

**ARTICLE XXIII  
AIRPORT HEIGHT AND HAZARD ZONING REGULATIONS**

<b>23.1</b>	<b>Statement of Intent</b>	<b>23.5</b>	<b>Lighting</b>
<b>23.2</b>	<b>Definitions</b>	<b>23.6</b>	<b>Variances</b>
<b>23.3</b>	<b>Airport Zones and Airspace Height Limitations</b>	<b>23.7</b>	<b>Board of Adjustment</b>
<b>23.4</b>	<b>Use Restrictions</b>	<b>23.8</b>	<b>Administration and Enforcement</b>
		<b>23.9</b>	<b>Conflicting Regulations</b>

**23.1 STATEMENT OF INTENT.** *These regulations are adopted pursuant to the authority conferred on the Harrison County Board of Supervisors by Chapter 329, Code of Iowa. It is the intent of these regulations that the prevention of the creation or establishment of airport hazards and the marking and lighting of existing airport hazards are public purposes. It is further intended that in the interest of the public health, public safety and general welfare that creation of airport hazards be prevented.*

**23.2 DEFINITIONS.** *For the purpose of this Article certain words, terms and phrases are herein defined, as follows:*

**23.21** *Airport: The Woodbine Municipal Airport and the Missouri Valley Municipal Airport.*

**23.22** *Airport Elevation: The reference point of an airport's usable landing area measured in feet above mean sea level as established for Woodbine Municipal Airport and Missouri Valley Municipal Airport.*

**23.23** *Airport Hazard: Any structure or tree which obstructs the air space required for the flight of aircraft in landing or taking off at the airport as herein defined, or is otherwise hazardous to such landing or taking off of aircraft. It shall also include any use of land within any zone established by these regulations in such a manner as to create electrical interference with radio communication between the Airport and aircraft, or unreasonably interfere with electronic navigation aids, or make it difficult for pilots to distinguish between airport lights and others; or result in glare in the eyes of pilots using the airport, or impair visibility in the vicinity of the Airport while engaged in landing or taking off at the Airport; or any other use within any zone established by these regulations which is otherwise hazardous to such landing or taking off of aircraft at the Airport.*

- 23.24 **Airport Primary Surface:** *A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface exceeds two hundred feet (200') beyond each end of that 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.*
- 23.25 **Airspace Height:** *For the purpose of determining the height limits in all zones set forth in this Article, the datum shall be mean sea level elevation unless otherwise specified.*
- 23.26 **Instrument Runway:** *A runway having an existing instrument approach procedure utilizing air navigation facilities or area type navigation equipment, for which an instrument approach procedure has been approved or planned.*
- 23.27 **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.*
- 23.28 **Minimum Enroute Altitude:** *The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.*
- 23.29 **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 a VOR.*
- 23.210 **Runway:** *AA defined area on an airport prepared for landing and takeoff of aircraft along its length.*
- 23.211 **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 Federal Aviation Administration (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.*

**23.3 AIRPORT ZONES AND AIRSPACE HEIGHT LIMITATIONS.** *In order to carry out the provision of this chapter, there are created and established certain zones which are depicted on the municipal airport height zoning map. A structure located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are established and defined as follows:*

**23.31** *Horizontal Zone:* *The land is lying under a horizontal plane one hundred fifty feet (150') above the established airport elevation, the perimeter of which is constructed by visual runway and non-precision instrument utility runways, swinging arcs of five thousand feet (5,000') radii from the center of each end of the primary surface of runways, and connecting the adjacent arcs by lines tangent to those arcs. No structure shall exceed one hundred fifty feet (150') above the established airport elevation in the horizontal zone, as depicted on the municipal airport height zoning map.*

**23.32** *Conical Zone:* *The land lying under a surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty to one for a horizontal distance of four thousand feet (4,000'). No structure shall penetrate the conical surface in the conical zone, as depicted on the municipal airport height zoning map.*

**23.33** *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.)*

**23.331** *The inner edge of the approach surface is a visual and non-precision instrument runway, five hundred feet (500') wide.*

**23.332** *The outer edge of the approach zone is visual other than utility runways, one thousand five hundred feet (1,500'); non-precision instrument utility runways, two thousand feet (2,000').*

**23.333** *The approach zone extends for a horizontal distance of, on all visual and non-precision instrument utility runways, five thousand feet (5,000') at a slope of twenty to one. No structure shall exceed the approach surface to any runway as depicted on the municipal airport height zoning map.*

**23.34** ***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 seven to one 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 municipal airport height zoning map.*

**23.35** *No structure shall be erected that raises the published minimum descent altitude 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 Harrison County.*

**23.4 USE RESTRICTIONS.** *Notwithstanding any other provisions of Section 23.3, no use may be made of land or water within Harrison 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:*

**23.41** *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 they are not misleading or dangerous to aircraft operating from the municipal airport or in the vicinity thereof.*

**23.42** *No operations from any use shall produce smoke, glare, or other visual hazards within three statute miles of any usable runway of the municipal airport.*

**23.43** *No operations from any use in the Harrison County shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.*

**23.5 LIGHTING.**

**23.51** *Notwithstanding the provisions of Section 22.4, the owner of any structure over two hundred feet (200') above ground level must install on the structure lighting in accordance with Federal Aviation Administration (FAA) Advisory Circular 70-7460-1D and amendments. Additionally, any structure, constructed after the effective date of this ordinance, exceeding nine hundred forty-nine feet (949') above ground level, must install on that structure high-intensity white obstruction lights in accordance with Chapter 6 of FAA Advisory Circular 7460-1D and amendments.*

**23.52** *Any permit or variance granted may be so conditioned as to require the owner of the structure or growth in question to permit Harrison County at owner's expense to install, operate, and maintain thereon such markers or lights as may be necessary to indicate to pilots the presence of an airspace hazard.*

**23.6 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 chapter, may apply to the Board of Adjustment for variance from such regulations. No application for variance to the requirements of this chapter may be considered by the Board of Adjustment unless a copy of the application has been submitted to the Zoning Administrator, the municipal airport manager, aeronautics director, or any other person designated by the Board of Supervisors to receive a copy of the application, for an opinion as to the aeronautical effects of such a variance. If the municipal airport manager, aeronautics director, or any other person designated by the Board of Supervisors to receive a copy of the application 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.*

**23.7 BOARD OF ADJUSTMENT.** *Except as provided in Section 23.6 of this Article, the Board of Adjustment, as provided in Article XXV of this ordinance, shall have the same powers and duties and its procedures and appeals regarding this Article, in all respects shall be governed by and be subject to the same provisions established in Article XXV.*

**23.8 ADMINISTRATION AND ENFORCEMENT.** *The Zoning Administrator appointed pursuant to Article XXV shall have the duty to administer the regulations prescribed in this Article. Enforcement of this Article shall be in accordance with the procedures set forth in Article XXV.*

**23.9 CONFLICTING REGULATIONS.** *Where there exists a conflict between any of the regulations or limitations prescribed in this Article and any other regulations applicable to the same area, whether the conflict be with respect to height of structures, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.*