ORDINANCES
MILES CITY, MONTANA

ORDINANCE NO. 1143
ZONING ORDINANCE TO LIMIT HEIGHT OF OBJECTS
AND LAND USE AROUND THE MILES CITY AIRPORT

AN ORDINANCE REGULATING AND Restricting THE Height OF
Structures and Objects of Natural Growth, and OTHERWISE
Regulating The use OF Property, in the Vicinity of THE MILES
City 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 MILES
City Airport Zoning Map which is Incorporated in and Made
A Part of this Ordinance; Providing for Enforcement;
Establishing a Board of Adjustment; and imposing
Penalties.

The Ordinance is adopted pursuant to the authority conferred by Title 67, Chapter
6 of the Laws of the State of Montana. It is hereby found that an obstruction has
the potential for endangering the lives and property of users of Miles City Airport,
and property or occupants of land in its vicinity; that an obstruction may affect
existing and future instrument approach minimums of Miles City 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 Miles
City 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 Miles City
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
a 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;

(4) that the Custer County Board of Commissioners has failed to adopt or
enforce reasonably adequate airport zone regulations around the Miles
City Airport, and that the Custer County Board of Commissioners has
refused to join in creating a joint airport zoning board as authorized in
67-6-201 (2) M.C.A.

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 marking and fighting of obstructions are public
purposes for which a political subdivision may raise and expend public funds and
acquire land or interests in land.

IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF MILES CITY,
MONTANA, AS FOLLOWS:

ORDINANCE NO. 1143, PAGE 1 OF 9
SECTION I: SHORT TITLE

This Ordinance shall be known and may be cited as Miles City Airport Zoning Ordinance.

SECTION II: DEFINITIONS

As used in this Ordinance, unless the context otherwise requires, the following terms shall have the following meanings:

1. AIRPORT - Frank Wiley Field (also known as the Miles City Airport).

2. AIRPORT ELEVATION – 2,628 feet above mean sea level.

3. 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.

4. APPROACH, TRANSITIONAL, HORIZONTAL, AND CONICAL ZONES - Those zones as described and set forth in Section III of this Ordinance.

5. BOARD OF AIRPORT ZONING ADJUSTMENT - A board consisting of five (5) members appointed by the City Council of Miles City as provided for in 67-6-206 M.C.A.

6. 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.

7. HAZARD TO AIR NAVIGATION - An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

8. 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.

9. HORIZONTAL SURFACE - A horizontal plane 150 feet above the established airport elevation, the perimeter of which plane coincides with the perimeter of the horizontal zone.

10. NONCONFORMING USE - Any preexisting structure, object of natural growth, or use of land which is inconsistent with the provisions of this Ordinance or amendment thereto.

11. OBSTRUCTION - Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section IV of this Ordinance.
12. 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.

13. 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; 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.

14. RUNWAY - A defined area on an airport prepared for landing and takeoff of aircraft along its length.

15. STRUCTURE - An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation, or overhead transmission lines.

16. 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 and conical surfaces.

17. TREE - Any object of natural growth.

18. UTILITY RUNWAY - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds of maximum gross weight and less.

19. 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 includes all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to the Miles City Airport. Such zones are shown on the FAR Part 77 Airspace Drawing of the current Miles City Airport Plan drawing set, 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 heights limitation. The various zones are hereby established and defined as follows:

1. Approach Surface Zone - The inner edge of this approach zone coincides with the width of the primary surface. The approach zone expands outward uniformly to a width as shown on the FAR Part 77 Airspace Drawing of the current Miles City Airport Plan drawing set. Its centerline is the continuation of the centerline of the runway.
2. **Transitional Zones** - The transitional zones are the areas beneath the transitional surfaces.

3. **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.

4. **Conical Zone** - The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet.

**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 covered 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. **Approach Surface 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.

2. **Transitional Zone** - 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 2,628 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.

3. **Horizontal Zone** - Established at 150 feet above the airport elevation or at a height of 2,778 feet above mean sea level.

4. **Conical Zone** - Slopes 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.

5. **Excepted Height Limitations** - Nothing in this Ordinance shall be construed as prohibiting the construction or maintenance of any structure, or growth of any tree to a height up to 50 feet above the surface of the land, except that no new construction or growth will be allowed to penetrate the Transitional Surface.

**SECTION V: 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 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.

No use may be made of land or water within any zone established by this Ordinance which receives an objectionable determination in response to the notice required to be filed under Federal Aviation Regulations parts 157 or Part 77.

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 a 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 proceeding 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 City Council, 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 City of Miles City through its Miles City Airport Commission.

