

CHAPTER 602 AIRPORT OVERLAY ZONE

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602.001. Purpose. The purpose of the Airport Overlay Zone is to establish standards to promote air navigational safety and prevent hazards and obstructions to air navigation and flight. (Ord No. 31-13)

602.005. Definitions. Unless the context otherwise specifically requires, as used in this Chapter, the following mean:

- (a) Airport elevation: An elevation that is 210 feet above mean sea level.
- (b) Approach Surface: A surface longitudinally centered on the extended runway centerline, and extending outward and upward from the end of the primary surface at the same slope as the approach area height limitation slope set forth in SRC 602.020(a). The perimeter of the approach surface coincides with the perimeter of the approach area.
- (c) Conical Surface: 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.
- (d) FAA: The Federal Aviation Administration.
- (e) Hazard to air navigation: An obstruction determined by the Federal Aviation Administration to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- (f) Horizontal Surface: A horizontal plane 150 feet above the airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal area.
- (g) Larger than Utility Runway: A runway that is constructed for, and intended to be used by, any aircraft of greater than 12,500 pounds maximum gross weight.
- (h) McNary Field: The airport owned and operated by the City of Salem.
- (i) Non-Precision Instrument Runway: A runway having an instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area-type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved by FAA.
- (j) Obstruction: Any building, structure, object, including mobile objects, or vegetative growth, that exceeds the height limitations in SRC 602.020(a).
- (k) Precision Instrument Runway: A runway having an instrument approach procedure utilizing an Instrument Landing System or a Precision Approach Radar, for which a precision approach system has been approved by FAA.
- (l) Primary Surface: A surface longitudinally centered on a runway, and having the width set forth in SRC 602.010. When a runway has a hard surface, the primary surface extends a distance of 200 feet beyond each end of the runway. When a runway does not have a hard surface, or is a military runway, the primary surface ends at each end of the runway. The elevation of any point on the primary surface is the same elevation as the nearest point on the runway centerline.
- (m) Runway: The area of an airport prepared for the takeoff and landing of aircraft along its entire length.
- (n) Transitional Surfaces: The surfaces that extend outward at 90 degree angles from the runway centerline and the runway centerline extended at a slope of 7 feet horizontally for each 1 foot vertically from the sides of the primary surface and the approach surface to the point of

intersection with the horizontal surface and conical surface. 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 at a 90 degree angle to the extended runway centerline.

(o) **Utility Runway:** A runway that is constructed for, and intended to be used by, propeller driven aircraft of 12,500 pounds maximum gross weight and less.

(p) **Visual Runway:** A runway intended solely for the operation of aircraft using visual approach procedures. (Ord No. 31-13)

602.010. Airport Overlay Zone Boundary. The boundaries of the Airport Overlay Zone are shown in Figure 602-1. The Airport Overlay Zone is divided into the following seven areas that apply to land beneath, upon, and above the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces of McNary Field:

(a) **Utility Runway Visual Approach (URVA) Area.** The inner boundary of the URVA area lies along the end of the primary surface and is 250 feet wide. The URVA area expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the URVA area is the continuation of the centerline of proposed runway 16-34.

(b) **Runway Larger than Utility Visual Approach (RLUVA) Area.** The inner boundary of the RLUVA area lies along the end of the primary surface and is 500 feet wide. The RLUVA area expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the RLUVA area is the continuation of the centerline of runway 16-34.

(c) **Runway Larger than Utility with a Visibility Minimum as Low as Three-Quarter Mile Non-precision Instrument Approach (RLUVM) Area.** The inner boundary of the RLUVM area lies along the end of the primary surface and is 1,000 feet wide. The RLUVM area expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. The centerline of the RLUVM area is the continuation of the centerline of runway 13.

(d) **Precision Instrument Runway Approach (PIRA) Area.** The inner boundary of the PIRA area lies along the end of the primary surface and is 1,000 feet wide. The PIRA area expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. The centerline of the PIRA area is the continuation of the centerline of runway 31.

