APPENDIX B

AIRPORT OVERLAY
AZ AIRPORT ZONE OVERLAY

A. In order to provide for safe air navigation, land uses within the safety zones of the Afton, Cokeville, or Kemmerer airports shall comply with the standards of Airport Zone Overlay. No structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in excess of the applicable height limit.

B. Definitions

Airport Elevation - The highest point of an airport’s usable landing area measured in feet from mean sea level. For the Afton-Lincoln County Airport this elevation is 6,220.2 feet MSL. For the Cokeville Municipal Airport this elevation is 6,270 feet MSL. For the Kemmerer Municipal Airport this elevation is 7,286.2 feet MSL.

Airport Hazard – Means any structure or tree or use of land which obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport; and any use of land which is hazardous to persons or property because of its proximity to the airport.

Nonconforming Use – Means any preexisting structure, tree, natural growth, or use of land which is inconsistent with the provisions of this regulation or an amendment hereto.

Nonprecision Instrument Runway – Means a runway having an existing or planned straight-in non-precision instrument approach procedure utilizing air navigation facilities with only horizontal guidance, and for which no precision approach facilities are planned or indicated on an approved planning document.

Obstruction - Any structure, growth, or other object including a mobile object, which exceeds a limiting height set forth in the Airport Overlay Zone Standards.

Precision Instrument Runway – Means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), a Precision Approach Radar (PAR), a Microwave Landing System (MLS), a Transponder Landing System (TLS), or satellite navigation which provides three-dimensional guidance. As a minimum, the procedure meets FAA’s Category I criteria for precision approach procedures. Also, a runway for which a precision instrument approach system is planned and is so indicated on an approved planning document.

Runway - A defined area on an airport prepared for landing and takeoff of aircraft along its length.
Slope – Means an incline from the horizontal expressed in an arithmetic ratio of horizontal magnitude to vertical magnitude.

Structure - An object, including mobile object, constructed or installed by man, including but not limited to buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

Traverse Ways – For the purposes of determining height limits as set forth in this regulation shall be increased in height by 17 feet for interstate highways; 15 feet for all other public roadways; 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for private roads; 23 feet for railroads; and for waterways and all other traverse ways not previously mentioned an amount equal to the height of the highest mobile object that would normally traverse it.

Tree - Any object of natural growth.

Visual Runway – Means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an approved planning document.

C. Airspace Zones

In order to carry out the purposes of this Regulation, the following airspace zones are hereby established: Primary Zone, Runway Protection Zone (RPZ), Horizontal Zone, Conical Zone, Approach Zone, Non-Precision and Precision Approach Zone, and Transitional Zone and whose locations and dimensions are as follows:

1. Primary Zone:

All that land which lies directly under the FAA’s imaginary primary surfaced longitudinally centered on a runway and:

a. Extending 200 feet beyond each end of the following runways: 16/34 at the Afton-Lincoln County Airport; 15/33 at the Cokeville Municipal Airport; 16/34, 4/22, and 10/28 at the Kemmerer Municipal Airport.
b. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
c. The width of the primary surface is 500 feet for the following runways: 16/34 at the Afton-Lincoln County Airport and 16/34 at the Kemmerer Municipal Airport.
d. The width of the primary surface is 250 feet for the following runways: 15/33 at the Cokeville Municipal Airport; 4/22 and 10/28 at the Kemmerer Municipal Airport.

2. **Runway Protection Zone (RPZ):**

   a. Afton-Lincoln County Airport: Irregular trapezoidal zone extending beyond Primary Surface.
      Dimensions for Runway (R/W) 16/34 are:
      - Length = 1700 feet
      - Inner width = 500 feet
      - Outer width = 1010 feet
   b. Cokeville Airport: Trapezoidal shaped zone extending outward 1,000 feet from the end of the Primary Surface of Runway (R/W) 15/33.
      Dimensions for Runway R/W 15/33:
      - Length = 1000 feet
      - Inner width = 250 feet
      - Outer width = 450 feet
   c. Kemmerer Airport: Trapezoidal shaped zone extending outward 1,000 feet from the end of the Primary Surface of Runways (R/W) 16/34, 4/22 and 10/28.
      Dimensions for Runway (R/W) 16/34:
      - Length = 1000 feet
      - Inner width = 500 feet
      - Outer width = 700 feet
      Dimensions for Runways (R/W) 4/22 and 10/28:
      - Length = 1000 feet
      - Inner width = 250 feet
      - Outer width = 450 feet

3. **Horizontal Zone:**

   All that land which lies directly under the FAA’s imaginary horizontal surface 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified 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 radius of each arc is:
   a. 10,000 feet for the following runways: 16/34 at the Afton-Lincoln County Airport and 16/34 at the Kemmerer Municipal Airport.
   b. 5,000 feet for the following runways: 15/33 at the Cokeville Municipal Airport; 4/22 and 10/28 at the Kemmerer Municipal Airport.

   When a 5,000 foot arc is encompassed by tangents connecting two adjacent 10,000 foot arcs, the 5,000 foot arc shall be disregarded in the construction of the perimeter of the horizontal surface.

4. **Conical Zone:**
All that land which lies directly under the FAA’s imaginary conical surface extending upward and outward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet measured radially outward from the periphery of the horizontal surface.

5. Approach Zone:

All that land which lies directly under an imaginary approach surface longitudinally centered on the extended centerline at each end of a runway. The inner edge of the approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The approach surface inclines upward and outward at a slope of:
   a. 34:1 for the following runways: 16/34 at the Afton-Lincoln County Airport and 16/34 at the Kemmerer Municipal Airport.
   b. 20:1 for the following runways: 15/33 at the Cokeville Municipal Airport, 4/22 and 10/28 at the Kemmerer Municipal Airport.

