AIRPORT CODE

1 Purpose of the Code

The purpose of the Airport Code is to:

- protect the airport against uses that may compromise the existing or future use of the airport or its supporting activities; and
- mitigate any potential negative impacts of aircraft noise on any new development that is situated within the vicinity of the airport environs; and
- protect the obstacle limitation surface surrounding the airport as it applies to the whole City; and
- allow for appropriate development to be suitably located based on the ANEF contours referenced in this Code; and
- ensure that aviation facilities are protected from the adverse impacts of development, thereby contributing to safe and efficient air travel for all members of the community; and
- ensure that all structures are appropriately designed to address and be consistent with the current required standards, including the *State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities.*

2 Application of the Code

This code applies not only to development within the Airport Special Use Area but also to development across the city that has the potential to adversely affect the operations of the Rockhampton Airport or associated Airport facilities such as communication devices and the like.

As a consequence, this code will apply to different types of assessable development dependent on the form and type of the development and its proposed location. There are no Secondary Codes.

3 Definitions

Airport Operational Airspace	Means the airspace above the maximum building heights stated on the Obstacle Limitation Surface Map (Airport Code Map 2).
ANEF:	Australian Noise Exposure Forecast
CASA:	Civil Aviation Safety Authority
Airport Operator:	Means the Operations Manager of the Rockhampton Airport

4 Explanation

Development surrounding the airport is affected by, and can affect, the airport's operations. The airport is important regional infrastructure, and its operations are not to be compromised by inappropriate land uses locating in close proximity to the airport. Council intends to protect the

airport's existing and future operational requirements, and in this context, to provide for the most appropriate and compatible development and use of surrounding lands. This code recognises and reflects both the existing and future operational requirements of the airport and sets out the requirements for:

- all development locating in the Airport Special Use Area and part of the South Rockhampton Rural Area (where affected by the 20 ANEF contour); and
- other development located outside of theses Areas;
  (a) which intrudes into the Obstacle Limitation Surface of the Airport (such as a radio tower on Mt Archer); or
  (b) that is of nature or type that has the potential to adversely impact upon the operations of the airport (such as a land fill or golf course as they attract birds and therefore bird strikes); or
  (c) which has the potential to interfere with aviation facilities.

This code relies on and refers to the ANEF map (refer to Airport Code Map 1), and the Obstacle Limitation Surface map (refer to Airport Code Map 2) which provide a reference on noise impacts from the operation of the airport and the operating area of aircraft landing at or departing from the airport. This code also makes reference to an Aviation Facilities Sensitive Area Map (Airport Code Map 3) and a Distance to Runways Map (Airport Code Map 4).

Table 1 below sets out Land Use Compatibility in the Vicinity of the Rockhampton Airport in respect to the ANEF contours that are referred to in the code.

Type	Building type	Acceptable	Conditional	Unacceptable
1	Residential (all forms including caravan parks)	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
1	Schools, Universities	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
1	Hospitals, nursing homes	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
1a	Public buildings	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
2	Hotels, motels, hostels (short stay)	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
3	Commercial	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
4	Light Industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
5	Other Industrial	Acceptable in all ANEF contours		

Table 1: Land Use Compatibility in the Vicinity of the Rockhampton Airport.

The Obstacle Limitation Surface Map defines the maximum building height of development before it intrudes into the operating airspace of the Rockhampton Airport where aircraft safety is the highest priority of all considerations. For development below the levels shown on the Obstacle Limitation Surface Map, the part of this code regarding intrusion into the Obstacle Limitation Surface does not apply.

The Aviation Facilities Sensitive Area Map identifies the sensitive area for aviation facilities that needs to be protected, not only from certain land uses or activities but also in some instances buildings or structures that may interfere (as an obstacle) with the operation of the aviation facility.

The Distance to Runways Map identifies land at different distances from the runways of the Rockhampton Airport where different land uses need to be controlled to manage their potential impacts in for example attracting wildlife.

