



**JOINT AIRPORT ZONING BOARD**  
**AIRPORT CONFERENCE ROOM, 3116 S. GREAT SOUTHWEST**  
**PARKWAY, GRAND PRAIRIE, TX 75052**  
**TUESDAY, SEPTEMBER 26, 2023 AT 5:30 PM**

**AGENDA**

**CALL TO ORDER**

**AGENDA ITEMS**

*Citizens may speak for up to five minutes on any item on the agenda by completing and submitting a speaker card.*

1. Elect the Fifth Member of the Mid-Cities Joint Airport Zoning Board Who Shall Serve as the Chairperson of the Mid-Cities Joint Airport Zoning Board
2. An Ordinance Repealing and Replacing the Grand Prairie Municipal Airport Zoning Ordinance; Establishing Zones, Regulating Heights, and Establishing Other Regulations and Restrictions to Prevent Airport Hazards; Containing a Penalty Clause; Establishing an Effective Date After Publication

**CITIZEN COMMENTS**

*Citizens may speak during Citizen Comments for up to five minutes on any item not on the agenda by completing and submitting a speaker card.*

**EXECUTIVE SESSION**

*The Joint Airport Zoning Board reserves the right to go into closed executive session at any time during the meeting pursuant to the Texas Government Code 551.071(2) to seek confidential legal advice from the Corporation's attorney(s) regarding any agenda item listed thereon.*

**ADJOURNMENT**

*The Airport Terminal Building is accessible to people with disabilities. If you need assistance in participating in this meeting due to a disability as defined under the ADA, please call 972-237-7593 or email (mdivita@gptx.org) at least three (3) business days prior to the scheduled meeting to request an accommodation.*

*Certification*

*In accordance with Chapter 551, Subchapter C of the Government Code, V.T.C.A, the Joint Airport Zoning Board agenda was prepared and posted September 22, 2023.*

*Mona Lisa Galicia, City Secretary*



## CITY OF GRAND PRAIRIE COMMUNICATION

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**MEETING DATE:** 09/26/2023

**PRESENTER:** Mark J. Divita, Grand Prairie Airport Director

**TITLE:** Elect the Fifth Member of the Mid-Cities Joint Airport Zoning Board Who Shall Serve as the Chairperson of the Mid-Cities Joint Airport Zoning Board

**REVIEWING COMMITTEE:**

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### **DISCUSSION**

Pursuant to Texas Local Government Code §241.014(c) and as prescribed by Chapter 6, Article V, Section 6-51 of the Grand Prairie Code of Ordinances and Section 3.03(B) of the Airport Chapter of the Arlington Code of Ordinances, the Mid-Cities Joint Airport Zoning Board shall be composed of five (5) members. Two (2) members shall be appointed by the City Council of the City of Grand Prairie and two (2) members shall be appointed by the City Council of the City of Arlington. The fifth member shall be elected by a majority of the members and shall be appointed and serve as chairperson of the Mid-Cities Joint Airport Zoning Board.

### **RECOMMENDED ACTION**

Elect Howard Webb to serve as the fifth board member and to serve as the chairperson of the Mid-Cities Joint Airport Zoning Board.



CITY OF GRAND PRAIRIE  
ORDINANCE

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**MEETING DATE:** 09/26/2023

**PRESENTER:** Mark J. Divita, Airport Director

**TITLE:** An Ordinance Repealing and Replacing the Grand Prairie Municipal Airport Zoning Ordinance; Establishing Zones, Regulating Heights, and Establishing Other Regulations and Restrictions to Prevent Airport Hazards; Containing a Penalty Clause; Establishing an Effective Date After Publication

**REVIEWING COMMITTEE:**

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**PURPOSE:**

The purpose of the Ordinance is to amend the Grand Prairie Municipal Airport Hazard Zoning Ordinance to incorporate the most recent standards promulgated by the Texas Department of Transportation.