SECTION VII: PERMITS

1. Future Uses - Except as specifically provided in a, b and c hereunder, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit thereof shall have been applied for and granted. Each application for a permit shall indicate the purposes 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 VII, 4.

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 feet of vertical height above the ground, except when, because of terrain, land contour or topographic features, such tree or structure would extend above the height limits prescribed for such zones.

In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except
when such tree or structure would extend above the height limit prescribed for such approach zones.

In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in Section IV, 5.

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 of 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. **Nonconforming Uses Abandoned or Destroyed** - When the Miles City Airport Manager 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.

4. **Variances** - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Airport Zoning Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance.

5. **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. If deemed proper by the Board of Airport Zoning Adjustment, this condition may be modified to require the owner to permit the Miles City City Council, at its own expense, to install, operate, and maintain the necessary markings and lights.

SECTION VIII: ENFORCEMENT
It shall be the duty of the Miles City Airport Manager to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Miles City Airport Manager, upon a form published for that purpose. Applications required by this Ordinance to be submitted to the Miles City Airport Manager shall be promptly considered and granted or denied. Application for action by the Board of Airport Zoning Adjustment shall be forthwith transmitted by the Miles City Airport Manager.

SECTION IX: BOARD OF AIRPORT ZONING ADJUSTMENT

1. There is hereby created a Board of Airport Zoning Adjustment to have and exercise the following powers: (1) to hear and decide appeals where it is alleged there is error in any order, requirement, decision or determination made by the Miles City Airport Manager, in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Airport Zoning Adjustment under such Ordinance may be required to pass; and (3) to hear and decide specific variances as provided under Section VII, 4 of this Ordinance.

2. The Board of Airport Zoning Adjustment shall consist of five (5) members appointed by the Miles City City Council and each shall serve for a term of three (3) years until a successor is duly appointed and qualified. Of the members first appointed, two shall be appointed for a term of one year, two for a term of two years, and one for a term of three years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing. No member of the Miles City City Council may be a member of the Board of Airport Zoning Adjustment.

3. The Board of Airport Zoning Adjustment shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of Airport Zoning Adjustment shall be held at the call of the Chairperson and at such other times as the Board of Airport Zoning Adjustment may determine. The Chairperson, or in the absence of the Chairperson, the Acting Chairperson, may administer oaths and compel the attendance of witnesses. All meetings of the Board of Airport Zoning Adjustment shall be public. The Board of Airport Zoning Adjustment 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 action, all of which shall immediately be filed in the office of the City Clerk and shall be a public record.

4. The Board of Airport Zoning Adjustment 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 four of the members of the Board of Airport Zoning Adjustment shall be necessary to reverse any order, requirement, decision, or determination of the Miles City Airport Manager, or to decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect any variation to this Ordinance.
SECTION X: APPEALS

1. Any person aggrieved, or any officer, department, board or bureau of the City of Miles City affected, by any decision made in the administration of the Ordinance, may appeal to the Board of Airport Zoning Adjustment.

2. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Airport Zoning Adjustment, by filing with the Miles City Airport Manager a notice of appeal specifying the grounds thereof. The Miles City Airport Manager, shall forthwith transmit to the Board of Airport Zoning Adjustment 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 Miles City Airport Manager, certifies to the Board of Airport Zoning 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 Miles City Airport Manager cause imminent peril to life or property. In such case, proceedings shall not be stayed except by a restraining order, which may be granted by the Board of Airport Zoning Adjustment or by a court of record on application, with notice to the City of Miles City and on due cause shown.

4. The Board of Airport Zoning Adjustment 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.

5. The Board of Airport Zoning Adjustment 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 ought to be made and to that end shall have all the powers of the officer from whom the appeal is taken.

SECTION XI: JUDICIAL REVIEW

Any person or persons, jointly or severally, aggrieved, or any taxpayer or any officer, department, board or bureau of the City of Miles City, affected, by any decision of the Board of Airport Zoning Adjustment, may appeal to the appropriate court of record as provided for in §76-2-327 M.C.A.

SECTION XII: PENALTIES

1. Any person who violates any provision of this Ordinance is guilty of a misdemeanor and punishable by a fine not to exceed $500.00, imprisonment in the county jail for a period not to exceed 6 months, or both. Each day a violation continues to exist constitutes a separate offense.

2. The City of Miles City may institute in any court of competent jurisdiction an action to prevent, restrain, correct, or abate any violation of this Ordinance.

ORDINANCE NO. 1143, PAGE 8 OF 9
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 be 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

This Ordinance shall become effective thirty (30) days after its final passage.

