

FEDERAL AVIATION REGULATIONS PART 77, STATES THAT A STRUCTURE IS PRESUMED TO HAVE A SUBSTANTIAL ADVERSE EFFECT UPON THE SAFE AND EFFICIENT USE OF NAVIGABLE AIRSPACE IF ITS HEIGHT EXCEEDS THE FOLLOWING STANDARDS:

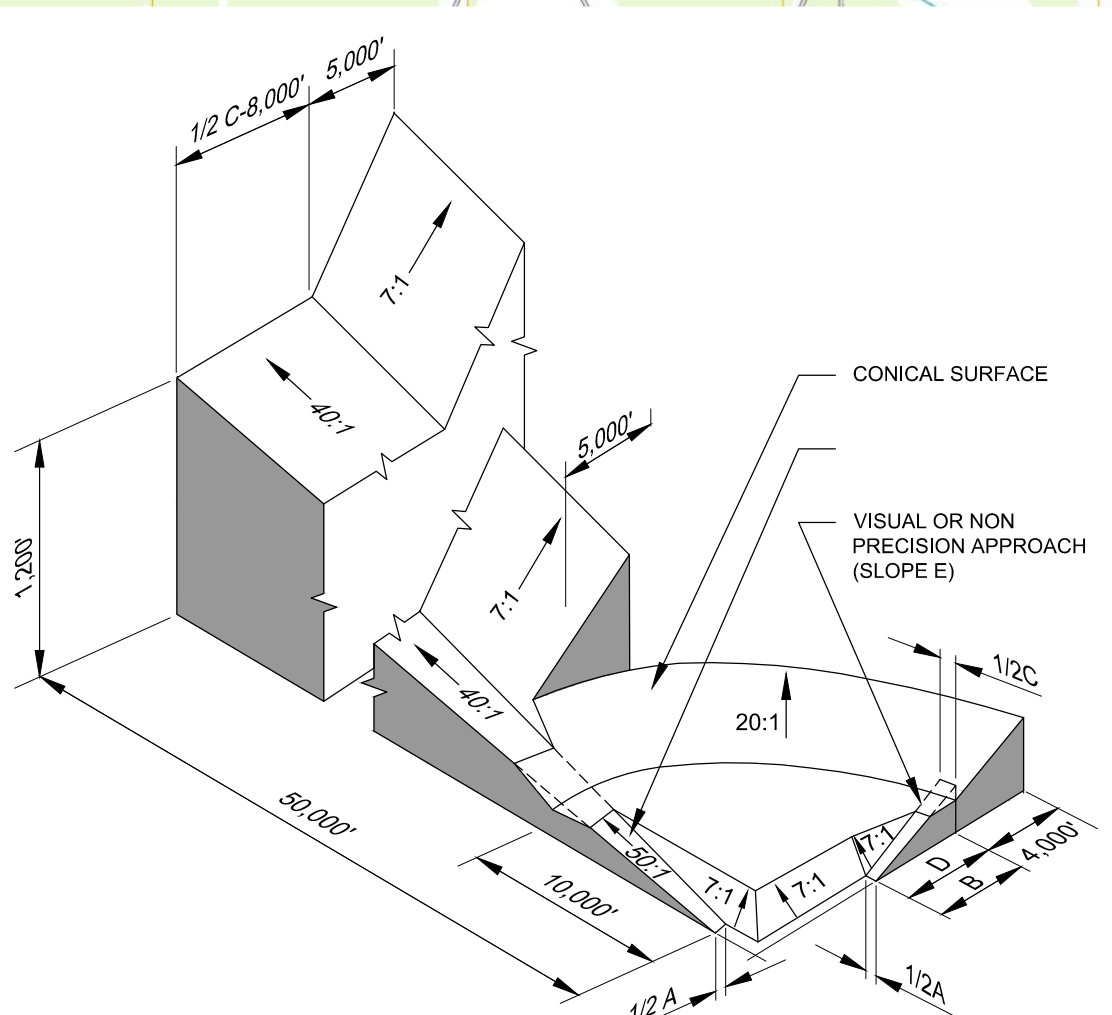
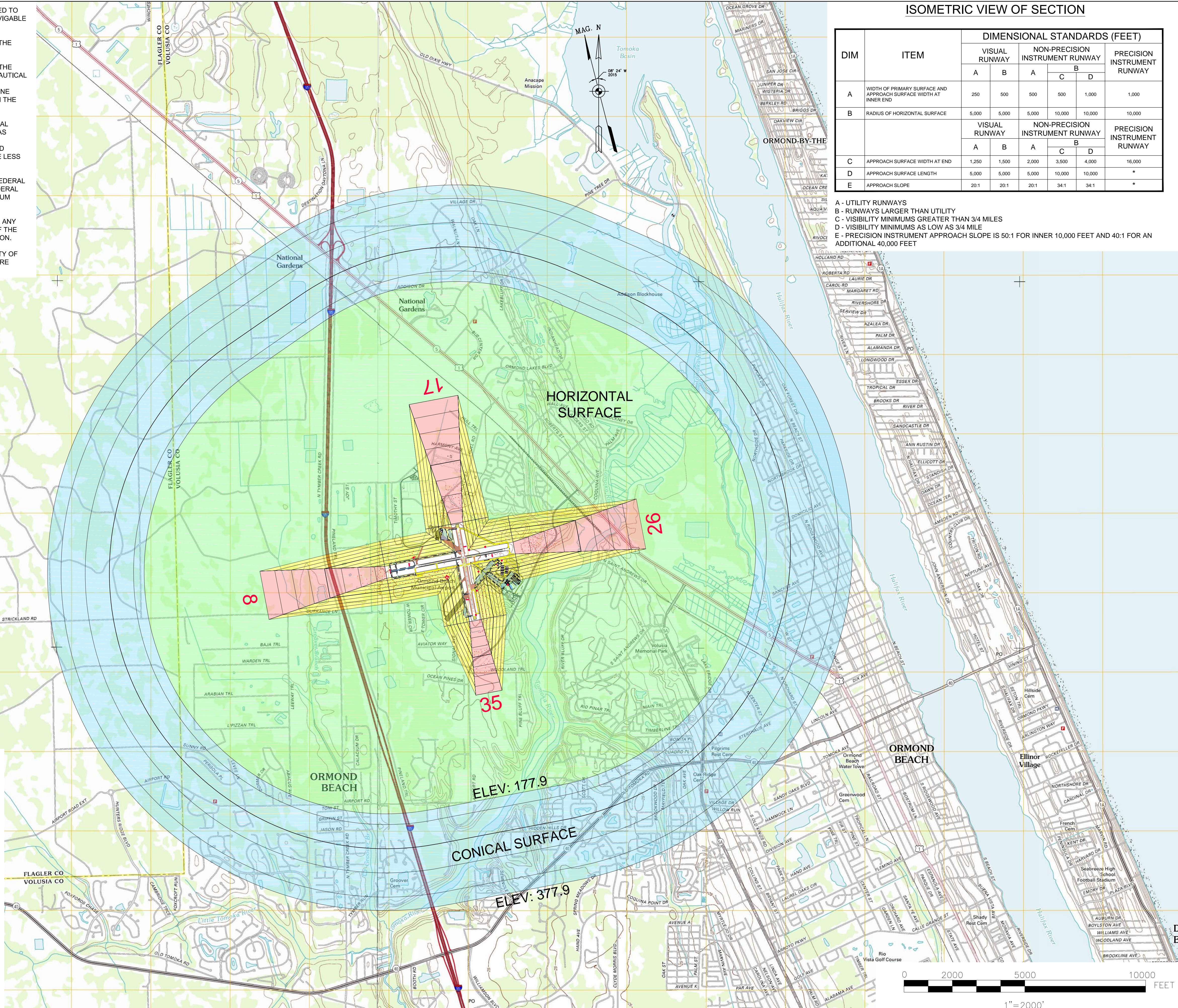
1. A HEIGHT OF FIVE HUNDRED (500) FEET ABOVE GROUND LEVEL AT THE SITE OF THE OBJECT ANYWHERE IN THE STATE.
2. A HEIGHT THAT IS TWO HUNDRED (200) FEET ABOVE GROUND LEVEL OR ABOVE THE ESTABLISHED AIRPORT ELEVATION, WHICHEVER IS HIGHER, WITHIN THREE (3) NAUTICAL MILES OF THE ESTABLISHED REFERENCED POINT OF A PUBLIC-USE AIRPORT, EXCLUDING HELIPOINTS, AND THE HEIGHT INCREASES IN THE PROPORTION OF ONE HUNDRED (100) FEET FOR EACH ADDITIONAL NAUTICAL MILE OF DISTANCE FROM THE AIRPORT UP TO A MAXIMUM OF FIVE HUNDRED (500) FEET.