The approach surface expands uniformly to a width of:
   c. 3,500 feet for the following runways: 16/34 at the Afton-Lincoln County Airport and 16/34 at the Kemmerer Municipal Airport at a distance of 10,000 feet beyond the end of the primary surface.
   d. 2,000 feet for runway 10/28 at the Kemmerer Municipal Airport at a distance of 5,000 feet beyond the end of the primary surface.
   e. 1,250 feet for the following runways: 15/33 at the Cokeville Municipal Airport and 4/22 at the Kemmerer Municipal Airport at a distance of 5,000 feet beyond the end of the primary surface.

6. Precision Instrument Approach Zone:

All that land which lies directly under an imaginary precision instrument approach surface longitudinally centered on the extended centerline at each end of a precision instrument runway. The inner edge of the precision instrument approach surface is at the same width and elevation as, and coincides with, the end of the primary surface. The precision instrument approach surface inclines upward and outward at a slope of 50:1 for a horizontal distance of 10,000 feet expanding uniformly to a width of 4,000 feet, then continues upward and outward for an additional horizontal distance of 40,000 feet at a slope of 40:1 expanding uniformly to an ultimate width of 16,000 feet.

7. Transitional Zone:

All that land which lies directly under an imaginary surface extending upward and outward at right angles to the runway centerline and centerline extended at a slope of 7:1 from the sides of the primary surfaces and from the sides of the approach surfaces until they intersect the horizontal surface or the conical surface. Transitional surfaces for those portions of the precision instrument approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally.
from the edge of the precision instrument approach surface and at right angles to the extended precision instrument runway centerline.

D. Aircraft Interference

1. No use shall be developed within any zone defined herein which would create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

2. All development within the Airport Safety Zones shall conform with Federal Aviation Administration regulations concerning safety zones around airports.

E. Land Use Protection for Non Precision Instrument Runways

1. Safety Zone Boundaries:
   In order to carry out the purpose of this regulation, as set forth above and also, in order to restrict those uses which may be hazardous to the operational safety of aircraft operating to and from the County’s Airports, and providing sufficient open space so as to protect life and property in case of an accident, there are hereby created and established the following land use safety zones:

   a. Safety Zone A: Runway Protection Land Use Zone

      This safety zone includes lands located in the Primary Surface, Transitional Surface and Runway Protection Zone. See Land Use Protection Overlay Maps.

   b. Safety Zone B: Approach Surface Land Use Zone

      All land encompassed by the perimeter of the FAA required Approach Surface, as defined in Section C-1 thru 7, extending beyond Safety Zone A to the outer limit of the Approach Zone for the runway. See Land Use Protection Overlay Maps.

   c. Safety Zone C: Horizontal Surface Land Use Zone

      All that land which is enclosed within the perimeter of the FAA Horizontal Surface, as defined in C. 1 thru 7, and which is not included in Zone A or Zone B. See Land Use Protection Overlay Maps.

2. Use Restrictions
Subject at all times to the height restrictions set forth in Section C-1 thru 7, no use shall be made of any land in any of the safety zones defined in Section E, which creates or causes interference with the operations of radio or electronic facilities on the airport or with radio or electronic communications between airport and aircraft, makes it difficult for pilots to distinguish using the airport lights and other lights, results in glare in the eyes of pilots using the airport, impairs visibility in the vicinity of the airport from emissions such as smoke or steam, or otherwise endangers the landing, taking off, or maneuvering of aircraft.

A. Zone A: Runway Protection Land Use Zone

Subject at all times to the height restrictions set forth in Section C-1 thru 7 and to the restrictions contained in Section E-2, the following uses are specifically prohibited in Zone A:

1. Buildings, temporary structures, fuel storage facilities, exposed transmission lines, or other similar aboveground land use structural hazards, and shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon.

2. Churches, hospitals, schools, theaters, stadiums, hotels and motels, trailer courts, apartment buildings, campgrounds, and other places of frequent public or semi-public assembly.

3. Hazardous wildlife attractants such as; municipal waste solid landfills, water management facilities that create above-ground standing water, and wetlands with the provision that the Afton Sewer Lagoon System may expand.

4. Uses or storage of significant amounts of materials which are explosive, flammable, toxic, corrosive, or otherwise exhibit hazardous characteristics.

Permitted uses may include, but are not limited to, such uses as agriculture (seasonal crops), horticulture, animal husbandry, raising of livestock, wildlife habitat, light outdoor recreation (non-spectator), cemeteries, and automobile parking.

B. Zone B: Approach Land Use Zone

Subject at all times to the height restrictions set forth in Section C-1 thru 7 and to the restrictions contained in Section E-2, areas designated as Zone B shall be restricted in use as follows:
The following uses are specifically prohibited in Zone B: Approach Land Use Zone:

1. Churches, hospitals, schools, theaters, stadiums, hotels and motels, trailer courts, apartment buildings, campgrounds, and other places of frequent public or semi-public assembly.

2. Hazardous wildlife attractants such as; municipal waste solid landfills, water management facilities that create above-ground standing water, and wetlands.

3. Uses or storage of significant amounts of materials which are explosive, flammable, toxic, corrosive, or otherwise exhibit hazardous characteristics.

C. Zone C: Horizontal Land Use Zone

Zone C is subject only to height restrictions set forth in Section C-1 thru 7, and to the restrictions contained in Section E-2.

F. Exemptions

Any building, object, or use that is not compatible with the above restrictions (E-2) and existed previous to the adoption of this regulation on (date) is hereby exempt.