

Appendix N

HAZARD ZONING
ORDINANCE/MAPS/
AIRPORTS
ZONING MAPS

LAST UPDATED: May 1, 2001

CASE NUMBER:

ORDINANCE NO.

APPENDIX N: HAZARD ZONING ORDINANCE/MAPS/AIRPORTS

ZONING MAPS

SECTION 1 – PURPOSE

7.2.1 Purpose

The purpose of an Airport Height/Hazard Overlay District is to prevent the establishment of hazards or obstructions to air navigation and to protect ground based property.

7.2A.1 Zones Established – Dallas/Fort Worth International Airport

An Airport Hazard District is hereby established for the Dallas/Fort Worth International Airport, to include all of the land lying beneath the Approach Surfaces, Transition Surfaces, Horizontal Surfaces and Conical Surfaces, as defined in this Section. Each district consists of an Approach Zone, a Transition Zone, a Horizontal Zone and a Conical Zone. The boundaries of each district and its constituent zones are shown on the Official Zoning Map for the City, and are incorporated by reference herein and made a part of these regulations. An area located in more than one of the constituent zones is considered to be only in the zone with the more restrictive height limitations.

7.2A.3 Incorporation of Hazard Maps

The Hazard Zoning Maps for the Dallas/Ft. Worth Regional Airport, prepared by the engineering and architectural firm of Tippetts-Abbett-McCarthy-Strattor, consisting of 20 pages and dated December, 1970, is hereby incorporated by reference and made a part hereof for all purposes. Reference Appendix "N".

7.2A.4 Imaginary Surfaces

The following imaginary surfaces are established to implement the provisions of this ordinance. The dimensions, elevations above mean sea level, slopes and radii applicable to the imaginary surfaces shall be as shown on the Zoning Map.

- A. Primary Surface - A surface longitudinally centered on a runway and extending beyond the ends of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
- B. Horizontal Surface - A horizontal plan surface 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs.
- C. Conical Surface - A surface extending outward and upward from the entire perimeter, of the horizontal surface, at a specified slope and for a specified distance.

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- D. Approach Surface - A surface longitudinally centered on the extended runway centerline and extending outward and upward at a specified slope, and expands its horizontal dimension uniformly to a specified width.
- E. Transitional Surface - A surface extending outward at right angles to the runway centerline and the runway centerline extended at a specified slope from the side of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the conical surfaces extend a specified distance measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

7.2A.5 Height Limitations

Except as otherwise provided herein, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any Airport Hazard Zone Areas which will be above the imaginary surfaces as established by and shown on the Zoning Map.

7.2A.6 Use Restrictions

Notwithstanding any other provisions of this Section, no use may be made of land or water within any airport hazard zone in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity 1 of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the facilities of the airport. No other airport or landing field shall be constructed within the airport hazard area.

7.2A.7 Existing Non-conformities

Structures, trees or installation existing prior to the effective date of these regulations that do not conform to the requirements hereof shall be considered as legal non-conforming uses. These regulations shall not be constructed to require the removal, lowering, change or alteration of any legal non-conforming use, structure, tree or installation. A permit shall be required for an illegal non-conforming use and shall be issued on application of the owner or agent accompanied by affidavit that the use, structure, tree or installation was in existence on the effective date of these regulations. Applications for permits for nonconforming uses shall be made within 180 days from the effective date of these regulations.

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7.2A.8 Permits Required

Before any new structure or use which could be defined as an airport hazard under this ordinance may be constructed or established and before any such existing use or structure may be increased in height or otherwise altered, a permit to do so must be secured by the owner involved or his agent. All permit applications shall be made to the Chief Building Official of the City of Grand Prairie, Texas. In any event that the Chief Building Official issues a permit erroneously allowing the beginning or erection of any structure or tree, said permit shall not constitute a variance or be construed in any manner to allow any person to penetrate the imaginary surfaces established. It will remain incumbent on the sponsor; builder, property owner or their agents, as the case may be, to prevent the creation of any object that will cause an airport hazard within the meaning of this ordinance.

7.2A.9 Notice to Federal Aviation Administration

Nothing in these regulations shall be construed as relieving any owner, sponsor, or agent from the requirement for filing a notice of proposed construction or alteration with the appropriate Federal Aviation Administration Authority.

7.2A.10 Variances

Any person desiring to erect any structure or increase the height of any structure, or permit the growth of any tree, or otherwise use his property in violation of these regulations may apply to the Airport Board of Adjustment for a variance from the zoning regulations in question. Such variance shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of the regulations; provided that any variance allowed shall be subject to any reasonable conditions that the Airport Board of Adjustment may deem necessary to effectuate the purposes of these regulations.

