

ORDINANCE #2014-002

# CITY OF CENTREVILLE

## AIRPORT PROTECTION ZONE

ADOPTED JUNE \_\_, 2014

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY IN THE VICINITY OF THE CENTREVILLE-CENTREVILLE-BIBB COUNTY AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; ESTABLISHING HEIGHT LIMITS WITHIN SUCH ZONES; PROVIDING FOR ENFORCEMENT; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE CENTREVILLE-CENTREVILLE-BIBB COUNTY AIRPORT ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; AND PROVIDING REMEDIES FOR VIOLATIONS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CENTREVILLE, ALABAMA, WHILE IN REGULAR SESSION AT THE CENTREVILLE CITY HALL ON \_\_\_\_\_, 2014, as follows:

### ARTICLE I

#### AUTHORITY AND ENACTMENT CLAUSE

The City Council of the City of Centreville, Alabama, in pursuance of the authority granted by Titles 4, Chapter 6, Section 1 through 15, Code of Alabama, 1975, hereby ordains and enacts into law the following sections.

### ARTICLE 2

#### SHORT TITLE

This Ordinance shall be known as and may be cited as "The Airport Protection Zone Ordinance of the City of Centreville, Alabama."

## ARTICLE 3

### FINDINGS

It is hereby found that an obstruction to navigable airspace has the potential for endangering the lives and property of users of the Centreville-Bibb County Airport and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of the Centreville-Bibb County Airport; and that an obstruction may reduce the size of areas available for the landing, take off, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Centreville-Bibb County Airport and the public investment therein. Accordingly, it is declared:

- 3.0. That the Centreville-Bibb county Airport lies within the City Limits of the City of Centreville, Alabama.
- 3.1. That the Centreville-Bibb County Airport serves the citizens of the City of Centreville, the County of Bibb, and fulfills an essential community purpose;
- 3.2. That the creation, establishment or maintenance of any obstruction within the protected vicinity of said airport has the potential of creating a public nuisance and may injure, harm, or damage the area served by the Centreville-Bibb County Airport;
- 3.3. That it is necessary and in the interest of the public health, public safety, and general welfare of the citizens that the creation, establishment, or maintenance of obstructions that are or may be a hazard to aircraft navigation be prevented;
- 3.4. That the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power granted to municipalities of the State of Alabama, without compensation; and,
- 3.5. That the prevention of the creation, or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, and/or marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

## ARTICLE 4

### PURPOSE AND APPLICABILITY

#### 4.1. Purpose

The purpose of the regulations contained herein is to promote the health, safety and general welfare of the inhabitants of the City of Centreville by preventing the creation, establishment, or maintenance of hazards to aircraft; preventing the destruction or impairment of the utility of the Centreville-Bibb County Airport and the public investments therein; and protecting the lives and properties of owners or occupants of lands in the vicinity of said airport as well as the users of said airport.

#### 4.2. Applicability

The regulations set forth herein are applicable to all lands lying within all Approach, Transitional, Horizontal, and Conical Zones which are delineated on the Centreville-Bibb County Airport Protection Zone Map adopted as part of the Airport Protection Zone Ordinance of the City of Centreville, Alabama.

## ARTICLE 5

### DEFINITIONS

5.1 For the purpose of the Ordinance, certain terms and words are defined as follows:

AGL – Height above ground level.

Airport - The Centreville-Bibb County Airport, designated by the Federal Aviation Administration identifier as 0A8.

Airport Hazard – Any overhead power-line, not constructed, operated and maintained according to standard engineering practices in general use that interferes with radio communication or navigation between a publicly owned airport and aircraft approaching or leaving same, or any structure or tree or use of land that obstructs the airspace required for the landing or takeoff of an aircraft.

Airport Zoning Board - The public advisory board serving the City of Centreville in matters relating to the height zoning requirements of the Centreville-Bibb County Airport.

Established Airport Elevation – The elevation of the Centreville-Bibb County Airport is established at 251 feet above Mean Sea Level.

Approach Surface - A surface longitudinally centered on the extended runway centerline, extending outward and upward from the ends of the primary surface and at the same slope as the approach zone height limitation slope set forth in Article 7 of this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.

