



AERODROME PLANNING LONGREACH AND BIRDSVILLE

Presented by
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Introduction

- Gerry Logan:
 - Director of Engineering Services – Longreach Shire Council;
 - Responsible for the operation of Longreach Airport and its associated aviation facilities.



Aerodrome Planning Longreach & Birdsville

- Not a lesson on the application of IPA and IDAS
- An awareness of issues that affect development around aerodromes in rural areas



Setting The Scene

- When assessing development applications under the Integrated Development Assessment System (IDAS) the assessment manager should have regard for the operational requirements of the airport and the relevant legislation.
- *IDAS: a framework that establishes a common statutory system under the Integrated Planning Act 1997 (IPA) for making, assessing and deciding development applications – regardless of the nature of development, its location in Queensland or the authority administering the regulatory control.*

Setting The Scene

- This means that the planning schemes for local governments with airports and aviation facilities must ensure the state's interests are interpreted in the local context when planning for future development and making decisions on development applications.
- The location and designation of community infrastructure must take into consideration the standards adopted under the local government planning scheme as a requirement of the IPA. Where the State has an interest concerning development in the vicinity of airports, State Planning Policy is relevant.

Development Issues Generally

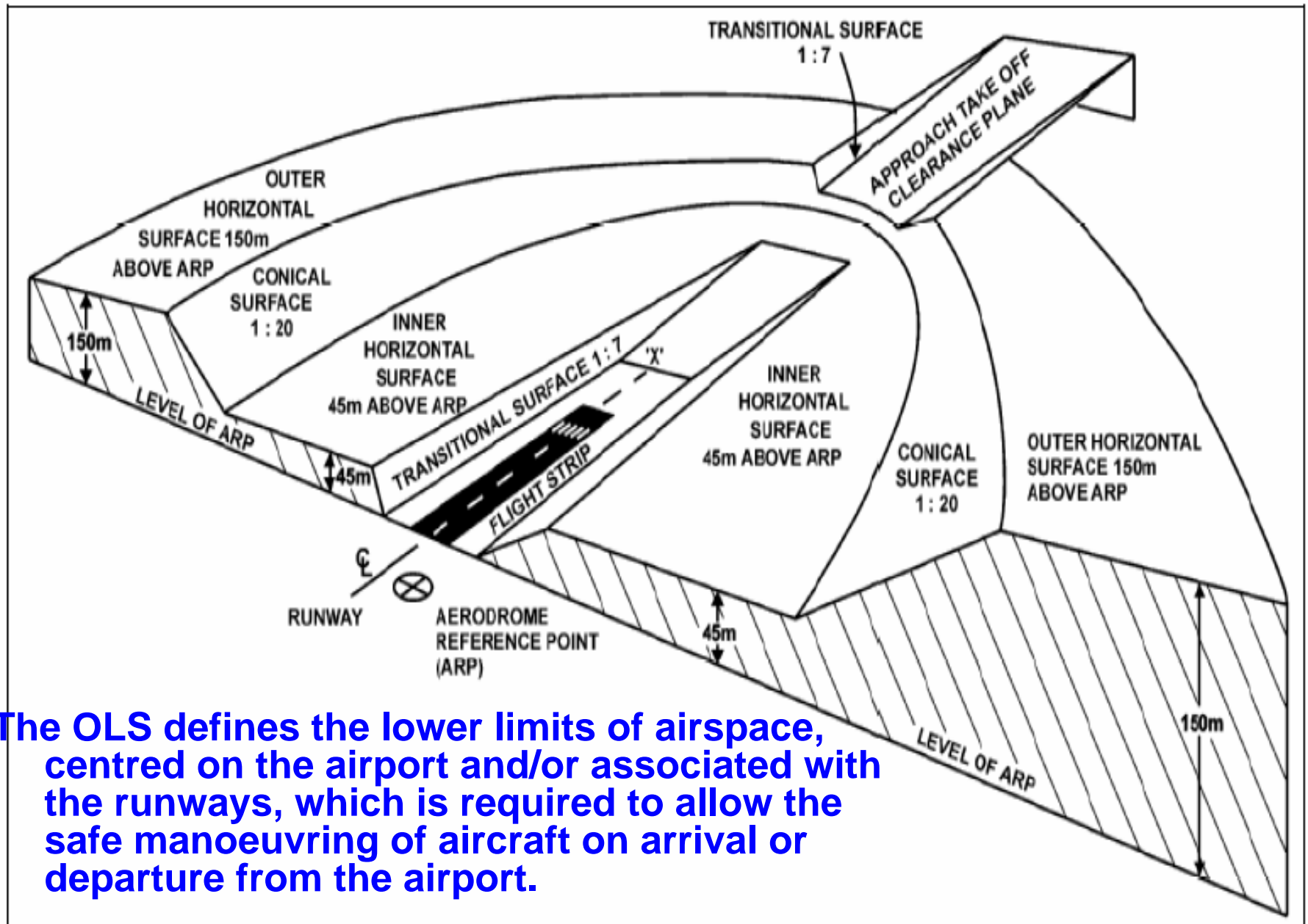
- Development in the vicinity of airports and aviation facilities must take into consideration:
 - The airport's operational airspace;
 - Areas sensitive to aviation facilities;
 - Australian Noise Exposure Forecasts;
 - Public safety areas at the end of the airport runway.