7.2A.11 Hazard Marking and Lighting

Any permit granted under these regulations may, if such action is deemed advisable to effectuate the purposes of these regulations and reasonable in the circumstances, be so conditioned as to require the owner of the structure, tree or installation in question to permit the proper authority to install, operate and maintain thereon such markers and lights as the Board may find necessary to indicate the presence of the Airport Hazard.

7.2A.12 Appeals

Any person aggrieved, or any taxpayer affected, by any decision of the Chief Building Official made in its administration of airport zoning regulations adopted under this Act, or any governing body of a political subdivision, or any joint airport zoning board, which

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is of the opinion that a decision of the Chief Building Official is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Airport Board of Adjustment authorized to hear and decide appeals.

All appeals taken under this Section must be taken within a reasonable time as provided per Article 20 "General Procedures", Section 9 - Airport Board of Adjustment.

7.2A.13 Judicial Review

Any person aggrieved, or taxpayer affected, by any decision of the Airport Board of Adjustment, or any governing body of a political subdivision or the Joint Airport Zoning Board or Planning Department which is of the opinion that a decision of the Airport Board of Adjustment is illegal may, within ten (10) days after the decision is filed in the office of the Board, present a verified petition to a Court of Competent Jurisdiction for relief in a manner as provided in Article 46e - 11(1), Texas Revised Civil Statutes.

7.2A.14 Enforcement and Remedies

In addition, the City Attorney may institute in any Court of Competent Jurisdiction, an action to prevent, restrain, correct or abate any violation of these regulations or enforcement, and may be granted such relief, by way of injunction as may be proper under all the facts and circumstances of the case.

7.2A.15 Penalties

Each violation of this ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than \$200.00 and each day a violation continues to exist shall constitute a separate offense.

7.2A.16 Conflicting Regulations

Where these regulations impose a greater or more stringent restriction upon the use of land, height of structure or trees, or the establishing or maintaining of any other airport hazard as herein defined, than is imposed by other ordinances or regulations applicable to the same area or location, the provisions of these regulations shall govern and prevail.

7.2A.17 Severability

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

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7.2A.18 Amendments

This ordinance may be amended or changed after a public hearing in relation thereto at which parties in intent and citizens shall have an opportunity to be heard. At least fifteen (15) days' notice of the hearing shall be published in an official paper, or a paper of general circulation in the city in which the airport hazard area is located.

7.2A.19 Effective Date of this Ordinance - October 31, 1972

The immediate operation of the provisions of this ordinance is necessary for the preservation of the public health, public safety and general welfare, an EMERGENCY is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the City Council and publication and posting as required by law.

7.2A.20 Administration and Enforcement

The Chief Building Official shall be responsible for the administration and enforcement of these airport hazard-zoning regulations. Application for a permit shall be made by filing such application with the Chief Building Official on a form published for that purpose. An application for a variance shall be made by filing such application with the Planning Director on a form published for that purpose and shall be transmitted to the Airport Board of Adjustments for determination in accordance with the procedures in Article 20 "General Procedures."

7.2A.21 Definitions

The following definitions pertain only to the provisions of this Section:

Airport - Dallas/Fort Worth International Airport.

Airport Board of Adjustments - means a board of five members appointed by the Joint Airport Zoning Board as provided by Texas State law, specifically Vernon's Annotated Civil Statutes, Article 46c-10.

Airport elevation - means the established elevation of the highest point on the usable landing area, said elevation being 606 feet above mean sea level.

Airport Hazard - Any structure or tree or use of land which obstructs the air space required for the flights of aircraft or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight at an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; hazardous, interfering with or obstructing such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.

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Airport Hazard Area - Any area of land or water upon which an airport hazard might be established if not prevented as herein provided.

Airport Zone - means the space between the earth's surface and the imaginary surfaces.

Height - for the purpose of determining the height limits in all zones set forth in this ordinance and shown on the zoning map, the datum shall mean sea level elevation unless otherwise specified.

Installation - means any electronic or visual interference that is not included within the definition of "structure" or "tree".

Joint Airport Zoning Board - means a board having as members two (2) representatives appointed by each political subdivision participating in its creation and in addition a chairman elected by a majority of the members so appointed, as established pursuant to Chapter 6 of the City Code of Ordinances and Article II of this Unified Development Code.

Non-conforming Use - Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this Section or amendment thereto.

Persons - means an individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, administrator, executor, guardian, or other representative.

Chief Building Official - means the person and/or department which has the responsibility for the administration and enforcement of this ordinance with regard to permits related to development and/or improvements.

Political Subdivision - means any municipality, city, town, village, or county.

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

Structure - An object, including a mobile object, constructed or installed by man, including, but not limited to buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

Tree - Any object of natural growth.

