

**#REZ-2013-0170**

BILL NO. Z-13-12-03

**ZONING MAP ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE amending the City of Fort Wayne Zoning Maps to create an Airport Overlay District, including specific Airport Overlay Areas, around Smith Field Airport**

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That the areas within the Planning jurisdiction of the City of Fort Wayne described in the attached tables and generally shown on the attached map are hereby designated as an Airport Overlay District (AOD) subject to §157.411 of the Fort Wayne Code. The Smith Field Airport (SMD) AOD has specific Airport Overlay Areas (AOAs) within the overall Airport Overlay District which correspond to the nature of the aircraft operations at SMD. SMD uses a two (2) mile radius buffer area to create its AOAs. The SMD AOAs established within the overall Airport Overlay District by this ordinance are generally described as follows:

**Area 1 (Inner Safety Area)**

The area of all airport runways, the area off the end of each runway (including the Runway Protection Zones) and the area within each runway approach, out to the inner edge of the Conical Surface.

**Area 1A (Runway Protection Zone)**

The trapezoidal area located directly off the end of each existing or proposed runway that is established by the Federal Aviation Administration (FAA).

**Area 2 (Horizontal Area)**

The area outside of Area 1, out to the inner edge of the Conical Surface. This area closely reflects the Horizontal Surface of the Federal Aviation Regulations (FAR) Part 77 Surfaces.

**Area 3 (Outer Conical Area)**

The area between the outer edge of Area 2 and the two (2) mile buffer, not including the Outer Approach Area (Area 4). This area generally includes the Conical Surface of the FAR Part 77 Surfaces.

**Area 4 (Outer Approach Area)**

The area within the airport approach, out to the two (2) mile buffer. This area begins at the inner edge of the conical surface and extends to the two (2) mile buffer.

1 These Airport Overlay Areas are specifically based on the attached Runway Protection Zone  
2 and FAR Part 77 Dimensions tables, and are generally shown on the attached **Smith Field**  
3 **Airport Overlay Areas** map;

4 SECTION 2. That this Ordinance, after its passage and approval by the Mayor, shall be in  
5 full force and effect starting on April 3, 2014.

6 \_\_\_\_\_  
7 Council Member

8 APPROVED AS TO FORM AND LEGALITY:

9 \_\_\_\_\_  
10 Carol T. Helton, City Attorney

# City of Fort Wayne Common Council

## DIGEST SHEET

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### Department of Planning Services

Title of Ordinance: Zoning Map Amendment  
Case Number: REZ-2013-0170  
Bill Number: Z-13-12-03  
Council District: The proposed Overlay District includes areas located in Districts 2 (Russell Jehl) and 3 (Thomas Didier)

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Introduction Date: December 10, 2013

Plan Commission  
Public Hearing Date: October 16, 2013

Next Council Action: Ordinance will return to Council on December 17

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Synopsis of Ordinance: To create an Airport Overlay District, including specific Airport Overlay areas, around Smith Field Airport

Location: The Smith Field Airport Overlay District will have specific Airport Overlay Areas (AOAs) within the overall Overlay District. A two (2) mile radius buffer area will be used to create the AOAs.

Reason for Request: Among other purposes, to: promote the public health, safety, convenience, and general welfare of the residents surrounding the Smith Field Airport; protect the approaches to the airport and surrounding airspace from encroachment and limit the exposure of impacts to persons, property, and facilities in proximity to the airport; protect state, federal, and local investment in FWA and surrounding facilities; and impose land use controls, in addition to the existing underlying zoning classifications, to maintain a compatible relationship between airport operations and existing and future land uses within the AOD.

Applicant: Fort Wayne Plan Commission

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Related Petitions: The proposed replacement Fort Wayne Zoning Ordinance, which includes an Airport Overlay District chapter, is related to this map amendment

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Effect of Passage: Airport overlay areas will be created for the areas around the Smith Field Airport, based on the Airport Overlay Districts chapter in the proposed replacement Zoning Ordinance; an existing informal review process will be integrated into current formal DPS review processes