Development Constraints At Longreach

A large commercial airplane, likely a Boeing 747, is shown in flight, viewed from a low angle. The aircraft is white with a red and white tail. It is flying over a field of tall, yellowish-brown grass. The sky is clear and blue. The text of the slide is overlaid on the image.

- **The OLS and related airspace protection criteria;**
- **Separation distances to aircraft operational areas;**
- **ANEF contours;**
- **Hazards to aircraft operations caused by bright lights;**
- **Hazards to aircraft operations caused by bird attracting activities;**
- **Hazards to aircraft operations caused by activities that generate smoke, dust or other airborne particulates;**
- **Hazards to aircraft operations caused by activities that transmit radio waves; and**
- **Workplace health and safety criteria.**

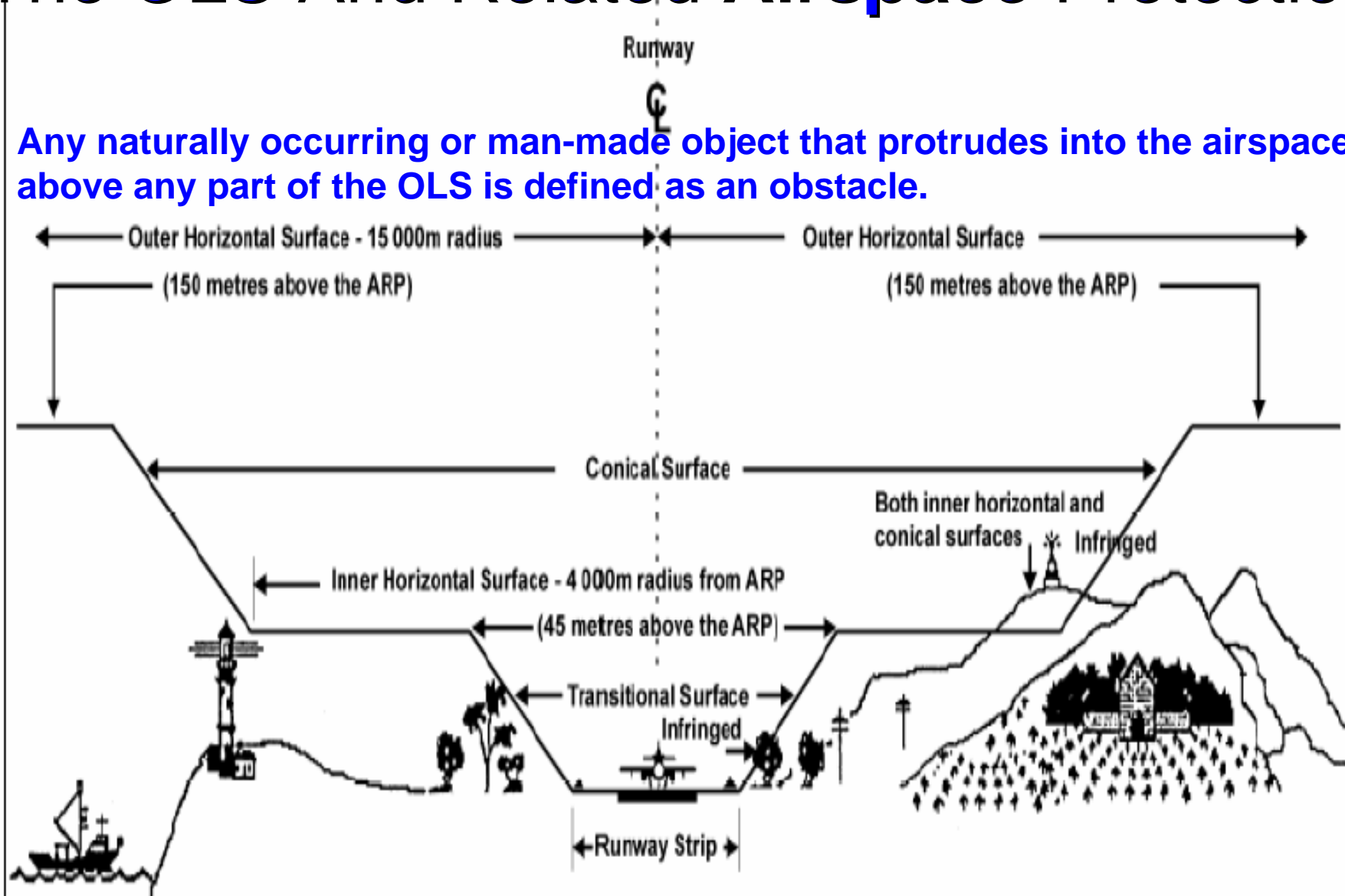
Isometric view of OLS



The OLS defines the lower limits of airspace, centred on the airport and/or associated with the runways, which is required to allow the safe manoeuvring of aircraft on arrival or departure from the airport.