Zoning Map - means "The Hazard Zone Maps of the Joint Airport Zoning Board for the Dallas-Fort Worth Regional Airport"

Utility Runway - A runway that is constructed for and intended to be used by propeller driven aircraft twelve thousand five hundred (12,500) pounds maximum gross weight and less.

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SECTION 2B - MUNICIPAL AIRPORT ZONING ORDINANCE

7.2B.1 Zones

In order to carry out the provisions of this ordinance, there are hereby created and established certain zones which include all of the land lying within the Approach Zones, Transition Zones, Horizontal Zone and Conical Zone. Such areas and zones are shown on the City of Grand Prairie Official Airport Zoning Map, consisting of one sheet, and is incorporated by reference herein and made a part of these regulations. An area located in more than one of the constituent 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:

- A. Approach Zone - Approach zone is established beneath the approach surface at each end of all runways on Grand Prairie Municipal Airport for north/south landings and take-offs. The approach zone shall have a width of 250 feet at a distance of 200 feet beyond each end of the runway, widening thereafter uniformly to a width of 2250 feet of a horizontal distance of 10,000 feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.
- B. Transition Zones - Transition zones are hereby established beneath the transition surface adjacent to each runway and approach surface as indicated on the zoning map. Transition surfaces, symmetrically located on either side of runways, have variable widths as shown on the zoning map. Transition surfaces extend outward from line of 125 feet on either side of the runway plus 200 feet on each end. The line is parallel to and level with the runway centerlines. The transition surfaces along such runways slope upward and outward one (1) foot vertically for each seven (7) feet horizontally to the point where they intersect the horizontal surface. Further, transition surfaces are established adjacent to approach surfaces. These transition surfaces have variable widths, as shown on the zoning map. Such transition surfaces flare symmetrically with either side of the runway approach surface from the base of such surfaces and slope upward and outward at the rate of one (1) foot vertically for each seven (7) feet horizontally to the points where they intersect the horizontal and conical surfaces.
- C. Horizontal Zone - The area beneath a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of 1050 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs.
- D. Conical Zone - The area beneath the conical surface extending outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

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7.2B.2 Height Limitations

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

- A. Approach Zones - One (1) foot in height for each 20 feet in horizontal distance beginning at a point 200 feet from and at the elevation of the end of the runway and extending to a point 10,000 feet from the end of the runway.
- B. Transition Zones - One (1) foot in height for each seven (7) feet in horizontal distance beginning at any point 125 feet normal to and at the elevation of the centerline of runway 590.00, extending 200 ft beyond each end thereof, extending to a height of 150 feet above the airport elevation or a height of 740.00 feet above mean sea level. In addition to the foregoing, there are established height limits one (1) foot vertical height for each seven (7) feet horizontal distance measured from the edges of all approach zones for the entire length of the approach zones and extending upward and outward to the points where they intersect the horizontal or conical surfaces.
- C. Horizontal Zone - That area beneath the horizontal surfaces which is located one hundred fifty (150) feet above the airport elevation, or a height of 740.00 feet above mean sea level.
- D. Conical Zone - That area beneath the conical surface which is one (1) foot in height for each twenty (20) feet of horizontal distance beginning at a periphery of the horizontal surface extending to a height of 500 feet above the airport elevation.

Where an area is covered by more than one (1) height limitation, the more restrictive limitations shall prevail.

7.2B.3 Use Restrictions

Notwithstanding any other provisions of this ordinance, no use may be made of land within any zone established by this ordinance in such a manner as to create electrical interference with radio communication between the airport and aircraft, make it difficult for flyers to distinguish between airport lights and others, result in glare in the eyes of flyers using the airport, impair visibility in the vicinity of the airport or otherwise endanger the landing, taking-off, or maneuvering of aircraft.

7.2B.4 Non-Conforming Uses

- A. Removal of Non-conforming Uses - All uses, buildings, structures, or trees which

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do not conform to the regulations contained in this ordinance shall be removed not later than ten (10) years from the date of this ordinance.

- B. Marking and Lighting - During such ten (10) year period, the owner of any non-conforming 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 Grand Prairie City Council to indicate to the operators of aircraft in the vicinity of the airport, the presence of
- C. such airport hazards. Such markers and lights shall be installed, operated and maintained at the expense of the City of Grand Prairie.

7.2B.5 Permits

- A. Future Uses - Except as specifically provided in paragraphs 1, 2, and 3 hereunder, no material change shall be made in the use of land and no structure or tree shall be erected, altered, planted or otherwise established in any zone hereby created unless a permit therefore shall have 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.
 - 1 In the area lying within the limits of the Horizontal Zone and the Conical Zone, no permit shall be required for any tree or structure less than 75 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 zone.
 - 2 In the 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 runways, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zone.
 - 3 In the area 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 75 feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour or topographic features would extend above the height limit prescribed for such transition zone. Nothing contained in any of the foregoing exceptions shall be constructed as permitting or intending to permit any construction, alteration or growth of any structure or tree in excess of any of the height limits established by this ordinance except as set forth

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in Subsection

7.2B.4 "Use Restrictions".