Approach, Transitional, Horizontal, and Conical Zones - These zones are set forth in Article 6 of the Ordinance.

Commission or Planning Commission – The Planning Commission of Centreville, Alabama.

Council or City Council – The City Council of Centreville, Alabama.

Conical Surface - 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.

Hazard to Air Navigation - An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

Height - For the purpose of determining the height limits in all zones set forth in the Ordinance and shown on the airport zoning map, the datum shall be Mean Sea Level unless otherwise specified.

Horizontal Surface - A horizontal plane one-hundred, fifty feet (150') feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

MSL – height above mean sea level.

Nonconforming Use - Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of the Ordinance or an amendment thereto.

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.

Obstruction - Any structure, growth, or other object, including a temporary or mobile object, which exceeds a limiting height set forth in Article 7 of this Ordinance.

Person - An individual, firm, partnership, limited partnership, corporation, company, association, joint stock association or government entity; including a trustee, a receiver, an assignee, or a similar representation of any of them.

Primary Surface - A surface longitudinally centered on the runway. The primary surface

extends 200 feet beyond the end of each runway. The width of the primary surface is 500 feet. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Runway - A defined area on an airport prepared for landing and take-off of aircraft along its length.

Structure - An object, including a temporary or mobile object, constructed or installed by man, including but without limitation, buildings, bridges, poles, antennas, towers, cranes, smokestacks, earthen formations, and overhead transmission lines.

Transitional Surfaces -These surfaces extend outward and upward at right angles to the runway centerline and the extended runway centerline at a slope of 7:1 from the sides of the primary surface and from the sides of the approach surfaces.

Tree - Any object of natural growth.

Visual Runway - A runway intended solely for the operation of aircraft using visual approach procedures.

## ARTICLE 6

### AIRPORT PROTECTION ZONES

To carry out the provisions of this Ordinance, there are hereby created and established certain protection zones which include all of the land lying beneath the Approach Surfaces, Transitional Surfaces, Horizontal Surface, and Conical Surface as they apply to the Centreville-Bibb County Airport. Such zones are shown on the Centreville-Bibb County Airport Protection Zone Map which is attached to this Ordinance and made a part hereof. An area located in more than one 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:

- 6.1. Primary Zone -The primary zone extends 200 feet beyond the end of each runway. The width of the Primary Zone is 500 feet. No structure or obstruction will be permitted within the primary zone that is not essential to air navigation or the movement of aircraft.
- 6.2. Runway 10 Non-precision Instrument Approach Zone - The inner edge of the Runway 10 non-precision instrument approach zone coincides with the width of the primary zone and is 500 feet wide. The non-precision instrument approach zone expands outward uniformly to a width of 3,500 feet at the horizontal distance of 10,000 feet from the primary zone. The center line of the non-precision instrument approach zone is the continuation of the centerline of the runway.
- 6.3. Runway 28 Non-precision Instrument Approach Zone - The inner edge of the

Runway 28 non-precision Instrument approach zone coincides with the width of the primary zone and is 500 feet wide. The non-precision instrument approach zone expands outward uniformly to a width of 3,500 feet at the horizontal distance of 10,000 feet from the primary zone. The center line of the non-precision instrument approach zone is the continuation of the centerline of the runway.

- 6.4. Transitional Zones - The transitional zones are established beneath the transitional surfaces.
- 6.6. Horizontal Zone - The horizontal zone is established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of the instrument runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
- 6.7. 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.

## ARTICLE 7

### AIRPORT PROTECTION ZONE HEIGHT LIMITATIONS

Except as otherwise provided in this Ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Ordinance to a height exceeding the elevation of any corresponding approach, transitional, horizontal, or conical surface. Applicable heights of the approach, transitional, horizontal, or conical surfaces, at various distances from the primary zone, are established as follows:

Runway 10 Non-precision Instrument Approach Zone – The Non-precision Instrument Approach Surface for Runway 10 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. The elevation of the primary surface at the Runway 10 end is 251 FEET MSL.

Runway 28 Non-precision Instrument Approach Zone - The Non-precision Instrument Approach Surface for Runway 28 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. The elevation of the primary surface at the Runway 28 end is 251 FEET MSL.