The OLS And Related Airspace Protection

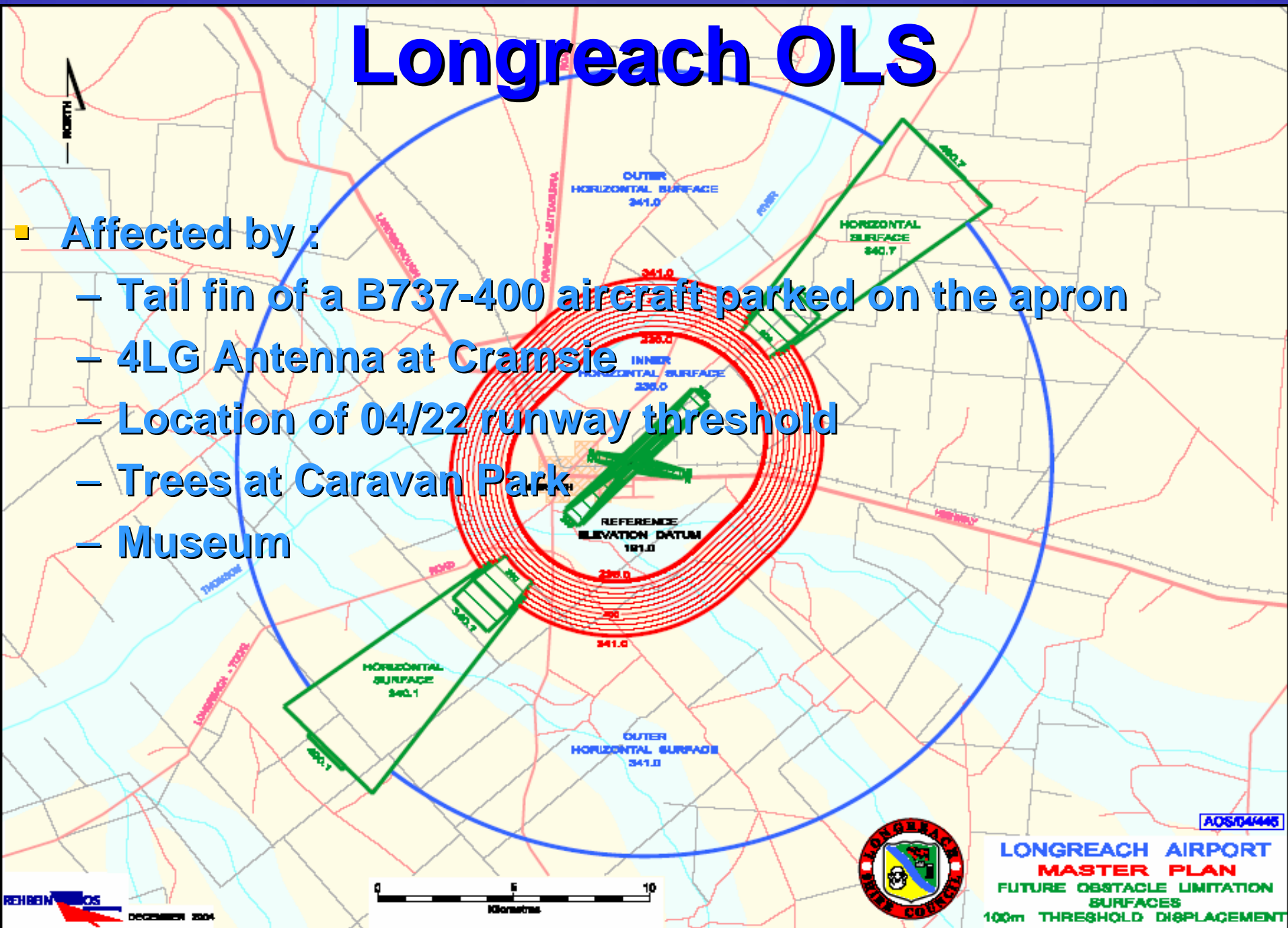
Any naturally occurring or man-made object that protrudes into the airspace above any part of the OLS is defined as an obstacle.



Longreach OLS

Affected by :

- Tail fin of a B737-400 aircraft parked on the apron
- 4LG Antenna at Cramsie
- Location of 04/22 runway threshold
- Trees at Caravan Park
- Museum



