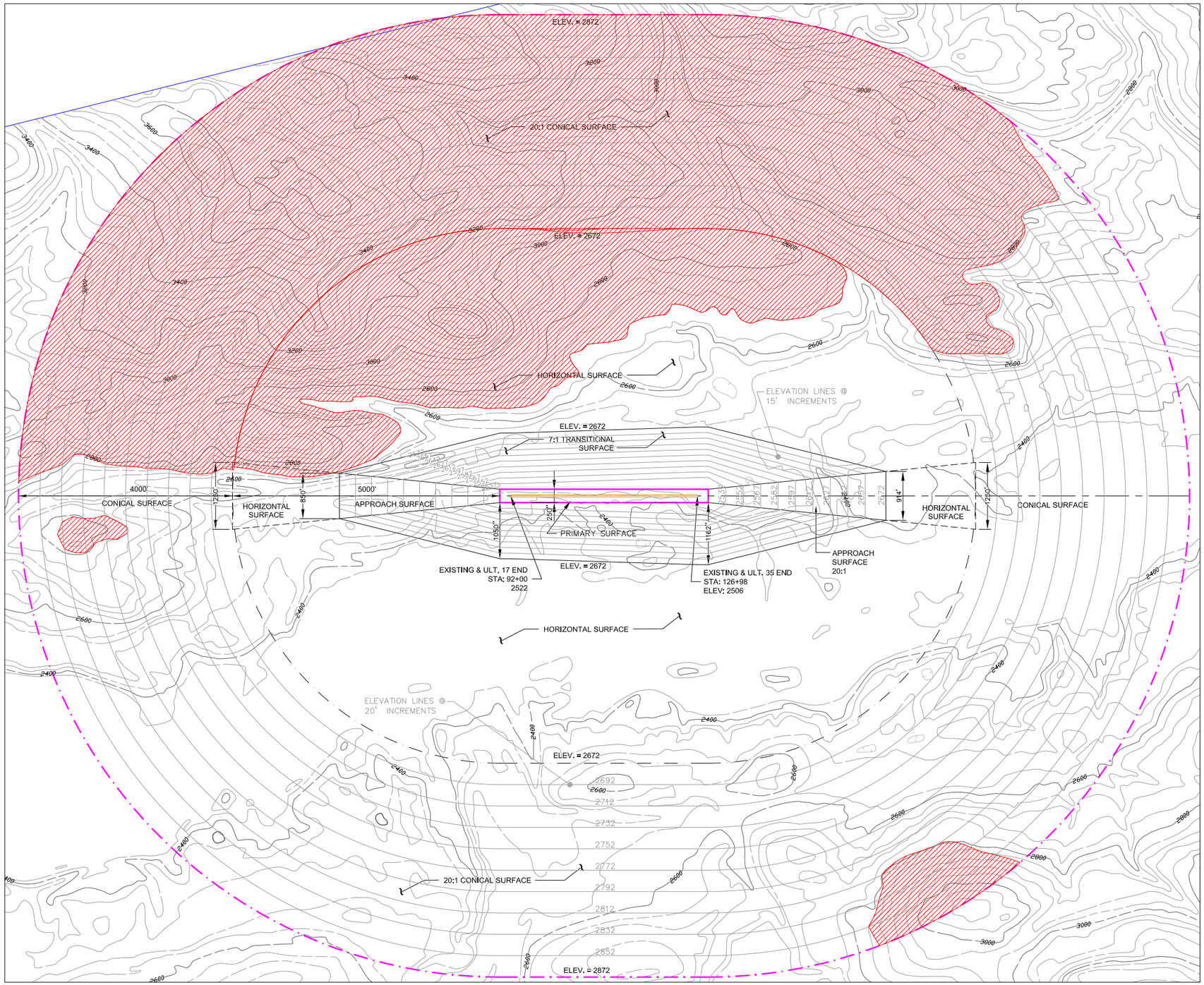

GENERAL NOTES

THIS DIAGRAM DEPICTS SO-CALLED IMAGINARY SURFACES AS DESCRIBED IN TITLE 14 U.S.C, PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE," SUBPART C, "OBSTRUCTION STANDARDS." FIVE IMAGINARY SURFACES ARE INCLUDED.

FAR PART 77 SURFACES ARE USED TO EVALUATE EXISTING AND PLANNED MAN-MADE AND NATURAL OBJECTS IN TERMS OF THEIR IMPACT ON NAVIGABLE AIRSPACE. THEY ARE NOT RESTRICTIONS TO PENETRATIONS UNLESS CODIFIED IN LOCAL ORDINANCES. THEY ARE USED TO TRIGGER AIRSPACE REVIEWS OF OBSTRUCTIONS.

DESCRIPTIONS FOLLOW.

