

AUSTRALIAN SLACKLINE ASSOCIATION

AIR SPACE MANAGEMENT GUIDELINES

Guidelines for Slacklining and Highlining regarding aviation safety considerations



**Australian
Slacklining
Association**

VERSION 2.1
UPDATED Sept 2021

AIR SPACE MANAGEMENT

Highlines consist of two pieces of webbing strung between two cliffs, buildings, trees or other geological features. Additional protective equipment is then used to enable humans to walk or balance on the webbing. It is an exposed activity that can impose risk to aircraft. This risk can and has been successfully managed worldwide for many years. The purpose of this document is to provide Australian Specific Guidelines on managing and eliminating any risk. The Civil Aviation Safety Authority (CASA) is the governmental body that sets out rules and regulations regarding Air Space. The advice below has been developed with the support of official staff from CASA together with ASA Committee Members.

Most highlines do not pose any significant threat to aircraft (gorges or incised valleys where no aircraft can fly). These can be rigged with no signalisation material. For a highline with significant exposure or length, clear obvious signals should be used. In some very exposed and obviously threatening situations (two exposed towers with frequent air traffic), an efficient and visible signalisation should be used to reduce collision risks in addition to the submission of a NOTAM form prior to the event. All efforts must be made to communicate and reduce any hazards before and during the installation of a highline in such areas. If the site is outside a 15km radius from the nearest aerodrome or airstrip, follow the recommendations below.

Potential collision risk	Criteria	Signalisation/Action device
A: Almost zero	“Closed” set ups [incised valleys, or deep gorges where no air traffic ever happens, lines under bridges, direct proximity with existing declared obstacles to aviation]	No signalisation needed
B: Moderate	Suspended close to the edge of, and parallel to, the escarpment in an area where aircraft would not generally fly. Semi closed set ups or exposed short highlines of up to 100m [semi circle shaped, where air traffic is dangerous and unlikely]	No signalisation needed
C: Important	Crossing Big valleys where air traffic can occur. Lines greater than 200m long	Spherical objects or windsocks that may be placed on separate line to the main slackline (photo 1) / Installation of two large, very obvious red flags at each end of the slackline to trigger pilots to focus on the area between the two (photo 2)/ Fill up a NOTAM form to CASA.
D: Extreme	Two exposed towers with aircraft flying frequently.	Rigging <u>should not</u> take place

AIR SPACE MANAGEMENT



Photo 1 - Parallel line with red flags.

Photo 2 - Large red flag on each anchor.



There is currently a “fly-neighbourly advice” for the entire Blue Mountains area that encourages pilots to fly at least 2000 feet above the terrain for environmental reasons. It would be quite unusual for aircraft to fly at low level, especially close to the valley wall where slacklining usually occurs.

If being considered within 15km from any aerodrome or airstrip, the owner/operator of the aerodrome or airstrip should be consulted on the suitability of the site for slacklining. They will then review their aerodrome protection surfaces and advise whether the proposal will be a concern or not. If a concern is raised, the proposed activity should not take place. Similarly if there are local aeroclubs or known aircraft operators who work in the area proposed, they should be consulted also as this then raises the profile of the slackline for the operators.

HELICOPTER RESCUE

Regarding concerns about slacklinings providing hazard to helicopter rescue that may need to operate in the area, the highline equipment should be quickly de-rigged using a tagline and webbing released as quickly as possible to reduce the risk to such helicopter operations. This procedure is an entirely acceptable mitigation of any possible threat, according to officials from CASA.

If you are unaware of Aircraft flight paths within the area you are planning on rigging a long highline, please contact the CASA Office for further information and cc us at info@slacklining.org.au.

CASA Email: airspace.protection@casa.gov.au

If urgent, phone on 131 757.