

CHAPTER 17
AIRPORT OVERLAY ZONE, AOZ

17.2

DEFINITIONS

17.2.1

In this Chapter the following terms, phrases, words, and their derivations shall have the meanings as hereinafter defined:

17.2.2

AIRPORT

shall mean any landing area, runway, or other facility designed, used, or intended to be used either publicly or by any person or persons for the landing or taking off of aircraft including all necessary taxiways, aircraft storage and tiedown areas, hangars, and other necessary buildings and open spaces as permitted by local zoning ordinances.

17.2.3

AIRPORT ELEVATION

shall mean the highest point of the airport's usable landing area measured in feet from mean sea level.

17.2.4

AIRPORT HAZARD

shall mean any structure or object or natural growth located on or in the vicinity of the airport, or any use of land near the airport, which obstructs the airspace required for the flight of aircraft in landing or take-off at the airport, or is otherwise hazardous to such landing or take-off of aircraft.

17.2.5

AIRPORT REFERENCE POINT

shall mean the point established as the approximate geographic center of the airport landing area and so designated.

17.2.6

FAA shall mean the Federal Aviation Administration.

17.2.7

HEIGHT FOR THE PURPOSES OF 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.

17.2.8

NON-CONFORMING USE

shall mean any pre-existing structure, tree or use of land which is inconsistent with the provisions of this Chapter or an amendment thereto.

17.2.9

NON-PRECISION INSTRUMENT RUNWAY

shall mean a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance or area type navigation equipment for which straight-in-non-precision instrument approach procedure has been approved or planned and for which no precision approach facilities are planned or indicated on an FAA planning document.

17.2.10

PERSON

shall mean an individual, firm, partnership, corporation, company association, joint stock association or government entity. It includes a trustee, receiver, assignee, or similar representative of any of the foregoing.

17.2.11

PRECISION INSTRUMENT RUNWAY

shall also mean a runway having an existing instrument approach procedure utilizing an instrument landing system (ILS) or a precision approach radar (PAR). It shall also mean a runway for which a precision approach system is planned and is so indicate on an FAA approved airport layout plan or any other FAA approved planning document,

17.2.12

PRIMARY SURFACE

shall mean 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 such runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of such runway. The width of the primary surface of a runway will be that width prescribed in Part 77, Section 77.25 of the Federal Aviation Regulations (FAR), which is hereby incorporated by reference and made a part hereof, 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.

17.2.13

RUNWAY

shall mean a defined area on the airport prepared for landing and take-off of aircraft along its length.

17.2.14

STRUCTURE

shall mean an object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, earth formations and overhead transmission lines.

17.2.15

TREE

shall mean any object of natural growth.

17.2.16

UTILITY RUNWAY

shall mean a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 lbs. Maximum gross weight or less.

17.2.17

VISUAL RUNWAY

shall mean 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 an FAA approved airport layout plan or on any planning document submitted to the FAA by competent authority.