

# Airport Hazard (AH) Overlay District

## Chapter 10

1000 Purpose. This overlay district is established to protect against possible airport hazards which endanger the lives and property of users of the Augusta Municipal Airport, and occupants of land in the vicinity of the airport: that an airport hazard may affect existing and future instrument approach minimums of the airport, and an airport hazard may reduce the size of areas available for the landing, take-off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public interest therein.

1001 Authority. The establishment of the airport hazard overlay district as authorized by K.S.A. 3-703, as amended, the City may extend the coverage of these regulations to airports owned, operated or controlled by the City; privately owned airports within five miles of the official city boundaries if in the opinion of the Commission, the airport utilizes its facilities to provide a service to the public.

1002 Definitions.

AIRPORT is any area of land or water designed and set aside for the landing and taking-off of aircraft. The term includes heliports set aside for the landing and taking-off of rotary wing aircraft.

AIRPORT ELEVATION is the established airport elevation in feet above mean sea level, of the highest point of the landing area that is used or intended to be used for take-off and landing operations.

AIRPORT HAZARD is any structure, growth or other object, including a mobile object, which exceeds a limiting height set forth in the regulations, or any use of land near such airports, which obstructs the airspace required for the flight of aircraft in landing or take-off at such airports or is otherwise hazardous to such landing or taking-off aircraft.

AIRPORT REFERENCE POINT is a point at the approximate center of the airport landing area, and shown on the Augusta Municipal Airport Hazard Zoning Map.

APPROACH SURFACE is a surface longitudinally centered on the extended runway centerline; extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in these regulations.

BOARD means the Governing Body of the City of Augusta, Kansas.

BUILDING OFFICIAL means the City Manager of the City of Augusta, Kansas.

CIVILIAN AIRPORTS are any airports, public or private, that are not owned or operated by the government of the United States and used for military purposes.

CONICAL SURFACE is an inclined surface extending upward and outward from the outer periphery of the horizontal surface at a slope of one foot upward for each twenty feet outward for a horizontal distance of seven thousand feet.

FAA is the Federal Aviation Administration.

HELIPORT is an area on land, water or upon a structure set aside and used for the landing and take-off of rotary wing aircraft and in addition facilities may be provided for the fueling, refueling, repair and storage of rotary wing aircraft.

HORIZONTAL SURFACE is a horizontal plane one hundred fifty feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

LARGER THAN UTILITY RUNWAY is a runway that is constructed for and intended to be used by propeller driven and jet aircraft of greater than twelve thousand five hundred pounds maximum gross weight.

MANAGER is the manager of the Augusta Municipal Airport.

NONPRECISION INSTRUMENT RUNWAY is a runway having an existing or planned instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment for which a straight-in, or area type navigation equipment for which a straight-in, nonprecision instrument approach procedure has been approved or planned.

PRECISION INSTRUMENT RUNWAY is a runway having an existing or planned instrument approach procedure utilizing an instrument landing system (ILS) or a precision approach radar (PAR).

PRIMARY SURFACE is 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 that runway. The width of the primary surface is set forth in these regulations. The elevation of any point on the primary surface is the same as the nearest point on the runway centerline.

PRIMARY SURFACE - HELIPORTS is an area that coincides in size and shape with the designated take-off and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.

RUNWAY is a defined area on an airport prepared for landing and take-off of aircraft along its length.

TRANSITIONAL SURFACES are the transitional surfaces extended outward at ninety degree angles to runway centerlines and runway centerlines extended, at a slope of one foot upward for each seven feet outward from the sides of the primary and approach surfaces.

The transitional surfaces connect the horizontal, conical, primary and approach surfaces. Transitional surfaces for those portions of the approach surfaces, which project beyond the limits of the conical surface, extended a distance of five thousand feet measured horizontally from the edge of the approach surface and at ninety degree angles to the extended runway centerline.

TRANSITIONAL SURFACES - HELIPORTS are the transitional surfaces extended outward and upward from the lateral boundaries of the heliport primary surface and from the approach surfaces at a slope of two to one for a distance of two hundred fifty feet measured horizontally from the centerline of the primary and approach surfaces.

UTILITY RUNWAY is a runway that is constructed for and intended to be used by propeller driven aircraft of twelve thousand five hundred pounds maximum gross weight and less.

VISUAL RUNWAY is a runway intended solely for the operation of aircraft using visual approach procedures.