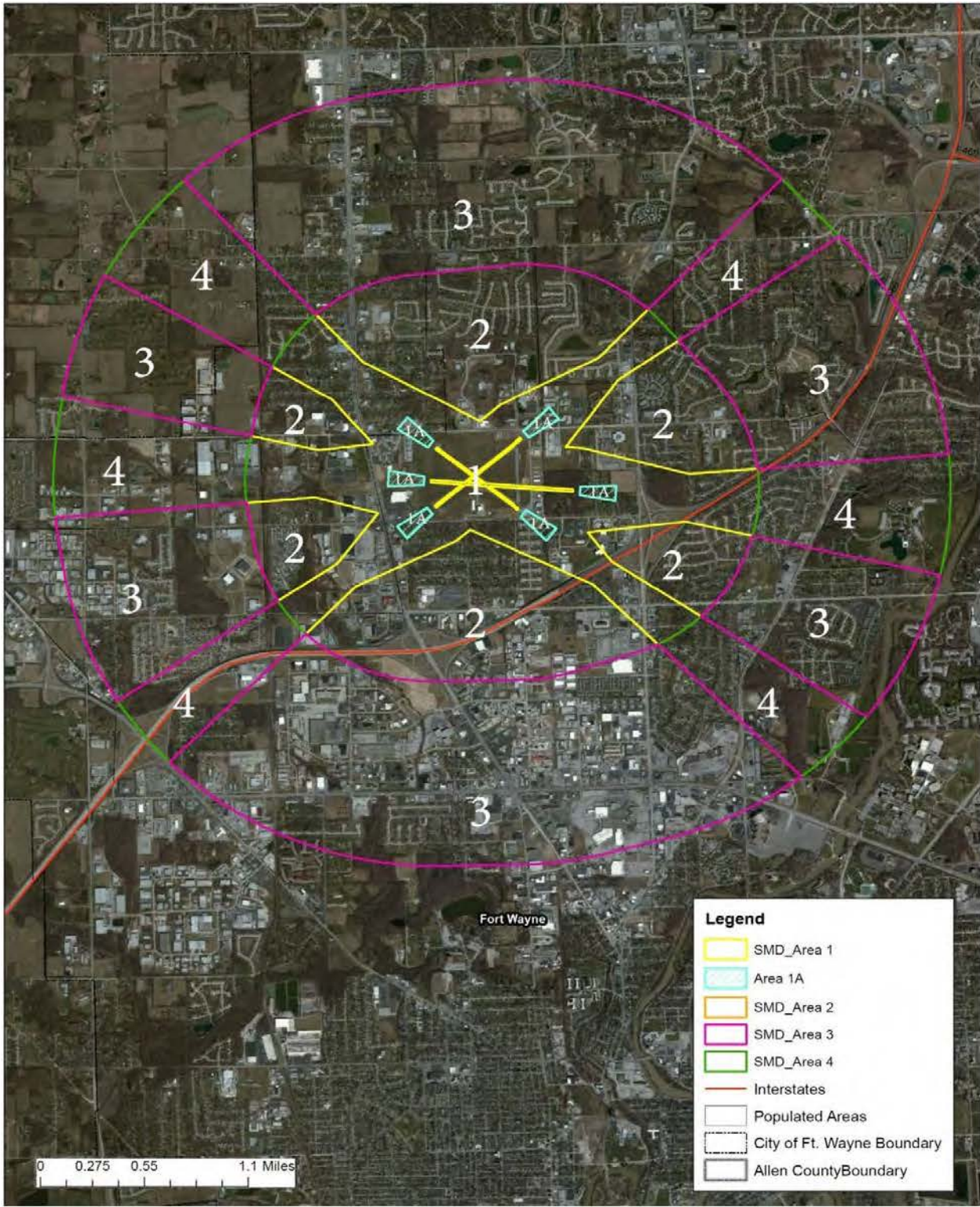
Effect of Non-Passage: Airport overlay areas will not be created for Smith Field Airport, and the Airport Overlay Districts chapter in the proposed replacement Zoning Ordinance will not be applicable to the property around the Smith Field Airport

