

Sec. 28-5.6. Airfield compatibility.

A. *Statement of purpose:* The City of Alexandria finds it necessary to enact this section in order to protect and promote the general health, safety, economy and welfare of the inhabitants of Alexandria, Louisiana, by preventing incompatible uses or the creation or establishment of flight hazards; and providing for the protection of property in the vicinity of Alexandria International Airport by creating obstruction clearance and compatible use zones and establishing boundaries thereof; providing for changes in restrictions encompassed in such zones, defining certain terms used herein; providing for enforcement, amendment, and imposing penalties for violation thereof; and to prevent the destruction or impairment of the utility of Alexandria International Airport and the public investment therein and the enhancement of the quality of life and safety of individuals residing in areas affected.

B. *Definitions:* Unless specifically defined below or in section 28-2.3, Definitions, words or phrases used in this section shall be interpreted to give them the meaning they have in common usage and to give this section its most reasonable application. The following definitions shall apply only to the interpretation of this section.

Airport Protection Zone 1 (APZ I) means that portion of the airport landing district situated within a rectangular area three thousand (3,000) feet wide, measured one thousand five hundred (1,500) feet to either side of the centerline of the ends of each active runway beginning at the outer end of the CZ and extending outward to a distance of eight thousand (8,000) feet from the runway threshold as shown in Figure A-1, Airport compatibility map.

Airport Protection Zone 2 (APZ II) means that portion of the airport landing district situated within a rectangular area three thousand (3,000) feet wide, measured one thousand five hundred (1,500) feet to either side of the centerline of the ends of each active runway beginning at a point eight thousand (8,000) feet from the runway threshold and extending outward seven thousand (7,000) feet as shown in Figure A-1, Airport compatibility map.

Airport landing district means that area within Alexandria International Airport's Clear Zone, APZ I and APZ II.

Airport means Alexandria International Airport.

Airport compatibility map means Figure A-1 and all other maps and charts referenced in this section, which are hereby adopted and made part of this section by reference and are on file and available for inspection in the offices of the city clerk and the planning division.

Clear zone (CZ) means that portion of the airport landing district situated within a rectangular area two thousand (2,000) feet wide, measured one thousand (1,000) feet to either side of the centerline of the ends of each active runway beginning at the runway threshold and extending outward from each runway for a distance as specified below and as shown in Figure A-1, airport compatibility map.

Runway 18--Four thousand (4,000) feet

Runway 36--Four thousand (4,000) feet

Runway 32--Four thousand (4,000) feet

Runway 18--Six thousand (6,000) feet

Subzone means all AP and clear zones as described by this section.

C. *Land use:* Land within the APZ I, APZ II or clear zone may not be used for any purpose other than those described in the following table. Property owners or land users should consult the planning division to determine the locations of property and limitations imposed thereon by this section. All activities allowed in airport subzones are indicated by "Yes" in the following table, with all activities prohibited indicated by "No."

LAND USE COMPATIBILITY IN AIRPORT PROTECTION ZONES AND CLEAR ZONES

TABLE INSET:

Land Use Category	CZ	APZ-I	APZ-II
Residential			
Single-family dwellings	No	No	Yes(1)
Multifamily dwellings	No	No	Yes(1)
Permanent residence mobile homes	No	No	No
Transient lodging--Hotels, motels	No	No	Yes(1)
Transportation, communications and utilities			
Railroad	Yes(2,9,10)	Yes(2,9,10)	Yes
Motor vehicle transportation	No	Yes(2,9,10)	Yes
Aircraft transportation	No	Yes(2,9,10)	Yes
Highway and street right-of-way	Yes(2,9,10)	Yes(2,9,10)	Yes
Auto parking	No	Yes(2,9,10)	Yes
Communications	Yes(2,9,10)	Yes(2,9,10)	Yes
Utilities	Yes(2,9,10)	Yes(9,10)	Yes(9)
Landfills and hazardous waste facilities	No	No	No
Commercial and retail trade			
Wholesale trade	No	Yes(1,9,10)	Yes
Building materials--Retail	No	Yes(9,10)	Yes
General merchandise--Retail	No	Yes(9,10)	Yes
Food retail--Groceries	No	Yes(9,10)	Yes
Other food retails	No	Yes(9,10)	Yes
Automotive, marine, aviation--Retail	No	Yes(9,10)	Yes
Apparel and accessories--Retail	No	Yes(1,9,10)	Yes
Furniture, home furnishings--Retail	No	Yes(1,9,10)	Yes
Eating and drinking places	No	Yes(9,10)	Yes
Other retail	No	Yes(9,10)	Yes
Mobile home sales	No	Yes(9,10)	Yes
Industrial and manufacturing			

