

ARTICLE XIII

AIRPORT OVERLAY ZONING DISTRICT

SECTION 4. ZONES: In order to carryout the provisions of this ordinance there are hereby created and established certain imaginary surfaces on the ground and in the airspace above and surrounding the Ulysses Airport which are described in the subject to the current Federal Aviation Regulations, Part 77,25 which for the purposes of this ordinance shall be herein construed as zones. A structure or an object of natural growth which now or shall hereafter penetrate any zone as described herein and which will affect the safe operation of an aircraft is deemed an airport hazard and subject to immediate removal unless a determination permitting such hazard to exist is made by the board of zoning appeals. The various zones are hereby established and defined as follows:

1. **NON-PRECISION INSTRUMENT APPROACH ZONES:** A non-precision instrument approach zone is established at each end of all non-precision instrument runways for non-precision instrument landings and take-offs. The non-precision instrument approach zone shall have a width of five hundred (500) feet at a distance of two hundred (200) feet beyond the end of the runway, widening thereafter uniformly to a width of three thousand five hundred (3,500) feet at a distance of ten thousand (10,000) feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.
2. **TRANSITION ZONES:** Transition zones are hereby established adjacent to each instrument and non-instrument runway and approach zones as indicated on the airport-zoning map. Transition zones symmetrically located on either side of respective runway have variable widths as shown on the airport-zoning map. Transition zones extend outward from a line two hundred fifty (250) feet on either side of the centerline of the non-instrument runway, for the length of such runway plus two hundred (200) feet on each end; for the entire length; and are parallel and level with such runway centerlines. The transition zones along such runways slope upward and outward one (1) foot vertically for each seven- (7) feet horizontally to the point where they intersect the surface of the horizontal zone. Further, transition zones are established adjacent to both non-precision instrument and non-instrument approach zones for the entire length of the approach zones. These transition zones have variable widths, as shown on the airport-zoning map. Such transition zones flare symmetrically with either side of the runway approach zones from the base of such zones and slope upward and outward at the rate of one (1) foot vertically for each seven (7) feet horizontally to the points where they intersect the surfaces of the horizontal and conical zones. Transition

zones are also established adjacent to any approach zones where they project through and beyond the limits of the conical zone, extending a distance of five thousand (5,000) feet, measured horizontally, from the edges of the instrument approach zones at right angles to the continuations of the centerline of the runway.

3. HORIZONTAL ZONE: A horizontal zone is hereby established as the area within a perimeter which is constructed by swinging arcs of five thousand (5,000) feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The horizontal zone is shown on the Airport Zoning Map.
4. CONICAL ZONE: A conical zone is hereby established, commencing at the periphery of the horizontal zone and extending to a distance of four thousand (4,000) feet from the airport reference point. The conical zone does not include the instrument and non-instrument approach zones and transition zones.