3. A HEIGHT WITHIN A TERMINAL OBSTACLE CLEARANCE AREA, INCLUDING AN INITIAL APPROACH SEGMENT, A DEPARTURE AREA, AND A CIRCLING APPROACH AREA, AS DEFINED BY FEDERAL LAWS AND REGULATIONS, WHICH WOULD RESULT IN THE VERTICAL DISTANCE BETWEEN ANY POINT ON THE OBJECT AND AN ESTABLISHED MINIMUM INSTRUMENT FLIGHT ALTITUDE WITHIN THAT AREA OR SEGMENT TO BE LESS THAN THE REQUIRED OBSTACLE CLEARANCE.
4. A HEIGHT WITHIN AN EN ROUTE OBSTACLE CLEARANCE AREA, AS DEFINED BY FEDERAL LAWS AND REGULATIONS, INCLUDING TURN AND TERMINATION AREAS, OF A FEDERAL AIRWAY OR APPROVED OFF-AIRWAY ROUTE, THAT WOULD INCREASE THE MINIMUM OBSTACLE CLEARANCE ALTITUDE.
5. THE SURFACE OF A TAKEOFF AND LANDING AREA OF A PUBLIC-USE AIRPORT OR ANY IMAGINARY SURFACE AS ESTABLISHED BY FAR PART 77. HOWEVER, NO PART OF THE TAKEOFF OR LANDING AREA ITSELF WILL BE CONSIDERED TO BE AN OBSTRUCTION.

