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Features of location under airports technogenic landscapes.

Modern changes in human activity significantly alter the appearance of the urban environment and occur in three areas: diversity and transformation functionality by creating additional conditions for recreation, entertainment, climate change due to changing the system of transport services, the creation of new transport infrastructure (eg airports) the use of new methods of spatial organization of urban areas; desire for brightness architectural forms, unusual appearance of urban design elements, compounds in them diverse functions.

With the growth of the deficit areas in large industrial cities and metropolitan areas there is a need to review the planning structure of the urban environment in search of reserve areas for urban needs, including placement airports. Analysis of current planning structure of cities with the most characteristic features of disturbed urban environment, revealed features of the placement of airports and airport facilities on the basis of urban conditions, which in turn define the principles of placing elements of external transport planning and their functional connectivity of the city structure, system service population, transportation network and environmental issues into account anthropogenic regions.

One of the most important components of the transport system of large urban structures or agglomerations coal-mining regions have airports with sophisticated infrastructure that provides fast, safe and efficient transportation by air of passengers, baggage, cargo, mail and making sending and receiving aircraft using the means necessary for their take-off or planting, and maintenance and repairs. The main criterion guiding the choice of the location of the airport is a rather large piece of land that can be used for construction. At the same time, this place must be sufficiently close to the metropolitan area that serve the airport. These areas of specific regions such as coal are open spaces in urban areas or long-distance areas in agglomerations.

During the construction of the airport put the absence of obstacles, such as buildings, piles and piles whose height in Europe reaches 130-150 meters, antenna elevation or terrain, over a distance of 30-50 km. runway of the airport that may impair the safety in adverse weather conditions. Choosing a place for the construction of the airport often depends on the problems posed by aircraft noise, the nature of the terrain, the type of land use, degree of economic development of the surrounding area and the existing transport systems and capabilities. Architectural planning analysis selection area for the construction of airports shows that in a specific architectural - planning structure of cities coalmining areas, these areas are located in the peripheral areas of the urban area, far from the areas of residential and large heavy industry. These areas may be close to the communal storage, recreational, industrial zones of small businesses. Given the shortage of green spaces

and recreational areas, particularly in the city of coal mining areas, open spaces, which are allocated to the construction of airports, selected exclusively from unsuitable land for agricultural lands, territories of the former business and adjacent sanitary protection zones, recorded a distance of residential areas.

The factors affecting the placement of airports and runways:

- Consideration of gas and dust "noise pollution" of the environment;
- The definition of suitable soils without evidence of subsidence, flooding, landslides;
- The approach to man-made obstacles in the form of heaps, dumps and quarries;
- Taking into account wind load forces prevailing wind side and use "screen" as a "ridge" heaps or piles;
- Identification of areas "rotor wind" generated by man-made obstacles.

Thus, the size of the city, the nature of its anthropogenic impact, the structure of transport services, organization of transport connections to the airport and have a great impact on the architectural and planning organization of airports in the structure of the city.

Town Planning involves use of damaged areas to achieve functional compliance needs intensive development of the city, preserving the fundamental basics of urban planning situation modifiable, depending on the areas of territorial-planning development of the city, the development of transport networks and their relationship with the city planning structure, provide visual correlation ' links with natural and man-made landscapes.