

Chapter 19.70 AOZ AIRPORT OVERLAY ZONE

19.70.020 Definitions.

In this chapter, the following terms, phrases, words, and their derivations, shall have the meanings as defined in this section:

“Air circulation system” means any method of cooling and heating an area with windows and doors closed, or with evaporative coolers and similar devices.

“Airport” means any landing area, runway, or other facility designed, used or intended to be used either publicly or by any person or persons for the landing or taking off of aircraft, including all necessary taxiways, aircraft storage and tiedown areas, hangars, and other necessary buildings and open spaces, as permitted by local zoning ordinances.

“Airport elevation” means the highest point of the airport’s usable landing area, measured in feet from mean sea level.

“Airport hazard” means any structure or object of natural growth located on or in the vicinity of the airport, or any use of land near the airport, which obstructs the airspace required for the flight of aircraft in landing or takeoff of an aircraft.

“Airport reference point” means the point established as the approximate geographic center of the airport landing area, and so designated.

“FAA” means the Federal Aviation Administration.

“Height.” For the purpose of determining the height limits in all zones set forth in this chapter and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

“Incompatible use” means any structure or use of land which, because it exposes residents or occupants in the vicinity of airports to aircraft noise, constitutes an airport hazard.

“Nonconforming use” means any preexisting structure, tree or use of land which is inconsistent with the provisions of this chapter or an amendment thereto.

“Nonprecision instrument runway” means a runway having an existing instrument approach procedure utilizing air navigation facilities, with only horizontal guidance or area-type navigation equipment for which straight-in nonprecision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document.

“Person” means an individual, firm, partnership, corporation, company, association, joint stock association or governmental entity. It includes a trustee, receiver, assignee or similar representative of any of the foregoing.

“Precision instrument runway” means a runway having an existing instrument approach procedure utilizing an instrument landing system (“ILS”) or a precision approach radar (“PAR”). It shall also mean a runway for which a precision approach system is planned and is so indicated on an FAA approved airport layout plan or any other FAA approved planning document.

“Primary surface” means a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred feet beyond each end of such runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface of a runway will be that width prescribed in Part 77, Section 77.24 of the Federal Aviation Regulations (“FAR”), which is hereby incorporated by reference and made a part hereof, for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

“Runway” means a defined area on the airport prepared for landing and takeoff of aircraft along its length.

“Structure” means an object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, earth foundations and overhead transmission lines.

“Tree” means any object of natural growth.

“Utility runway” means a runway that is constructed for and intended to be used by propeller-driven

aircraft of twelve thousand five hundred pounds maximum gross weight or less.

“Visual runway” means a runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan or on any planning document submitted to the FAA by competent authority. (§ 1 (part) of Ord. passed 8/22/84: prior code § 22-30A-2)