Said ordinance read and put on its passage this 27th day of May, 2003.

ATTEST:

Patricia D. Huss, City Clerk

FINALLY PASSED AND ADOPTED this 10th day of June, 2003.

ATTEST:

Patricia D. Huss, City Clerk

Mike Metzenberg, Mayor
STATE OF MONTANA,
County of Custer } ss.

Ian Dawson _________, being duly sworn on her oath, says that she is and during the time hereinafter mentioned, has been the principal clerk of the printer of the MILES CITY STAR, a daily newspaper of general circulation, printed and published at Miles City, in said County and State.

That the Ordinance # 1143 ________________

______________ a printed and true copy of which, cut from the columns of said newspaper, is hereto attached, and made a part hereof, was printed and published in said newspaper, in the regular and entire issue of every number of the paper during the period and time of publication, on the following dates, to-wit: May 30, June 6, 2003

Signed

Subscribed and sworn to before me this day of June 2003

ANN J. HILDERBRAND
NOTARY PUBLIC for the State of Montana
Residing at Miles City, Montana
My Commission Expires June 28, 2006
AIRPORT INFLUENCE AREA LIMITATIONS

In an Airport Impact Zone and Limited Development Area Zone, the following regulations shall apply:

1. Uses Permitted Outright. In an Airport Impact Zone, the following uses and their accessory uses are permitted outright:
   a. Facilities and operations at the Airport.
   b. Farm use, excluding livestock feed or sales yard and excepting those uses set forth in subsection 2 of this section.

2. Conditional Uses. In Limited Development Area Zones, the following uses and their accessory uses may be permitted when authorized in accordance with the requirements of this ordinance:
   a. Farm accessory buildings and uses.
   b. Mining, quarrying, or other extraction activity, including the processing or refining of one- or other raw materials.
   c. Utility facility necessary for public service.
   d. Golf course.
   e. Park, playground, other public recreation site or facility, or community services facility owned and operated by a governmental agency or non-profit community organization.
   f. Veterinary clinic, animal pound or kennel.
   g. Private or public grounds and buildings for games, sports, riding arenas, race tracks and similar activities.
   h. Water supply and treatment facility.
   i. Manufacturing and warehousing.
   j. Travelers' accommodation facilities.
   k. Retail and wholesale trade facilities.
   l. Residential use and development thereof.

3. Use Limitations. In a Limited Development Area Zone, the following limitations and standards shall apply to all uses permitted, unless a variance has been approved in accordance with section VII. 4:
   a. No use shall be permitted in an approach surface zone from the runway end to Four Thousand Five Hundred (4,500) feet from the end of the runway, no building for public or private purposes which is designed to accommodate more than 25 persons at any one time shall be permitted.
   b. Mining or quarry operation shall not be permitted if such use will allow or cause ponding which is likely to attract birds.
   c. No use permitted by subsection (2)(b) of this section shall permit any power lines to be located in Runway Protection Zones and any power lines located within an approach zone shall be in accordance with designated approach slope ratios as defined in Montana Code Annotated, Title 67, Chapter 4, 5, and 6, FAA FAR Part 77 and other local ordinances that regulate the height of obstacles.
   d. No use permitted by this section shall be allowed if such use is likely to attract an unusual quantity of birds, particularly birds which are normally considered high flight.
FAR PART 77 TERMS AND DESCRIPTIONS

"VISUAL RUNWAY" MEANS A RUNWAY INTENDED SOLELY FOR THE OPERATION OF AIRCRAFT USING VISUAL APPROACH PROCEDURES, WITH NO STRAIGHT-IN INSTRUMENT APPROACH PROCEDURE AND NO INSTRUMENT DESIGNATION INDICATED ON AN FAA APPROVED AIRPORT LAYOUT PLAN, A MILITARY SERVICE APPROVED AIRPORT LAYOUT PLAN, OR BY ANY PLANNING DOCUMENT SUBMITTED TO THE FAA BY COMPETENT AUTHORITY.

"UTILITY RUNWAY" MEANS A RUNWAY THAT IS CONSTRUCTED FOR AND INTENDED TO BE USED BY PROPULSION-DRIVEN AIRCRAFT OF 12,500 POUNDS MAXIMUM GROSS WEIGHT AND LESS, "OTHER THAN UTILITY" IS OVER 12,500 POUNDS.

