

FIGURE B COMPATIBLE LAND USE RECOMMENDATIONS WITHIN THE AE SUB-DISTRICTS

LAND USE CATEGORY	AREA 1/2	AREA 3	AREA 4
<b>RESIDENTIAL</b>			
Residential-other than mobile home parks, transient lodgings	D/D	B	B
Mobile Home Parks / Mobile Homes	D/D	B	B
Transient Lodgings, Hotels, Motels	D/D	B	B
<b>PUBLIC USE AND TRANSPORTATION</b>			
Places of Public Assembly (Nursing Homes, Schools, Hospitals, Churches, Auditoriums)	D/D	B	B
Governmental Buildings	D/D	B	B
Transportation (Parking, Highways, Bus and Rail Terminals, Aviation Terminals)	D/B	B	A
<b>COMMERCIAL AND RETAIL TRADE</b>			
Offices-Business and Professional	D/D	B	B
Wholesale/Retail-Materials, Food, Hardware and Farm Equipment	D/D	B	B
Retail Trade-General, Animal-Related Services (grooming etc)	D/D	B	B
Utilities	D/B	B	A
Communications (Telephone, Exchange Stations, Relay Towers, Transmission Stations)	D/D	C	A
<b>INDUSTRIAL AND MANUFACTURING</b>			
Manufacturing-General	D/D	B	B
Agricultural (Except Livestock)	D/B	B	A
Livestock Farming and Breeding	D/B	B	A
Resource Extraction (Mining)	D/D	D	A
Forestry	D/D	B	A
<b>RECREATIONAL</b>			
Outdoor Sports Arenas	D/D	D	B
Nature Exhibits, Zoos	D/D	D	B
Amusement Parks, Resorts, Camps	D/D	D	B

Source: Pennsylvania Land Use Compatibility Guidelines, Exhibit 9

Land Use Recommendations do not reflect an FAA standard or guideline; areas are based on FAR Part 77 and FAA Safety Zones.

1. Permitted Uses. Uses identified in the AICUZ or AE Districts are shown in Figure A and B are subject to the following:

- Clearly Compatible (A):** Exposure to accident potential is such that the activities associated with the land use may be carried out with essentially no interference or substantial loss of life and property.
- Normally compatible (B):** Exposure to accident potential is great enough to be of some concern, but density of people and structures, when properly planned and approved will allow the accident potential environment to be acceptable. A site plan review is required.
- Normally incompatible (C):** The exposure to accident potential is significantly more severe so that unusual density restrictions are necessary for safety of life and property. Any development proposed within or below the AREA 2 Approach Surface shall be subject to a Conditional Use Application. A conditional use approval is required in order to be located within or below the designated AREA, subject to Land Use Compatibility Guidelines contained herein.
- Clearly incompatible (D):** The exposure to accident potential at the site is so severe, due to potential loss of life and property, that performance of the land use activity is not permitted. Uses not identified in Figures A and B shall be deemed clearly incompatible.

Area 1, as identified on the Official Zoning Maps, consists of the land beneath the Primary Surface for each runway at the airport and the land beneath the Runway Protection Zone (RPZ) which is further described in SECTION 38.1.3. The dimensions of this zone vary based on the length and width of the runway and the existing or planned approach. The following are permitted uses in Area 1, subject to the height requirements established by FAR Part 77:

- Runway and taxiway systems (widening, extending etc.)
- Frangible navigational aids (localizer, approach lighting etc.)

