

#REZ-2013-0169

BILL NO. Z-13-12-02

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 Fort Wayne International 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) and Airport Overlay Areas (AOAs) subject to §157.411 of the Fort Wayne Code. The Fort Wayne International Airport (FWA) AOD has specific Airport Overlay Areas (AOAs) within the overall Airport Overlay District which correspond to the nature of the aircraft operations at FWA. FWA uses three (3), six (6), and ten (10) mile radius buffer areas to create its AOAs. The FWA 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 three (3) 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 each airport approach, out to the six (6) mile buffer. This area begins at the inner edge of the conical surface and extends to the six (6) mile buffer.

Area 5 (Extended Conical Area)

The area between the three (3) mile buffer and the six (6) mile buffer, outside of the Outer Approach Area (Area 4).

Area 6 (Extended Approach Area)

The outermost area of the runway approaches, out to the ten (10) mile buffer, beginning at the six (6) mile buffer, based upon the FAR Part 77 Approach Surfaces.

These Airport Overlay District areas are specifically based on the attached Runway Protection Zone and FAR Part 77 Dimensions tables, and are generally shown on the attached **Fort Wayne International Airport Overlay Areas** map;

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

Council Member

APPROVED AS TO FORM AND LEGALITY:

Carol T. Helton, City Attorney

City of Fort Wayne Common Council

DIGEST SHEET

Department of Planning Services

Title of Ordinance: Zoning Map Amendment
Case Number: REZ-2013-0169
Bill Number: Z-13-12-02
Council District: The proposed Overlay District includes areas located in Districts 1 (Tom Smith), 2 (Russell Jehl), 4 (Mitch Harper), 5 (Geoff Paddock), and 6 (Glynn Hines)

Introduction Date: December 10, 2013

Plan Commission
Public Hearing Date: October 16, 2013

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

Synopsis of Ordinance: To create an Airport Overlay District, including specific Airport Overlay areas, around Fort Wayne International Airport

Location: The Fort Wayne International Airport Overlay District will have specific Airport Overlay Areas (AOAs) within the overall Overlay District. Three (3), six (6), and ten (10) mile radius buffer areas 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 Fort Wayne International Airport (FWA); protect the approaches to each 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

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

Effect of Passage: Airport overlay areas will be created for the areas around the Fort Wayne International 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