Nothing contained in any of the foregoing shall be construed as permitting a violation of any other codes or ordinances of the City of Grand Prairie, Texas.

- B. Existing Uses - No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a non-conforming use, structure, or tree to be made or become higher, or 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.
- C. Non-conforming Uses Abandoned or Destroyed - Whenever the City Council determines that a non-conforming structure or tree has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviated from the zoning regulations.
- D. Variances - Any person desiring to erect 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 ordinance, may apply to the Board of Adjustment for a variance from such regulations. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations would result in unnecessary hardship and the relief granted would not be contrary to the public interest but will do substantial justice and be in accordance with the spirit of this ordinance.
- E. Hazard Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the City of Grand Prairie at the owners expense to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of a hazard.

7.2B.6 Enforcement

It shall be the duty of the Chief Building Official to administer and enforce the regulations prescribed herein. Application for permits shall be made to the Chief Building Official upon a form furnished by such department. Applications required by this ordinance to be submitted to the Chief Building Official shall be promptly considered and granted or denied by him.

7.2B.7 Appeals

Any person aggrieved, or any taxpayer affected, by any decision of the Chief Building Official made in his administration of this ordinance, if of the opinion that a decision of

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the Chief Building Official is an improper application of these regulations, may appeal to the Zoning Board of Adjustment.

All appeals hereunder must be taken within a reasonable time as provided in Article XX "General Procedures", Section 7 - Zoning Board of Adjustments and Appeals.

7.2B.8 Penalties

Each violation of this ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than \$200.00 and each day a violation continues to exist shall constitute a separate offense.

7.2B.9 Conflicting Regulations

Where there exists a conflict between any of the regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

7.2B.10 Severability

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

7.2B.12 Effective Date of Ordinance - March 22, 1977

Whereas, the immediate operation of the provisions of this ordinance is necessary for the preservation of the public health, public safety and general welfare, and emergency, is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the City Council and publication and posting as required by law.

7.2B.13 Definitions

Airport - means Grand Prairie Municipal Airport.

Airport Elevation - means the established elevation of the highest point on the usable landing area.

Airport Hazard - means any structure, tree or use of land which obstructs the airspace required for or is otherwise hazardous to the flight of aircraft in landing or taking off at the airport.

Airport Reference Point - means the point established as the approximate geographic center of the airport landing area and so designated.

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Board of Adjustments - means the Zoning Board of Adjustments and Appeals of the City of Grand Prairie, Texas.

Height - for the purpose of determining the height limits in all zones set forth in this ordinance and shown on the zoning map, the datum shall mean sea level elevation unless otherwise specified.

Landing Area - means the surface area of the Airport used for the landing, taking off or taxiing of aircrafts.

Non-conforming Use - means any structure, tree, or use of land which is lawfully in existence at the time the regulation is prescribed in the ordinance or an amendment thereto becomes effective and does not then meet the requirements of said regulations.

Person - means an individual, firm, partnership, corporation, company, association, point stock association.

Runway - means the paved or unpaved surface of an airport landing strip.

Structure -means an object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, and overhead transmission lines.

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JOINT AIRPORT
ZONING BOARD



FOR THE

DALLAS - FORT WORTH REGIONAL AIRPORT

DECEMBER 1970

TIPPETTS-ABBETT-McCARTHY-STRATTON
ENGINEERS AND ARCHITECTS
ARLINGTON, TEXAS
NEW YORK, N.Y.