(e) **Transitional Areas.** The transitional areas are those areas that lie beneath the transitional surfaces of each runway.

(f) **Horizontal Area.** The boundary of the horizontal area is established by swinging arcs with 5,000 feet radii, for all utility or visual runways, 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. The horizontal area does not include the approach and transitional areas.

(g) **Conical Area.** The conical area commences at the periphery of the horizontal area and extends outward a horizontal distance of 4,000 feet. (Ord No. 31-13)

602.015. Uses. Any use that is a permitted, special, conditional, or prohibited use in the underlying zone is a permitted, special, conditional, or prohibited use in the Airport Overlay Zone. (Ord No. 31-13)

602.020. Development Standards. Development within the Airport Overlay Zone must comply with the development standards applicable in underlying zone and the development standards set forth in this section. The development standards in this section are in addition to, and not in lieu of, all other applicable development standards in the underlying zone. Where the development standards in this section

conflict with the development standards applicable in the underlying zone or any other overlay zone, the more restrictive development standards shall be the applicable development standard.

(a) Height. Except as otherwise provided in this Chapter, no building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this subsection. If all or part of a lot is located in more than one Airport Overlay Zone area, the applicable height limitation shall be the most restrictive height limitation.

(1) Utility Runway Visual Approach (URVA) Area. In the URVA area, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each 1 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 centerline of runway 16-34.

(2) Runway Larger than Utility Visual Approach (RLUVA) Area. In the RLUVA area, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each 1 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 centerline of runway 16-34.

(3) Runway Larger than Utility with a Visibility Minimum as Low as Three-Quarter Mile Non-Precision Instrument Approach (RLUVM) Area. In the RLUVM area, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 34 feet outward for each 1 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 centerline of runway 13.

(4) Precision Instrument Runway Approach (PIRA) Area. In the PIRA area, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 50 feet outward for each 1 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 centerline of runway 31; thence sloping 40 feet outward for each 1 foot upward to an additional horizontal distance of 40,000 feet along the extended centerline of runway 31.

(5) Transitional Areas. In transitional areas, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 7 feet outward for each 1 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. In addition, in transitional areas there are established height limits sloping 7 feet outward for each 1 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 PIRA area projects beyond the conical area, there are established height limits sloping 7 feet outward for each 1 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 Area. In the horizontal area, no building, structure, object, or vegetative growth shall have a height greater than that established by a horizontal plane 150 feet above the airport elevation.

(7) Conical Area. In the conical area, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each 1 foot upward beginning at the periphery of the horizontal area, 150 feet above the airport elevation, and extending to a height of 350 feet above the airport elevation.

(b) Development Compatibility. Uses within the Airport Overlay Zone shall not be developed, conducted, or maintained in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to

distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, attract wildlife , or endanger or interfere in

any other manner with landing, takeoff, or maneuvering of aircraft using or intending to use McNary Field.

(c) **Marking and Lighting.** Marking and lighting necessary to indicate the presence of buildings, structures, or vegetation to operators of aircraft in the vicinity of the airport shall be provided as required by the FAA. (Ord No. 31-13)

602.025. Airport Overlay Zone Height Variance.

(a) **Applicability.** No building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this Chapter unless a variance has been granted pursuant to this section.

(b) **Procedure Type.** An Airport Overlay Zone Height Variance is processed as a Type I procedure under SRC Chapter 300.

(c) **Submittal Requirements.** In addition to the submittal requirements for a Type I application under SRC Chapter 300, an application for an Airport Overlay Zone Height Variance shall include:

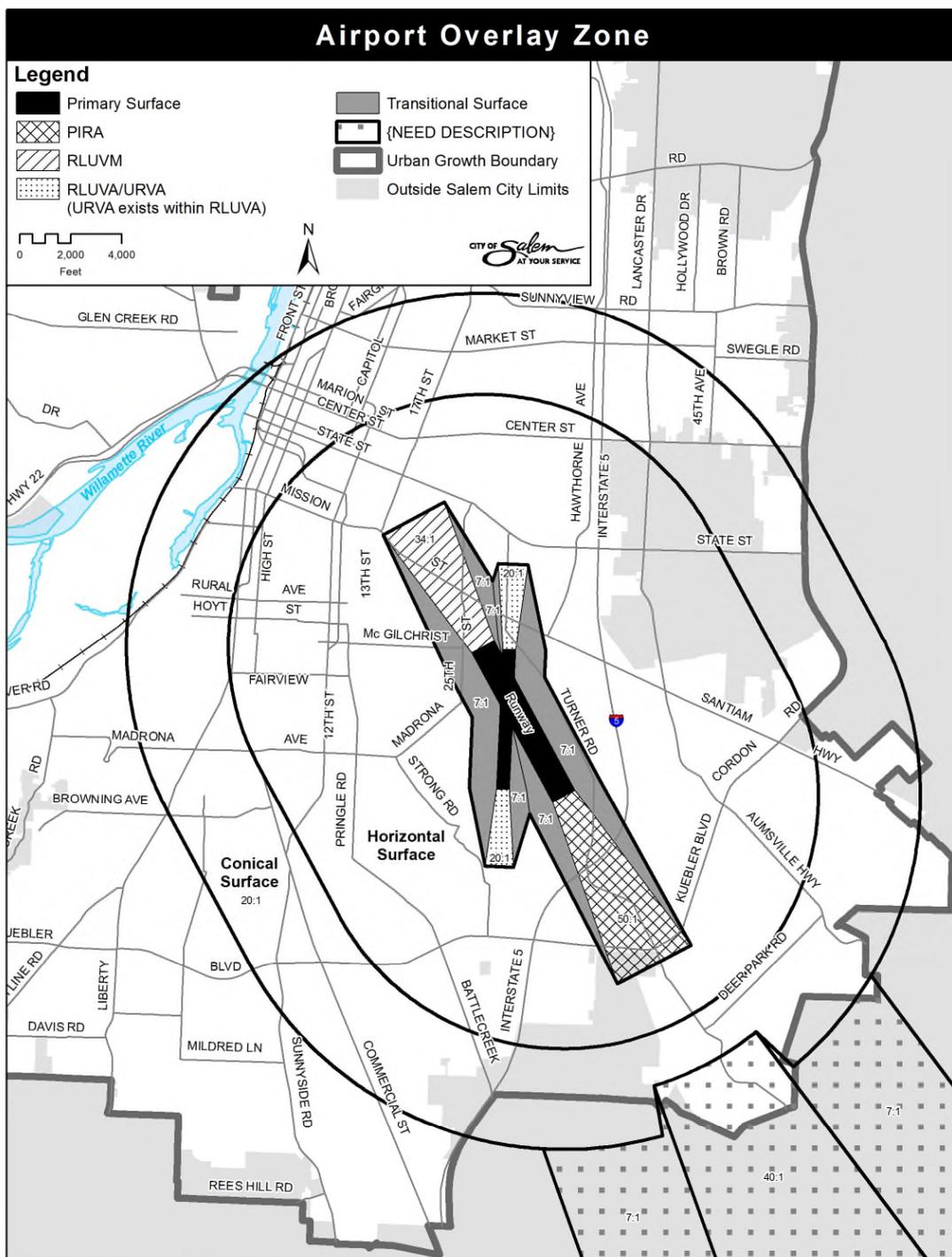
(1) A statement of the specific height limitation for which the variance is requested, and the amount of the variance; and

(2) A determination from the FAA that the proposed variance will not create a hazard to air navigation.

(d) **Criteria.** An Airport Overlay Zone Height Variance shall be granted if the FAA has issued a determination that the proposed variance will not create a hazard to air navigation.

(e) **Conditions of Approval.** The Review Authority shall impose as conditions of approval on an Airport Overlay Zone Height Variance any condition imposed in the FAA determination. (Ord No. 31-13)

**FIGURE 602-1
AIRPORT OVERLAY ZONE**



(Ord No. 31-13)