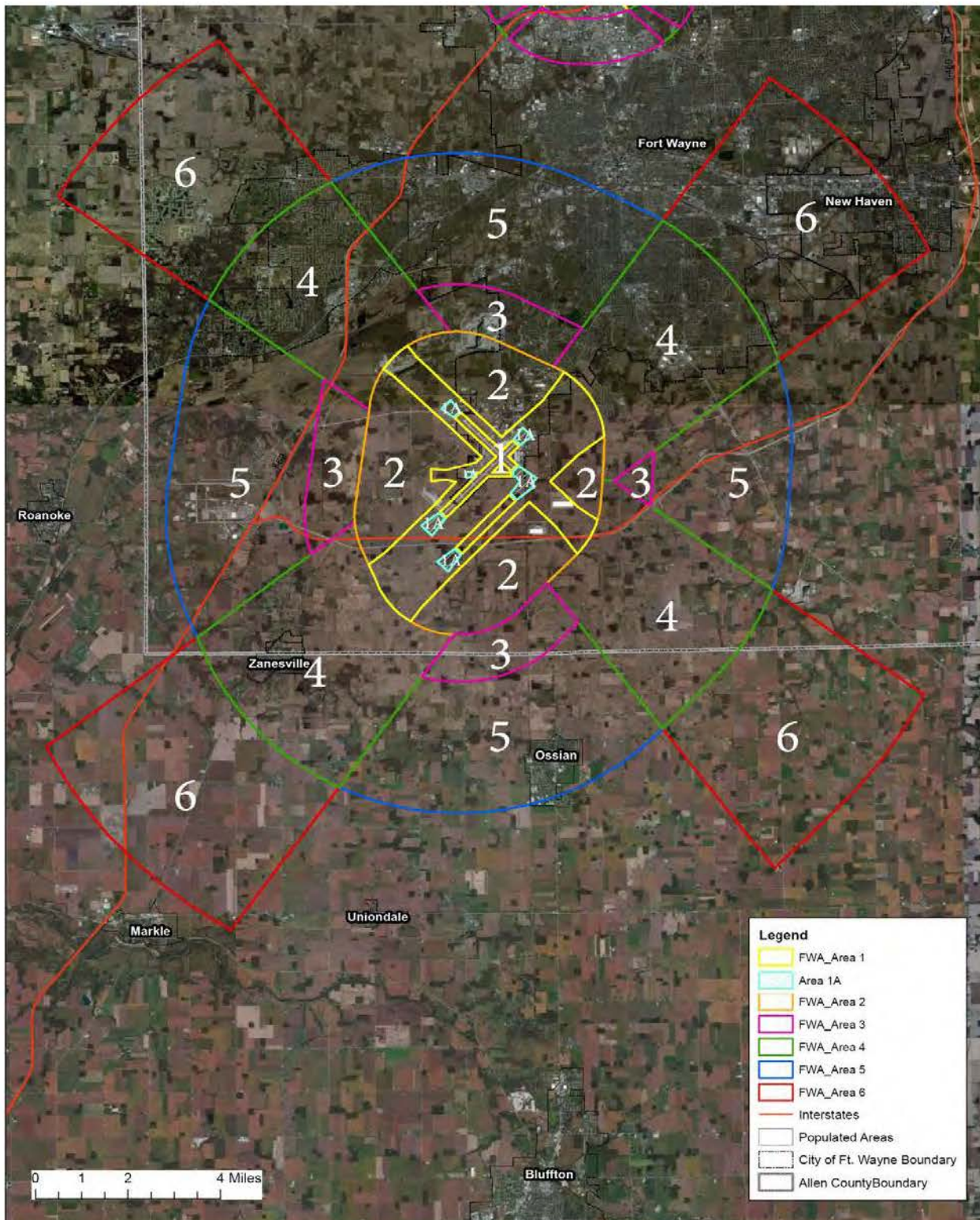
Effect of Non-Passage: Airport overlay areas will not be created for Fort Wayne International Airport, and the Airport Overlay Districts chapter in the proposed replacement Zoning Ordinance will not be applicable to the property around the Fort Wayne International Airport

Table 1 - Runway Protection Zone Dimensions for SMD and FWA							
Approach Visibility Minimums ⁽¹⁾	Facilities Expected to Serve	Dimensions				FWA Runways	SMD Runways
		Length L feet (meters)	Inner Width W ₁ feet (meters)	Outer Width W ₂ feet (meters)	RPZ acres		
Visual and not lower than 1-Mile (1,600m)	Aircraft Approach Categories A & B	1,000 (300)	500 (150)	700 (210)	13.77 0	09 and 27	05, 23, 13, and 31
Not lower than ¾-mile (1,200m)	All Aircraft	1,700 (510)	1,000 (300)	1,510 (453)	48.97 8	14 and 23	
Lower than ¾-mile (1,200 m)	All Aircraft	2,500 (750)	1,000 (300)	1,750 (525)	78.91 4	05 and 32	
Notes: (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. Source: <i>FAA AC 150/5300-13, Airport Design Standards</i>							

Table 2 - FAR Part 77 Dimensions for SMD and FWA

Dimensions	Item	Dimensional Standards (Feet) for Runway Classifications (see legend below)			
		Visual Runway	Non-Precision Instrument Runway		Precision Instrument 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 ⁽¹⁾		09 and 27		14 ⁽²⁾ and 23	05 and 32
SMD Runways		05, 23 and 31	13		
Runway Classification Legend A – Utility runway. B – Runway larger than utility. C – Visibility minimums greater than $\frac{3}{4}$ of a mile. D – Visibility minimums as low as $\frac{3}{4}$ of a mile. * – Precision instrument approach slope is 50:1 for inner 10,000 feet and 40:1 for an additional 40,000 feet.					
Notes: (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. (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. Source: FAR Part 77 Object Affecting Navigable Airspace, FWA Airport 5010 Form, SMD Airport 5010 Form					

Fort Wayne International Airport Overlay Areas



Attachment 3