

## ORDINANCE NO. 4

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH IN THE VICINITY OF THE GREENFIELD MUNICIPAL AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE GREENFIELD MUNICIPAL AIRPORT HEIGHT ZONING MAP WHICH IS INCORPORATED AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; ESTABLISHING AN AIRPORT ZONING BOARD; ESTABLISHING A BOARD OF ADJUSTMENT: AND IMPOSING PENALTIES.

BE IT ORDAINED, by the Board of Supervisors of Adair County:

This ordinance is adopted pursuant to the authority conferred on the Adair County Board of Supervisors by Iowa Statutes, Section 329.3 It is hereby found that an airport hazard endangers the lives and property of users of the Greenfield Municipal Airport, and property or occupants of land in its vicinity. Accordingly, it is declared:

1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the City/County served by the Greenfield Municipal Airport.
2. That it is necessary in the interest of the public health, public safety, and general welfare that creation of airport hazards be prevented; and
3. That this should be accomplished, to the extent legally possible, by proper exercise of the police power; and
4. That the prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the City of Greenfield may raise and expend public funds, as an incident to the operation of airports, to acquire land, or property interests therein.

IT IS HEREBY ORDAINED, by the Adair County Board of Supervisors as follows:

### SECTION I: SHORT TITLE

This Ordinance shall be known and may be cited as "The Greenfield Municipal Airport Height Zoning Ordinance."

### SECTION II: DEFINITIONS

As used in this ordinance, unless the context otherwise requires:

1. AIRPORT – The Greenfield Municipal Airport.
2. AIRPORT ELEVATION – The highest point of an airport's usable landing area measured in feet above mean sea level, WHICH ELEVATION IS ESTABLISHED TO BE 1,360 FEET.
3. AIRPORT HAZARD – Any structure or tree or use of land which would exceed the Federal obstruction standards as contained in Code of Federal Regulations Sections 77.21, 77.23, 77.25 as revised March 4, 1972, and which obstruct the airspace required for flight of aircraft and landing or takeoff at an airport or is otherwise hazardous to such landing or taking off of aircraft.
4. AIRPORT PRIMARY SURFACE – 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. The width of the primary surface of a runway will be that width

prescribed in Part 77 of the Federal Aviation Regulation (FAR) for the most precise approach existing or planned for either end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

5. AIRSPACE HEIGHT - For the purpose of determining the height limits in all zones set forth in this ordinance shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
6. CONTROL ZONE - Airspace extending upward from the surface of the earth which may include one or more airports and is normally a circular area of 5 statute miles in radius, with extensions where necessary to include instrument approach and departure paths.
7. MINIMUM ENROUTE ALTITUDE – The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.
8. 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.
9. RUNWAY – A defined area on an airport prepared for landing and takeoff of aircraft along its length.
10. 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 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.

### SECTION III: AIRPORT ZONES AND AIRSPACE HEIGHT LIMITATIONS

In order to carry out the provisions of this Section, there are hereby created and established certain zones which are depicted on the Greenfield Municipal Airport Height Zoning Map. A structure located in more than one (1) zone of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

#### 1. Airport Height Zones

- a. Horizontal Zone – The land lying under a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by:  
(Visual Runway) (1) Swinging arcs of 5,000 feet radii from the center of each end of the primary surface of runways (s) 13, 31, 1, and 19, and connecting the adjacent arcs by lines tangent to those arcs.  
(Note: The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000 feet arc is encompassed by tangents connecting two adjacent 10,000 feet arcs, the 5,000 feet arc shall be disregarded on the construction of the perimeter of the horizontal surface.)

No structure shall exceed 150 feet above the established airport elevation in the horizontal zone, as depicted on the Greenfield Municipal Airport Height Zoning Map.

- b. Conical Zone – The land lying under 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. No structure shall penetrate the conical surface in the conical zone, as depicted on the Greenfield Municipal Airport Height Zoning Map.

- c. 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.)

VISUAL UTILITY RUNWAY

- 1. The inner edge of the Approach Surface is:
  - (a) 250 feet wide for Runway (s) 13, 31, 1 and 19.

VISUAL UTILITY RUNWAY

- 2. The outer edge of the Approach Zone is:
  - (a) 1,250 feet for Runway (s) 13, 41, 1 and 19

ALL VISUAL RUNWAYS

- 3. The Approach Zone extends for a horizontal distance of:
  - (a) 5,000 feet at a slope of 20 to 1 for Runway (s) 13, 31, 1 and 19

No structure shall exceed the approach surface to any runway, as depicted on the Greenfield Municipal Airport Height Zoning Map.

- d. 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 7 to 1 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 Greenfield Municipal Airport Height Zoning Map.

