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#REZ-2013-0170

BILL NO. Z-13-12-03

ZONING MAP ORDINANCE NO. Z-5-14

AN ORDINANCE amending the City of Fort Wayne Zoning Maps to create an Airport Overlay District, including specific Airport Overlay Areas, around Smith Field Airport

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That the areas within the Planning jurisdiction of the City of Fort Wayne described in the attached tables and generally shown on the attached map are hereby designated as an Airport Overlay District (AOD) subject to §157.411 of the Fort Wayne Code. The Smith Field Airport (SMD) AOD has specific Airport Overlay Areas (AOAs) within the overall Airport Overlay District which correspond to the nature of the aircraft operations at SMD. SMD uses a two (2) mile radius buffer area to create its AOAs. The SMD AOAs established within the overall Airport Overlay District by this ordinance are generally described as follows:

Area 1 (Inner Safety Area)

The area of all airport runways, the area off the end of each runway (including the Runway Protection Zones) and the area within each runway approach, out to the inner edge of the Conical Surface.

Area 1A (Runway Protection Zone)

The trapezoidal area located directly off the end of each existing or proposed runway that is established by the Federal Aviation Administration (FAA).

Area 2 (Horizontal Area)

The area outside of Area 1, out to the inner edge of the Conical Surface. This area closely reflects the Horizontal Surface of the Federal Aviation Regulations (FAR) Part 77 Surfaces.

Area 3 (Outer Conical Area)

The area between the outer edge of Area 2 and the two (2) mile buffer, not including the Outer Approach Area (Area 4). This area generally includes the Conical Surface of the FAR Part 77 Surfaces.

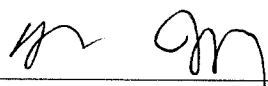
Area 4 (Outer Approach Area)

The area within the airport approach, out to the two (2) mile buffer. This area begins at the inner edge of the conical surface and extends to the two (2) mile buffer.

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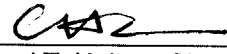
These Airport Overlay Areas are specifically based on the attached Runway Protection Zone and FAR Part 77 Dimensions tables, and are generally shown on the attached **Smith Field Airport Overlay Areas** map;

SECTION 2. That this Ordinance, after its passage and approval by the Mayor, shall be in full force and effect starting on April 3, 2014.



Council Member

APPROVED AS TO FORM AND LEGALITY:



Carol T. Helton, City Attorney

Table 1 - Runway Protection Zone Dimensions for SMD and FWA

Approach Visibility Minimums ⁽¹⁾	Facilities Expected to Serve	Dimensions				FWA Runways	SMD Runways
		Length L feet (meters)	Inner Width W ₁ feet (meters)	Outer Width W ₂ feet (meters)	RPZ acres		
Visual and not lower than 1-Mile (1,600m)	Aircraft Approach Categories A & B	1,000 (300)	500 (150)	700 (210)	13.77 0	09 and 27	05, 23, 13, and 31
Not lower than ¾-mile (1,200m)	All Aircraft	1,700 (510)	1,000 (300)	1,510 (453)	48.97 8	14 and 23	
Lower than ¾-mile (1,200 m)	All Aircraft	2,500 (750)	1,000 (300)	1,750 (525)	78.91 4	05 and 32	

Notes:

- (1) The RPZ dimensional standards are for the runway end with the specified approach visibility minimums. The departure RPZ dimensional standards are equal to or less than the approach RPZ dimensional standards. When an RPZ begins other than 200 feet (60m) beyond the runway end, separate approach and departure RPZs should be provided. Refer to FAA AC 150/5300-13A for approach and departure RPZs.