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 EITHER END OF THE THAT RUNWAY; BUT WHEN THE RUNWAY HAS NO SPECIALLY PREPARED SURFACE, OR PLANNED HARD SURFACE, THE PRIMARY SURFACE ENDS AT THE PHYSICAL ENDS OF THE RUNWAY. THE ELEVATION OF ANY POINT ON THE PRIMARY SURFACE IS THE SAME AS THE ELEVATION OF THE NEAREST POINT ON THE RUNWAY CENTERLINE. PRIMARY SURFACE WIDTHS VARY WITH THE CLASSIFICATION OF THE RUNWAY; HOWEVER, THE WIDTH IS UNIFORM THROUGHOUT AND IS BASED ON THE MOST PRECISE APPROACH EXISTING OR PLANNED FOR EITHER END OF THAT RUNWAY.

HORIZONTAL SURFACE:
A HORIZONTAL PLANE 150 FEET ABOVE THE ESTABLISHED AIRPORT ELEVATION, THE PERIMETER OF WHICH IS CONSTRUCTED BY SWINGING ARCS OF SPECIFIED RADII FROM THE CENTER OF EACH END OF THE PRIMARY SURFACE OF EACH RUNWAY. TANGENTS THEN CONNECT THE ADJACENT ARCS. SIZE OF ARCS AS FOLLOWS: (A) FOR ALL RUNWAYS DESIGNED VISUAL OR UTILITY, THE RADIUS OF EACH ARC IS 5,000 FEET. (B) FOR PRECISION AND NON-PRECISION INSTRUMENT RUNWAYS, THE RADIUS OF EACH ARC IS 10,000 FEET. THE RADIUS OF THE ARCS SPECIFIED FOR EACH END OF A RUNWAY WILL HAVE THE SAME NUMERICAL VALUE, THAT VALUE BEING THE HIGHEST DETERMINED FOR EITHER END OF THE RUNWAY. WHEN A 5,000 FOOT ARC IS ENCOMPASSING BY TANGENTS CONNECTING TWO ADJACENT 10,000 FOOT ARCS, IT SHALL BE DISREGARDED.

CONICAL SURFACE:
A SURFACE, WHICH EXTENDS UPWARD AND OUTWARD FROM THE OUTER LIMITS OF THE HORIZONTAL SURFACE FOR A HORIZONTAL DISTANCE OF 4,000 FEET. THE SLOPE OF THE CONICAL SURFACE IS 20-1 (5 PERCENT) MEASURED IN A VERTICAL PLANE.

TRANSITIONAL SURFACE:
A SURFACE EXTENDING OUTWARD AND UPWARD, AT RIGHT ANGLES TO THE RUNWAY CENTERLINE AND RUNWAY CENTERLINE EXTENDED, FROM THE SIDES OF THE PRIMARY SURFACE AND THE APPROACH SURFACES. (A) THE SLOPE IS 7-1 (14.3 PERCENT) AND THE SURFACE EXTENDS UNTIL IT INTERSECTS THE HORIZONTAL OR CONICAL SURFACE. (B) A PRECISION APPROACH SURFACE THAT PROJECTS BEYOND THE LIMITS OF THE CONICAL SURFACE EXTENDS A DISTANCE OF 5,000 FEET MEASURED HORIZONTALLY FROM THE EDGE OF THE APPROACH SURFACE. THE SLOPE IS 7-1 (14.3 PERCENT).

VISUAL APPROACH (UTILITY RUNWAY)
THE SURFACE BEGINS WITH A 250-FEET WIDTH AT THE END OF THE PRIMARY SURFACE AND FLARES TO A WIDTH OF 1,250 FEET AT A DISTANCE OF 5,000 FEET FROM THE END OF THE PRIMARY SURFACE. THE SURFACE SLOPE IS 20-1 (5 PERCENT)

MAGNETIC NORTH
TRUE NORTH

MAGNETIC DECLINATION
16° 25' EAST
ANNUAL RATE OF CHANGE
0°10' WEST (DEC 2009)

GRAPHIC SCALE
SCALE: 1" = 1000'

1000' 4000'
0 500' 2000'

CONVERSION PARAMETERS:
TO CONVERT FROM THE GROUND COORDINATE SYSTEM TO NAD83 STATE PLANE WASHINGTON NORTH ZONE PERFORM THE FOLLOWING;
1. SCALE ABOUT 75,871.443N, 54,028.097E BY 0.99988296.
2. ADD 500,000N, 2,300,000E TO THE RESULTING COORDINATES

TO CONVERT FROM NAD83 STATE PLANE WASHINGTON NORTH ZONE TO THE GROUND COORDINATE SYSTEM PERFORM THE FOLLOWING;
1. SCALE ABOUT 575,871.443N, 2,354,028.097E BY 1.00011705.
2. SUBTRACT 500,000N, 2,300,000E FROM THE RESULTING COORDINATES.

PROJECT MGR.	DK
DESIGNED	DK
DRAWN	SW
CHECKED	DK
DATE	DEC 2009

DATE	REVISION	BY

DATE: DEC 2009

SHEET NO. C1.8

AIRSIDE
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PROJECT: FERRY COUNTY AIRPORT
SHEET TITLE: ULTIMATE AIRSPACE ELEVATIONS (FAR PART 77)