

METROPOLITAN PLAN COMMISSION
DOCKET NO. 63-A0-3

AIRPORT DISTRICT ORDINANCE

METROPOLITAN PLANNING DEPARTMENT
OF
MARION COUNTY, INDIANA
1963

AIRPORT DISTRICT ORDINANCE

WHEREAS, the Metropolitan Plan Commission of Marion County, Indiana, has adopted various segments of its ORIGINAL COMPREHENSIVE OR MASTER PLAN OF MARION COUNTY, INDIANA including an AIR SPACE CONTROL PLAN FOR MARION COUNTY, adopted by Resolution 61-CPS-R-4 on December 27, 1961 and subsequently amended pursuant to Chapter 283 of the Acts of the Indiana General Assembly for 1955, as amended; and

WHEREAS said AIR SPACE CONTROL PLAN, consisting of a map, diagrams and other descriptive material, sets forth a plan and recommendations for the control of air space in the vicinity of public airports, to prevent hazards and obstructions to air navigation and protect lives and property therein;

NOW THEREFORE BE IT ORDAINED by The Marion County Council of Marion County, Indiana, that Marion County Council Ordinance No. 8-1957, adopted by The Marion County Council on March 28, 1957 and subsequently amended pursuant to Section 85 of Chapter 283 of the Acts of the Indiana General Assembly for 1955, as amended, and all zoning ordinances adopted as parts thereof be amended by the addition of the following provisions:

SECTION 1.01 AIRPORT DISTRICT

An AIRPORT DISTRICT, a secondary zoning district, is hereby established for Marion County, Indiana. The AIRPORT DISTRICT shall consist of two parts, the "Airport Approach Area" and the "Airport Circling Area" as each is defined in this ordinance and indicated on the Airport District Map for each public airport (which Map dated November 7, 1962 is a part of this ordinance and incorporated herein by reference). All land so defined and indicated is hereby zoned and classified as the AIRPORT DISTRICT.

SECTION 2.01 AIRPORT DISTRICT REGULATIONS

The following regulations shall apply to land within the Airport District. These regulations shall be in addition to all other primary or secondary zoning district regulations applicable to said land, and in case of conflict, the more restrictive regulations shall control.

1. USE
Within that part of the Airport Approach Area of the Airport District within a horizontal radius of 10,000 feet from the airport reference point, as defined in this ordinance, no building, structure or premises shall be erected, relocated or converted for use as a school, church, child caring institution, hospital, stadium, public auditorium, theater, public assembly hall, public swimming pool, picnic grounds, carnival, amusement park, penal institution or sports arena.

2. HEIGHT
 - a. Within the Airport Circling Area and the Airport Approach Area, of the Airport District, no projection of any building, structure, or plant growth hereafter constructed, located or grown, or of any existing building, structure, or plant growth hereafter reconstructed, relocated or enlarged shall penetrate above the approach surfaces, the runway surfaces, the transitional surfaces, the horizontal surface, or the conical surface, whichever is more restrictive.
 - b. Provided, however, projections may extend to a maximum height of 50 feet above the established airport elevation.

3. PERFORMANCE STANDARDS
The following performance standards shall apply within the Airport Circling Area and the Airport Approach Area, of the Airport District, except that part of the Airport Area whose horizontal distance from the airport reference point is greater than the radius of the Airport Circling Area:
 - a. Interference with Communication
No use shall create interference with any form of communication whose primary purpose is for air navigation.
 - b. Lights
All lights shall be located or shielded in such a manner that they do not interfere with runway, taxi, tower or any other airport lights or result in glare which may interfere with the use of the airport in landing, taking off or maneuvering of aircraft.
 - c. Smoke, Dust and Particulate Matter
 - (1) No use shall create or emit smoke of a

density equal to or greater than No. 2 according to the Ringelmann Scale, as now published and used by the United States Bureau of Mines, which Scale is on file in the office of the Metropolitan Planning Department of Marion County, Indiana, and is hereby incorporated by reference and made a part hereof.

- (2) No use shall cause dust, dirt or fly-ash of any kind to escape beyond the lot lines in a manner detrimental to or endangering the visibility of air crews using the airport in landing, taking off, or maneuvering of aircraft.

SECTION 3.01 DEFINITIONS

The following definitions shall be applied for purposes of this ordinance.

1. AIRPORT APPROACH AREA The "Airport Approach Area" comprises those parts of the Airport District, established by this ordinance for any public airport, which lie generally below the flight path of aircraft approaching or taking off from the runways of such airport, and specifically, below the following airport reference surfaces as defined in this chapter: the approach surfaces, the runway surfaces and the transitional surfaces.
2. AIRPORT CIRCLING AREA The "Airport Circling Area" comprises those parts of the Airport District, established by this ordinance for any public airport, which lie generally below the flight path of aircraft circling such airport, and specifically, below the horizontal surface and the conical surface.
3. AIRPORT DISTRICT The "Airport District" includes all areas of land below the airport referenced surfaces established for the airport approach area and the airport circling area.
4. AIRPORT REFERENCE POINT The "Airport Reference Point" is a point within the boundaries of a public airport, established as follows for each such airport:
 - a. The Airport Reference Point for Indianapolis Municipal (Weir Cook) Airport is located at a point of intersection of two horizontal lines: one line being parallel to and 126.93 feet northwest of the centerline of instrument runway 4-22, and the other line being parallel to and 1048.90 feet southwest of the centerline of instrument runway 31-13.