HORIZONTAL SURFACE: A HORIZONTAL PLANE 150 FEET ABOVE THE ESTABLISHED AIRPORT ELEVATION. THE PERIMETER OF WHICH, AT FRANK WILEY FIELD IS CONSTRUCTED BY DRAWING 1,000 FOOT ARCS FROM THE CENTER OF EACH END OF THE PRIMARY SURFACE OF EACH RUNWAY AND CONNECTING THE ADJACENT ARCS BY LINES EQUIDISTANT TO THOSE ARCS.

CONICAL SURFACE: A SURFACE EXTENDING OUTWARD AND UPWARD FROM THE PERIMETER OF THE HORIZONTAL SURFACE AT A SLOPE OF 2% TO 1 FOR A HORIZONTAL DISTANCE OF 4,000 FEET.

APPROACH SURFACE: A SURFACE LONGITUDINALLY CENTERED ON THE EXTENDED RUNWAY CENTERLINE AND EXTENDING OUTWARD AND UPWARD FROM EACH END OF THE PRIMARY SURFACE. AN APPROACH SURFACE IS APPLIED TO EACH END OF EACH RUNWAY BASED UPON THE TYPE OF APPROACH AVAILABLE OR PLANNED FOR THAT RUNWAY END. THE INNER EDGE OF THE APPROACH SURFACE IS THE SAME WIDTH AS THE PRIMARY SURFACE AND AT FRANK WILEY FIELD, IT EXTENDS UNIFORMLY AT A 3:45 SLOPE TO A WIDTH OF 3,500 FEET AT A DISTANCE OF 10,200 FEET FROM THE RUNWAY END (AN "OTHER THAN UTILITY RUNWAY").

PRIMARY SURFACE: A SURFACE LONGITUinally CENTERED ON A RUNWAY, WHEN THE RUNWAY HAS A SPECIALLY PREPARED HARD SURFACE, SUCH AS AT FRANK WILEY FIELD, THE PRIMARY SURFACE EXTENDS 200 FEET BEYOND THE RUNWAY CENTERLINE ON EACH END AND TO THE PRIMARY END OF THE APPROACH. THE WIDTH OF THE PRIMARY SURFACE AT FRANK WILEY FIELD IS 500 FEET ("OTHER THAN UTILITY RUNWAY").

TRANSITIONAL SURFACE: THESE SURFACES EXTEND OUTWARD AND UPWARD AT RIGHT ANGLES TO THE RUNWAY CENTERLINE AND THE RUNWAY CENTERLINE EXTENDED AT A SLOPE OF 7 TO 1 FROM THE SIDES OF THE PRIMARY SURFACE.

GENERAL NOTES:
EVERY NEW STRUCTURE WITHIN THE FAR PART 77 OUTER RING SHOULD BE CHECKED AGAINST THE FAR PART 77 SURFACES.

BASE MAP USED "MILES CITY, MT" AND "BIG HILL, MT". THESE MAPS ARE U.S.G.S. 7.5 MINUTIE QUADS ORIGINALLY AT A SCALE OF 1" = 2,000', CONTOUR INTERVAL IS 20'.

NO TERRAIN OR MAN-MADE OBSTRUCTIONS WERE FOUND.

50' PART 77 CONTOURS SHOWN IN TRANSITIONAL AND CONICAL SURFACES.

RUNWAYS DEPICTED RUNWAY 4/22 IS 6,780 FEET (FUTURE) CATEGORY B-4, LARGE AIRCRAFT.
RUNWAY 12/30 IS 5,650 FEET CATEGORY B-4, LARGE AIRCRAFT.

THE AIRPORT HAS FOUR (4) PUBLISHED APPROACHES TO THE RUNWAYS.
1) RNP APPROACH
2) VOR/DME APPROACH
3) VOR APPROACH
4) NDB APPROACH

THE AIRPORT SPONSOR IS CURRENTLY WORKING ON A HEIGHT ORDINANCE THAT WILL LIMIT NEW STRUCTURES SO THAT THEY DO NOT PENETRATE FAR PART 77 SURFACES. THE AIRPORT OVERLAPS ALL OF THE TRANSITIONAL SURFACE AREAS OF THE FAR PART 77 SURFACES THAT WOULD BE PENETRATED BY A 50 FOOT OBJECT.

FAR PART 77 OBSTRUCTION TABLE

<table>
<thead>
<tr>
<th>OBJEKT</th>
<th>LOCATION</th>
<th>TOP ELEVATION</th>
<th>PENETRATION</th>
<th>PROPOSED DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTY ROAD</td>
<td>49°15' D.G.N.</td>
<td>2835</td>
<td>4'</td>
<td>FLASHING LIGHTS</td>
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</tbody>
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