CARTER AND BURGESS INC.
ENGINEERS-PLANNERS
FORT WORTH, TEXAS

FORREST AND COTTON INC.
CONSULTING ENGINEERS
DALLAS, TEXAS

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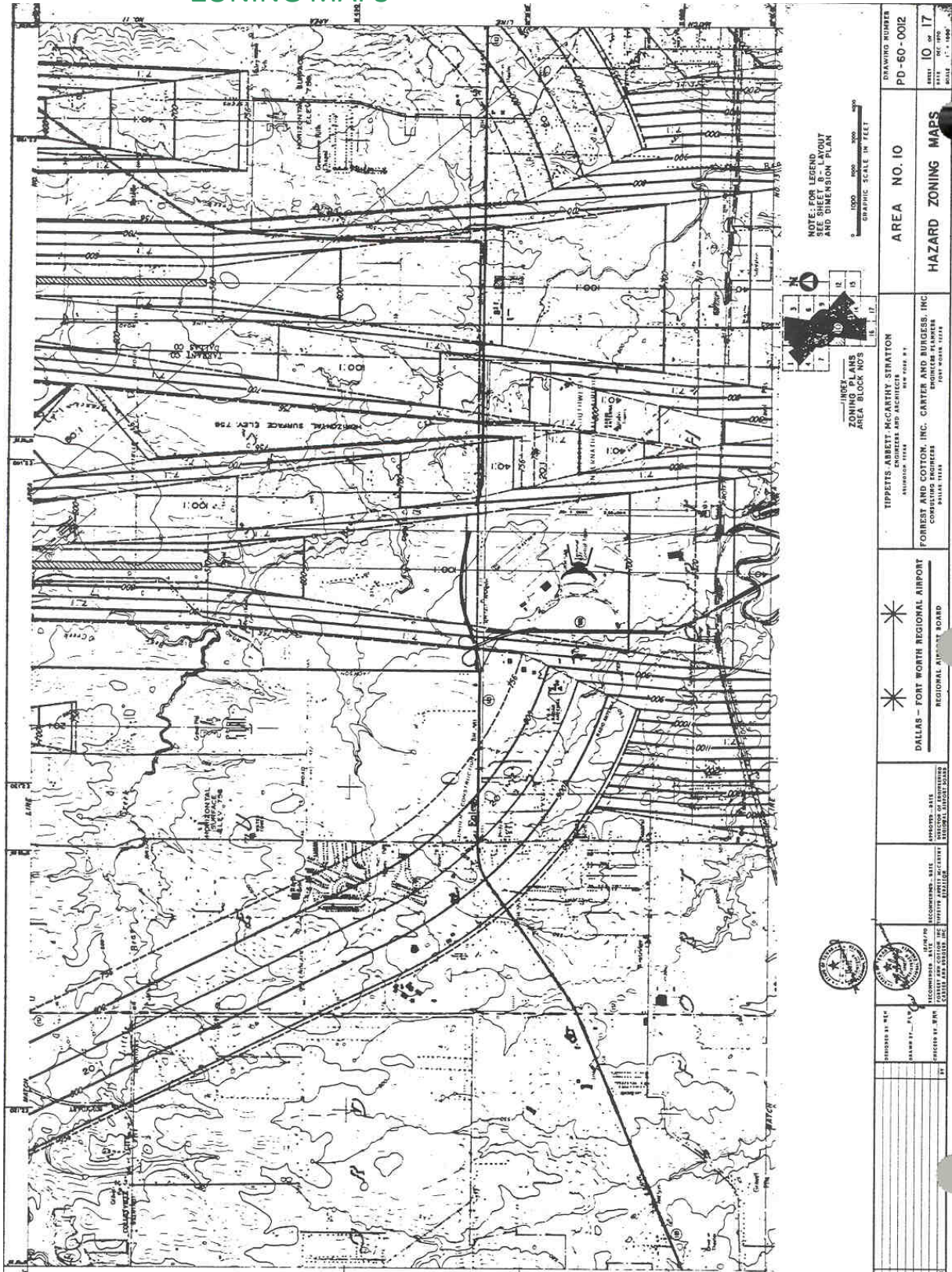
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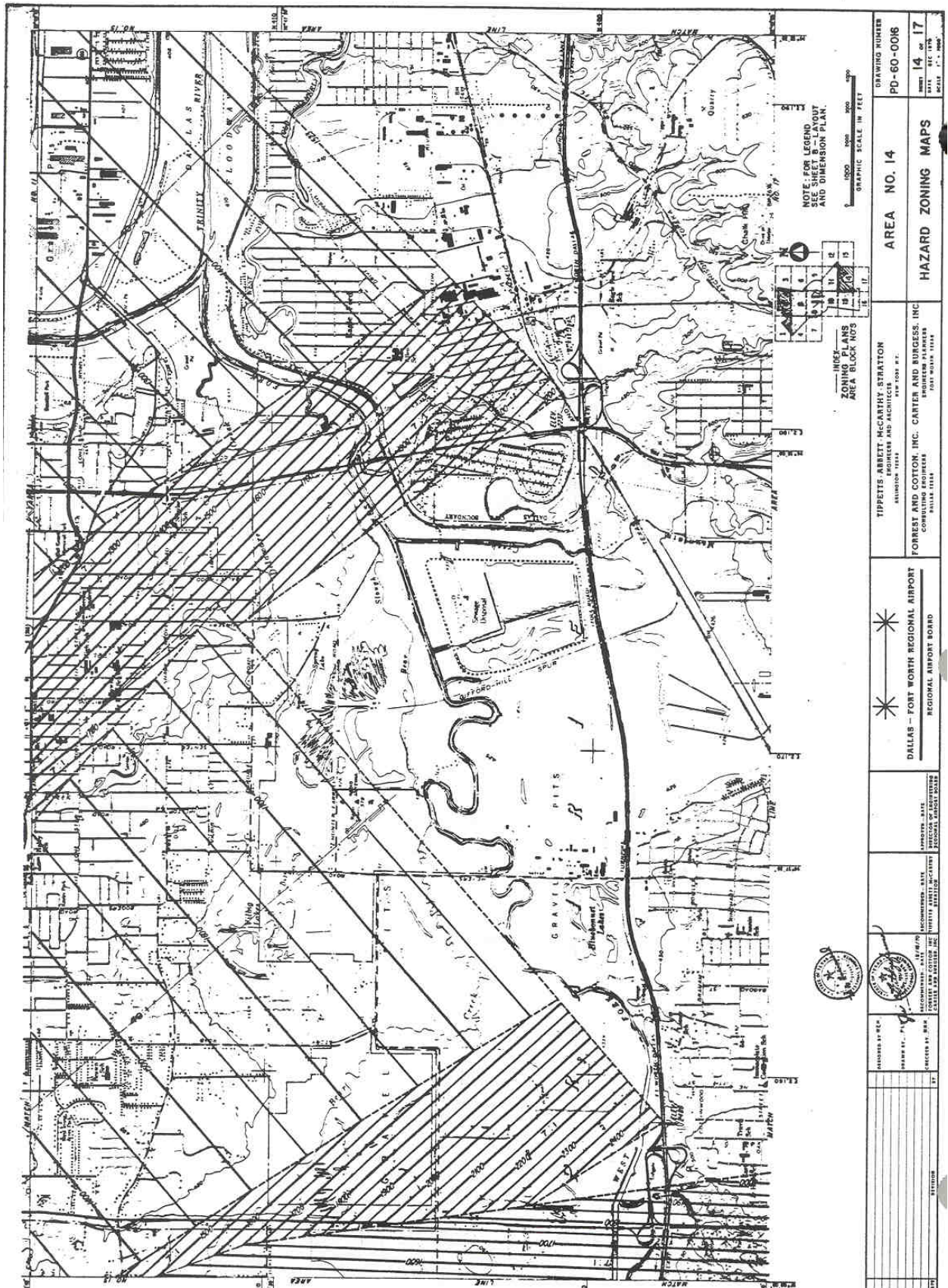


