/BAPL-PO-Teams-PlanningandDesignPrivate/airfieldplanning/Aviation%20Security/G%20CNS%20ref%20web%20MJE	TH	JT	07/08/26

SIZE	DRAWING No.	
A1	FS-10540	
	SCALE	SHEET
	1:10000	1 of 2





INSTRUMENT LANDING SYSTEM
For each ILS component there are several protection zones designed to prevent the ILS signal in space from exceeding allowable tolerances. The protective zoning criteria related to the ILS are divided into the following areas:

INSTRUMENT LANDING SYSTEM - VEHICLE CRITICAL
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GLIDE PATH
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GLIDE PATH - BUILDING RESTRICTED AREA
The Building Restricted Area is defined as an area in which static structures such as airport hangars, large buildings, perimeter fences, trees etc may affect the ILS signal in space and is required to be assessed by an ILS Technical Authority. The Area includes an area 40 metres either side of the extended Glide Path centreline to a distance of 50 metres behind the Glide Path tower.

DME / VOR
There are to be no structures within a 100m radius of the facility.
From 50m to 75m a wire fence 10.2m is allowed from 75m to 150m a wire fence up to 2.5m and single trees are allowed; and from 150m onwards, obstructions may be tolerated below a specific elevation angle originating at the centre of the aerial (GL Top 15.7 m AHD). Metallic structures below 20m, overhead power lines greater than 300 metres from antenna and below 30m, trees below 40m, and wooden structures below 50m.

HF TRANSMITTER SITE
Within a 2m radius of resistor termination poles and no contact with towers or guy wires is allowable by untrained staff.

MICROWAVE LINK PATH
Development restricted within these areas. See Airfield Planning.

A-SMGCS LINK PATH
Development restricted to within these areas. See Airfield Planning. Sites and clearances for new airfield and runway are not included as they are not known.

ANEMOMETER PROTECTION ZONE
An instrument enclosure with a 100 height constraint surrounding the anemometer. New runway sites are unknown.

ISS	DRN	AMENDMENTS	APPD	DATE
1	TKH	Original Issue	JT	28/04/22
2	TKH	Microwave links amended, A-SMGCS included.	JT	23.8.22
3	TKH	MET Clearances included, Elevation labels (m AHD) included	JT	28/4/25
4	TKH	GP/LOC BRA for runway 24 removed. Some LOC BRAs corrected, uStation file path updated, VCAs added.	JT	07/08/26

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Communications, Navigation and Surveillance Clearances Future

NAVIGATION AID CLEARANCES - Future Safeguarding

Note: IAR (FS10543) and lighting plans (FS10541, FS10542) not shown. Elevations are shown in metres above Australian Height Datum.

MICROSTATION FILE : https://perthairport.sharepoint.com/:f/rdbs/BAPL-FD-Team-PlanningandDesign/Phakajairfieldplanning/Aviation%20Safeguarding/G%20CNS%20ref%20web%20MJE	DRAWN TH	APPROVED JT	DATE 07/08/26
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SIZE A1	DRAWING No. FS-10540
SCALE 1:10000	SHEET 2 of 2