Transitional Zones - Transitional surfaces 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 which is 251 FEET feet above mean sea level.

Horizontal Zone - The horizontal surface for the Centreville-Bibb County Airport is established at 251 feet above mean sea level.

Conical Zone - The conical surface slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone for a horizontal distance of 4,000 feet.

Excepted Height Limitations - Nothing in this Ordinance shall be construed as prohibiting the construction or maintenance of any structure or growth of any tree to a height up to 35 feet above the surface of the land, except where such structure or tree will be an obstruction to the height limitations described above.

## ARTICLE 8

### USE RESTRICTION

Notwithstanding any other provisions of the Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create physical or 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, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, take off, or maneuvering of aircraft intending to use the Centreville-Bibb County Airport.

## ARTICLE 9

### NONCONFORMING USES

- 9.1. Regulations Not Retroactive - The regulations prescribed in this Ordinance 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 Ordinance, or otherwise interfere with continuance of a nonconforming use. Nothing contained therein 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 Ordinance, and is diligently prosecuted to completion within a reasonable time after such effective date.
- 9.2. 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 obstruction markings and obstruction lights as shall be deemed necessary by the City of Centreville Planning Commission to indicate to the operators of aircraft in the

vicinity of the airport the presence of such airport obstruction. Such obstruction markings and obstruction lights shall be installed, operated, and maintained at the expense of the Centreville-Bibb County Airport Authority.

## ARTICLE 10

### PERMITS

10.1. Future Uses - Except as specifically provided in a, b, and c hereunder, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted that penetrates any of the prescribed zones hereby created unless a permit has been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this ordinance shall be granted unless a variance has been approved in accordance with Article 10, Section 4, of this Ordinance.

- a. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than one hundred feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones.
- b. In areas lying within the limits of the approach zones but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure would extend above the height prescribed for such approach zones.
- c. In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than one hundred feet of vertical height above the ground, except when such tree or structures, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in Article 7, Section 6.

10.2. Existing Uses - No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to



become a greater hazard to air navigation, than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

- 10.3. Nonconforming Uses Abandoned or Destroyed - Whenever the City of Centreville Planning Commission determines that a nonconforming tree or structure has been abandoned or more than 50 percent destroyed, physically deteriorated, or decayed (based on assessed value), no permit shall be granted that would allow such tree or structure to exceed the applicable height limit or otherwise deviate from the zoning regulations.
- 10.4. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree or use property not in accordance with the regulations prescribed in the Ordinance, may apply to the Board of Adjustments and Appeals for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of the Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Board of Adjustments and Appeals unless a copy of the application and FAA determination has been furnished to the Airport Board for advice as to the aeronautical effects of the variance.

If the Airport Board does not respond to the application within 30 days after receipt, the Board of Adjustments and Appeals may act on its own to grant or deny said application.

- 10.5. Obstruction Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of the Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the City of Centreville Planning Commission, this condition may be modified to require the owner to permit the Centreville-Bibb County Airport Authority, at its own expense, to install, operate, and maintain the necessary markings and lights.
- 10.6. Permit Application Requirements - An application for a permit shall be accompanied by a plat or plan showing the exact location of the lot to be built upon and the elevation, height, and location of the proposed building, structure, or use to be placed thereon, together with such other information as the zoning compliance officer may deem necessary to enforce properly the provisions of this Ordinance.

## ARTICLE 11

### ENFORCEMENT

It shall be in the duty of the City of Centreville Planning Commission in full co-operation with the Bibb County Airport Authority, to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the City of Centreville Planning Commission upon a form published for that purpose. Applications required by this Ordinance to be submitted to the City of Centreville Planning Commission shall be jointly considered by the City of Centreville Planning Commission and the Bibb County Airport Authority and either granted or denied.

