



Conical Surface (CS) - This sub-district is established as the area that commences at the periphery of the Horizontal Surface sub-district, further described below, at a slope of twenty to one (20:1) and extends outward a horizontal distance of four thousand (4,000) feet.

Horizontal Surface (HS) - This sub-district is established as a horizontal plane, one hundred and fifty (150) feet above the established airport elevation, the same being 293 feet above mean sea level. This surface is defined by swinging arcs of ten thousand (10,000) feet radii from the center of each end of the Primary Surface of the runway, as identified below, and connecting the adjacent arcs by drawing lines tangent to those arcs. The Horizontal Surface does not include the Approach and Transitional Surfaces.

Primary Surface (PS) - This sub-district is a ground surface, five hundred (500) feet in width, longitudinally centered on the runway and ends at the end of a turf runway and two hundred (200) feet beyond the end of a paved runway. The land area between the end of the Primary Surface and the end of the paved runway is subject to the requirements found in the FAA Advisory Circular 150/5300-13, CHG 4, "Design Standards", Safety Zones.

Transitional Surface (TS) - This sub-district is established as a surface extending outward at 90-degree angles to the runway centerline extended at a slope of seven feet horizontally for each one foot vertically (7:1) from the sides of the Primary and Approach Surfaces to where they intersect the Horizontal and Conical Surfaces. In addition to the Site Development Standards contained herein, there are established height limits sloping upward and outward seven feet horizontally for each foot vertically (7:1) beginning at the sides of the same elevation as the Approach Surfaces, and extending to where they intersect the Conical Surface.

Approach Surface (AS) - The inner edge of this Approach Surface coincides with the width of the primary surface and is five hundred (500) feet wide. The Approach Surface expands outward uniformly to a width of 3,500 feet at a horizontal distance of ten thousand (10,000) feet from the Primary Surface, centered on the extended runway centerline. This surface extends upward at a slope of 34 feet horizontally for each foot vertically (34:1) beginning at the end of and at the same elevation as the Primary Surface.

- NOTES**
- THIS DRAWING DEPICTS OBJECTS AFFECTING NAVIGABLE AIRSPACE AS DEFINED IN FEDERAL AVIATION REGULATIONS PART 77, SECTION 77.25, CIVIL AIRPORT IMAGINARY SURFACES.
 - U.S. GEOLOGICAL SURVEY 7.5 MINUTES SERIES QUADRANGLE MAPS: BROOMES ISLAND, MD. - PHOTOREVISED 1986
HOLLYWOOD, MD. - PHOTOREVISED 1984
LEONARDTOWN, MD. - PHOTOREVISED 1984
MECHANICSVILLE, MD. - PHOTOREVISED 1974
SOLOMONS ISLAND, MD. - 1987
ST. MARYS CITY, MD. - 1987
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
 - RUNWAY END ELEVATIONS ARE BASED ON PRELIMINARY SITE ANALYSIS BY DELTA AIRPORT CONSULTANTS, INC.
 - ALL ELEVATIONS DEPICTED ARE GROUND HEIGHTS AND DO NOT ACCOUNT FOR VEGETATION GROWTH.
 - REFER TO INNER PORTION OF APPROACH SURFACE DRAWINGS FOR ADDITIONAL DETAILS ON CLOSE-IN APPROACH OBSTRUCTIONS, PROFILE VIEWS OF APPROACH SLOPES, AND RUNWAY PROTECTION ZONE.

AIRSPACE PROTECTION DATA	
AIRPORT ELEVATION (FT): 143 MSL	TOPO CONTOUR INTERVAL (FT): 10
RUNWAY END ELEVATIONS (FT)	
RUNWAY 29 = 143 MSL	RUNWAY 11 = 126 MSL
INSTRUMENT PROCEDURES	
RUNWAY 29: NON-PRECISION >3/4 MILE RUNWAY LARGER THAN UTILITY	RUNWAY 11: NON-PRECISION >3/4 MILE RUNWAY LARGER THAN UTILITY

NO.	REVISIONS	BY	APP.	DATE

THE "ST. MARY'S COUNTY UNIFIED LAND DEVELOPMENT CODE" PROTECTS THE AIRSPACE AROUND CAPT. WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARYS. AS OUTLINED IN ARTICLE 4, "OVERLAY DISTRICTS AND FLOATING ZONES," THE AIRPORT IS LOCATED WITHIN AN AIR INSTALLATIONS COMPATIBILITY USE ZONE (AICUZ). THE "GENERAL SITE DEVELOPMENT STANDARDS" INCLUDE HEIGHT RESTRICTIONS AS WELL AS OTHER REQUIREMENTS FOR PROPOSED DEVELOPMENT WITHIN THE AICUZ.

AIRPORT AIRSPACE DRAWING

CAPTAIN WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARYS LEONARDTOWN, MARYLAND

DELTA AIRPORT CONSULTANTS, INC.
engineers - planners

DRAWN BY: RWW SCALE: 1"=2000'
CHECKED BY: CAB DATE: MARCH 2001

SHEET 3 OF 9

X:\1998\p01\98036\8036p77.dwg Mon Aug 20 12:35:09 2001 PWW