

Chapter 86

Airport Overlay (/A)

86.005 Purpose. The Airport Overlay Zone shall enhance the utility of the Corvallis Municipal Airport by preventing the establishment of any structure or use of land which unreasonably obstructs the airspace required for the safe flight of aircraft in landing or taking off or is otherwise hazardous to such landing or taking off of aircraft. The Airport Overlay Zone is intended to implement recommendations contained in the Corvallis Municipal Airport Master Plan, 1990 - 2010, hereby incorporated by reference. [Ord 90-0069, Ord 92-0092]

86.010 Definitions. (1) "Primary surface" means an imaginary rectangular surface at ground level longitudinally centered on each runway. The primary surface is 1,000 feet wide for Runway 17-35, 500 feet wide for Runway 9-27, and extends 200 feet beyond the end of each runway.

(2) "Approach surface" means an imaginary inclined surface at the end of each runway. It is horizontally centered on the extended runway centerline, extending outward and upward from the end of the primary surface.

(a) The approach surfaces for Runways 9 and 27 (east-west) extend for a distance of 5,000 feet from the end of the primary surface being 500 feet in width where it abuts the primary surface, and 1,500 feet wide at its farthest point.

(b) The approach surface for Runway 35 (south) extends for a distance of 10,000 feet from the end of the primary surface, being 1,000 feet in width where it abuts the primary surface, and 3,500 feet in width at the southern boundary.

(c) The approach surface for Runway 17 (north) extends for a distance of 10,000 feet from the end of the primary surface, being 1,000 feet in width where it abuts the primary surface, and 4,000 feet in width at the northern boundary.

(3) Horizontal Surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of 5,000 feet from the center of each end of the Primary Surface of Runway 9-27 and 10,000 feet from the center of each end of the Primary Surface of Runways 17-35 and connecting the adjacent arcs by lines tangent to those arcs.

(4) Conical Surface. Extends twenty (20) feet outward for each one foot upward (20:1) for 4,000 feet beginning at the edge of the horizontal surface and upward extending to a height of 350 feet above the airport elevation.

(5) Transitional Zones. Extend seven (7) feet outward for each one foot upward (7:1) beginning on each side of the Primary Surface which point is the same elevation as the runway surface, and from the sides of the approach surfaces thence extending upward to a height of 150 feet above the airport elevation (Horizontal Surface). [Ord 90-0069]

86.015 Standards of Application. (1) The Airport Overlay Zone shall apply to all lands in unincorporated Benton County lying within the Clear Zone Approach Safety Zone and Buffer Zone described as follows:

(a) The Clear Zone includes the land under that portion of the approach surface of each runway which includes an area centered on the extended centerline of the

primary surface and an area adjoining the Primary Surface being of a width and length specified in the diagrams contained in BCC 86.015(2).

(b) The Approach Safety Zone includes the land under that portion of the approach surface of each runway, outside the Clear Zone and the land area under the Transitional Surface including an area center on the extended center line of the primary surface and runway being of a width and length specified in the diagrams contained in BCC 86.015(2).

(c) The Buffer Zone includes that area within 14,000 feet of the center line of Runway 17-35 not including the Clear Zone and Approach Safety Zone.

(2) The length and width of the Clear Zone and Approach Safety Zone as measured from the centerline or extended centerline of the airport's runway for each runways as shown on the following diagram for Runways 9, 27, 17, and 35. [Ord 90-0069]

86.105 General Restrictions. No use in the Airport Overlay Zone shall:

(1) Create electrical interference with navigational signals or radio communication between the airport and aircraft;

(2) Make it difficult for pilots to distinguish between airport lights and others;

(3) Result in glare in the eyes of pilots using the airport;

(4) Impair visibility in the vicinity of the airport; or

(5) Create bird strike hazards; or

(6) Otherwise endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport. [Ord 90-0069]

86.110 Clear Zone Restrictions. No above grade structures are permitted within the Clear Zone except those airport related facilities approved by state and federal aeronautic agencies. [Ord 90-0069]

86.115 Approach Safety Zone Restrictions. The following uses are prohibited in the Approach Safety Zone:

(1) Place of public assembly, such as a school, church, grange, community hall or day care center or other similar facilities.

(2) Industrial discharge impairing visibility, including smoke or steam pollution sources.

(3) Above ground utility facilities such as television/radio transmission towers, wind generating towers, water towers, and overhead lines except service lines.

(4) Activities that create bird strike hazards such as water impoundment, or hunting or fishing reserves.

(5) Parks and campgrounds.




(6) Any structure which exceeds a height greater than fifty (50) feet above the elevation of the associated primary surface (MSL), except as otherwise determined to be in accordance with the height limits established by the Corvallis Airport Master Plan.