**BODY**

**AN ORDINANCE OF THE MID-CITIES JOINT AIRPORT ZONING BOARD REPEALING AND REPLACING THE GRAND PRAIRIE MUNICIPAL AIRPORT ZONING 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 GRAND PRAIRIE MUNICIPAL AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THERE-OF; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE GRAND PRAIRIE MUNICIPAL AIRPORT HEIGHT HAZARD ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; AND IMPOSING PENALTIES; AND REPEALING ALL SECTIONS IN CONFLICT WITH THE PRESENT ORDINANCE.**

**WHEREAS**, the Airport Zoning Act, as amended, Tex. Local Gov't Code § 241.001, et seq (1987) authorizes a political subdivision to create a joint airport zoning board with another political subdivision in which an airport hazard area is located;

**WHEREAS**, an obstruction may affect existing and future instrument approach minimums of Grand Prairie Municipal Airport, reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Grand Prairie Municipal Airport and the public investment therein, and has the potential for endangering the lives and property of users of Grand Prairie Municipal Airport and property or occupants of land in its vicinity;

**WHEREAS**, the Grand Prairie Municipal Airport fulfills an essential community purpose;

**WHEREAS**, the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by Grand Prairie Municipal Airport;

**WHEREAS**, it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented;

**WHEREAS**, the prevention of these obstructions should be accomplished to the extent legally possible by the exercise of the police power without compensation; and

**WHEREAS**, 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; and

**WHEREAS**, the Mid-Cities Joint Airport Zoning Board adopted an ordinance cited as the "Grand Prairie Municipal Airport Zoning Ordinance" which established certain restrictions to prevent the obstructions and hazards; and

**WHEREAS**, the Mid-Cities Joint Airport Zoning Board wishes to amend the established restrictions;

**NOW, THEREFORE, BE IT ORDAINED BY THE MID-CITIES JOINT AIRPORT ZONING BOARD:**

**Section 1. Short Title.** This Ordinance repeals and replaces the “Grand Prairie Municipal Airport Zoning Ordinance” and shall be known and may be cited as the “2023 Amended Grand Prairie Municipal Airport Zoning Ordinance.”

**Section 2. Definitions.** As used in this Ordinance, unless the context otherwise requires:

- (A) **AIRPORT** – means Grand Prairie Municipal Airport.
- (B) **AIRPORT ELEVATION** – means the established elevation of the highest point on the usable landing area measured in feet from mean sea level.
- (C) **AIRPORT HAZARD** – means any structure or tree or use of land that obstructs the air space required for the flights of aircraft or that 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; or that is hazardous to or interferes with the tracking and/or data acquisition pertaining to flight and flight vehicles.
- (D) **AIRPORT HAZARD AREA** – means any area of land or water upon which an airport hazard might be established if not pre-vented as provided in this Ordinance.
- (E) **AIRPORT REFERENCE POINT** – means the point established as the approximate geographic center of the airport landing area and so designated.
- (F) **APPROACH SURFACE** – means a surface longitudinally centered on the extended runway center line, 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 4 of this

- Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.
- (G) **APPROACH, TRANSITIONAL, HORIZONTAL, AND CONICAL ZONES** – These zones are set forth in Section 3 of this Ordinance.
- (H) **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.
- (I) **HAZARD TO AIR NAVIGATION** – An obstruction determined have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- (J) **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.
- (K) **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.
- (L) **MID-CITIES JOINT AIRPORT ZONING BOARD** – Means a board consisting of five (5) members, two (2) members appointed by the City Council, City of Grand Prairie, Texas, and two (2) members appointed by the City Council, City of Arlington, Texas. The four (4) members so appointed shall elect a fifth member, the Chairman.
- (M) **LANDING AREA** – means the surface area of the Airport used for the landing, take-off or taxiing of aircraft.
- (N) **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.
- (O) **NON-PRECISION INSTRUMENT RUNWAY** – means 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, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.
- (P) **OBSTRUCTION** – Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section 4 of this Ordinance.
- (Q) **PERSON** – 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.
- (R) **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; but 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 of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as elevation of the nearest point on the runway centerline. The width of a primary surface is 500 feet for utility runways having instrument approaches.
- (S) **RUNWAY** – A defined area on an airport prepared for landing and take-off of aircraft along its length.
- (T) **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.

- (U) **TRANSITIONAL SURFACES** – These surfaces extend 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 surface.
- (V) **TREE** – Any object of natural growth.
- (W) **VISUAL RUNWAY** – A runway intended solely for the operation of aircraft using visual approach procedures.