Source: *FAA AC 150/5300-13, Airport Design Standards*

Table 2 - FAR Part 77 Dimensions for SMD and FWA

Dimensions	Item	Dimensional Standards (Feet) for Runway Classifications (see legend below)			
		Visual Runway	Non-Precision Instrument Runway		Precision Instrument Runway*
			A	B	
		A	A	B	D
A	Primary surface width and approach surface width at inner end	250	500	1,000	1,000
B	Horizontal surface radius	5,000	5,000	10,000	10,000
C	Approach surface end width	1,250	2,000	4,000	16,000
D	Approach surface length	5,000	5,000	10,000	10,000
E	Approach slope	20:1	20:1	34:1	*
F	Conical surface width	4,000	4,000	4,000	4,000
G	Transitional surface slope	7:1	7:1	7:1	4,000
FWA Runways⁽¹⁾		09 and 27		14 ⁽²⁾ and 23	05 and 32
SMD Runways		05, 23 and 31	13		

Runway Classification Legend

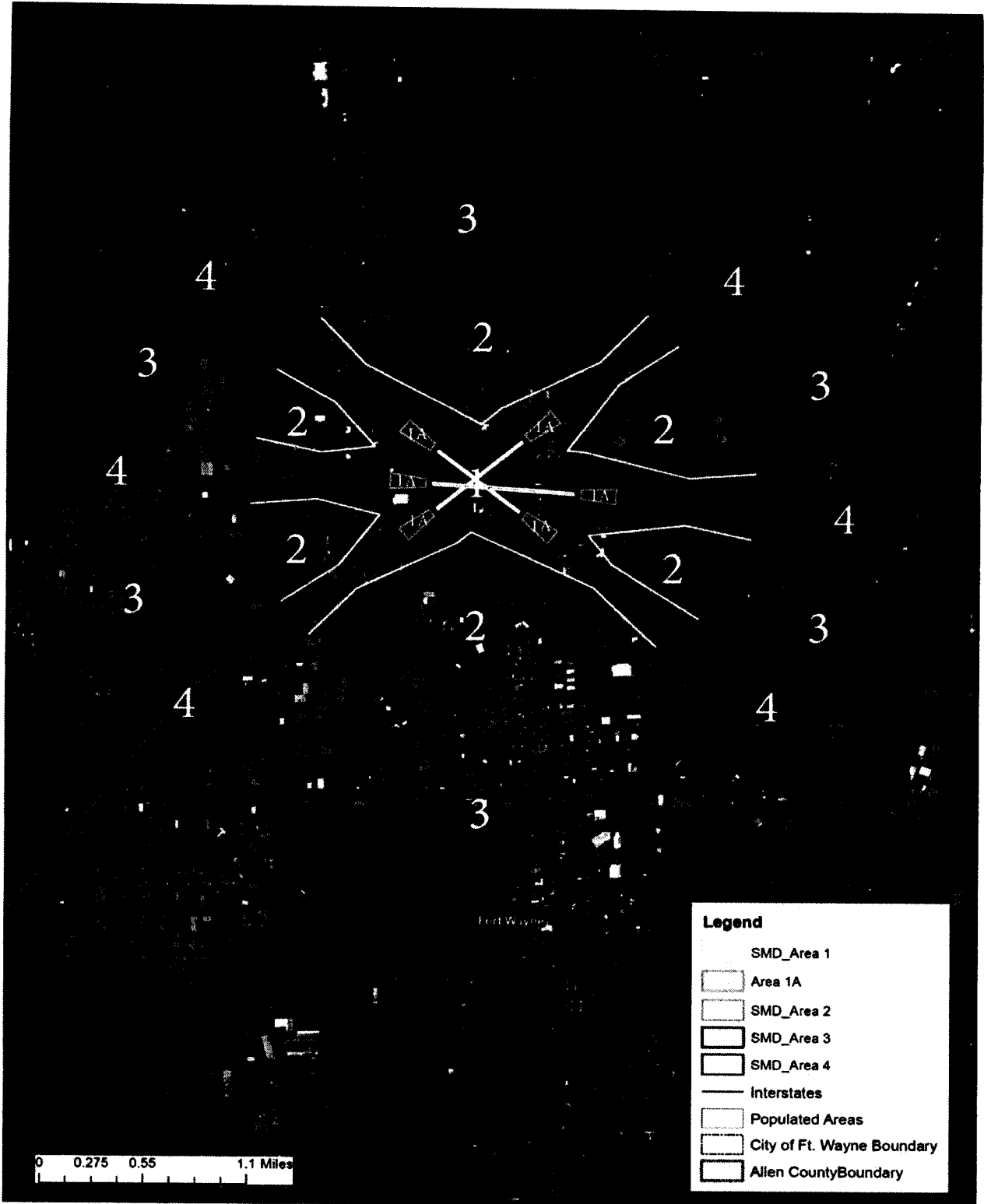
- A – Utility runway.
- B – Runway larger than utility.
- C – Visibility minimums greater than ¾ of a mile.
- D – Visibility minimums as low as ¾ of a mile.
- * – Precision instrument approach slope is 50:1 for inner 10,000 feet and 40:1 for an additional 40,000 feet.

