

Garrett County Airport Zoning Ordinance

Zoning Ordinance To Limit Height Of Objects Around The Garrett County Airport

Adopted January 31, 2006

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ZONING ORDINANCE TO LIMIT HEIGHT OF OBJECTS AROUND

THE GARRETT COUNTY AIRPORT (GCA)

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OR PROPERTY, IN THE VICINITY OF THE GARRETT COUNTY AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE GARRETT COUNTY AIRPORT ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; AUTHORIZING A BOARD OF APPEALS; AND IMPOSING PENALTIES.

This Ordinance is adopted pursuant to the authority conferred by the Maryland Annotated Code, Subtitle 5 of the Transportation Article, Section 5-602 and 5-604. It is hereby found that an obstruction has the potential for endangering the lives and property of users of the Garrett County Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of the Garrett County Airport; and that an obstruction may reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Garrett County Airport and the public investment therein. Accordingly, it is declared:

1. that the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by the Garrett County Airport;
2. that it is necessary in the interest of the public health, public safety, and general welfare, that the creation or establishment of obstructions that are hazard to air navigation be prevented; and
3. that the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or the 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.

SECTION I: SHORT TITLE

This Ordinance shall be known and may be cited as the Garrett County Airport Zoning Ordinance.

SECTION II: DEFINITIONS

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

1. **Airport** - Garrett County Airport (GCA), (2G4).
2. **Airport Elevation** - The highest point of an airport's usable landing area measured in feet from sea level. (GCA = 2,933 ft.)
3. **Airport Ordinance Administrator** - A person appointed by the Board of County Commissioners of Garrett County, Maryland to fulfill the duties of the ordinance administrator.
4. **Approach Surface** - 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 IV of this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.
5. **Approach, Transitional, Horizontal, and Conical Zones** - These zones are set forth in Section III of this Ordinance.
6. **Airport Board of Appeals** - A Board consisting of five (5) members appointed by the Board of County Commissioners of Garrett County, Maryland as provided in Subsection 5-612 of the Transportation Article of the Maryland Annotated Code.
7. **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.
8. **Hazard To Air Navigation** - An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
9. **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 be mean sea level elevation unless otherwise specified.

10. **Heliport Primary Surface** - The area of the primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.
11. **Horizontal Surface** - A horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.
12. **Larger Than Utility Runway** - 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.
13. **Nonconforming Use** - Any pre-existing structure, object of natural growth, or use of land, which is inconsistent with the provisions of this Ordinance or an amendment thereto.
14. **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.
15. **Obstruction** - Any structure, growth, or other object, including a mobile object, which exceeds a Limiting height set forth in Section IV of this Ordinance.
16. **Person** - An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.
17. **Precision Instrument Runway** - A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.
18. **Primary Surface** - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runway or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in Section III of this Ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
19. **Runway** - A defined area on an airport prepared for landing and take-off of aircraft along its length.
20. **Structure** - An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.
21. **Transitional Surfaces** - These surfaces extended outward at 90-degree angles to the runway centerline and the runway centerline extended 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. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of

the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90-degree angles to the extended runway centerline.

22. **Tree** - Any object of natural growth.
23. **Utility Runway** - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.
24. **Visual Runway** - A runway intended solely for the operation of aircraft using visual approach procedures.

SECTION III: AIRPORT 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 beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to the Garrett County Airport. Such zones are shown on the Garrett County Airport Zoning Map consisting of one (1) sheet, prepared by United Research Systems, and dated April 2003, which is attached to this Ordinance and made a part hereof. An area located in more than one (1) 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:

1. **Utility Runway Visual Approach Zone** - The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. 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.
2. **Utility Runway Non-precision Instrument Approach Zone** - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
3. **Runway Larger Than Utility Visual Approach Zone** - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. 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.
4. **Runway Larger Than Utility With A Visibility Minimum Greater Than $\frac{3}{4}$ Mile Non-precision Instrument Approach Zone** - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. 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.

5. **Runway Larger Than Utility With A Visibility Minimum As Low As $\frac{3}{4}$ Mile Non-precision Instrument Approach Zone** - 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 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
6. **Precision Instrument Runway Approach Zone** - 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.
7. **Heliport Approach Zone** - The inner edge of this approach zone coincides with the width of the primary surface and is based on present and future heliport operations. The approach zone expands outward uniformly to a width of 500 feet at a horizontal distance of 4,000 feet from the primary surface.
8. **Transitional Zones** - The transitional zones are the areas beneath the transitional surfaces.
9. **Heliport Transitional Zones** - These zones extend outward from the sides of the primary surface and the heliport approach zones a horizontal distance of 250 feet from the primary surface centerline and the heliport approach zone centerline.
10. **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 each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
11. **Conical Zone** - The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward there-from a horizontal distance of 4,000 feet.

