

Runway Protection Zone
 The runway protection zone is a trapezoidal-shaped ground level safety area beginning at the end of the primary surface, aligned directly beneath the approach surface. The length is determined by the horizontal distance required for the approach surface to reach a height of 50 feet above ground level or 50 feet above the elevation of the runway end, whichever distance is shorter. This area should be kept clear of all objects.

Non-precision Instrument Runway
 A non-precision instrument runway is one which has a published straight-in instrument approach procedure for which only horizontal guidance or area type navigation has been approved or planned.

Precision Instrument Runway
 A precision instrument runway is one which has a published or planned precision instrument approach procedure. A precision instrument approach provides aircraft instrumentation with both horizontal and vertical guidance to the runway.

Utility Runway
 A utility runway is one which is constructed and used for aircraft of 12,500 pounds maximum gross weight or less.

Visual Runway
 A visual runway is one which is intended solely for visual approach procedures; it has no published or planned instrument approach procedures.

Following are descriptions of imaginary surfaces associated with the airspace of every U.S. civil airport. These surfaces are defined under Part 77 of the Federal Aviation Regulations. An object is considered to be an obstruction to air navigation if it penetrates any of the imaginary surfaces described below. Exceptions are objects that are necessary for aerial navigation:

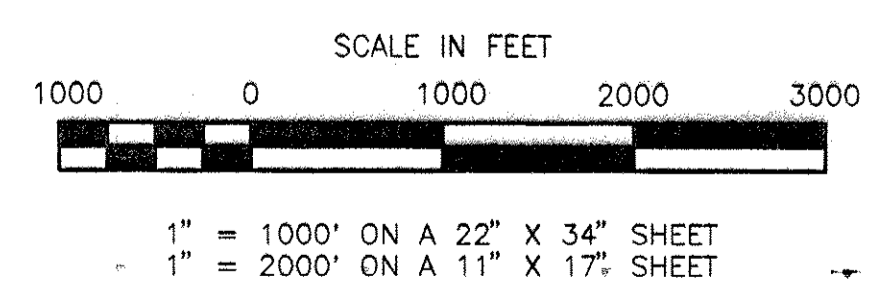
Horizontal Surface
 The horizontal surface is a plane 150 feet above the established airport elevation with swinging arcs of a 5,000 foot radius for utility or visual runways, and a 10,000 foot radius for all other runways.

Conical Surface
 The conical surface extends outward and upward from the horizontal surface at a slope of 20:1 for a distance of 4,000 feet.

Primary Surface
 The primary surface is longitudinally centered on a runway at the same elevation as the runway. It extends 200 feet beyond each end of a hard surface runway, but terminates at the end of runways having no specially prepared hard surface. The width of the runway primary surface varies according to runway type and use.

Transitional Surface
 The transitional surface extends upward and outward at a slope of 7:1 from the periphery of the primary surface until it intersects the horizontal surface.

Approach Surface
 The approach surface is longitudinally centered on the runway centerline extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway according to the type of existing or planned instrument approach procedure for that runway. Approach surfaces vary in length from 5,000 feet for visual and utility runways to 50,000 feet for all precision instrument runways. The approach slopes range from 20:1 to 50:1 respectively.



Notes:
 Base Maps Used: Erie (Revised 1979), Contours at 10 foot Intervals and Frederick (Revised 1979) Contours at 10 foot Intervals.

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DRAWING FAR PART 77 SURFACE DESCRIPTIONS		
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		SHEET 1 OF 1