Any development proposal unable to comply with the Acceptable Solutions set out within this Code, must have regard to *State Planning Policy 1/02 – Development in the Vicinity of Certain Airports and Aviation Facilities*.

5 Performance Criteria and Acceptable Solutions

Performance Criteria	Acceptable Solutions
Aircraft Noise	
P1 Uses that are sensitive to the higher noise environment of the airport do not establish where they will restrict or compromise airport activities and operations.	**A1.1.1** Development defined as; (i) Type 1 in Table 1 is not located on land affected by the 25 ANEF contour or any greater contour; (ii) Type 1a or Type 2 in Table 1 is not located on land affected by the 30 ANEF contour or any greater contour; (iii) Type 3 in Table 1 is not located on land affected by the 35 ANEF contour or any greater contour; (iv) Type 4 in Table 1 is not located on land affected by the 40 ANEF contour or any greater contour; as shown on Airport Code Map 1. **A1.1.2 AND** Development defined as; (i) Type 1 in Table 1 proposed to be located on land between the 20 and 25 ANEF contour; (ii) Type 1a in Table 1 proposed to be located on land between the 20 and 30 ANEF contour; (iii) Type 2 in Table 1 proposed to be located on land between the 25 and 30 ANEF contour; (iv) Type 3 in Table 1 proposed to be located on land between the 25 and 35 ANEF contour; (v) Type 4 in Table 1 proposed to be located on land between the 30 and 40 ANEF contour; as shown on Airport Code Map 1 incorporates effective noise attenuation measures that may include (but are not limited to): (1) the use of appropriate materials capable of absorbing or reflecting high amounts of noise in comparison to other materials; and (2) double-glazing of windows, and (3) roof and/or wall insulation, so that the development complies with Australian Standard AS2021-2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction. **A1.1.3 AND** Any new Type 1 or Type 1a development as defined in Table 1 that is located on land that is in the Airport Special Use Planning Area or within 25 metres of the 20 ANEF contour has regard to the Australian Standard AS2021-2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, or any Australian Standard that supersedes AS2021, including the installation of appropriate noise attenuation measures. *Note: This acceptable solution is to overcome the difficulties of defining the 20 ANEF contour accurately, mainly due to variations in aircraft flight patterns.* **A1.2**

Performance Criteria	Acceptable Solutions
	OR The use is associated with, or is part of, national defence activities or operations; conducted, operated or carried out by the armed forces of any state, nation or country.
Obstacle Limitation Surface	
P2 The building height of development or fixtures / devices attached to or associated with a development do not affect the navigation or safe operation of the airport or aircraft by way of; (a) The physical intrusion into aircraft take-off and approach flight paths; or (b) transient intrusions into the airports operational airspace. *Note:* *Any proposal to intrude into the operational airspace will be referred by Council to the Airport Operator whose advice and decision on the proposal will be adopted by the Council.*	**A2.1.1** Buildings or structures are of a height that ensures that they do not penetrate the height limitations set out in the Obstacle Limitation Surface Map (refer Airport Code Map 2). **A2.1.2** **AND** Fixtures or devices attached to a building or structure such as aerials, antennae, mast poles, advertising signs and the like do not penetrate the height limitations set out in the Obstacle Limitation Surface Map (refer Airport Code Map 2). **A2.1.3** **AND** Outdoor Sport and Recreation does not involve any activities that penetrate the height limitations set out in the Obstacle Limitation Surface Map (refer **A2.1.4** Airport Code Map 2). **AND** Cranes and other temporary machines, devices or structures do not penetrate the height limitations set out in the Obstacle Limitation Surface Map (refer Airport Code Map 2).
Aviation Facilities	
P3 Development does not impair the function of the aviation facilities at Rockhampton Airport or Mount Archer (Airservices Australia Ref No.s 535, 560 and 561) by creating physical obstructions, electrical or electro-magnetic interference or the deflection of signals.	**A3.1** Works or uses are not located within the Rockhampton Airport Transmitter/NDB site sensitive area (as depicted on Airport Code Map 3) if they involve: (i) or produce any significant electrical or electromagnetic fields (eg. arc welding); or (ii) buildings, structures or other works within 60 metres of the Transmitter/NDB site; or (iii) metallic buildings or structures between 60 and 150 metres of the Transmitter/NDB site; or (iv) buildings or structures with a size greater than 2.5 metres in any dimension between 60 and 150 metres of the Transmitter/NDB site; or (v) other works between 60 and 150 metres of the Transmitter/NDB site which exceed 3 metres in height; or (vi) buildings, structures or other works between 150

