

**ARTICLE XIX**  
**AIRPORT REGULATIONS**

**Section 1.** Intent and Purpose of District: These regulations are intended for the purpose of restricting height of buildings, structures and objects of natural growth in the vicinity of the Municipal Airport.

**Section 2.** Airport Hazard: It is hereby found that an airport hazard endangers the lives and property of users of the Municipal Airport and occupants of land in its vicinity and also, if the obstruction type, in effect reduces the size of the area available for landing, take-off and maneuvering of aircraft thus tending to destroy or impair the utility of the Airport and the public investment therein. Accordingly, it is declared that:

1. The creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Municipal Airport.
2. It is necessary in the interest of the public health, public safety and general welfare that the creation or establishment of airport hazards be prevented.
3. The prevention of these hazards should be accomplished to the legal extent possible, by the exercise of the police power without compensation.
4. It is further declared that the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, migration or marking and lighting of existing airport hazards are public purposes for which the City Governing Body may raise and expend public funds and acquire land or interest in land.

**Section 3.** Definitions: For the purpose of this Ordinance, certain terms or words used herein shall be interpreted or defined as follow, unless the context clearly indicated otherwise:

1. Airport: The Liberal Municipal Airport.
2. Airport Elevation: The highest point of an airport's usable land area measured in feet from mean sea level.
3. Airport Hazard: Any structure or object of natural growth located on or in the vicinity of a public airport, or any use of land near such airport, which obstructs the airspace required for the flight of aircraft in landing or takeoff at such airport or is otherwise hazardous to such landing or takeoff of aircraft.

4. Structure: An object constructed or installed by man, including but without limitation, buildings, towers, smokestacks, earth formation, and overhead transmission lines.
5. Tree: Any object of natural growth.
6. Nonconforming Use: Any pre-existing structure, object of natural growth, or use of land, which is inconsistent with the provisions of this Ordinance or an amendment thereto.
7. Height: For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
8. Person: An individual, firm, partnership, corporation, company, association, joint stock association or governmental entity. It includes a trustee, receiver, assignee or similar representative of any of them.
9. Runway: A defined area on an airport prepared for landing and takeoff of aircraft along its length.
10. Visual Runway: 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 FAA approved airport layout plan, a military service's approved military airport, layout plan, or by any planning documents submitted to the FAA by competent authority.
11. Non-Precision Instrument Runway: A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airport planning document.
12. Precision Instrument Runway: A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an FAA approved airport layout plan, a military service's approved military airport layout plan, any other FAA planning document, or military service's military airport planning document.
13. Primary Surface: A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface

extends two hundred feet (200') beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width prescribed in part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

14. Approach, Transitional, Horizontal and Conical zones: These zones apply to the area under the approach, transitional, horizontal and conical surfaces defined below.

**Section 4. Zones:** In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying within the approach zone, transitional zones, horizontal zones, and conical zones as they apply to the Liberal Municipal Airport. Such zones are shown on the Liberal Municipal Zoning Map attached to and made a part of this Ordinance. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitations. The various zones are hereby established and defined as follows:

1. Runway Larger Than Utility Visual Approach Zone: The inner edge of this approach zone coincides with the width of the primary surface and is five hundred feet (500') wide. The approach zone expands outward uniformly to a width of one thousand five hundred feet (1,500') at a horizontal distance of five thousand feet (5,000') from the primary surface. Its centerline being the continuation of the centerline of the runway.
2. Runway Larger Than Utility with a Visibility Minimum Greater Than Three-Quarter (3/4) Mile Non-Precision Instrument Approach Zone: The inner edge of this approach zone coincides with the width of the primary surface and is five hundred feet (500') wide. The approach zone expands outward uniformly to a width of three thousand five hundred feet (3,500') at a horizontal distance of ten thousand feet (10,000') from the primary surface. Its centerline being the continuation of the centerline of the runway.
3. Precision Instrument Runway Approach Zone: The inner edge of this approach zone coincides with the width of the primary surface and is one thousand feet (1,000') wide. The approach zone expands outward uniformly to a width of sixteen thousand feet (16,000') at a horizontal distance of fifty thousand feet (50,000') from the primary surface. Its centerline being the continuation of the centerline of the runway.
4. Transitional Zones: These zones are hereby established as the area beneath the transitional surfaces. These surfaces extend outward and

upward at ninety-degree (90) angles to the runway centerline and the runway centerline extended at a slope of seven feet (7') horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional zones for those portions of the precision approach zones, which project through and beyond the limits of the conical surface, extend a distance of five thousand feet (5,000') measured horizontally from the edge of the approach zones and at ninety-degree (90) angles to the extended runway centerline.

5. Horizontal Zone: The horizontal zone is hereby established by swinging arcs of ten thousand feet (10,000') radii from the center of each end of the primary surface of each runway larger than utility, and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
6. Conical Zone: The conical zone is hereby established as the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of four thousand feet (4,000'). The conical zone does not include the precision instrument approach zones and the transitional zones.

**Section 5. Airport Zone Height Limitations:** Except as otherwise provided in this Ordinance, no structure or tree shall be erected, altered, allowed to grow or be maintained in any zone created by this Ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

1. Runway Larger Than Utility Visual Approach Zone: Slopes upward twenty feet (20') horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of five thousand feet (5,000') along the extended runway centerline.
2. Runway Larger Than Utility with a Visibility Minimum Greater Than Three-Quarter (3/4) Mile Non-Precision Instrument Approach Zone: Slopes upward thirty-four feet (34') horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand feet (10,000') along the extended runway centerline.
3. Precision Instrument Runway Approach Zone: Slopes upward fifty feet (50') horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand feet (10,000') along the extended runway centerline; thence slopes upward forty feet (40') horizontally for each foot

vertically to an additional horizontal distance of forty thousand feet (40,000') along the extended runway centerline.

4. Transitional Zones: Slopes upward and outward seven feet (7') horizontally for each foot vertically beginning at the sides of and at the same elevation as the primary surface and the approach zones, and extending to a height of one hundred fifty feet (150') above the airport elevation which is three thousand and thirty-three feet (3,033') above mean sea level. In addition to the foregoing, there are established height limits sloping upward and outward seven feet (7') horizontally for each foot vertically beginning at the sides of and at the same elevation as the approach zones, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, height limits sloping upward and outward seven feet (7') horizontally for each foot vertically shall be maintained beginning at the sides of and at the same elevation as precision instrument runway approach surface and extending to a horizontal distance of five thousand feet (5,000') measured at ninety degree (90°) angles to the extended runway centerline.
5. Horizontal Zone: One hundred fifty feet (150') above the airport elevation or a height of three thousand thirty-three feet (3,033') above mean sea level.
6. Conical Zone: Slopes upward and outward twenty feet (20') horizontally for each foot vertically beginning at the periphery of the horizontal zone and at one hundred fifty feet (150') above the airport elevation and extending to a height of three hundred fifty feet (350') above the airport elevation.
7. Excepted Height Limitations: Nothing in this Ordinance shall be construed as prohibiting the growth, construction or maintenance of any tree or structure to a height up to fifty feet (50') above the surface of the land.

Where an area is covered by more than one (1) height limitation, the more restrictive limitation shall prevail.