NOTE: FAR PART 77 IMAGINARY SURFACES ARE AS SHOWN ON THIS SHEET FOR CITY OF ORMOND BEACH ORMOND BEACH MUNICIPAL AIRPORT. THESE SURFACES ARE DEPICTED BASED UPON EXISTING AND ULTIMATE AIRPORT DEVELOPMENT.

ISOMETRIC VIEW OF SECTION

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

- A - UTILITY RUNWAYS
- B - RUNWAYS LARGER THAN UTILITY
- C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



3-12-0059-17-2014	307101	JLC	ERM	HMD	OCTOBER 2015
AIP NO.:	PROJ. NO.:	DRAWN:	DESIGN:	CHECKED:	DATE:
BY:	DESCRIPTION:	DATE:	REV. NO.:		

SHEET TITLE  
**AIRPORT AIRSPACE PLAN**

CITY OF ORMOND BEACH  
ORMOND BEACH MUNICIPAL AIRPORT  
ORMOND BEACH, FLORIDA



**Hoyle Tanner**  
Associates, Inc.  
95 E. Mitchell Hammock Road,  
Suite 200 Oviedo, FL 32765  
Office PH: 407-380-1919  
Fax: 407-380-1830  
www.hoyletanner.com

Drawing name: H:\307101\Draw\Contract\A.S.1 Airport Airspace Plan.dwg Nov 10, 2015 - 3:25pm