Notes:

- (1) At ordinance adoption, FWA had three runways - Runway 5/23, Runway 14/32, and Runway 9/27; however FWA's Airport Layout Plan (ALP) shows an ultimate plan to construct a fourth runway – Runway 5R/23L which would have a precision approach on both runway ends. Therefore in order to protect the airspace for precision approaches to both ends of the future runway, the Airport Overlay Areas (specifically Area 4 and Area 6) incorporate the additional area that will become part of the precision approaches for Runway 5R/23L in the future.
- (2) At ordinance adoption, Runway 14 at FWA had a non-precision approach, however it is a goal of the airport administration to establish a precision approach for this runway in the future; therefore in order to protect the airspace for this anticipated approach, the Airport Overlay Areas (specifically Area 4 and Area 6) incorporate the additional area that will become part of the precision approach for Runway 14 in the future.

Source: FAR Part 77 Object Affecting Navigable Airspace, FWA Airport 5010 Form, SMD Airport 5010 Form

Smith Field Airport Overlay Areas



Attachment 3

2-13-12-03



INDIANA AIR NATIONAL GUARD
HQ 122d FIGHTER WING (ACC)
FORT WAYNE INTERNATIONAL AIRPORT (IAP)
FORT WAYNE INDIANA

22 Dec 2013

14 Jan 2014

MEMORANDUM FOR RECORD – FORT WAYNE CITY COUNCIL

FROM: 122FW/CC

SUBJECT: 122nd Fighter Wing's Support of the Planning Process/Airport Overlay District

First of all, thanks to the City Council for reading my commentary into public record. And thanks to the Airport Authority for including the 122nd Fighter Wing in the planning process. We have an amazing 67 year relationship at the Base that would not be possible had it not been for great teamwork on both sides.

The 122nd Fighter Wing has an economic impact on the local community that varies but stays around \$62 million per year. Although our recent past has been clouded with conversion and/or recommended conversions, we have a clear strategic focus at the base that includes the following top three strategic areas:

1. Become a Joint Strike Fighter (F-35) Base
2. Become a Net Zero Installation
3. Establishing an Active Duty Association at the Base

Clearly, each of these strategic concerns relies upon a strong relationship with our Airport Authority and Community. Let me address each independently.

