

Primary Surface: Defines the limits of the obstruction clearance requirements for the immediate vicinity of the landing area.

CZ Surface: This surface is located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.

Approach-Departure Clearance Surface: This surface is symmetrical around the centerline of the runway and begins as an inclined plane 200 feet beyond, and at the centerline elevation of, the end of the runway and extends at a slope of 50:1 to an elevation of 500 feet above the established runway elevation. The surface continues horizontally at this elevation to a point 50,000 feet beyond the end of the runway. The surface is 2,000 feet wide at the end of the runway and flares uniformly to a width of 16,000 feet at 50,000 feet from the end of the runway.

Inner Horizontal Surface: An oval-shaped plane with a height of 150 feet above the established airfield elevation.

Conical Surface: Extends from the inner horizontal surface for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

Outer Horizontal Surface: A plane 500 feet above the established airfield elevation and extends for 30,000 feet from the conical surface. The Outer Horizontal Surface is unique to military airfields and predicated on the fact that the primary mission of military airfields are training and maintaining proficiency. This surface supports maintenance of sufficient local airspace to safely conduct such training.

Transitional Surfaces: These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

Although the FAA establishes criteria for the height of structures around airports, the FAA does not have the authority to limit their actual construction. Therefore, in order to protect the health, safety, and welfare of populations around airfields, local communities must enforce the height restriction guidelines established by the FAA. This is particularly important for DOD airfields. The FAA can influence civilian airports through funding matters. However, the FAA does not provide funds to DOD airfields; consequently, it is imperative that local communities around DOD airfields enforce the restrictions set for airspace heights.