

# CHAPTER SEVEN

## SPECIAL REGULATIONS

### 7.3 AIRPORT ENVIRONS OVERLAY ZONING DISTRICT (AE)

- A. **Purpose.** The Airport Environs Overlay Zoning District (AE) is hereby created with the following purposes:
1. To protect the public health, safety and welfare by regulating development and land use within noise sensitive areas and airport hazard areas;
  2. To ensure compatibility between Walker Field Airport and surrounding land uses; and
  3. To protect the airport from incompatible encroachment.
- B. **Overlay District.** The Airport Environs Overlay Zoning District (AE) shall serve as an overlay zoning that applies additional standards and requirements to properties located within an underlying zoning district. In case of conflicting standards and requirements, the more stringent standards and requirements shall apply.
- C. **Airport Environs Overlay Maps.** Airport Environs Overlay Maps referred to in this Code are on file at the Community Development Department. The maps are incorporated by this reference as if fully set forth.
- D. **Airport Environs Subdistricts.** The Airport Environs Overlay Zoning (AE) is comprised of four (4) subdistricts. The subdistricts represent a determination by the Federal Aviation Administration (FAA) of differing levels of expected noise impact and hazard from aircraft overflight. If any parcel is within more than one (1) subdistrict, the more restrictive subdistrict determination shall apply. The subdistricts are as follows:
1. **Area of Influence (Subdistrict A).** An area surrounding the airport impacted or influenced by proximity of the airport, either by aircraft overflight, noise and/or vibrations.
  2. **Noise Zone (Subdistrict B).** Includes the area within the 65 Ldn to 70 Ldn noise-exposure area as shown in the Walker Field Airport Master Plan.
  3. **Critical Zone (Subdistrict C).** A rectangular-shaped zone located directly off the end of a runway's primary surface, beginning two hundred feet (200') from the end of the pavement, which is critical to aircraft operations (*i.e.* more apt to have accidents within it because of the takeoff and landing mode in that particular area) as shown in the Walker Field Airport Master Plan.
  4. **Clear Zone (Subdistrict D).** A triangular-shaped zone located directly off the end of a runway's primary surface, beginning two hundred feet (200') from the end of the pavement, which is clear of all above-ground obstruction or construction. The width is the same as the primary surface. The length is determined by the use of the runway, in accordance with FAA regulations.
  5. The boundaries of the AE zoning and its subdistricts shall be reviewed whenever the Walker Field Airport Authority updates and/or amends the noise contour maps and/or master plan. The Walker Field Airport Authority shall notify the City of any such update and/or amendment and provide a copy of it to the City.

- E. **Exemptions.** The terms, provisions, conditions and restrictions of 5-11 *et. seq.* of the former Code pertaining to land use for land around airports shall control development in existence prior to the effective date of this Code. This Chapter shall apply to development, structures and/or lots platted after the effective date of this Code.
- F. **Land Use Compatibility.**
1. **Airport Environs Matrix.** The Airport Environs Land Use Compatibility Matrix, Table 7.3, also known as the Airport Matrix, establishes requirements and limitations in addition to those provided in Chapter Three. In the case of conflict the more restrictive requirements shall control.
  2. Table 7.3 identifies development standards that apply to development within the AE zone. Any proposed use and/or development shall comply with the requirements of this Section, in addition to all other applicable standards.
  3. All structures shall be constructed to comply with the Noise Level Reduction (NLR) standards of the Airport Matrix. National Technical Information Service (NTIS) report *Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations* (AD-A258 O32), latest edition, shall be used for noise reduction methods for new development.
  4. **Use Restriction.** Notwithstanding any other provision of this Code, no use may be made of land or water within any zone or subdistrict that creates or may create:
    - a. Interference with navigational signals or radio communication between the airport and aircraft;
    - b. Difficulty for pilots to distinguish between airport lights and other lighting;
    - c. Glare in the eyes of pilots using the airport;
    - d. Impaired visibility in the vicinity of the airport;
    - e. A hazard or endanger landing, takeoff or maneuvering of aircraft.
- G. **Avigation Easement.** New development located within the AE zone shall convey an avigation easement to the Walker Field Airport Authority in a form and with terms and conditions approved by the Director. Such conveyance shall not be required for repair or maintenance of existing structures.
- H. **Record Notice of Critical and Noise Zone Subdistricts.** A written notice, in a form approved by the Director, shall be affixed to and recorded with each final plat/plan when the development is located in a noise zone. The notice shall also be required when the development is located within a critical zone. The notice shall minimally provide that:
1. All or part of the development is potentially subject to aircraft noise levels high enough to annoy users of the property and interfere with its unrestricted use.
  2. If in the Critical Zone add: All or part of this property is also located in the approach and departure path of the airport in an area more apt to have accidents because of the takeoff and landing of aircraft.
- I. **Height Limitations.** Nothing, including structures and trees, shall be erected, altered, allowed to grow or be maintained so that it crosses or enters into the applicable runway approach zones as defined in Federal Aviation Regulations (FAR) Part 77, as amended.