



APPROACH / DEPARTURE SURFACE - A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach/departure zone height limitation slope set forth in Section 7 of this Ordinance. In plan view the perimeter of the approach/departure surface coincides with the perimeter of the approach/departure zone.

- (A) The inner edge of the approach/departure surface is the same width as the primary surface (500 ft) and it expands uniformly to a width of 3500 feet.
- (B) The approach/departure surface extends off the south end a horizontal distance of 10,000 feet at a slope of 34 feet outward for each foot upward. On the north end a horizontal distance of 5,000 feet at a slope of 20 feet outward for each foot upward.
- (C) The outer width of an approach/departure surface will be 3500 ft off the Southern end of the runway and 1500 ft off the North end. The Southern end has safer instrument approach potential and by FAA criteria needs a larger Approach/departure surface.

TRANSITIONAL SURFACE. Those surfaces that extend upward and outward at 90 degree angles to the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach/departure surfaces to the point of intersection with the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach/departure surfaces which project through and beyond the limits of the conical surface, extend a distance of 10,000 feet measured horizontally from the edge of the approach / departure surface and at a 90 degree angle to the extended runway centerline.

RUNWAY PROTECTION ZONE (RPZ). An area off the runway end used to enhance the protection of people and property on the ground. For Bonners Ferry, the RPZ is a trapezoid that starts 200' from the end of the runway at a width of 500' and extends 1000' for an outer width of 675'.

AIRPORT ZONES. In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach/departure surfaces, horizontal surfaces and conical surfaces as they apply to the Boundary County Airport. Such zones are shown on the Boundary County Airport Zoning Map consisting of one sheet, prepared by Toothman Orton Engineering Co., as part of the Airport Layout Plan, which is attached to this Ordinance and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

- A. Approach Zone - The area under an approach/departure surface.
- B. Transitional Zone - The area under a transitional surface.
- C. Horizontal Zone - The horizontal zone is established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach/departure zones.
- D. Conical Zone - The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward a horizontal distance of 4,000 feet.