Longreach Aviation Facilities Sensitive Areas

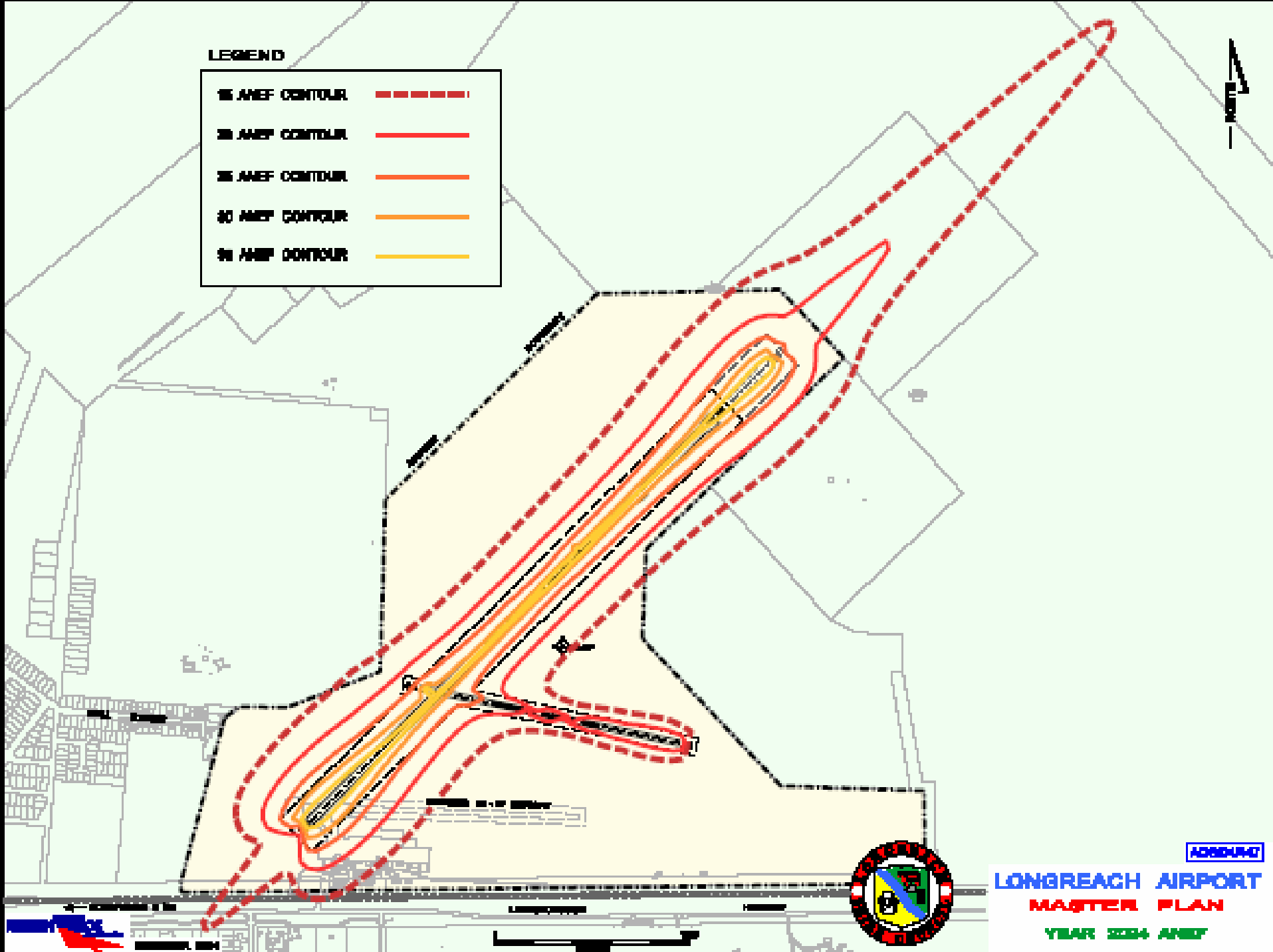
- LRE has an NDB navigation aid located approximately 500m southeast of the northern end of runway 22 and a VOR 280m northwest of the end of runway 22.

ANEF Forecasts

- The forecasts around LRE influence the flight tracks for normal aircraft operations in the vicinity of the airport based on the desire to reduce noise impacts.
- This then influences the allowed land use around the airport which currently comprises:
- The railway line and Landsborough highway parallel to the south side of the airport;
- Residential development and high school to the west;
- Racecourse to the west;
- Rural/pastoral land north, northwest and east; and
- Various tourist, government and education facilities on the southern side of the Landsborough Highway.

