

CHAPTER 76
AIRPORT TALL STRUCTURE ZONING

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76.01 PURPOSE. This chapter shall be known and may be cited as “Airport Tall Structure Zoning Code.”

76.02 DEFINITIONS. For purposes of this chapter, the following terms are defined:

1. “Airport” means the County municipal airport located in the County.
2. “Airport elevation” means the highest point of an airport’s usable landing area measured in feet above mean sea level, which elevation is established to be 770 feet.
3. “Airport hazard surface” means any structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 CFR 77.21, 77.23, and 77.25 and which obstruct the airspace required for the 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” means A surface longitudinally centered on a runway. When the runway has a specifically 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 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.
5. “Airspace” means determining the height limits in all zones set forth in this chapter and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
6. “Control zone” means airspace extending upward from the surface of the earth which may include one or more airports, and is normally a circular area of five statute miles in radius, with extensions where necessary to include instrument approach and departure paths.
7. “Instrument runway” means a runway having an existing instrument approach procedure utilizing air navigation equipment for which an instrument approach procedure has been approved or planned.
8. “Minimum descent altitude” means 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 electric glide slope is provided.
9. “Minimum enroute altitude” means the altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.
10. “Minimum obstruction clearance altitude” means the specified altitude in effect between radio fixes or 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.
11. “Runway” means a defined area on an airport prepared for landing and takeoff of aircraft along its length.
12. “Visual runway” means 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 a planning document submitted to the FAA by competent authority.

76.03 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 Sac City Municipal Airport Height Zoning Map. A structure located in more than one 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:

- (1) Swinging arcs of 5,000 feet radii from the center of each end of the primary surface of Runways 15 and 33, and connecting the adjacent arcs by lines tangent to those arcs.
 - a. No structure shall exceed 150 feet above the established airport elevation in the horizontal zone, as depicted on the Sac City 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 one for a horizontal distance of 7,000 feet. No structure shall penetrate the conical surface in the conical zone, as depicted on the Sac City 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.†

(i) The inner edge of the Approach Surface is:

(a) Runways 15 and 33 - 500 feet wide.

(ii) The outer edge of the Approach Zone is:

(a) Runway 15 - 500 feet. † EDITOR'S 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.

(b) Runway 33 - 2,000 feet.

(iii) The Approach Zone extends for a horizontal distance of:

(a) Runway 15 - 5,000 feet at a slope of 20 to one.

(b) Runway 33 - 5,000 feet at a slope of 20 to one. No structure shall exceed the Approach Surface to any runway, as depicted on the Sac City 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 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 Sac City Municipal Airport Height Zoning Map.

e. No structure shall be erected in the County 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 the County.

76.04 USE RESTRICTIONS.

1. Notwithstanding any other provisions of this section, no use may be made of land or water within the 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 Sac City Municipal Airport or in the vicinity thereof.

B. No operations from any use shall produce smoke, glare, or other visual hazards within three statute miles of any usable runway of the Sac City Municipal Airport.

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

76.05 LIGHTING.

1. Notwithstanding the provisions of this section, the owner of any structure over 200 feet above ground level must install on the structure lighting in accordance with Federal Aviation Administration Advisory Circular 70-7460-ID and amendments. Additionally, any structure, constructed after the effective date of this chapter 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.
2. 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 Sac City at its own expense to install, operate, and maintain thereto such markers or lights as may be necessary to indicate to the pilots the presence of an airspace hazard.

76.06 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 Supervisors for variance from such regulations. No application for variance from the requirements of this chapter may be considered by the Board of Supervisors unless a copy of the application has been submitted to the City of Sac City Airport Board for their opinion as to the aeronautical effects of such a variance. If the City of Sac City Airport Board Manager does not respond to the Board of Supervisors within 15 days from receipt of copy of the application, the Board of Supervisors may make its decision to grant or deny the variance.

76.07 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 Section 414.5 of the Code of Iowa.

76.08 ADMINISTRATIVE AGENCY. It shall be the duty of the Board of Supervisors to administer the regulations prescribed herein. Applications for permits and variances shall be made to the County Auditor upon a form furnished by them. Applications required by this chapter to be submitted to the County Auditor shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted to the Sac City Airport Board.

76.09 PENALTIES. Each violation of this chapter or of any regulation, order, or ruling promulgated hereunder shall constitute a simple misdemeanor and be punishable as outlined in Chapter 3.