**Section 3. 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, Transition Surfaces, Horizontal Surface, and Conical Surface as they apply to the Grand Prairie Municipal Airport. Such zones are shown on the Grand Prairie Municipal Airport Height Hazard Zoning Map consisting of one (1) sheet prepared by the Texas Department of Transportation Aviation Division, and dated December 31, 2021, 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 limitation. The various zones are hereby established and defined as follows:

- (A) **APPROACH ZONES** – Runway 18/36 Approach zones are established beneath the approach surface at the ends of Runway 18/36 on Grand Prairie Municipal Airport for visual landings and take-offs. For Runway 18, the inner edge of the approach zone shall have a width of 500 feet which coincides with the width of the primary surface at a distance of 200 feet beyond each end of the runway, widening thereafter uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet beyond the approach end for Runway 18 of the primary surface, its centerline being the continuation of the centerline of runway. For Runway 36, the inner edge of the approach zone shall have a width of 500 feet which coincides with the width of the primary surface at a distance of 200 feet beyond each end of the runway, widening thereafter uniformly to a width of



3,500 feet at a horizontal distance of 10,000 feet beyond the approach end for Runway 36 of the primary surface, its centerline being the continuation of the centerline of 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. Transitional surfaces extend outward and upward at right angles to the runway centerline and runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of approach 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 10,000 feet radii from the center of each end of the primary surface of Runway 18/36 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.

**Section 4. 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 here-in established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

(A) **APPROACH ZONES** – Runway 18. One (1) foot in height for each (20) feet in horizontal distance beginning at the end of and at the elevation of the primary surface and extending to a point 5,000 feet from the end of the primary surface. Runway 36. One (1) foot in height for each thirty-four (34) feet in horizontal distance beginning at the end of and at the elevation of the primary surface and extending to a point 10,000 feet from the end of the primary surface.

(B) **TRANSITION 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 588.4 feet above mean sea level.

(C) **HORIZONTAL ZONE** – Established at one hundred fifty (150) feet above the airport elevation, or a height of 738.4 feet above mean sea level.

(D) **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.

(E) **EXCEPTED HEIGHT LIMITATION** – Nothing in this Ordinance shall be construed as prohibiting the growth, construction or maintenance of any tree or structure to a height up to fifty (50) feet above the surface of the land.

**Section 5. Use Restrictions.** 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 communications 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, taking off, or maneuvering of aircraft intending to use the airport.

**Section 6. Nonconforming Uses.**

(A) **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 legally nonconforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of any nonconforming use. Nothing herein contained

shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was legally begun prior to the effective date of this Ordinance and is diligently pursued.

(B) **MARKING AND LIGHTING** – Notwithstanding the preceding provisions of this Section, the owner of any legal 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 Chief Building Official, City of Grand Prairie, Texas, or the Chief Building Official, of the City of Arlington, Texas, to indicate to the operators of aircraft in the vicinity of the airport, the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the City of Grand Prairie, Texas.

#### **Section 7. Permits.**

(A) **FUTURE USES** – Except as specifically provided in 1) and 2) 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 in any zone hereby created unless a permit therefor 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. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section 7(D) of this Ordinance.

- 1) 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 seventy-five (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 horizontal

zones.

2) 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 (75) feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach 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 height limits established by this Ordinance except as set forth in Section 4(E) of this Ordinance.

(B) **EXISTING USES** – No permit shall be granted that would allow the establishment or creation of any airport hazard or permit a nonconforming 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.

(C) **NONCONFORMING USES ABANDONED OR DESTROYED** – Whenever the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, determines that a nonconforming 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 deviate 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 in violation of the regulations prescribed in this Ordinance, may apply to the Zoning Board of Adjustment for the city in which the subject property is located for a variance from such regulations in question. 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. Variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will 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 this Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the respective Zoning Board of Adjustment unless a copy of the application has been furnished to the Mid-Cities Joint Airport Zoning Board and the Director of the Grand Prairie Municipal Airport. for advice as to the aeronautical effects of the variance.

(E) **OBSTRUCTION MARKING AND LIGHTING** – Any permit or variance granted may, if such action is deemed advisable by the Chief Building Official of the City of Grand Prairie, Texas, the Chief Building Official of the City of Arlington, Texas, or a Zoning Board of Adjustment before which the application for a variance was made, to effectuate the purpose of this Ordinance and is reasonable under the circumstances, be so conditioned as to require the owner of the structure or tree in question to allow the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, to install, operate, and maintain, at the expense of the political subdivision in which the structure or tree is located, such markings and lights as may be necessary to indicate to flyers the presence of an airport hazard.