Food and kindred products	No	Yes(9,10)	Yes
Textile mill products	No	Yes(9,10)	Yes
Apparel	No	Yes(9,10)	Yes
Lumber and wood products	No	Yes(9,10)	Yes
Furniture and fixtures	No	Yes(9,10)	Yes
Paper and allied products	No	Yes(9,10)	Yes
Printing and publishing	No	Yes(9,10)	Yes
Chemicals and allied products	No	Yes(7,9,10)	Yes(7)
Petroleum refining and related industries	No	No	No
Rubber and miscellaneous plastic	No	Yes(9,10)	Yes
Stone, clay and glass products	No	Yes(9,10)	Yes
Primary metal industries	No	Yes(9,10)	Yes
Fabricated metal products	No	Yes(9,10)	Yes
Professional, scientific and controlling instruments	No	Yes(9,10)	Yes
Miscellaneous manufacturing	No	Yes(9,10)	Yes
Services			
Finance, insurance and real estate	No	Yes(10)	Yes
Personal services	No	Yes(10)	Yes
Cemeteries	No	Yes(3,10)	Yes
Business services	No	Yes(10)	Yes
Warehousing and storage services	No	Yes(10)	Yes
Explosives storage	No	No	No
Repair services	No	Yes(10)	Yes
Medical and other health services	No	No	Yes(1)
Hospital	No	No	No
Legal services	No	Yes(10)	Yes
Other professional services	No	Yes(10)	Yes
Contract construction services	No	Yes(10)	Yes
Government services	No	Yes(10)	Yes
Educational facilities	No	No	No
Religious facilities	No	No	Yes(1)
Cultural, entertainment and recreation			
Cultural activities	No	No	Yes(1)
Nature exhibitions and zoos	No	No	Yes
Entertainment assembly	No	No	Yes(1)
Miscellaneous public assembly	No	No	Yes(1)
			Yes(9)

Fairgrounds and amusement parks	No	No	
Outdoor sports activities	No	Yes(8,9,10)	Yes(9)
Indoor sports activities	No	No	Yes
Playground and athletic areas	No	Yes(9,10)	Yes(9)
Water-based recreation areas	No	No	Yes(9)
Other recreation	No	Yes(9,10)	Yes(9)
Resort and group camps	No	No	Yes
Parks	No	Yes(9,10)	Yes(9)
Resource production, extraction and open land			
Agriculture (4)	Yes(10)	Yes(10)	Yes
Dairy and livestock farms (5)	No	Yes(10)	Yes
Forestry activities	No	Yes(10)	Yes
Fishing activities and related services (6)	No	No	Yes
Mining activities	No	No	Yes
Undeveloped and unused land	Yes	Yes	Yes
Manmade water areas	No	No	Yes
Permanent open space	Yes	Yes	Yes
Yes: Permissible uses.			
No: Prohibited uses.			

Notes:

- (1) Use compatible only if measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB (within 65--70 DNL) or 30 dB (within 70--75 DNL) are incorporated into the design and construction of the interior portions of the building.
- (2) No passenger terminals and no major aboveground transmission lines.
- (3) Meeting places, auditoriums, chapels, etc., not allowed.
- (4) Includes livestock grazing but excludes feedlots and intensive animal husbandry.
- (5) Includes feedlots and intensive animal husbandry.
- (6) Includes hunting and fishing.
- (7) Excludes products with explosive or flammable characteristics.
- (8) Facilities must be low intensity, e.g., golf courses, soccer fields, baseball fields, etc.
- (9) Facilities must not create electronic interference, conflicting light, vapor, smoke, etc. which might cause interference with aircraft navigation, as specified in section 28-5.6.E.
- (10) Facilities, structures, or trees must not exceed height restrictions as specified in section 28-5.6.E.