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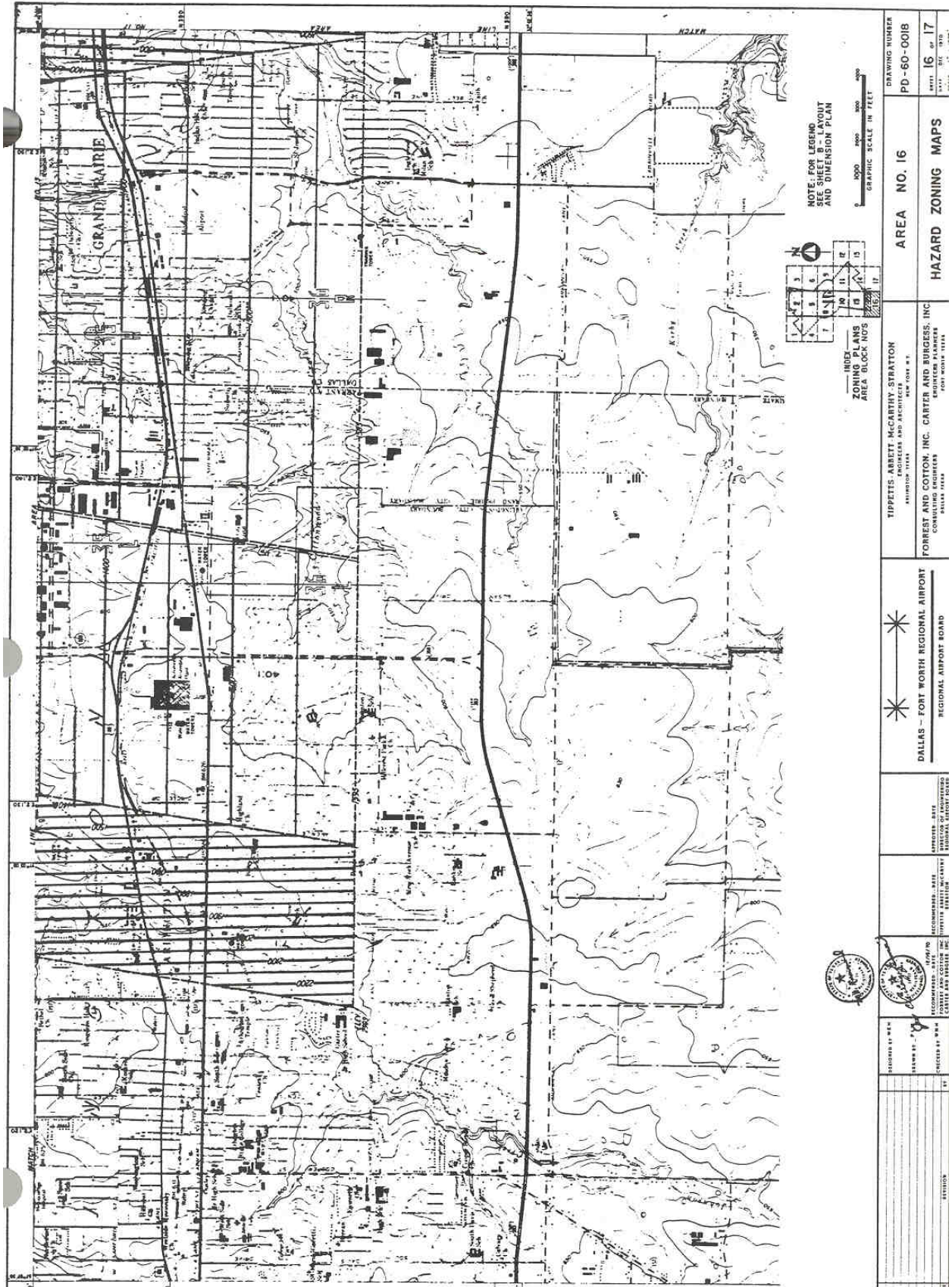
Unified Development Code | *Grand Prairie Planning Department*

