

BOARD OF SUPERVISORS  
COUNTY OF DEL NORTE  
STATE OF CALIFORNIA

ORDINANCE NO. 80-14

AN ORDINANCE REVISING COUNTY AIRPORT ZONING  
ORDINANCE AND SECONDARY AIRPORT ZONING ORDINANCE

The Board of Supervisors of the County of Del Norte ordains as follows:

Ordinances 283, 291 and 69-13 appearing as Chapters 20.64 and 20.66 are hereby deleted from the County Code, and the following, to appear as revised Chapter 20.64 of the County Code, is substituted therefor:

Chapters:

20.64.010	Short Title	20.64.070	Use Restrictions
20.64.020	Purpose	20.64.080	Nonconforming Uses
20.64.030	Maps	20.64.090	Variances
20.64.040	Definitions	20.64.100	Administrative Agency
20.64.050	Airport Zones	20.64.110	Conflicting Regulations
20.64.060	Airport Zone Height Limitations	20.64.120	Violation

20.64.010 Short Title

The ordinance codified in this chapter shall be known and may be cited as the "County of Del Norte Airport Zoning Ordinance."

20.64.020 Purpose

Pursuant to the authority conferred by the Conservation and Planning Act of the State of California and in conformity with Sections 21402 and 21403 of the Public Utilities Code and standards of the Federal Aviation Agency of the United States, the Board of Supervisors of the County of Del Norte, State of California, deems it necessary to create an "Airport Zoning Ordinance" for the purpose of promoting the health, safety and general welfare of the inhabitants of the County of Del Norte by preventing the creation or establishment of airport hazards, thereby protecting the lives and property of the users of airports located in the County and of occupants of the land near the airports and preventing destruction and impairment of the utility of the airports and public investment therein.

This ordinance regulates and restricts the height of structures and objects of natural growth and otherwise regulates the use of property in the vicinity of:

Jack McNamara Field, Crescent City;  
Andy McBeth Airport, Klamath Glen; and  
Ward Field, Gasquet

## 20.64.030 Maps

The following maps are hereby approved as the official maps for airport zoning purposes and made a part of this chapter:

Jack McNamara Field Approach and Clear Zone Plan,  
dated June 1978.

Andy McBeth Airport Approach and Clear Zone Plan,  
dated July 1978.

Ward Field Approach and Clear Zone Plan, dated  
July 1978.

These official airport zoning maps shall be on file in the Office of the County Clerk; copies of the maps are attached hereto. The maps are subject to amendments thereof from time to time as may be necessary. Such amendments shall be entered on the official maps and the same shall be kept up to date at all times.

## 20.64.040 Definitions

As used in this chapter, unless the context otherwise requires:

- A. "Airport" means Jack McNamara Field, Andy McBeth Airport and Ward Field.
- B. "Airport Elevation" means the highest point of the airport's usable landing area; specifically:  
  
Jack McNamara Field - 57 feet above mean sea level.  
  
Andy McBeth Airport - 41.5 feet above mean sea level.  
  
Ward Field - 340 feet above mean sea level.
- C. "Approach Surface" means a surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Section 20.64.060 of this chapter. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.
- D. "Approach, Transitional, Horizontal, and Conical Zones" mean the zones as set forth in Section 20.64.050 of this chapter.

- E. "Conical Surface" means a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- F. "Hazard to Air Navigation" means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- G. "Horizontal Surface" means a horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.
- H. "Larger than Utility Runway" means a runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft; specifically:
- Jack McNamara Field - Runways 11-29 and 17-35.  
Andy McBeth Airport - none.  
Ward Field - none.
- I. "Nonconforming Use" means any structure, tree or use of land which does not conform to a regulation prescribed in this chapter or an amendment thereto, as of the effective date of such regulations..
- J. "Nonprecision Instrument Runway" means 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 nonprecision instrument approach procedure has been approved or planned; specifically:
- Jack McNamara Field - Runway 35.  
Andy McBeth Airport - none.  
Ward Field - none.
- K. "Obstruction" means any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section 20.64.060 of this chapter.
- L. "Person" means any individual, firm, copartnership, corporation, company, association, joint stock association or body politic, and includes any trustee, receiver, assignee, or other similar representative thereof.

- M. "Planning Commission" means the County Planning Commission of Del Norte County, State of California.
- N. "Precision Instrument Runway" means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS); specifically:
- Jack McNamara Field - Runway 11.  
 Andy McBeth Airport - none.  
 Ward Field - none.
- O. "Primary Surface" means a surface longitudinally centered on a runway, extending and 200 feet beyond each end of that runway, and having a width as set forth in Section 20.64.050 of this chapter. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
- P. "Runway" means a defined area on an airport prepared for landing and take-off of aircraft along its length.
- Q. "Structure" means any object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.
- R. "Transitional Surfaces" mean the surfaces extending outward at 90 degree angles to the runway centerline and the extended runway centerline at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces.
- S. "Tree" means any object of natural growth.
- T. "Utility Runway" means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less; specifically:
- Jack McNamara Field - Runway 13-31.  
 Andy McBeth Airport - Runway 11-29.  
 Ward Field - Runway 6-24.
- U. "Visual Runway" means a runway intended solely for the operation of aircraft using visual approach procedures; specifically:
- Jack McNamara Field - Runway 13, 17, 29, and 31.  
 Andy McBeth Airport - Runways 11 and 29.  
 Ward Field - Runways 6 and 24.