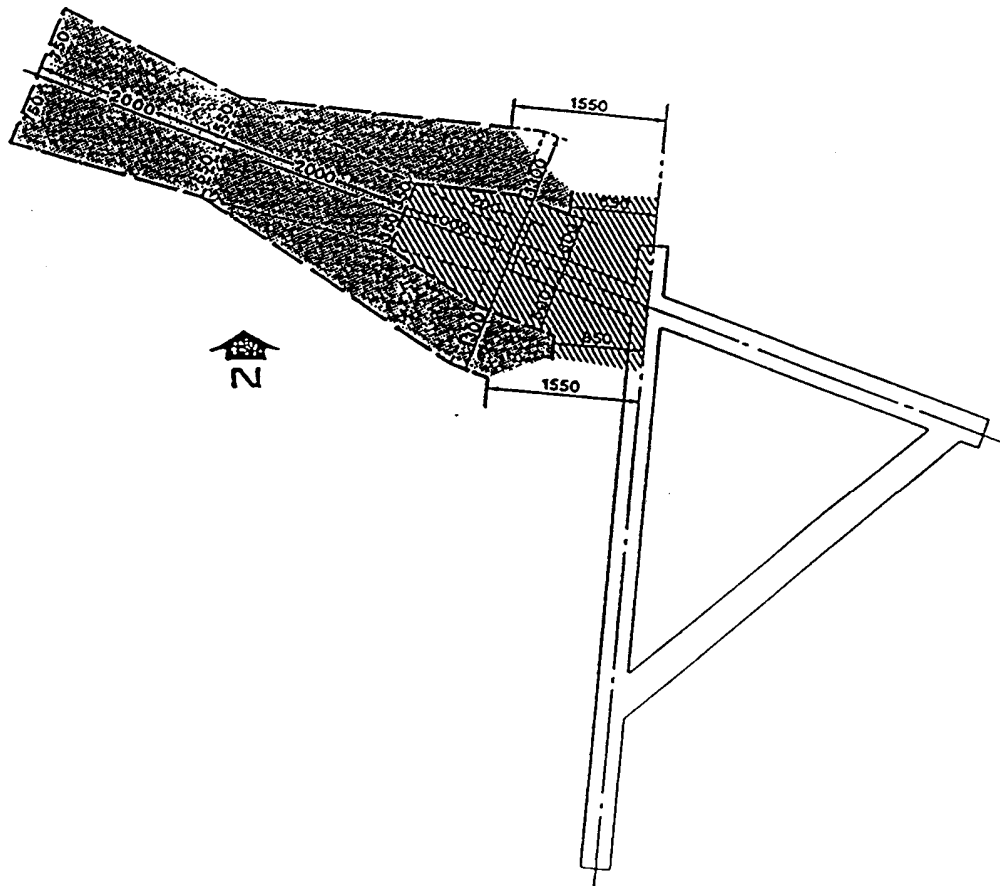
(7) Residential dwelling within 5,000 feet of the Primary Surface. [Ord 90-0069, Ord 92-0092]

86.120 Buffer Zone Restrictions. No structure within the Buffer Zone shall exceed a height greater than 396 feet (MSL) except as otherwise determined to be in accordance with the height limits established by the 1979 Corvallis Airport Master Plan. [Ord 90-0069]




86.125 Covenant Required. Prior to the issuance of a building permit or approval of land use request within the Approach Safety Zone or portions of the Buffer Zone within 1500 feet of a runway, taxiway, hanger or aircraft storage area, an applicant shall submit to the Planning Official for recording a signed covenant recognizing noise impacts resulting from airport operations and waiving rights to remonstrate against the same. The Planning Official shall provide a copy to the Corvallis Airport Manager. [Ord 90-0069]

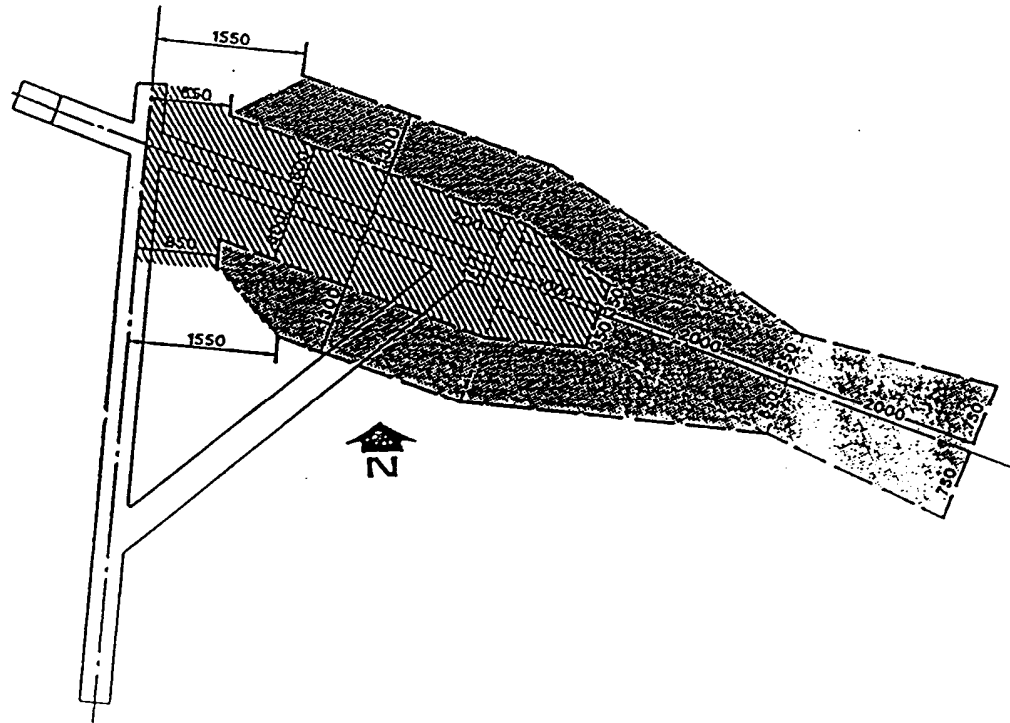
86.205 Notice of Construction. The proponent of proposed construction or alteration on land located within the Airport Overlay Zone shall contact the Northwest Mountain Region, Federal Aviation Administration, Seattle, Washington, to determine whether the proponent is required to submit FAA Form 7460-1 (Notice of Proposed Construction). A copy of such form must also be submitted to the Aeronautics Division of the Oregon Department of Transportation. [Ord 90-0069]

-  Clear Zone
-  Approach Safety Zone
-  Buffer Zone



Runway 9

-  Clear Zone
-  Approach Safety Zone
-  Buffer Zone



Runway 27

Runway 17