Performance Criteria	Acceptable Solutions
	and 500 metres of the Transmitter/NDB site which exceed 7.9 metres in height. **A3.2** **AND** Works or uses are not located within the Rockhampton Airport DME site sensitive area (as depicted on Airport Code Map 3) if they involve buildings, structures or other works between; (i) 230 and 500 metres of the site which exceed 2 metres in height; or (ii) 500 and 1000 metres of the site which exceed 4 metres in height; or (iii) 1000 and 1500 metres of the site which exceed 8.5 metres in height. **A3.3** **AND** Works or uses are not located within the Rockhampton Airport VOR site sensitive area (as depicted on Airport Code Map 3) if it involves any; (i) fences exceeding 2.5m in height; or (ii) overhead lines exceeding 5m in height; or (iii) metallic structures exceeding 8m in height; or (iv) trees and open lattice towers exceeding 10m in height; or (v) wooden structures exceeding 13m in height. **A3.4** **AND** Works or uses are not located within the Rockhampton Airport VHF communication site sensitive area (as depicted on Airport Code Map 3) if it involves; (i) or produces any electrical or electromagnetic fields (eg. arc welding); or (ii) a permanent or temporary physical line of sight obstruction between transmitting and receiving devices by involving any building, structures or other works above 604[1] metres AHD.

[1] 604m is the Australian Height Datum height at the base of the VHF antenna.

Performance Criteria	Acceptable Solutions
Non Airport Land Uses	

Performance Criteria	Acceptable Solutions
P4 The use of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of; (a) attracting birds and/or bats to the area which could cause or contribute to bird-strike hazard; or (b) providing very bright lighting, or lighting similar to runway lighting, which can distract or confuse aircraft pilots; or (c) interfering with navigation or communication facilities; or (d) emissions that may effect pilot visibility, or aircraft operations.	**A4.1** Development for any of the Land Uses listed in Table 2 below which have the potential to generate wildlife impacts on the airport

Table 2: Land Uses that attract wildlife

Group A	Group B	Group C
• Putrescible waste disposal sites	• Commercial fish processing • Piggeries • Aquaculture • Turf farming • Food processing plants • Fruit farming • Bird sanctuaries and fauna reserves	• Riding schools • Race tracks • Fair grounds • Outdoor theatres • Drive-in restaurants

are when within 13km of the airport runways consistent with the requirements set out for each corresponding group in Table 3 below.

Table 3: Land Use requirements

Land Uses in Group A	Land Uses in Group B	Land Uses in Group C
Are not located within 13km of airport runways as identified on Airport Code Map 4.	Are not located within 3km of airport runways as identified on Airport Code Map 4. **OR** If located between 3km and 8km of airport runways as identified on Airport Code Map 4, they include measures that prevent waste and other food sources attracting wildlife.	within 3km of airport runways as identified on Airport Code Map 4 include measures to manage waste disposal so that it does not attract wildlife.

A4.2

AND

A4.3 Development does not involve external lighting, flare plumes and other bright light sources within 6km of an airport runway (as shown on Airport Code Map 4)[2]

AND

Development does not;

(i) incorporate stacks or vents that would emit high velocity gases as a plume exceeding 4.3m per second unless measures are included to prevent such a plume intruding into the airports operational airspace; or

(ii) cause the emission of steam, dust, smoke, ash and other airborne particles or pollutants into operational airspace sufficient to affect pilot visibility.

[2] Lighting is not to increase the risk of an aircraft incident and to have regard to the CASA guideline, Lighting in the vicinity of aerodromes: Advice to lighting designers.