**Section 8. Enforcement.** It shall be the duty of the Chief Building Official of the City of Grand Prairie, Texas, and the Chief Building Official of the City of Arlington, Texas, to administer and enforce the regulations prescribed herein. Applications for permits shall be made to the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, upon a form published for that purpose. Applications required by this Ordinance to be submitted to the Chief Building Official of the City of Grand Prairie, Texas, or to the Chief Building Official of the City of Arlington, Texas, shall be promptly considered and granted or denied. Applications for variances shall

be made to the Zoning Board of Adjustment for the city in which the subject property is located by first filing the application for variance with the Director of the Grand Prairie Municipal Airport and the Chief Building Official of the city in which the subject property is located who shall forthwith transmit the application to the respective Zoning Board of Adjustment for determination.

**Section 9. Appeals**

(A) Any person aggrieved or any taxpayer affected by any decision of the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, made in his administration of this Ordinance, is of the opinion that a decision of the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, is an improper application of these regulations, may appeal to the Zoning Board of Adjustment for the city in which the subject property is located.

(B) All appeals hereunder must be taken within a period of twenty-one (21) days as provided by the rules of the Zoning Board of Adjustment, by filing with the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, and the Director of the Grand Prairie Municipal Airport a notice of appeal specifying the grounds thereof. The Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, shall forthwith transmit to the applicable Zoning Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.

(C) An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, certifies to the applicable Zoning Board of Adjustment, 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 Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building

Official of the City of Arlington, Texas, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the applicable Zoning Board of Adjustment on notice to the Chief Building Official of the City of Grand Prairie, Texas, or the Chief Building Official of the City of Arlington, Texas, and on due cause shown.

(D) The Zoning Board of Adjustment considering the appeal shall fix a reasonable time for hearing appeals, give public notice and due notice 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.

(E) The Zoning Board of Adjustment considering the appeal 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 and may make such order, requirement, decision or determination, as may be appropriate under the circumstances.

**Section 10. Judicial Review.** Any person aggrieved or any taxpayer affected by any decision of a board of adjustment may appeal to a court of competent jurisdiction, as provided by the Airport Zoning Act, as amended, Tex. Local Gov't Code §241.041.

**Section 11. Enforcement and Remedies.** The Chief Building Official and/or the City Council of the City of Grand Prairie, Texas, or the Chief Building Official and/or the City Council of the City of Arlington, Texas, may institute in any Court of competent jurisdiction, an action to prevent, restrain, correct, or abate any violation of this ordinance/Order or of any order or ruling made in connection with its admiration or enforcement including but not limited to an action for injunctive relief as provided by the Airport Zoning Act, as amended, Tex. Local Gov't Code §241.044.

**Section 12. Penalties.** Each violation of this Ordinance or any regulation order or ruling promulgated hereunder shall constitute a misdemeanor and upon conviction shall be punishable by a fine of not more than \$200.00 and each day a violation continues to exist shall constitute a separate offense.

**Section 13. 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 be with respect to the height of structures or trees, the use of land, or any other matter, and whether such other regulations were adopted by the political subdivision which adopted the airport zoning regulations or by some other political subdivision, the more stringent limitation or requirement shall govern and prevail.