## ARTICLE 12

### BOARD OF ADJUSTMENTS AND APPEALS

- 12.1 Powers - Board of Adjustments and Appeals shall have and exercise the following powers:
- a. To authorize in specific cases such as variance from the terms of the Ordinance as will not be contrary to the public interest, where, owing to special conditions, a literal enforcement of the provisions of the Ordinance will result in unnecessary hardship, and so that the spirit of the Ordinance shall be observed and substantial justice done. The Board shall not grant a variance to the terms of this Ordinance if the hardship is self-imposed by the applicant.
  - b. To hear and decide special exceptions to the terms of this Ordinance upon which the Board of Adjustments and Appeals may be required to pass under these regulations.
  - c. To hear and decide appeals from any order, requirement, decision, or determination made by the Zoning Administrator in the enforcement of the Ordinance.
- 12.2. Basis for Actions - The Board of Adjustments and Appeals shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order, requirement, decision, or Ordinance which comes before under the provisions of this Ordinance.
- 12.3. Vote - The concurring vote of a majority of the members of the Board of Adjustments and Appeals shall be sufficient to reverse any order, requirement, decision, or determination of the Zoning Administrator or decide in favor of the

applicant on any matter upon which it is required to pass under this Ordinance, or to effect variation to this Ordinance.

- 12.4. Retention of Documents - The Board of Adjustments and Appeals shall not be required to return the original papers acted upon by it, but it shall be sufficient to return certified or sworn copies thereof, or of such portions thereof, as may be called on by such writ. The return shall concisely set forth such other facts as may be pertinent and material to show the grounds of the decision appealed from and shall be verified.

## ARTICLE 13

### APPEALS

- 13.1 Any person aggrieved, or any taxpayer affected, by any decision of the Airport Ordinance Administrator made in accordance with the Ordinance, may appeal to the Board of Adjustments and Appeals.
- 13.2 All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustments and Appeals, by filing with the Administrator a notice of appeal specifying the grounds thereof. The Administrator shall forthwith transmit to the Board of Adjustments and Appeals all the papers constituting the record upon which the action appealed was taken.
- 13.3 An appeal shall stay all proceedings in furtherance of the action appealed from unless the Administrator certifies to the Board of Adjustments and Appeals, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of the Administrator, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by the order of the Board of Adjustments and Appeals on notice to the Administrator and on due cause shown.
- 13.4 The Board of Adjustments and Appeals shall fix a reasonable time for hearing appeals within forty-five (45) days from the date of the application, give public notice and due notice at least fourteen (14) days prior to the date set for publication to the parties in interest, and decide the same within a reasonable time.
- 13.5 Upon the hearing, any party may appear in person or by agent or by attorney.

## ARTICLE 14

### JUDICIAL REVIEW

Any person aggrieved by any decision of the Board of Adjustments and Appeals, or the Zoning Administrator, or any governing body of a political subdivision which is of the opinion that a decision of the Board of Adjustments and Appeals or the Zoning Administrator is an improper application of airport zoning regulations of concern to such governing body, may appeal to the Circuit Court of Bibb County as provided in Title 4, Chapter 6, Section 11, Code of Alabama, 1975.

## ARTICLE 15

### PENALTIES

Any person, firm, corporation, or other organization that violates any provision of this Ordinance shall be fined upon conviction not less than FIFTY dollars (\$50.00) or more than FIVE hundred dollars (\$500.00) and costs of court for each offense. Each day such a violation continues shall constitute a separate offense. The conviction of a violation and imposition of any fine shall not constitute an exemption from compliance with the provisions of this Ordinance.

## ARTICLE 16

### REMEDIES FOR VIOLATIONS

In case any building or structure is erected, constructed, reconstructed, altered, repaired, converted or maintained, or any building, structure or land is used in violation of this Ordinance, the City Council, in addition to other remedies, may institute any appropriate action or proceedings to prevent such unlawful erection, construction, reconstruction, alteration, repair, conversion, maintenance or use, to restrain, correct or abate such violation, to prevent the occupancy of such building, structure or land to prevent any illegal act, conduct, business or use in or about such premises.

## ARTICLE 17

### CONFLICTING REGULATIONS

In the event of conflict between the regulations or limitations prescribed in this Ordinance

and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, the use of land or any other matter, and whether such regulations were adopted before or after the Airport Protection Zone Ordinance of the City of Centreville, Alabama, or by some other political subdivision, the more stringent limitation or requirement shall govern and prevail.