### 1003 Airport zones and height limits.

- .1 The established airport elevation is one thousand three hundred twenty seven (1,327) feet.
- .2 Utility runway visual approach zone (Runways 18 and 36).
  - .1 The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide.
  - .2 The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the end of the primary surface of each runway. Its centerline is the continuation of the centerline of the runway.
  - .3 The applicable height limitation slopes one foot upward for each 40 feet outward, beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

- .3 Runway larger than utility with a visibility minimum greater than three-fourths mile nonprecision instrument approach zone.
  - .1 The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide.
  - .2 The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the end of the primary surface of each runway. Its centerline is the continuation of the centerline of the runway.
  - .3 The applicable limitation slopes one foot upward for each 40 feet outward, beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the runway centerline.
- .4 Precision instrument runway approach zone.
  - .1 The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide.
  - .2 The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the end of the primary surface of each runway. Its centerline is the continuation of the centerline of the runway.
  - .3 The applicable height limitation slopes one foot upward for each 50 feet outward, beginning at the end of, and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes one foot upward for each 40 feet outward to an additional horizontal distance of 40,000 feet along the extended runway centerline.
- .5 Transitional zones.
  - .1 The transitional zones are the areas beneath the transitional surfaces.
  - .2 The applicable height limitation slopes one foot upward for each 7 feet outward, beginning at the sides of, and at the same elevation as, the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation.
  - .3 In addition to the foregoing, there are established height limits sloping one foot upward for each 7 feet outward beginning at the side of, and at the

same elevation as, the approach surface and extending to where they intersect the conical surface.

- .4 Where precision instrument runway approach zones project beyond the conical zones, there is established height limits sloping one foot upward for each 7 feet outward beginning at the side of, and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at ninety degree angles to the extended runway centerline.

.6 Horizontal zones.

- .1 The horizontal zone is established by swinging arcs of 5,000 feet radii for all runways designated utility or visual and 10,000 feet radii for all other runways from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs.
- .2 The radii of the arcs for each end of the runway shall be the same and the radius used shall be the longest determined for either end.
- .3 The applicable height limitation is established at 150 feet above the established airport elevation.

.7 Conical zone.

- .1 The conical zone is established at the area that commences at the periphery of the horizontal zone and extends outward for horizontal distance of 4,000 feet.
- .2 The applicable height limitation slopes one foot upward for each 20 feet outward beginning at the periphery of the horizontal zone and at 150 feet above the established airport elevation and extending to a height of 350 feet above the airport elevation.

1004 Spacing adjacent airport.

- .1 No other airport hereafter shall be established, or existing airport be improved with approach guidance equipment so as to enhance instrument flight rule (IFR) capabilities, any portion of whose proposed or existing boundary will be under an airport zone established by these regulations or within a radius of eight miles from an airport referenced point of an airport established on the date of these regulations, unless a permit shall have been applied for and granted by the Butler County Planning Commission in accordance with these regulations.

- .2 Exception to the spacing requirements may be granted by the Planning Commission, after public hearing and recommendation to the Governing Body. The Commission shall consult the FAA and the Butler County Planning Commission before rendering a recommendation.

1005 Use restrictions.

- .1 Lighting. No use may be made of land or water within any zone established by these regulations in such manner as to make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of the pilots using the airports, create smoke, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way, endanger or interfere with the landing, take-off or maneuvering of aircraft intending to use the airport.
  - .1 A shield that reduces the amount of light visible from above and directs the light downward shall be required for all outdoor lights, except those incidental to residential uses.
  - .2 The owner of any existing and future structure or tree to install, operate and maintain at the owner's expense, such marking and lighting, the standards as found in FAA Circular AC-70-7460-1F.

1006 Conditional Use Permit required.

- .1 In the area lying within the boundaries of Area A shown on sheet two of the Augusta Municipal Airport Hazard Zoning Map (AMAHZM) a permit shall be required for any structure more than twenty-five feet of vertical height above the ground.
- .2 In the area lying within the boundaries of Area B on sheet two of the AMAHZM a permit shall be required for any structure more than seventy-five feet of vertical height above the ground.
- .3 In the area lying within the boundaries of Area C on sheet two of the AMAHZM a permit shall be required for any structure more than 150 feet of vertical height above the ground.
- .4 In the area lying within the boundaries of Area D on sheet two of the AMAHZM a permit shall be required for any structure more than 300 feet of vertical height above the ground.

1007 Augusta Municipal Airport Hazard Zoning Maps. The airport hazard zoning maps are hereby made a part of these regulations and shall be signed by the city clerk and marked with the effective date of these regulations.