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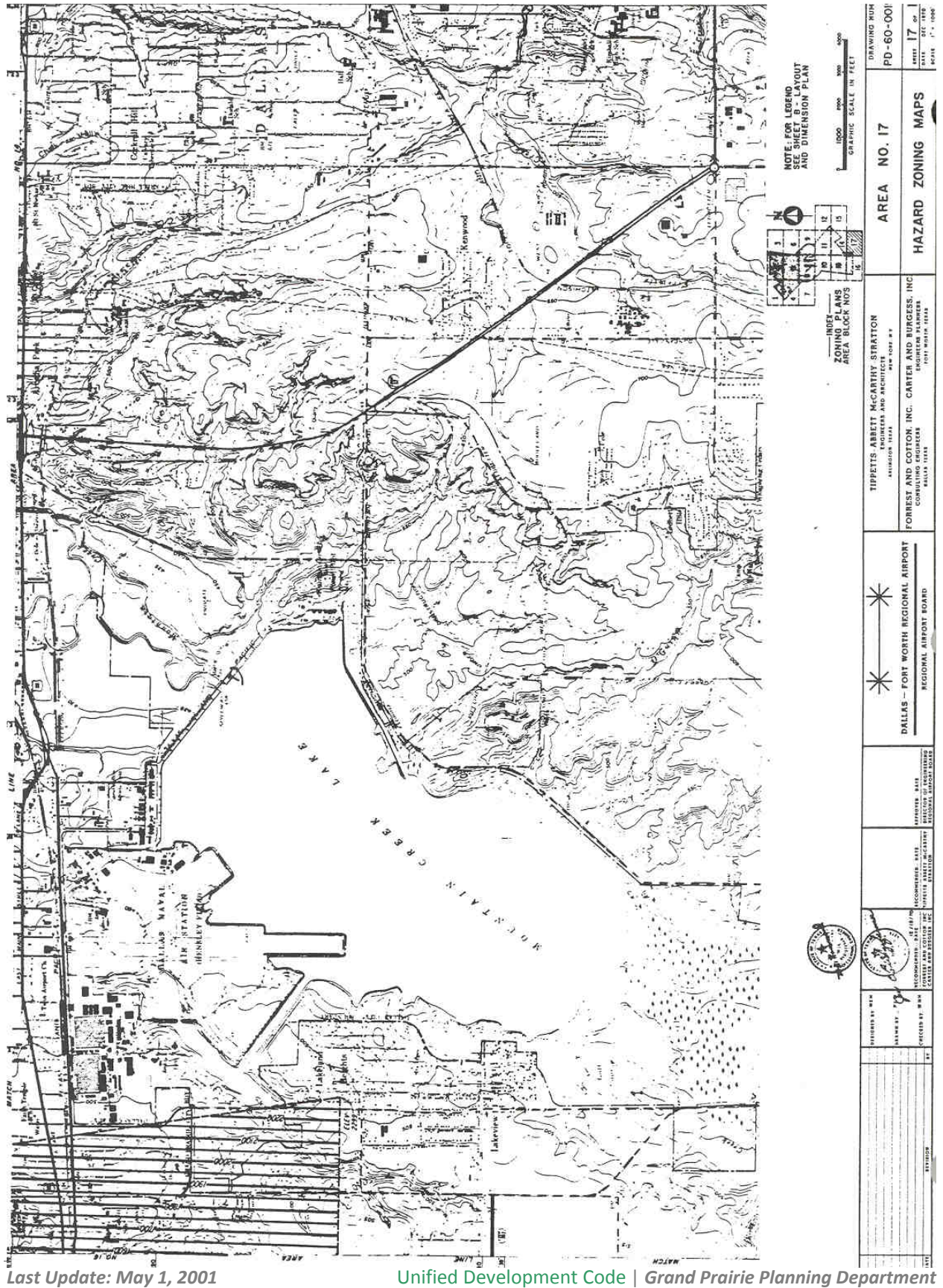
Last Update: May 1, 2001