## ARTICLE 18

### SEVERABILITY

If any of the provisions of this Ordinance, or the application thereof, to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are declared to be severable.

## ARTICLE 19

### AMENDMENTS

The City Council may, from time to time, amend this Ordinance after receiving a report thereon from the Planning Commission and/or the Bibb County Airport Authority. The Planning Commission shall prepare a preliminary report on any proposed amendment and hold public hearings thereon before submitting its final report to the City Council. Upon receipt of the final report from the Planning Commission, the City Council shall cause the proposed amendment to be published at least once a week for two consecutive weeks in advance of its passage in a newspaper of general circulation within the City, or, if there is no such newspaper, then by posting the same in four conspicuous places within the City, together with a notice stating the time and place that the amendment is to be considered by the City Council, and stating further that at such time and place all persons who desire shall have an opportunity to be heard in opposition to or in favor of such regulations. No such regulations shall become effective until after a public hearing in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard.

ARTICLE 20

EFFECTIVE DATE

This Ordinance shall take effect and be in force upon its adoption and publication as required by law.

ADOPTED ON THE \_\_\_\_\_ day of \_\_\_\_\_, 2014

\_\_\_\_\_  
Mayor

Attested and Spread Upon the Minutes of the Council:

\_\_\_\_\_  
City Clerk

(Seal)

# CITY OF CENTREVILLE

## RESOLUTION ADOPTING AIRPORT PROTECTION ZONE

### ORDINANCE #2014-002

**WHEREAS**, the City Council of the City of Centreville, meeting in regular session on the \_\_\_\_\_ day of \_\_\_\_\_, 2014, upon motion made and duly seconded, passed and adopted the following resolution; to wit:

**BE IT RESOLVED**, the Council finds that it is wise and expedient to adopt an Ordinance for the purpose of regulating the use of land within the city limits AND to protect certain approach and departure lanes in or near the Centreville=Bibb County Airport, that said Ordinance is in the best interest of the citizens of Centreville and the City, for the protection of property values, and to stimulate orderly growth; and,

**NOW THEREFORE**, be it adopted and made well known that the Airport Protection Zone Ordinance of the City of Centreville, Ordinance #2014-002, is hereby adopted by unanimous consent.

The Clerk shall spread a copy of the Ordinance upon the minutes of the Council.

**RESOLVED & DONE**, this the \_\_\_\_\_ day of JUNE, 2014.

\_\_\_\_\_  
Thomas M. Hobson, Mayor

\_\_\_\_\_  
David Steele, Councilman

\_\_\_\_\_  
Ken Cottingham, Councilman

\_\_\_\_\_  
Garland K. Hicks, Councilman

\_\_\_\_\_  
Charles Martin, Councilman

\_\_\_\_\_  
Don Mack, Councilman

ATTESTED BY:

\_\_\_\_\_  
Stephanie Scott, City Clerk

# BIBB COUNTY AIRPORT AUTHORITY

## RESOLUTION SUPPORTING AIRPORT PROTECTION ZONE

### CITY OF CENTREVILLE ORDINANCE #2014-002

**WHEREAS**, the **Bibb County Airport Authority**, meeting in regular session on the \_\_\_\_ day of \_\_\_\_\_, 2014, upon motion made and duly seconded, passed and adopted the following resolution; to wit:

**BE IT RESOLVED**, the **Bibb County Airport Authority** finds that it is wise and expedient to support the adoption of an Ordinance proposed by the City of Centreville for the purpose of regulating the use of land within the city limits of Centreville, Alabama AND to protect certain approach and departure lanes in or near the Centreville-Bibb County Airport, that said Ordinance is in the best interest of the users of the airport, the citizens of Centreville and the City, for the safety of airport users and the general public; and,

**NOW THEREFORE**, be it adopted and made well known that the Bibb County Airport Authority having reviewed the proposed Ordinance, fully supports the adoption of Airport Protection Zone Ordinance of the City of Centreville, Proposed Ordinance #2014-002.

**RESOLVED & DONE**, this the \_\_\_\_ day of JUNE, 2014.

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ATTESTED BY:

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