

358A.701 DEFINITIONS

As used in this ordinance, unless the context otherwise requires:

- (1) AIRPORT - The Charles City Municipal Airport.
- (2) AIRPORT ELEVATION - The highest point of an airport's usable landing area measured in feet above mean sea level, which elevation is established to be 1,130 feet.
- (3) AIRPORT HAZARD - Any structure or tree or use of land which would exceed the Federal obstruction standards as contained in Fourteen Code of Federal Regulations Sections 77.21, 77.23, and 77.25 as revised March 4, 1972, and which obstruct the airspace required for the flight of aircraft and landing or takeoff at the airport, on is otherwise hazardous in such landing or taking off of aircraft.
- (4) AIRPORT PRIMARY SURFACE - A surface longitudinally centered on a runway. When the runway has a specially prepared surface, the primary surface extends 700 feet beyond each end of the runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) 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.
- (5) AIRSPACE HEIGHT - For the purpose of determining the height limits in all zones set forth in this ordinance and shown on the zoning map, the datum shall be mean sea level elevation, unless otherwise specified.
- (6) CONTROL ZONE - Airspace extending upward from the surface of the earth which may include one or more airports and is normally a circular area of five (5) statute miles in radius, with extensions where necessary to include instrument approach and departure paths.
- (7) INSTRUMENT RUNWAY - A runway having an existing instrument approach procedure utilizing air navigation facilities or area type navigational equipment for which an instrument approach procedure has been approved or planned.
- (8) MINIMUM DESCENT ALTITUDE - The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach, or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.
- (9) MINIMUM ENROUTE ALTITUDE - The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.
- (10) MINIMUM OBSTRUCTION CLEARANCE ALTITUDE - The specified altitude in effect between radio fixes on VOR airways, off-airway routes, or route segments, which meets obstruction clearance requirements for the entire route segment, and which assures acceptable navigational signal coverage only within 22 miles of VOR.

(11) RUNWAY - A defined area on an airport prepared for landing and takeoff of aircraft along its length.

(12) VISUAL RUNWAY - 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 a FAA approved airport layout plan, a military services approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

#### 358A.702 AIRPORT ZONES AND AIRSPACE HEIGHT LIMITATIONS

In order to carry out the provisions of this Section, there are hereby created and established certain zones which are depicted on the Charles City Municipal Airport Height Zoning Map, which is attached to this ordinance and made a part hereof. A structure located in more than one (1) zone of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

##### 1. Airport Height Zones

A. Horizontal Zone - The land lying under a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of 5,000 feet radii from the center of each end of the primary surface of runways 4, 12, 22, 17, 35 and 30, the connecting the adjacent arcs by lines tangent to those arcs.

No structure shall exceed 150 feet above the established airport elevation in the horizontal zone, as depicted on the Charles City Municipal Airport Height Zoning Map.

B. Conical Zone - The land lying under a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 11 for a horizontal distance of 4,000 feet. No structure shall penetrate the conical surface on the conical zone, as depicted on the Charles City Municipal Airport Height Zoning Map.

C. Approach Zone - The land lying under a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. (NOTE: An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.)

(1) The inner edge of the approach surface is:

- a. 250 feet wide for runways 4, 22, 17, and 35.
- b. 500 feet wide for runways 12 and 30.

- (2) The outer edge of the approach zone is:
  - a. 1,250 feet for runways 4, 22, 17, and 35.
  - b. 2,000 feet for runways 12 and 30.
- (3) The approach zone extends for a horizontal distance of:
  - a. 5,000 feet at a slope of 20 to 1 for runways 4, 12, 22, 17, 35, and 30.

No structure shall exceed the approach surface to any runway, as depicted on the Charles City Municipal Height Zoning Map.

D. Transitional Zone - The land lying under those surfaces extending outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

No structure shall exceed the transitional surface, as depicted on the Charles City Municipal Airport Height Zoning Map.

E. No structure shall be erected in Floyd County that raises the published minimum descent altitude or decision height for an instrument approach to any runway, nor shall any structure be erected that causes the minimum obstruction clearance altitude or minimum enroute altitude to be increased on any federal airway in Floyd County.

#### 358A.703 - USE RESTRICTIONS

Notwithstanding any other provision of Section 111, no use may be made of land or water within Floyd County in such a manner as to interfere with the operation of any airborne aircraft. The following special requirements shall apply to each permitted use:

A. All lights or illumination used in conjunction with streets, parking, signs, or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from the Charles City Municipal Airport or in the vicinity thereof.

B. No operations from any use shall produce smoke, glare or other visual hazards within three (3) statute miles of any usable runway of the Charles City Municipal Airport.

C. No operations from any use in Floyd County shall produce electronic interference with navigational signals or radio communication between the airport and aircraft.

358A.704 - LIGHTING

A. Notwithstanding the provisions of Section IV, the owner of any structure over 200 feet above ground level must install on the structure lighting in accordance with Federal Aviation Administration (FAA), Advisory Circular 70-7460-1 D and amendments. Additionally, any structure constructed after the effective date of this ordinance and exceeding 949 feet above ground level, must have installed on that structure high intensity white obstruction lights in accordance with Chapter 6 of FAA Advisory Circular 70-7460-1 D and amendments.

B. Any permit or variance granted may be so conditioned as to require the owner of the structure or growth in question to permit the County of Floyd, at its own expense, to install, operate and maintain thereto such markers or lights as may be necessary to indicate to pilots the presence of an airspace hazard.

358A.705 VARIANCES

Any person desiring to erect or increase the height of any structure, or to permit the growth of any tree, or otherwise use his property in violation of any section of this ordinance, may apply to the Board of Adjustment for variance from such regulations. No application for variance in the requirements of this ordinance may be considered by the Board of Adjustment unless a copy of the application has been submitted to the Charles City Municipal Airport Manager or Aeronautics Director for his opinion as to the aeronautical efforts of such variance. If the Charles City Municipal Airport Manager or Aeronautics Director does not respond to the Board of Adjustment within fifteen (15) days from receipt of the copy of the application, the Board may make its decision to grant or deny the variance.

358A.801 REPEALER.

All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance, (and specifically the Floyd County Zoning Ordinances in effect prior to the adoption of these revised ordinances) are hereby repealed.

358A.901 EFFECTIVE DATE

This ordinance shall be in force and effect after the passage, approval, and publication as provided by law.

Passed and adopted by the Floyd County Board of Supervisors this 11th day of September, A.D., 1990.



LEE STEWART  
CHAIRMAN, FLOYD COUNTY BOARD  
OF SUPERVISORS

ATTEST:

  
JANICE SHERMAN  
COUNTY AUDITOR