

CHAPTER 125
AIRPORT OVERLAY ZONE

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125.020. Definitions. As used in this chapter except where context otherwise requires:

- (a) "Airport" means Salem Municipal Airport, otherwise known as McNary Field or future airports owned and operated by the City of Salem.
- (b) "Airport Elevation" means 210 feet above mean sea level.
- (c) "Approach Surface" means 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 SRC 125.050. The perimeter of the approach surface coincides with the perimeter of the approach zone.
- (d) "City" means the City of Salem.
- (e) "Conical Surface" means a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- (f) "Hazard to Air Navigation" means an obstruction determined by the Federal Aviation Administration during the variance process to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- (g) "Height" is measured from mean sea level elevation unless otherwise specified.
- (h) "Horizontal Surface" means a horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.
- (i) "Larger than Utility Runway" means a runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and by jet powered aircraft.
- (j) "Nonconforming Use" means any preexisting structure, object of natural growth, or use of land which is inconsistent with the provisions of this ordinance or any amendment thereto.
- (k) "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 a straight-in nonprecision instrument approach procedure has been approved or planned.
- (l) "Obstruction" means any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in SRC 125.050.
- (m) "Precision Instrument Runway"--A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on the McNary Field Airport Master Plan.
- (n) "Primary Surface" means a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. For military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in SRC 125.040. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
- (o) "Runway" means a defined area on an airport prepared for landing and takeoff of aircraft along its length.

- (p) "Transitional Surfaces" means those surfaces which extend outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to the point of intersection with the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at a 90 degree angle to the extended runway centerline.
- (q) "Tree" means any object of natural growth.
- (r) "Utility Runway" means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.
- (s) "Visual Runway" means a runway intended solely for the operation of aircraft using visual approach procedures. (Ord No. 83-84)

125.040. Establishment of Airport Overlay Zones.

(a) In order to carry out the provisions of this ordinance, the following zones are hereby created, which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to McNary Field Airport. Such zones are shown on the McNary Field Approach and Clear Zone Map adopted as a part of the McNary Field Airport Master Plan, adopted June 25, 1979, by the council and appended hereto as Appendix 1. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. Each zone is described as follows:

- (1) Utility Runway Visual Approach Zone --The inner boundary of this zone lies along the end of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway. (Proposed Runway 16L-34R)
- (2) Runway Larger than Utility Visual Approach Zone--The inner boundary of this zone lies along the end the primary surface and is 500 feet wide. The zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway. (Runway 16-34)
- (3) Runway Larger than Utility with a Visibility Minimum as Low as 3/4 Mile Nonprecision Instrument Approach Zone--The inner boundary of this zone lies along the end of the primary surface and is 1,000 feet wide. The zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway. (Runway 13)
- (4) Precision Instrument Runway Approach Zone--The inner boundary of this zone lies along the end of the primary surface and is 1,000 feet wide. The zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway. (Runway 31)
- (5) Transitional Zones--The transitional zones are the areas beneath the transitional surfaces.
- (6) Horizontal Zone--The horizontal zone is established by swinging arcs of 5,000 feet radii for all runways designated utility or visual, and 10,000 feet for all others 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. The horizontal zone does not include the approach and transitional zones.
- (7) Conical Zone--The conical zone commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet. (Ord No. 83-84; Ord No. 51-96)

125.050. Airport Zone Height Limitations.

(a) Except as otherwise provided in this ordinance, no structure shall be erected, altered, or repaired, and no tree shall be allowed to grow, to a height in excess of the applicable height herein established for any zone created by this chapter. Such applicable height limitations are hereby established for each zone as follows:

(1) Utility Runway Visual Approach Zone--A plane sloping twenty (20) feet outward for each foot upward 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. (Proposed Runway 16L-34R)

(2) Runway Larger than Utility Visual Approach Zone--A plane sloping twenty (20) feet outward for each foot upward 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. (Runway 16-34)

(3) Runway Larger than Utility with a Visibility Minimum As Low as 3/4 Mile Nonprecision Instrument Approach Zone--A plane sloping thirty-four (34) feet outward for each foot upward 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. (Runway 13)

(4) Precision Instrument Runway Approach Zone--A plane sloping fifty (50) feet outward for each foot upward 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 upward forty (40) feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline. (Runway 31)

(5) Transitional Zones--A plane sloping seven (7) feet outward for each foot upward 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 which is 100 feet above mean sea level. In addition, in the transitional zones, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.

(6) Horizontal Zone--A horizontal plane 150 feet above the airport elevation or at a height of 360 feet above mean sea level.

(7) Conical Zone--A plane sloping twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

(b) Nothing in this Ordinance shall be construed to prohibit the construction or maintenance of any structure, or growth of any tree to a height up to 70 feet above the surface of the land, or to the maximum height allowed in the applicable land use zone, whichever is less. (Ord No. 83-84)

125.060. Marking and Lighting, Generally. As a condition of the issuance of any permit or variance the city may require the owner of any structure or tree within the zones described in this chapter, to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary to indicate to the operators of aircraft in the vicinity of the airport of the presence of the structure or tree. (Ord No. 83-84)

125.080. Variances. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, contrary to the regulations prescribed in this chapter, may apply to the Planning Commission for a variance from such regulations. The application shall be filed pursuant to SRC Chapter 110 and shall be accompanied by a determination from the Federal Aviation Administration and the Oregon State Aeronautics Division (O.A.D.) of the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. The Airport Advisory Board shall be notified of any application under this section. No application for variance to the requirements of this chapter may be considered by the planning commission unless a copy of the application has been furnished to the Airport Advisory Board for advice as to the aeronautical effects of the variance. The Planning Commission shall allow the variance where it finds that application or enforcement of the regulations will result in unreasonable hardship or practical difficulties which can be most effectively relieved by a variance; that granting the variance will not be contrary to the public welfare and will not create a hazard to air navigation. (Ord No. 83-84)

125.090. Hazardous Uses. Notwithstanding any other provisions of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport. (Ord No. 83-84)

125.100. Enforcement.

(a) It shall be the duty of the building and safety division to administer and enforce the regulations prescribed herein.

(b) The city may, at its own expense, trim any tree the height of which exceeds the height restrictions of this ordinance to a height which conforms to said height restrictions. (Ord No. 83-84)