5. ESTABLISHED AIRPORT ELEVATION The "Established Airport Elevation" is the elevation above mean sea level of the highest point of the landing surface of a public airport, as indicated on the Airport District Map for such airport.
6. INSTRUMENT RUNWAY An "Instrument Runway" is any runway so designated on the Airport District Map.
7. AIRPORT REFERENCED SURFACES "Airport Referenced Surfaces" include the horizontal surface, the conical surface, the approach surfaces, the transitional surfaces and runway surface.
8. RUNWAY SURFACES The "Runway Surfaces" are those areas on the ground encompassed by:
 - a. Instrument Runways
 - (1) Lines parallel to and 500 feet horizontally from centerlines of instrument runways, and extending 200 feet beyond the end of the centerlines of said instrument runways, and
 - (2) Lines perpendicular to the extended centerline, connecting the ends of the lines described in (1) above.
 - b. Non-Instrument Runways
 - (1) Lines parallel to and 250 feet horizontally from centerlines of non-instrument runways, and extending 200 feet beyond the ends of the centerlines of said instrument runways, and
 - (2) Lines perpendicular to the extended centerline, connecting the ends of the lines described in (1) above.
9. APPROACH SURFACES The "Approach Surfaces" are imaginary inclined planes, trapezoidal in shape and located symmetrically with respect to the extended centerline of any existing runway, or proposed runway established by the master plan of runways officially adopted by the Indianapolis Airport Authority. Such approach surfaces, extending from both ends of any runway, consist of two types:
 - a. Instrument Runway

For any designated instrument runway the approach surface consists of contiguous inner and outer sections whose dimensions are as follows:

- (1) The plane of the inner section:
 - (a) Begins at a line drawn perpendicular to the extended runway centerline and at the same elevation as the established airport elevation, and at a distance, measured horizontally along the extended runway centerline, of 200 feet from the end of the runway, and
 - (b) Extends for a distance of 10,000 feet, measured horizontally along the extended runway centerline, and
 - (c) Has a width of 1,000 feet (bisected by the extended centerline and measured along the line described in (a) above) which increases symmetrically, with respect to the extended runway centerline to a width of 4,000 feet at the outer edge of such inner section, and
 - (d) Rises at a slope of one foot in height for every 50 feet of horizontal distance.
- (2) The plane of the outer section:
 - (a) Begins at the outer edge of the inner section, and
 - (b) Extends for a distance of 40,000 feet, measured horizontally along the extended runway centerline, and
 - (c) Has a width of 4,000 feet at the outer edge of the inner section, which increases symmetrically with respect to the extended runway centerline, to a width of 16,000 feet at the outer edge of such outer section, and
 - (d) Rises at a slope of one foot in height for every 40 feet of horizontal distance.

b. Non-Instrument Runway

For any designated non-instrument runway the approach surface consists of one section, the dimensions of which are as follows:

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- (1) Begins at a line drawn perpendicular to the extended runway centerline and at the same elevation as the established airport elevation, and at a distance, measured horizontally along the extended runway centerline, of 200 feet from the end of the runway, and
- (2) Extends for a distance of 10,000 feet measured horizontally along the extended runway centerline, and
- (3) Has a width of 500 feet (bisected by the extended centerline and measured in (1) above) which increases symmetrically with respect to the extended runway centerline to a width 2,500 feet at the outer edge of such section, and
- (4) Rises at a slope of one foot in height for every 40 feet of horizontal distance.

10. **HORIZONTAL SURFACE** The "Horizontal Surface" is an imaginary plane, circular in shape, which:

- a. Is located at a height 150 feet above the established airport elevation, and
- b. Has a radius of 10,000 feet measured horizontally from the airport reference point.

11. **CONICAL SURFACE** The "Conical Surface" is an imaginary inclined surface extending upward and outward from the periphery of the horizontal surface, which:

- a. Rises at a slope of one foot in height for every 20 feet of horizontal distance measured on an imaginary vertical plane or cross section, the base of which, on the ground, passes through the airport reference point, and
- b. Extends for a horizontal distance of 5,000 feet outward from the periphery of the horizontal surface, measured on a radius extending from the airport reference point.

12. **TRANSITIONAL SURFACES** The "Transitional Surfaces" are imaginary inclined planes extending upward and outward from the side edges of all approach surfaces, and from the side edges of all runway surfaces which:

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- a. Rise at a slope of one foot in height for every seven feet of horizontal distance measured on an imaginary plane or cross section, whose base is at right angles to the centerline or extended centerline of the runway, and
- b. Extend 5,000 feet of horizontal distance from the side edges of the approach surfaces in those areas that are of a greater horizontal distance than 15,000 feet measured on a radius from the airport reference point, or extend until intersecting the horizontal or conical surfaces.

13. PUBLIC AIRPORT

A "Public Airport" is an airport publicly owned or operated located in Marion County, Indiana, for which an Airport District is established by this ordinance.

NOW BE IT FURTHER ORDAINED that an emergency exists for the passage of this ordinance and the same shall be in full force and effect from and after this date.

H. Norris Cottingham

Ronald E. Bingman

Harry E. Foxworthy

James A. Buck

William A. Brown

Edwin J. Koch

The Marion County Council of
Marion County, Indiana

Dated: September 4, 1963

Attest: John T. Sutton
Auditor