SECTION IV: AIRPORT 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 in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

1. **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.
2. **Utility Runway Non-precision Instrument 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.

3. **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.
4. **Runway Larger Than Utility With A Visibility Minimum Greater Than $\frac{3}{4}$ Mile Non-precision 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.
5. **Runway Larger Than Utility With A Visibility Minimum as Low As $\frac{3}{4}$ Mile Non-precision 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.
6. **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; 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.
7. **Heliport Approach Zone** - Slopes eight (8) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a distance of 4,000 feet along the heliport approach zone centerline.
8. **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, which is 2,933 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.
9. **Heliport Transitional Zones** - Slope two (2) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the heliport approach zones and extending a distance of 250 feet measured horizontally from and at 90 degree angles to the primary surface centerline and heliport approach zones centerline.
10. **Horizontal Zone** - Established at 150 feet above the airport elevation at a height of 3,083 feet above mean sea level.
11. **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.

SECTION V: USE RESTRICTIONS

1. Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance 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.
2. Lighting for parking, recreational or transportation uses are exempt from this section.

SECTION VI: NONCONFORMING USES

1. **Regulations Not Retroactive** - The regulations prescribed by 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 the continuance of 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 Ordinance, and is diligently prosecuted.
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 markers and lights as shall be deemed necessary by the Federal Aviation Administration (FAA) 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 owner.

SECTION VII: PERMITS

1. **Future Uses** - Except as specifically provided in a, b, and c hereunder, no material change shall be made to a structure, and no structure shall be erected or otherwise established in any zone hereby created unless an Airport Impact Permit therefore shall have been applied for and granted. Each application for an Airport Impact Permit shall indicate the purpose for which the permit is desired, with sufficient information to determine whether the resulting use or structure would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a structure inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section VII, 4.
 - a. In the area lying within the limits of the horizontal zone and conical zone, no airport impact permit shall be required for any structure less than seventy-five (75) feet of

vertical height above the ground, except when, because of terrain, land contour, or topographic features such 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 structure less than seventy-five (75) feet of vertical height above the ground, except when such structure would extend above the height limit 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 structure less than seventy-five (75) 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 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 in excess of any of the height limits established by this Ordinance except as set forth in Section IV, 12.

- 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.
- 3. **Plans Review** - The Garrett County Planning and Zoning Office, acting in the capacity of evaluating applications for building permits, will review all building permit applications to determine compatibility with this Ordinance. If the County Planning and Zoning Office determines that an airport impact permit is required for any new or existing structure, said office will forward the plans for the permit to the Airport Ordinance Administrator for his/her review and approval, prior to issuing a County Building Permit.
- 4. **Application Requirements** - In the area lying within the limits of the horizontal zone and conical zone, any application for an airport impact permit for any structure greater than seventy-five (75) feet of vertical height above the ground shall be accompanied with a certified site location plan prepared by a registered engineer or surveyor. The site plan shall certify the location of all new buildings and structures and must also certify the ground level elevation of the site as well as the height of the structure.
- 5. **Nonconforming Uses, Abandoned or Destroyed** - Whenever the Airport appeals Board determines that a nonconforming tree or structure 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 deviate from the zoning regulations.
- 6. **Variances** - Any person desiring to erect or increase the height of any structure not in accordance with the regulations prescribed in this Ordinance, may apply to the Airport Appeals Board for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration and the Airport

Advisory Commission 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 this Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Airport Appeals Board unless a copy of the application has been furnished to the Airport Advisory Commission and the Maryland Aviation Administration for advice as to the aeronautical effects of the variance. If the Airport Advisory Commission does not respond to the application within thirty (30) days after receipt, the Airport Appeals Board may act on its own to grant or deny said application.

7. **Obstruction 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 install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary per Federal Aviation Administration AC 70-7460/1K.

SECTION VIII: ENFORCEMENT

It shall be the duty of the Airport Ordinance Administrator to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Administrator upon a form published for that purpose. Applications required by this Ordinance to be submitted to the Administrator shall be promptly considered and granted or denied. Applications for action by the Airport Appeals Board shall be forthwith transmitted by the Administrator.

SECTION IX: AIRPORT APPEALS BOARD

1. There is hereby created an Airport Appeals Board to have and exercise the following powers:
 - a. to hear and decide appeals from any order, requirement, decision, or determination made by the Administrator in the enforcement of this Ordinance; and
 - b. to hear and decide specific variances.
2. The Airport Appeals Board shall consist of five (5) members appointed by the Board of County Commissioners of Garrett County, Maryland, and each shall serve for a term of four (4) years or until a successor is duly appointed and qualified. Of the members first appointed, one shall be appointed for a term of one (1) year, one for a term of two (2) years, and one for a term of three (3) years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.
3. The Airport Appeals Board shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Airport Appeals Board shall be held at the call of the Chairperson and at such other times as the Airport Appeals Board may determine.

