

5. High intensity lighting, including, but not limited to, lighting for **signage**, private drives, **parking lots**, and security, which is located in such a manner as to impair the visibility of pilots using the airport, unless such lighting is properly shielded.
6. Land **uses** which create electrical interference with navigational signals or radio communications between the airport and aircraft.
7. Land **uses** which make it difficult for flyers to distinguish between airfield lights and other lights, results in glare in the eyes of flyers using the airfield, impairs visibility in the vicinity of the airfield, or otherwise endangers the landing, takeoff, or maneuvering of aircraft.

■ No **building** or **structure** shall be erected, altered, or maintained in a zone created by this section to a **height** in excess of the **height** limit established below. Such **height** limitations are computed from the established airport elevation.

1. Precision approach zone – Slopes fifty (50) feet outward for each one (1) 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; thence slopes upward forty (40) feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended **runway** centerline.
2. Non-precision approach zone – Slopes thirty-four (34) feet outward for each one (1) 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.
3. Visual approach zone – Slopes twenty (20) feet outward for each one (1) 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.
4. Transitional surface zone – One (1) foot in **height** for each seven (7) feet in horizontal distance beginning at the lateral edge of each approach zone of the **runways**, measured at right angles to the longitudinal center line of the **runway**, extending upward to a maximum **height** of 1,026 feet above **mean sea level**. Where the non-precision instrument approach zones project beyond the conical zone, there are established **height** limits sloping seven (7) feet outward for each one (1) foot upward beginning at the sides of and the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at ninety (90) degree angles to the extended **runway** centerline.
5. Horizontal surface zone – 1,026 feet above **mean sea level**.
6. Conical surface zone – One (1) foot in **height** for each twenty (20) feet of horizontal distance beginning at the periphery of the horizontal zone and at 1,026 feet above **mean sea level** and extending to a **height** of 1,226 feet above **mean sea level**.