- e. No structure shall be erected in Adair County that causes the Minimum Obstruction Clearance Altitude or Minimum Enroute Altitude to be increased on any Federal Airway in Adair County.

#### SECTION IV: USE RESTRICTIONS

Notwithstanding any other provisions of Section III, no use may be made of land or water within Greenfield of Adair 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:

- A. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from the Greenfield Municipal Airport or in the vicinity thereof.
- B. No operations from any use shall produce smoke, glare or other visual hazards within three (3) statute miles of any usable runway of the Greenfield Municipal Airport.
- C. No operations from any use in Greenfield or Adair County shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.

#### SECTION V: LIGHTING

- A. NOTWITHSTANDING the provisions of Section IV, the owner of any structure over 200 feet above ground level must install on the structure lighting in accordance with Federal Aviation Administration (FAA), Advisory Circular 70—7460-ID and amendments. Additionally, any structure, constructed after the effective date of this Ordinance and exceeding 949 feet

above ground level, must install on that structure high intensity white obstruction lights in accordance with Chapter 6 of FAA Advisory Circular 7460-ID and amendments.

- B. Any permit or variance granted may be so conditioned as to require the owner of the structure or growth in question to permit the City of Greenfield at its own expense to install, operate and maintain thereto such markers or lights as may be necessary to indicate to pilots the presence of an airspace hazard.

## SECTION VI: 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 Ordinance, may apply to the Board of Adjustment for variance from such regulations. No application for variance to the requirements of this Ordinance may be considered by the Board of Adjustment unless copy of the application has been submitted to the Greenfield Municipal Airport Manager of Aeronautics Director as appointed by the Greenfield City Council for his opinion as to the aeronautical effects of such a variance. If the Greenfield Municipal Airport Manager or Aeronautics Director does not respond to the Board of Adjustment within (15) days from receipt of the copy of the application, the Board may make its decision to grant or deny the variance.

## SECTION VII: BOARD OF ADJUSTMENT

- A. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) To hear and decide appeals from any order, requirement, decision, or determination made by the Administrative Agency in the enforcement of this ordinance; (2) To hear and decide special exemption to the terms of this ordinance upon which such Board of Adjustment under such regulations may be required to pass; and (3) to hear and decide specific variances.
- B. The Board of Adjustment shall consist of five (5) members of which three (3) are appointed by the City Council and two (2) are appointed by the County Supervisors and each member shall serve a term of five years and until his successor is duly appointed and qualified. Of the members first appointed, one shall be appointed for a term of five years, one for a term of four years, one for a term of three years, one for a term of two years, and one for a term of one year. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing. (Note: For Board of Adjustments comprised of two or more municipalities, see Iowa Statutes Section 329.12)
- C. The Board of Adjustment shall adopt rules for its governance and in harmony with the provision of this Ordinance. Meetings of the Board shall be held at the call of the Chairman and at such other times as the Board of Adjustment may determine. The Chairman, or in his absence the Acting chairman, may administer oaths and compel the attendance of witnesses. All meetings of the Board of Adjustment shall keep minutes of its proceeding, showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep records of its examinations, and other official actions, all of which shall immediately be filed in the Office of the City/County Clerk, and on due cause shown.
- D. The Board of Adjustment shall have the powers establishes in Iowa statue, Section 414.12
- E. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of any

administrative official or to decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect variation for this Ordinance.

#### SECTION VIII: JUDICIAL REVIEW

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may appeal to the Court of Record as provided in Iowa Statutes, Section 414.15

#### SECTION IX: ADMINISTRATIVE AGENCY

It shall be the duty of the City Zoning Administrator to administer the regulations prescribed herein. Applications for permits and variances shall be made to the City Zoning Administrator upon a form furnished by him. Applications required by this Ordinance to be submitted to the Administrative Agency shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the City Zoning Administrator.

#### SECTION X: PENALTIES TO READ

Each violation of this Ordinance or of any regulation, order or ruling promulgated hereunder shall constitute a simple misdemeanor, and be punishable by a fine of not more than 100 dollars plus surcharge or imprisonment for not more than 30 days and each day a violation continues to exist shall constitute a separate offense.

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

#### SECTION XII: SEVERABILITY

If any provisions of this Ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

#### SECTION XIII: EFFECTIVE DATE

WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare and EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the City of Greenfield and publication and posting as required by law.

Adopted by the Adair County Board of Supervisors on this the 27<sup>th</sup> day of June, 1986

BOARD OF SUPERVISORS

Richard Kuhl  
Chairman

Marvin Ford

Paul D Shelley

ATTEST: Lorraine E Homan  
Auditor