Sources: HUD; DOD; FAA; DOT-Standard Land Use Coding Manual.

D. Performance standards:

1. *Signs*: Signs (on-premises and off-premises) are permitted subject to section 28-5.3, Signs, and the following requirements.

- a. No sign shall be indirectly illuminated or have any flashing or moving lights or any lights that interfere or cause disturbances with flight operations.
- b. No sign shall exceed thirty-five (35) feet in height.

E. *Height and obstruction criteria*:

1. *Prohibited land uses*: The following uses are expressly prohibited in conjunction with those prohibited uses in section 28-5.6(C), Land use.

- a. Uses that release into the air any substance that would impair visibility or interfere with the operation of aircraft; e.g., steam, dust or smoke.
- b. Uses that produce light emissions, either direct or indirect (reflective), that would interfere with pilot vision.
- c. Uses that produce emissions that would interfere with aircraft communications systems or navigational equipment.
- d. Uses that would attract birds or waterfowl, such as operation of sanitary landfills, maintenance of feeding stations or growth of certain vegetation.

2. *Height limitations*: Height limitations shall be as defined and identified through the following definitions and illustrative drawing on file with the city clerk and planning division. No structure or physical obstruction shall be constructed or positioned to extend above the following spatial geometric surfaces as defined herein.

- a. *Primary surface*: A surface on the ground or water centered lengthwise on the runway and extending two hundred (200) feet beyond each end of that runway. The width of the primary surface is two thousand (2,000) feet at Alexandria International Airport.
- b. *Clear zone surface*: A surface on the ground or water beginning at the runway end and symmetrical about the runway centerline extended.
- c. *Approach-departure clearance surface*: An inclined plane or combination inclined and horizontal plane, symmetrical about the runway centerline extended. The inclined plane flares outward and upward from the primary surface, and begins with the centerline elevation of the runway end. The slope ratio and dimensions of the inclined plane and dimensions of the horizontal plane vary with the type of runway prescribed. For Alexandria International Airport runways, the slope ratio of the inclined plane is fifty to one (50:1) until it reaches an elevation of five hundred (500) feet above the established airfield elevation. It then continues horizontally at this elevation to a point fifty thousand (50,000) feet from the point of beginning. The outer width is sixteen thousand (16,000) feet.
- d. *Inner horizontal surface*: An oval-shaped plane at a height of one hundred fifty (150) feet above the established airfield elevation. It is constructed by scrubbing an arc with a radius of seven thousand five hundred (7,500) feet about the centerline at each end of each runway and interconnecting these areas with tangents.
- e. *Conical surface*: An inclined plane that extends from the periphery of the inner horizontal surface outward and upward at a slope of twenty to one (20:1) for a horizontal distance of seven thousand (7,000) feet to a height of five hundred (500) feet above the established airfield elevation.
- f. *Outer horizontal surface*: A plane located five hundred (500) feet above the

established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of thirty thousand (30,000) feet.

g. Transitional surface: Inclined planes that connect the primary surface and the approach departure clearance surfaces to the inner horizontal surface, conical surface, outer horizontal, or other transitional surfaces. The slope is seven to one (7:1) outward and upward at right angles to the runway centerline and runway centerline extended. To determine the elevation for the beginning of the transitional surface slope at any point along the lateral boundary of the primary surface, draw a line from the point, perpendicular to the runway centerline or to the runway centerline extended. The elevation of the runway or of the runway centerline extended at that intersection is the elevation for the beginning of the seven to one (7:1) slope.

F. *Nonconforming uses:*

1. Any use of land or structure existing or in construction at the time of passage of Ordinance No. 171-1989 shall be allowed to continue until such time that the use of any land or structure not conforming with this section is discontinued for a period of twelve (12) months.
2. In the event that a nonconforming use is destroyed to any extent by fire, explosion or any natural action it may be reconstructed provided that the reconstruction begins within twelve (12) months of the date of destruction. Reconstruction of any structure shall be limited to the original square footage before destruction.
3. No expansion of a nonconforming use or structure shall be allowed unless such expansion conforms to this section; nor shall any nonconforming use or structure be relocated on said property to any location other than that originally used.

(Ord. No. 198-1992, 8-18-92; Ord. No. 376-2005, § II, 12-6-05)