1. Joint Strike Fighter – the preservation of ground use and airspace is key for us to bring the JSF to Fort Wayne. As the nation's most state of the art fighter aircraft, it is imperative we maintain airspace conducive to the noise associated with fighter aircraft and the need to minimize structures and or wild fowl that can impact the ability to fly them locally. Without a master plan with supportive zoning recommendations, we could inadvertently approve actions that would prevent us from being recommended for such a prestigious mission and possibly create conditions for closure. The needs of this aircraft have been included in the development of the Airport Overlay District (AOD).
2. Net Zero – as great stewards of our energy sources, we want to partner with the Airport Authority on alternative energy sources that can eliminate the need for hydrocarbon fuels (outside of aircraft and/or ground vehicles). With the proper focus and synergy we can obtain as a team, forming a net zero solution for the entire airport is only one plan from reality.
3. Active Duty Association – bringing 40 to 100 active duty personnel to Fort Wayne will take a strong commitment from our community. The Air Base has no billeting and will count on the community to provide housing to these members as they rotate on a 4 year basis. As a community and air base, we will be growing once again an active duty

contingent on the base that disappeared after WWII and the transition of Baer Field to Fort Wayne International Airport.

As we've worked through the planning process discussed today, we are in favor of the approach to streamline the development and permitting around the airport while preserving safety, preventing encroachment and eliminating any noise concerns that only a coordinated zoning effort can enjoy. I have personally been involved in the development of the AOD through participation in the project advisory committee and believe a very sound approach was used in the development of the AOD. The areas that were developed take into account both the existing and future growth of the airport. The land use criteria was evaluated and efforts were made to make it as friendly as possible to economic development, while balancing the needs for airspace and land use protection to meet Federal Aviation Administration (FAA) and State of Indiana criteria.

As the Department of Defense continues to review individual facilities for possible closure (Base Relocation and Closure (BRAC)), it is imperative that we are able to demonstrate that we have a facility that can be operational, both today and into the future. With the implementation of the AOD, we will be able to clearly show DOD that the local community has made a firm commitment to preserve and protect a critical piece of our infrastructure, the runway and its associated airspace. Our mission, as well as our contribution to the local community would be greatly hindered should the airport and its associated airspace be impacted by the development of incompatible land uses. With the implementation of the AOD, the extensive investment that has been made into Fort Wayne International Airport by the Air National Guard, the Airport Authority, and FAA, will continue to be realized. The detail we've seen in the AOD will ensure the dynamics are set for a prosperous 122nd Fighter Wing while eliminating road blocks to allow strategic success.

Again, thanks for taking the time to take my testimony. It is through these efforts we will secure a bright and vibrant future for aviation in Fort Wayne for years to come.

AUGUSTINE.DAVI
D.LEE.1148444206

Digitally signed by
AUGUSTINE.DAVID.LEE.114844206
DN: cn=US, o=U.S. Government, ou=DoD,
ou=PKI, ou=USAF,
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Date: 2013.12.22 16:54:53 -05'00'

David L. Augustine, COL, IN ANG
Commander

City of Fort Wayne Common Council
DIGEST SHEET

Department of Planning Services

Title of Ordinance: Zoning Map Amendment
Case Number: REZ-2013-0170
Bill Number: Z-13-12-03
Council District: The proposed Overlay District includes areas located in Districts 2 (Russell Jehl) and 3 (Thomas Didier)

Introduction Date: December 10, 2013
Plan Commission
Public Hearing Date: October 16, 2013
Next Council Action: Ordinance will return to Council on December 17

Synopsis of Ordinance: To create an Airport Overlay District, including specific Airport Overlay areas, around Smith Field Airport
Location: The Smith Field Airport Overlay District will have specific Airport Overlay Areas (AOAs) within the overall Overlay District. A two (2) mile radius buffer area will be used to create the AOAs.
Reason for Request: Among other purposes, to: promote the public health, safety, convenience, and general welfare of the residents surrounding the Smith Field Airport; protect the approaches to the airport and surrounding airspace from encroachment and limit the exposure of impacts to persons, property, and facilities in proximity to the airport; protect state, federal, and local investment in FWA and surrounding facilities; and impose land use controls, in addition to the existing underlying zoning classifications, to maintain a compatible relationship between airport operations and existing and future land uses within the AOD.
Applicant: Fort Wayne Plan Commission

Related Petitions: The proposed replacement Fort Wayne Zoning Ordinance, which includes an Airport Overlay District chapter, is related to this map amendment