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AIRPORT ZONING MAP

**TEXAS AERONAUTICS
COMMISSION**

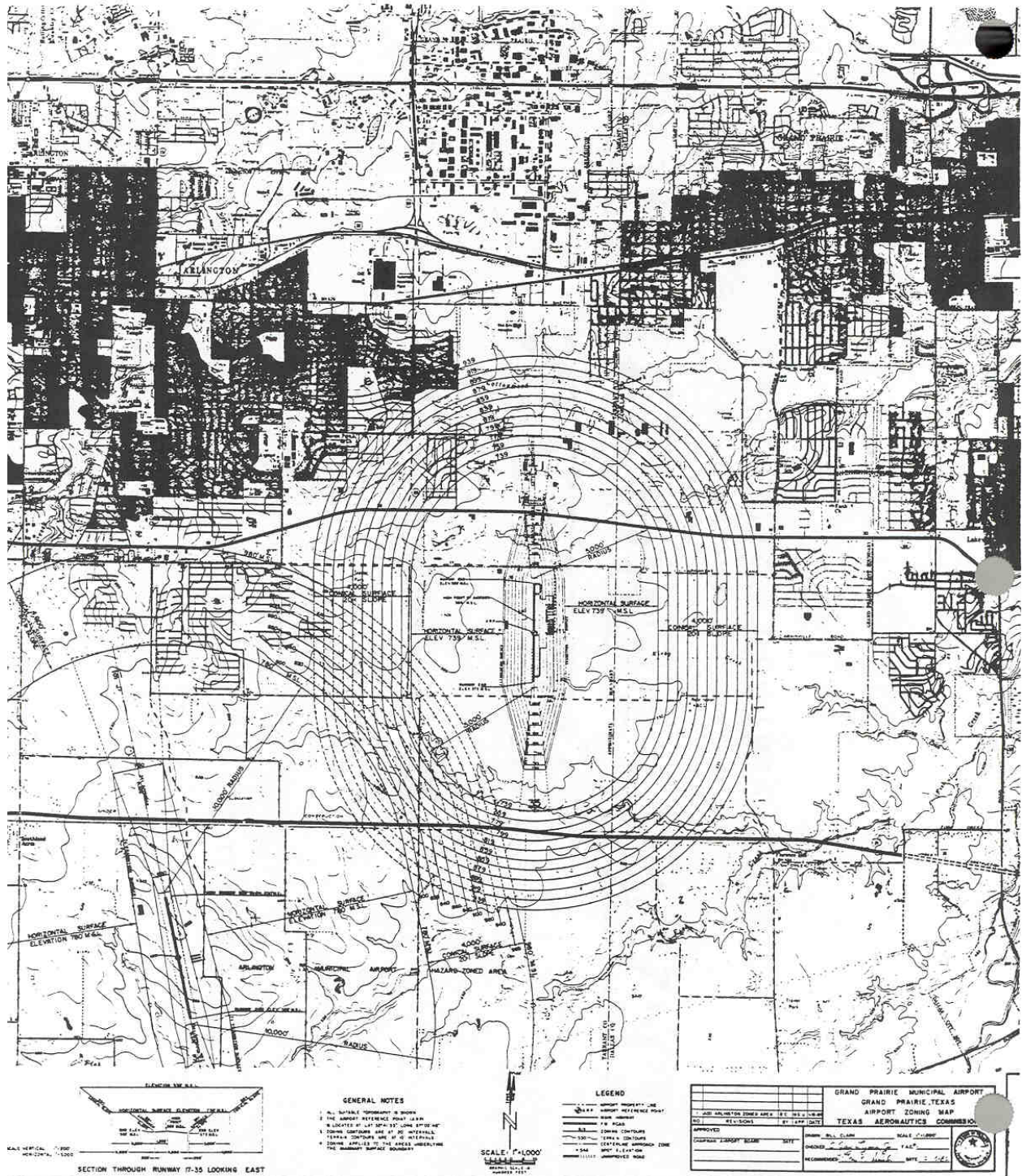


FOR THE

GRAND PRAIRIE MUNICIPAL AIRPORT

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