The Chairperson or, in the absence of the Chairperson, the Acting Chairperson may administer oaths and compel the attendance of witnesses. All hearings of the Airport Appeals Board shall be public. The Airport Appeals Board shall keep minutes of its proceedings showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the Airport Ordinance Administrator and on due cause shown.

4. The Airport Appeals Board 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 determination which comes before it under the provisions of this Ordinance.
5. The concurring vote of a majority of the members of the Airport Appeals Board shall be sufficient to reverse any order, requirement, decision, or determination of the 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.

SECTION X: APPEALS

1. Any person aggrieved, or any taxpayer affected, by any decision of the Airport Ordinance Administrator made in the administration of the Ordinance, may appeal to the Airport Appeals Board.
2. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Airport Appeals Board, by filing with the Administrator a notice of appeal specifying the grounds thereof. The Administrator shall forthwith transmit to the Airport Appeals Board all the papers constituting the record upon which the action appealed from was taken.
3. An appeal shall stay all proceedings in furtherance of the action appealed from unless the Administrator certifies to the Airport Appeals Board, 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 Airport Appeals Board on notice to the Administrator and on due cause shown.
4. The Airport Appeals Board 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. Upon the hearing, any party may appear in person or by agent or by attorney.
5. The Airport Appeals Board may, in conformity with the provisions of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from any may make such order, requirement, decision, or determination as may be appropriate under the circumstances.

SECTION XI: JUDICIAL REVIEW

Any person aggrieved, or any taxpayer affected, by any decision of the Airport Appeals Board, may appeal to the Circuit Court of Garrett County, Maryland, as provided in Sub-section 5-615 of Subtitle 5 of the Transportation Article of the Maryland Annotated Code.

SECTION XII: PENALTIES

1. Each violation of this Ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and shall be punishable by a fine of not more than Five Hundred Dollars (\$500.00), and each day a violation continues to exist shall constitute a separate offense.

SECTION XIII: CONFLICTING REGULATIONS

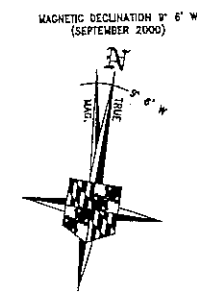
Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation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

SECTION XIV: 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.

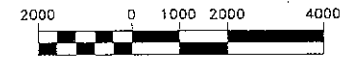
SECTION XV: EFFECTIVE DATE

WHEREAS, 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 Board of County Commissioners of Garrett County, Maryland, and publication and posting as required by law. Adopted by the Board of County Commissioners of Garrett County, Maryland, this the _____ day of _____, 2006.



#7

NOTE:
 ZONING AREA IS DEFINED BY
 FEDERAL AVIATION REGULATION
 PART 77. THE OUTERMOST SURFACE
 (CONICAL SURFACE) EXTENDS 14,200
 FEET FROM THE RUNWAY ENDS.



**GARRETT COUNTY AIRPORT
 McHENRY, MARYLAND**

AIRPORT ZONING PLAN

**POTENTIAL ZONING AREA
 (AS DEFINED BY FAR PART 77)**

URS
 CONSULTING ENGINEERING AND PLANNING
 HUNT VALLEY, MARYLAND

SCALE
 AS SHOWN
 DATE
 APRIL 2003

EXHIBIT NO.
2

PUBLIC NOTICE

The Board of Garrett County Commissioners will conduct a public hearing on January 17, 2006 at 11:00 a.m. in the Commissioners meeting room (Courthouse Annex Oakland, MD). The purpose of the meeting is to review and receive public comments on the proposed Garrett County Airport Zoning Ordinance that will regulate the height of structures and objects within the conical surface of the airport (approximately 14,210 feet from the runway ends). The Ordinance is proposed to be adopted pursuant to the authority conferred by the Maryland Annotated Code, Subtitle 5 of the Transportation Article, Section – 602 and 5-604. It is deemed that an obstruction has the potential for endangering the lives and property of users of the Garrett County Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of the Garrett County Airport; and that an obstruction may reduce the size of areas available for the land, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Garrett County Airport and the public investment therein. Accordingly, the County proposes that the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the authority under the proposed ordinance. Copies of the proposed Garrett County Airport Zoning Ordinance are available in the Planning and Land Development Office, 203 S. Fourth Street, Room 210, Courthouse, Oakland. Interested citizens are welcomed to attend.

By Order of the Board of County Commissioners