20.64.050 Airport Zones

In order to carry out the provisions of this chapter, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to each of the airports named in Section 20.64.020. Such zones are shown on the airport zoning map for each airport. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

- A. Utility Runway Visual Approach Zone - This zone is located adjoining the primary surface of each of the following runway ends:

Jack McNamara Field - Runways 13 and 31.  
Andy McBeth Airport - Runways 11 and 29.  
Ward Field - Runways 6 and 24.

The inner edge of this approach zone coincides with the width of the primary surface; specifically the width is:

Jack McNamara Field, Runways 13 and 31 - 250 feet.  
Andy McBeth Airport, Runways 11 and 29 - 250 feet.  
Ward Field, Runways 6 and 24 - 250 feet.

The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

- B. Runway Larger Than Utility Visual Approach Zone - This zone is located adjoining the primary surface of each of the following runway ends:

Jack McNamara Field - Runways 17 and 29.  
Andy McBeth Airport - none.  
Ward Field - none.

The inner edge of this approach zone coincides with the width of the primary surface; specifically, the width is:

Jack McNamara Field, Runway 17 - 500 feet.  
Jack McNamara Field, Runway 29 - 1,000 feet.

The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

- C. Runway Larger Than Utility (With a Visibility Minimum Greater Than 3/4 Mile) Nonprecision Instrument Approach Zone - This zone is located adjoining the primary surface of each of the following runway ends:

Jack McNamara Field - Runway 35.  
Andy McBeth Airport - none.  
Ward Field - none.

The inner edge of this approach zone coincides with the width of the primary surface; specifically the width is:

Jack McNamara Field, Runway 35 - 500 feet.

The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

- D. Precision Instrument Runway Approach Zone - This zone is located adjoining the primary surface of each of the following runway ends:

Jack McNamara Field - Runway 11.  
Andy McBeth Airport - none.  
Ward Field - none.

The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

- E. Transitional Zones - The transitional zones are the areas beneath the transitional surfaces.

- F. Horizontal Zone - The horizontal zone is established by swinging arcs from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The radii of the arcs are:

Jack McNamara Field, Runways 11, 17, 29, 35 -  
10,000 feet  
Andy McBeth Airport, Runways 11 and 29 - 5,000  
feet

Jack McNamara Field, Runways 13 and 31 - 5,000 feet.  
Ward Field, Runways 6 and 24 - 5,000 feet.

The horizontal zone does not include the approach and transitional zones.

- G. Conical Zone - The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet.

#### 20.64.060 Airport Zone Height Limitations

Except as otherwise provided in this chapter, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this chapter to a height in excess of the applicable height herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

- A. Utility Runway Visual Approach Zone - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
- B. Runway Larger Than Utility Visual Approach Zone - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
- C. Runway Larger Than Utility (With a Visibility Minimum Greater Than 3/4 Mile ) Nonprecision Instrument Approach Zone - Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
- D. Precision Instrument Runway Approach Zone - Slopes fifty (50) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
- E. Transitional Zones - Slope seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation.

- F. Horizontal Zone - Established at a height of 150 feet above the airport elevation.
- G. Conical Zone - Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

#### 20.64.070 Use Restriction

Notwithstanding any other provisions of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to 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, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

#### 20.64.080 Nonconforming Uses

- A. Regulations Not Retroactive - The regulations prescribed in this chapter shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this chapter, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this chapter and is diligently prosecuted and completed within two years thereof.
- B. Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Planning Commission to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the County of Del Norte.

#### 20.64.090 Variances

Any person desiring to erect any structure, or increase the height of any structure, or permit the growth of any tree, or use his property, not in accordance with the regulations prescribed in this chapter, may apply to the Planning Commission for a variance therefrom. When it has been determined that there are practical difficulties or unnecessary hardships in the way of carrying out the strict letter of this chapter, the Planning Commission shall have the power to vary or modify any of the rules, regulations or provisions contained herein so that the spirit of the chapter shall be observed, public welfare secured and substantial justice done.

#### 20.64-100 Administrative Agency

The County Planning Commission of the County of Del Norte is designated the administrator charged with the duty of administering and enforcing the regulations herein described. The duties of the Planning Commission include that of reviewing all applications for building permits within the approach, transitional, horizontal, and conical zones of the airports listed in Section 20.64.020 of this chapter.

#### 20.64.110 Conflicting Regulations

Where this chapter imposes a greater or more stringent restriction upon the use of land than is imposed or required by any other ordinance or regulation, the provisions of this chapter shall govern.

#### 20.64.120 Violation

In the event any person should erect, construct, move, alter or attempt to erect, construct, move, or alter any structure or allow any tree to grow to a height, in violation of the provisions of this chapter, the same is declared a public nuisance, and it shall be the duty of the District Attorney of the County of Del Norte to bring and prosecute an action in any Court of competent jurisdiction to enjoin such person from continuing such erection, construction, moving, alteration or growth, or if such erection, construction, moving, alteration or growth is being or has been accomplished, the District Attorney shall enjoin such person from maintaining the same.

PASSED AND ADOPTED this 19th day of May, 1980, by  
the following polled vote:

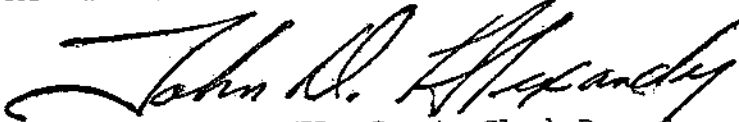
AYES: Supervisors Justus, McClendon, Rupert, Cochran  
and Crockett.

NOES: None

ABSENT: None

  
\_\_\_\_\_  
Chairman, Board of Supervisors

ATTEST:



JOHN D. ALEXANDER, County Clerk-Recorder  
and ex-officio Clerk of the Board of  
Supervisors, County of Del Norte,  
State of California