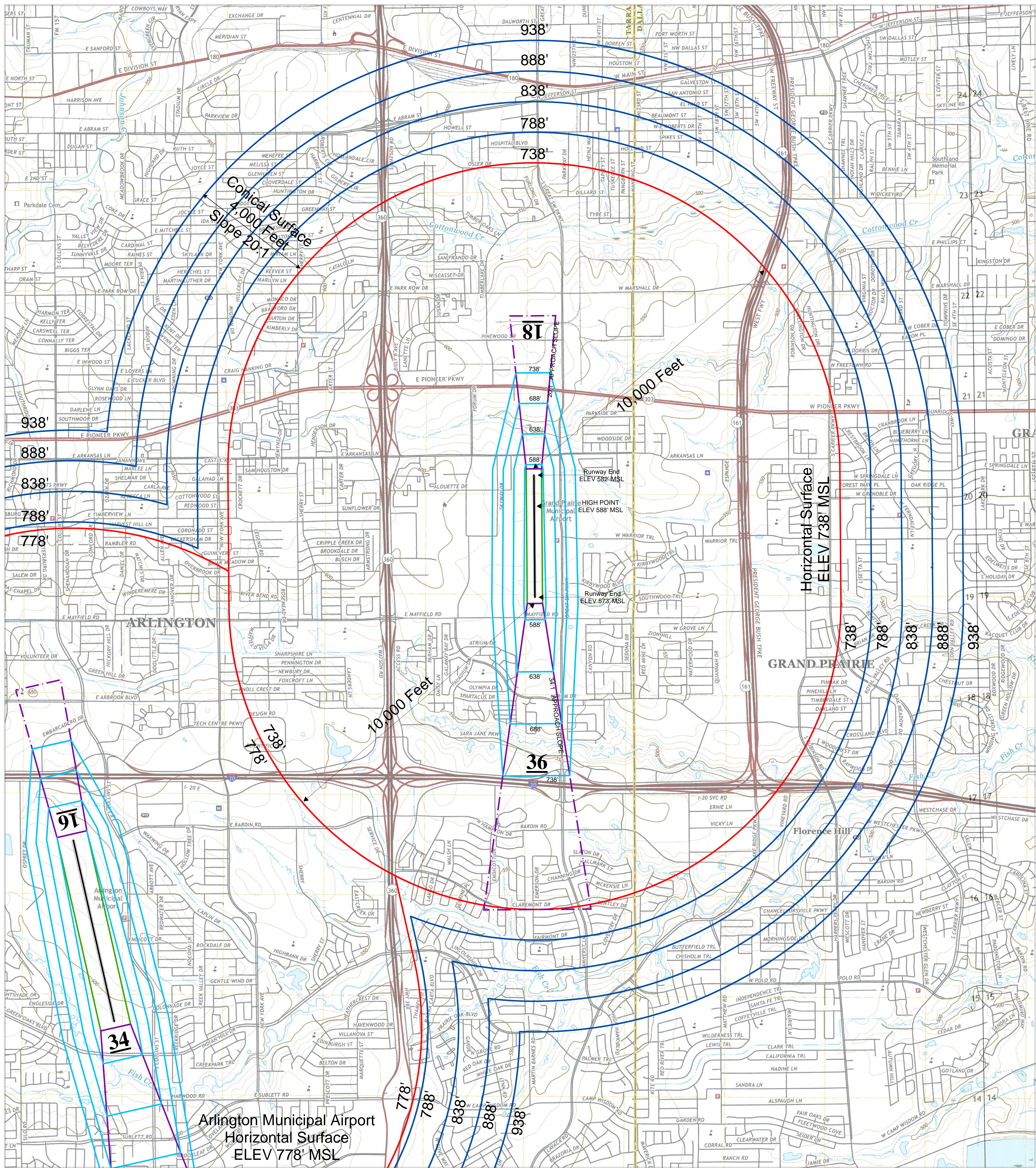
**Section 14. Severability.** If any of the provisions of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or application of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

**Section 15. Effective Date.** This Ordinance shall be in full force and effect from and after its passage by the Mid-Cities Joint Airport Zoning Board and publication and posting as required by law.

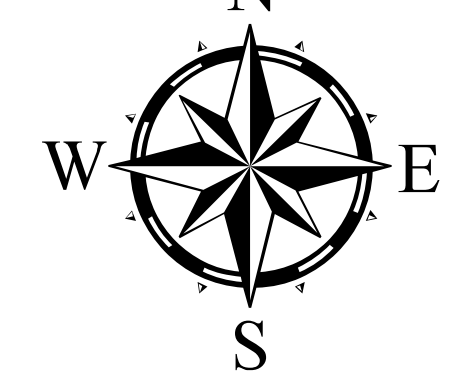
**PASSED AND APPROVED BY THE MID-CITIES JOINT AIRPORT ZONING BOARD THIS 26TH DAY OF SEPTEMBER 2023.**



# EXHIBIT A - 2021 SURFACE DIMENSIONS



0 1,000 2,000 3,000 4,000 5,000



ONE INCH = 1,000 FEET  
 Topographic Contour Interval: 10 feet  
 GRAND PRAIRIE PART 77 SURFACES  
 PROFILE VIEW  
 SECTION NOT TO SCALE  
 CONICAL SURFACE ELEVATION 938.4' MSL

APPROVED, CHAIRMAN JOINT AIRPORT ZONING BOARD  <b>BILL MACKIE, TxDOT Aviation Division</b> DRAWN BY  <b>31 DECEMBER 2021</b> DATE	GRAND PRAIRIE MUNICIPAL AIRPORT GRAND PRAIRIE, TARRANT COUNTY, TEXAS  HEIGHT HAZARD ZONING MAP  TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION PLANNING AND PROGRAMMING SECTION
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