Effect of Passage: Airport overlay areas will be created for the areas around the Smith Field Airport, based on the Airport Overlay Districts chapter in the proposed replacement Zoning Ordinance; an existing informal review process will be integrated into current formal DPS review processes

Effect of Non-Passage: Airport overlay areas will not be created for Smith Field Airport, and the Airport Overlay Districts chapter in the proposed replacement Zoning Ordinance will not be applicable to the property around the Smith Field Airport

REPORT OF COMMITTEE ON REGULATIONS

JANUARY 14, 2014

ALL COUNCIL MEMBERS

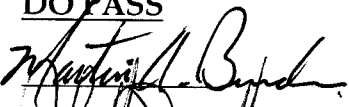
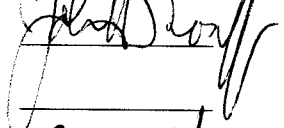
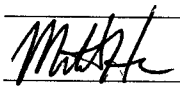
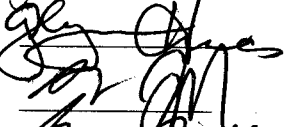
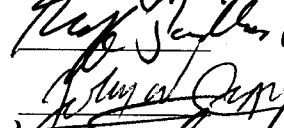
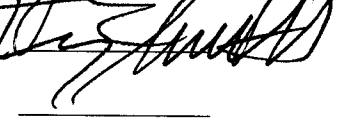
AN ORDINANCE amending the City of Fort Wayne Zoning Maps to create an Airport Overlay District, including specific Airport Overlay areas, around Smith Field International Airport. **COMMITTEE ON REGULATION HAVE HAD SAID ORDINANCE UNDER CONSIDERATION AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID ORDINANCE**

DO PASS

DO NOT PASS

ABSTAIN

NO REC

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**SANDRA E. KENNEDY
CITY CLERK**

Hold

REPORT OF COMMITTEE ON REGULATIONS

DECEMBER 17, 2013

*RUSSELL JEHL - CHAIR
GLYNN HINES - CO-CHAIR
ALL COUNCIL MEMBERS*

AN ORDINANCE amending the City of Fort Wayne Zoning Maps to create an Airport Overlay District, including specific Airport Overlay areas, around Smith Field. International Airport. **COMMITTEE ON REGULATION HAVE HAD SAID ORDINANCE UNDER CONSIDERATION AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID ORDINANCE**

DO PASS

DO NOT PASS

ABSTAIN

NO REC

**SANDRA E. KENNEDY
CITY CLERK**

Public Hearing Date, if applicable 10-16-2013

Read the first time in full and on motion by Councilman Russell Jehl,
Read the second time by title and referred to the Regulations Committee
Committee. Read the third time in full and on motion by Councilman
Mitch Harper, placed on passage by the following vote:

	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAINED</u>	<u>ABSENT</u>
<u>TOTAL VOTES</u>	<u>8</u>	<u> </u>	<u> </u>	<u>1</u>
BENDER	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
CRAWFORD	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
DIDIER	<u> </u>	<u> </u>	<u> </u>	<u>✓</u>
HARPER	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
HINES	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
JEHL	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
PADDOCK	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
SHOAFF	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
SMITH	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>

DATED: 1-14-14 Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as
(ANNEXATION) (APPROPRIATION) (GENERAL) (SPECIAL) (ZONING) ORDINANCE
(RESOLUTION) NO. Z-5-14 on the 14th day of
January, 2014

ATTEST:
Sandra E. Kennedy
SANDRA E. KENNEDY,
CITY CLERK

Martin A. Bender
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 17th day
of January, 2014, at the hour of 3:00 o'clock P.M. E.S.T.

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 17th day of JANUARY
2014, at the hour of 4:00 o'clock PM E.S.T.

Thomas C. Henry
THOMAS C. HENRY, MAYOR