LEGEND

15 ANEF CONTOUR	-----
20 ANEF CONTOUR	-----
25 ANEF CONTOUR	-----
30 ANEF CONTOUR	-----
35 ANEF CONTOUR	-----

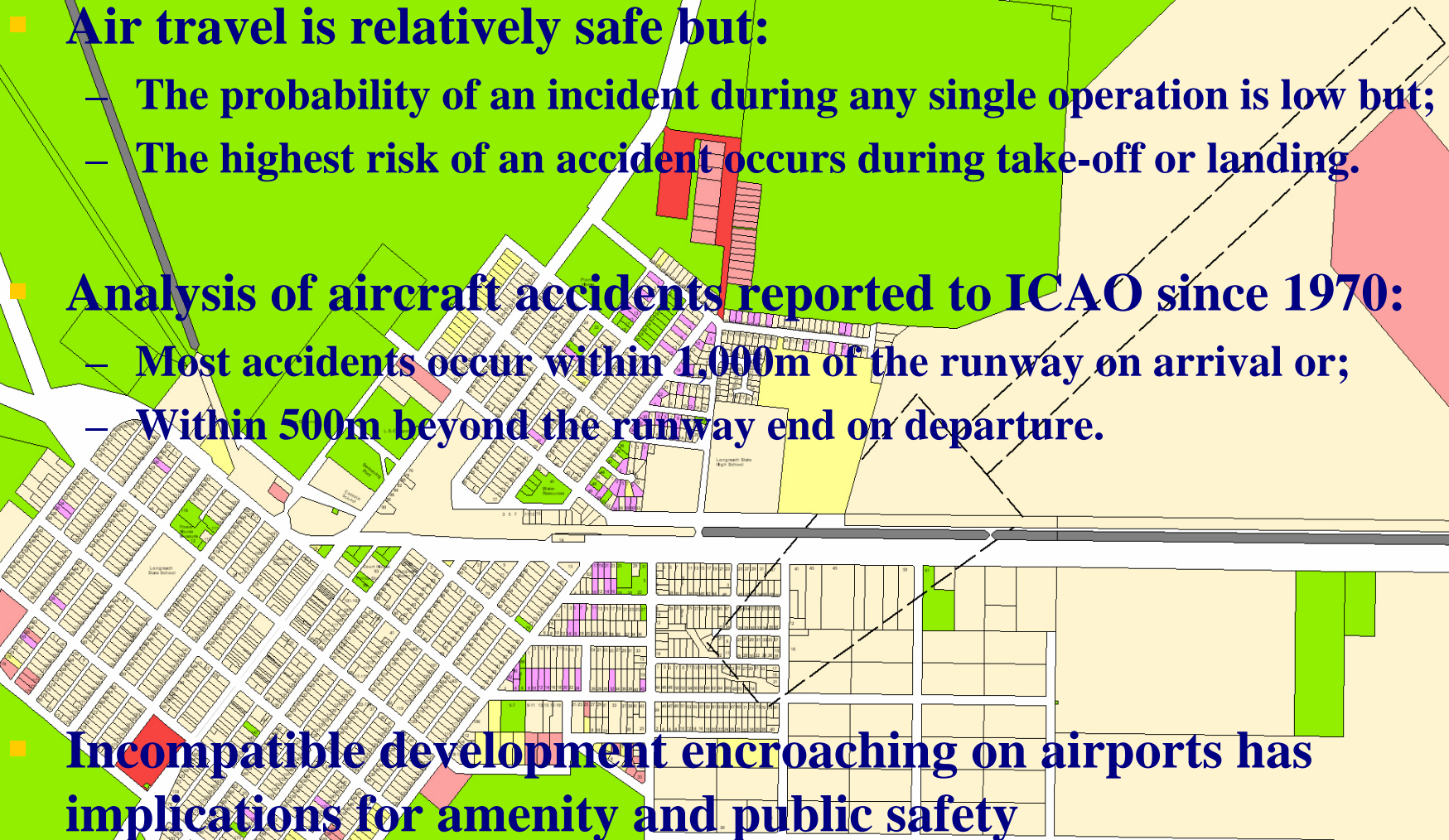


ADDENDUM

LONGREACH AIRPORT
MASTER PLAN
YEAR 2024 ANEF



Public Safety Zone

- **Air travel is relatively safe but:**
 - The probability of an incident during any single operation is low but;
 - The highest risk of an accident occurs during take-off or landing.
 - **Analysis of aircraft accidents reported to ICAO since 1970:**
 - Most accidents occur within 1,000m of the runway on arrival or;
 - Within 500m beyond the runway end on departure.
 - **Incompatible development encroaching on airports has implications for amenity and public safety**
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- An aerial map of an airport area. The runway is a dark grey horizontal line. To the left of the runway, there is a large residential area with a grid of streets, colored in shades of yellow, orange, and red. To the right of the runway, there are several large green areas, possibly fields or parks, and some red and yellow areas. A dashed line indicates a boundary or zone. The map shows the proximity of residential development to the runway.

Close