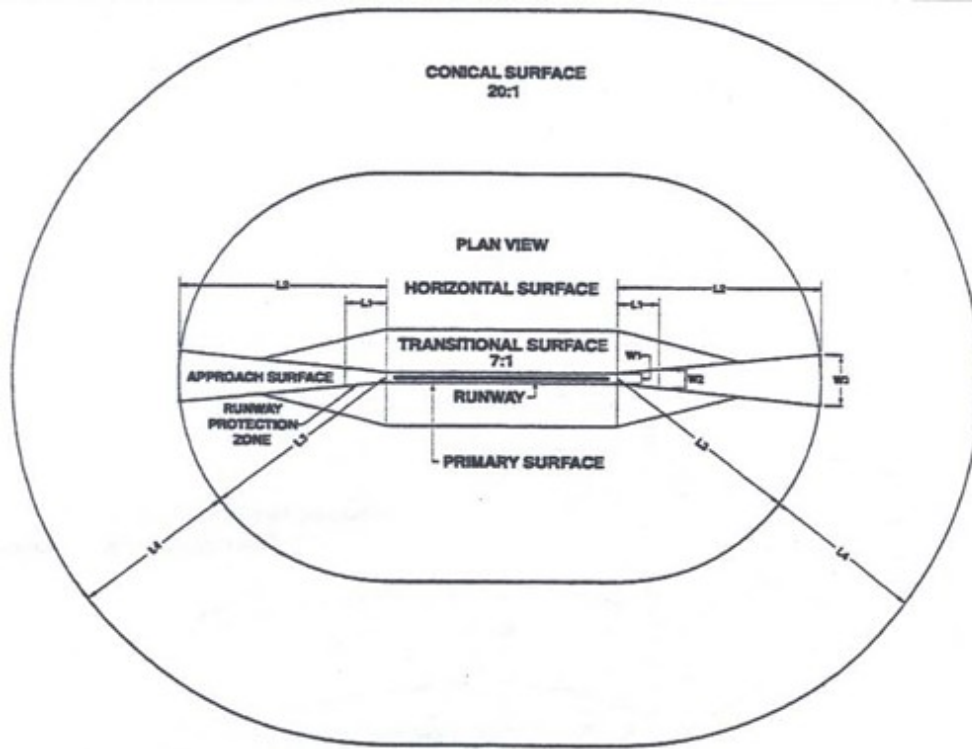


ZONING

425 Attachment 2

Borough of Paxtang

Figure 11.1, FAR Part 77 Surfaces and Dimension Requirements



FAR Part 77 "Imaginary Surfaces" Dimension¹ Requirements

| Runway Type | Runway End | | Conical Surface (L4) | Horizontal Surface (L3) | Approach Surface | | | Approach Slope | Primary Surface Width | Transitional Surface |
|-----------------------------|------------|--------|----------------------|-------------------------|------------------|------------------|------------------|----------------|-----------------------|----------------------|
| | Approach | Other | | | Length (L2) | Inner Width (W1) | Other Width (W3) | | | |
| Small Airplane ² | V | V | 4,000 | 5,000 | 5,000 | 250 | 1,250 | 20:1 | 250 | 7:1 |
| | | NP | 4,000 | 5,000 | 5,000 | 500 | 1,250 | 20:1 | 500 | 7:1 |
| | | NP 3/4 | 4,000 | 5,000 | 5,000 | 1,000 | 1,250 | 20:1 | 1,000 | 7:1 |
| | | P | 4,000 | 5,000 | 5,000 | 1,000 | 1,250 | 20:1 | 1,000 | 7:1 |
| | NP | V | 4,000 | 5,000 | 5,000 | 500 | 2,000 | 20:1 | 500 | 7:1 |
| | | NP | 4,000 | 5,000 | 5,000 | 500 | 2,000 | 20:1 | 500 | 7:1 |
| | | NP 3/4 | 4,000 | 5,000 | 5,000 | 1,000 | 2,000 | 20:1 | 1,000 | 7:1 |
| | | P | 4,000 | 5,000 | 5,000 | 1,000 | 2,000 | 20:1 | 1,000 | 7:1 |
| Large Airplane ³ | V | V | 4,000 | 5,000 | 5,000 | 500 | 1,500 | 20:1 | 500 | 7:1 |
| | | NP | 4,000 | 10,000 | 5,000 | 500 | 1,500 | 20:1 | 500 | 7:1 |
| | | NP 3/4 | 4,000 | 10,000 | 5,000 | 1,000 | 1,500 | 20:1 | 1,000 | 7:1 |
| | | P | 4,000 | 10,000 | 5,000 | 1,000 | 1,500 | 20:1 | 1,000 | 7:1 |
| | NP | V | 4,000 | 10,000 | 10,000 | 500 | 3,500 | 34:1 | 500 | 7:1 |
| | | NP | 4,000 | 10,000 | 10,000 | 500 | 3,500 | 34:1 | 500 | 7:1 |
| | | NP 3/4 | 4,000 | 10,000 | 10,000 | 1,000 | 3,500 | 34:1 | 1,000 | 7:1 |
| | | P | 4,000 | 10,000 | 10,000 | 1,000 | 3,500 | 34:1 | 1,000 | 7:1 |
| Large and Small Airplanes | NP 3/4 | V | 4,000 | 10,000 | 10,000 | 1,000 | 4,000 | 34:1 | 1,000 | 7:1 |
| | | NP | 4,000 | 10,000 | 10,000 | 1,000 | 4,000 | 34:1 | 1,000 | 7:1 |
| | | NP 3/4 | 4,000 | 10,000 | 10,000 | 1,000 | 4,000 | 34:1 | 1,000 | 7:1 |
| | | P | 4,000 | 10,000 | 10,000 | 1,000 | 4,000 | 34:1 | 1,000 | 7:1 |
| | P | V | 4,000 | 10,000 | 10,000/40,000 | 1,000 | 4,000/16,000 | 50:1/40:1 | 1,000 | 7:1 |
| | | NP | 4,000 | 10,000 | 10,000/40,000 | 1,000 | 4,000/16,000 | 50:1/40:1 | 1,000 | 7:1 |
| | | NP 3/4 | 4,000 | 10,000 | 10,000/40,000 | 1,000 | 4,000/16,000 | 50:1/40:1 | 1,000 | 7:1 |
| | | P | 4,000 | 10,000 | 10,000/40,000 | 1,000 | 4,000/16,000 | 50:1/40:1 | 1,000 | 7:1 |

1 - In feet

2 - Less than 12,500 pounds maximum certified takeoff weight.

3 - Greater than 12,500 pounds maximum certified takeoff weight

V = Vertical approach 20:1

NP = Nonprecision approach 34:1

NP ¾ = Nonprecision approach with visibility minimums as low as ¾ statute miles 34:1

P = Precision approach 50:1

NOTE: L1 is the length of the RPZ and W2 is the outer width of the RPZ as defined by approach visibility minimums.

Source: Federal Aviation Administration; Model Zoning Ordinance Language for an Airport District Overlay; PennDOT, 2010)