

CHARLES L. MORRIS, COMMISSIONER  
GEORGE P. KANE, DEPUTY COMMISSIONER



WILLIAM B. SMITH, M. D., CHIEF FLIGHT SURGEON  
RUTH T. GENEROUS, CHIEF CLERK

STATE OF CONNECTICUT  
DEPARTMENT OF AERONAUTICS

HARTFORD, CONN.,

*Master File*

ZONING REGULATIONS

for area adjacent to the

HARTFORD, CONNECTICUT MUNICIPAL AIRPORT  
(Brainard Field)

TO WHOM IT MAY CONCERN:

In pursuance of the provisions of Section 3096 of the General Statutes of the State of Connecticut, Revision of 1930, the following safety zone regulations are hereby promulgated and established this twenty-seventh day of January, 1941 governing the area adjacent to Brainard Field, so-called, which is the Hartford Municipal Airport in the town of Hartford, Connecticut; said Brainard Field being a piece, parcel or plot of land situated in the South Meadows section of Hartford, as more particularly appears and is shown upon a map entitled "Zoning Plan of Brainard Field, Hartford, Conn., 1940, Prepared for the Hartford Aviation Commission by the Dept. of Engineering, City of Hartford," which is hereto annexed.

The word "airport" as used and employed herein shall mean all of said land and the appurtenances thereon owned and used by the City of Hartford for airport purposes.

The phrase "approach zone" as herein used and employed shall mean a trapezoidal section of land 1000 feet in width at each end of the airport runways or proposed runways as shown on said map, and broadened to a width of 4000 feet two miles horizontally from the end of the respective runway, which section of land shall be symmetrical about its center line which is the continuation of the center line of the runway.

The phrase "turning zone" as herein used and employed shall mean any land immediately surrounding the airport on all sides, which is not included in an approach zone, and which is not more than two miles horizontally distant from the nearest boundary of the airport as defined by the boundary lines shown on said map.

1. Within the air space above the southwest approach zone to runway number 4, and above the northeast approach zone to runway number 4, as more particularly detailed on said map, no obstruction to aerial traffic shall

be erected, constructed, placed or allowed to grow, unless the highest part of such obstruction shall be, and shall continue to be, at an angle not to exceed the ratio of 40 to 1 from the nearest end of said runway number 4.

(For example, an obstruction, the highest point of which is 10 feet above the level of the airport surface, shall be located not less than 400 feet from the nearest end of the runway).

2. Within the air space above the approach zone to each end of runways number 1, 2, 3 and 6 as more particularly detailed on said map, no obstruction to aerial traffic shall be erected, constructed, placed or allowed to grow, unless the highest part of such obstruction shall be, and shall continue to be, at an angle not to exceed the ratio of 30 to 1 from the nearest end of the airport runway in question.

(For example, an obstruction, the highest point of which is 10 feet above the level of the airport surface, shall be located not less than 300 feet from the nearest end of the runway).

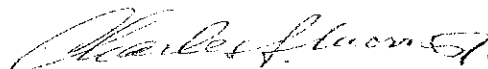
3. Within the air space above the turning zone, no obstruction to aerial traffic shall be erected, constructed, placed or allowed to grow, unless the highest part of such obstruction shall be, and shall continue to be, at an angle not to exceed 10 to 1 from said nearest boundary.

(For example, an obstruction whose highest point is 10 feet above the level of the airport surface, shall be located not less than 100 feet from the nearest boundary of the airport).

4. Any present existing obstructions of record on the date of this order, shall be exempt herefrom, but nothing herein contained shall be interpreted to prevent negotiations, or the exercise of the right of eminent domain, by the City of Hartford or the State of Connecticut, for the removal of such present obstructions.

5. It is ordered that a copy of these regulations and the map pertinent hereto, be filed with the respective Clerks of the City of Hartford, the Towns of Hartford, Wethersfield, East Hartford and Glastonbury, and the Zoning Commissions and/or Planning Commissions of said city and towns; and it is further ordered that a copy of these regulations be printed once in the Hartford Courant and once in the Hartford Times, newspapers published in the City of Hartford and having a daily circulation in the aforementioned towns.

6. The within regulations shall become effective on the first day of February, 1941.



Charles L. Morris  
Commissioner of Aeronautics  
State of Connecticut

January 27, 1941