| Table 1 - Runway Protection Zone Dimensions for SMD and FWA                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                          |                              |                                                   |                                                   |              |                |                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------|---------------------------------------------------|---------------------------------------------------|--------------|----------------|-----------------------|
| Approach<br>Visibility<br>Minimums <sup>(1)</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Facilities<br>Expected<br>to Serve       | Dimensions                   |                                                   |                                                   |              | FWA<br>Runways | SMD<br>Runways        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                          | Length<br>L feet<br>(meters) | Inner<br>Width<br>W <sub>1</sub> feet<br>(meters) | Outer<br>Width<br>W <sub>2</sub> feet<br>(meters) | RPZ<br>acres |                |                       |
| Visual and<br>not lower than<br>1-Mile<br>(1,600m)                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Aircraft<br>Approach<br>Categories A & B | 1,000<br>(300)               | 500<br>(150)                                      | 700<br>(210)                                      | 13.77<br>0   | 09 and 27      | 05, 23, 13,<br>and 31 |
| Not lower<br>than<br>¾-mile<br>(1,200m)                                                                                                                                                                                                                                                                                                                                                                                                                                                                | All Aircraft                             | 1,700<br>(510)               | 1,000<br>(300)                                    | 1,510<br>(453)                                    | 48.97<br>8   | 14 and 23      |                       |
| Lower than<br>¾-mile<br>(1,200 m)                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All Aircraft                             | 2,500<br>(750)               | 1,000<br>(300)                                    | 1,750<br>(525)                                    | 78.91<br>4   | 05 and 32      |                       |
| <p>Notes:</p> <p>(1) The RPZ dimensional standards are for the runway end with the specified approach visibility minimums. The departure RPZ dimensional standards are equal to or less than the approach RPZ dimensional standards. When an RPZ begins other than 200 feet (60m) beyond the runway end, separate approach and departure RPZs should be provided. Refer to FAA AC 150/5300-13A for approach and departure RPZs.</p> <p>Source: <i>FAA AC 150/5300-13, Airport Design Standards</i></p> |                                          |                              |                                                   |                                                   |              |                |                       |

Table 2 - FAR Part 77 Dimensions for SMD and FWA

| Dimensions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Item                                                          | Dimensional Standards (Feet) for Runway Classifications<br>(see legend below) |                                    |                          |                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------|--------------------------|------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                               | Visual<br>Runway                                                              | Non-Precision Instrument<br>Runway |                          | Precision<br>Instrument<br>Runway* |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                               |                                                                               | A                                  | B                        |                                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                               | A                                                                             |                                    | D                        |                                    |
| A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Primary surface width and approach surface width at inner end | 250                                                                           | 500                                | 1,000                    | 1,000                              |
| B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Horizontal surface radius                                     | 5,000                                                                         | 5,000                              | 10,000                   | 10,000                             |
| C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Approach surface end width                                    | 1,250                                                                         | 2,000                              | 4,000                    | 16,000                             |
| D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Approach surface length                                       | 5,000                                                                         | 5,000                              | 10,000                   | 10,000                             |
| E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Approach slope                                                | 20:1                                                                          | 20:1                               | 34:1                     | *                                  |
| F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Conical surface width                                         | 4,000                                                                         | 4,000                              | 4,000                    | 4,000                              |
| G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Transitional surface slope                                    | 7:1                                                                           | 7:1                                | 7:1                      | 4,000                              |
| FWA Runways <sup>(1)</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                               | 09 and 27                                                                     |                                    | 14 <sup>(2)</sup> and 23 | 05 and 32                          |
| SMD Runways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                               | 05, 23 and 31                                                                 | 13                                 |                          |                                    |
| Runway Classification Legend<br>A – Utility runway.<br>B – Runway larger than utility.<br>C – Visibility minimums greater than $\frac{3}{4}$ of a mile.<br>D – Visibility minimums as low as $\frac{3}{4}$ of a mile.<br>* – Precision instrument approach slope is 50:1 for inner 10,000 feet and 40:1 for an additional 40,000 feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                               |                                                                               |                                    |                          |                                    |
| Notes:<br>(1) At ordinance adoption, FWA had three runways - Runway 5/23, Runway 14/32, and Runway 9/27; however FWA's Airport Layout Plan (ALP) shows an ultimate plan to construct a fourth runway – Runway 5R/23L which would have a precision approach on both runway ends. Therefore in order to protect the airspace for precision approaches to both ends of the future runway, the Airport Overlay Areas (specifically Area 4 and Area 6) incorporate the additional area that will become part of the precision approaches for Runway 5R/23L in the future.<br>(2) At ordinance adoption, Runway 14 at FWA had a non-precision approach, however it is a goal of the airport administration to establish a precision approach for this runway in the future; therefore in order to protect the airspace for this anticipated approach, the Airport Overlay Areas (specifically Area 4 and Area 6) incorporate the additional area that will become part of the precision approach for Runway 14 in the future.<br>Source: FAR Part 77 Object Affecting Navigable Airspace, FWA Airport 5010 Form, SMD Airport 5010 Form |                                                               |                                                                               |                                    |                          |                                    |

Smith Field Airport Overlay Areas



Attachment 3