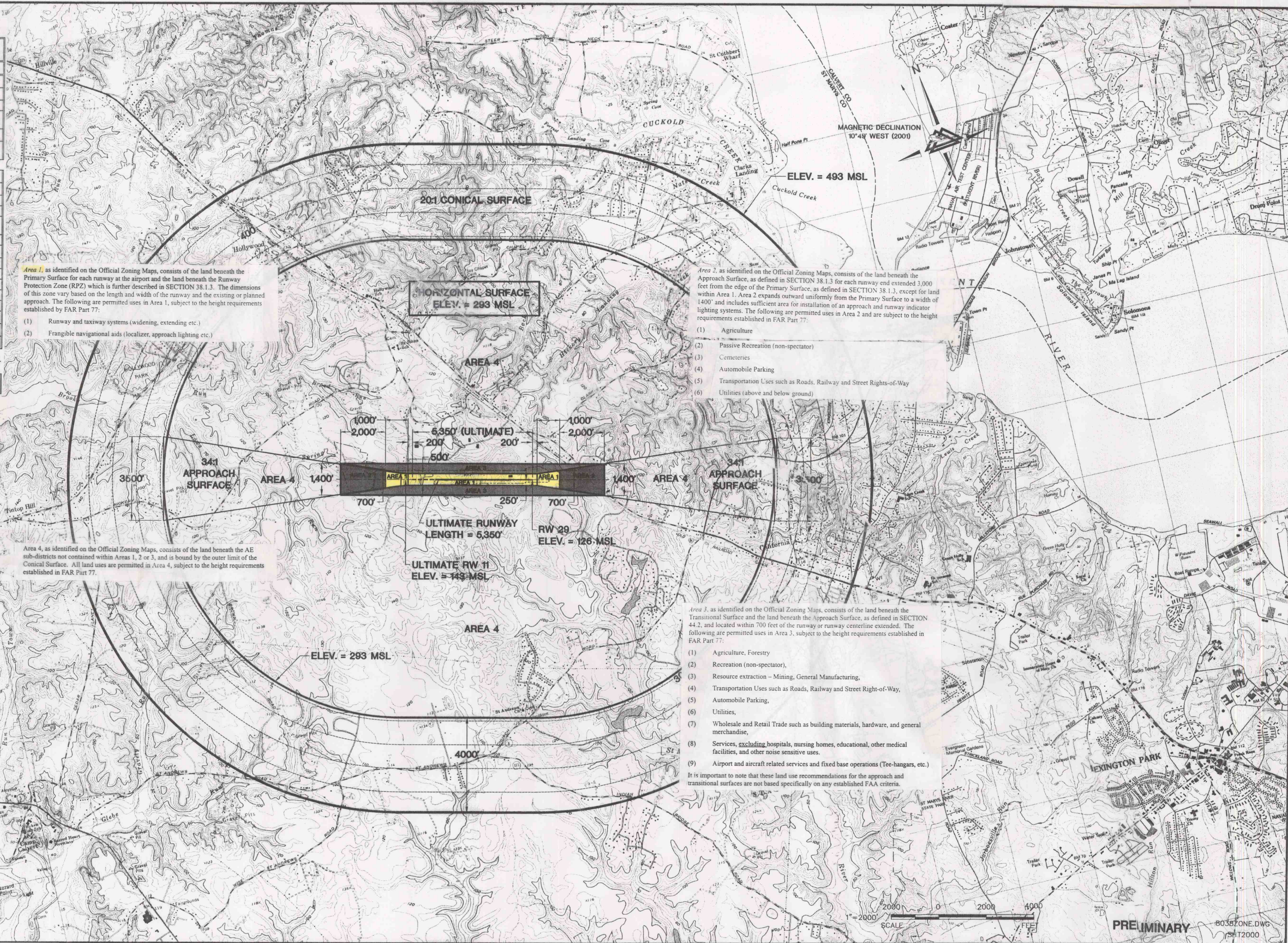
Area 4, as identified on the Official Zoning Maps, consists of the land beneath the AE sub-districts not contained within Areas 1, 2 or 3, and is bound by the outer limit of the Conical Surface. All land uses are permitted in Area 4, subject to the height requirements established in FAR Part 77.

Area 2, as identified on the Official Zoning Maps, consists of the land beneath the Approach Surface, as defined in SECTION 38.1.3 for each runway end extended 3,000 feet from the edge of the Primary Surface, as defined in SECTION 38.1.3, except for land within Area 1. Area 2 expands outward uniformly from the Primary Surface to a width of 1400' and includes sufficient area for installation of an approach and runway indicator lighting systems. The following are permitted uses in Area 2 and are subject to the height requirements established in FAR Part 77:

- Agriculture
- Passive Recreation (non-spectator)
- Cemeteries
- Automobile Parking
- Transportation Uses such as Roads, Railway and Street Rights-of-Way
- Utilities (above and below ground)

Area 3, as identified on the Official Zoning Maps, consists of the land beneath the Transitional Surface and the land beneath the Approach Surface, as defined in SECTION 44.2, and located within 700 feet of the runway or runway centerline extended. The following are permitted uses in Area 3, subject to the height requirements established in FAR Part 77:

- Agriculture, Forestry
  - Recreation (non-spectator)
  - Resource extraction - Mining, General Manufacturing
  - Transportation Uses such as Roads, Railway and Street Right-of-Way
  - Automobile Parking
  - Utilities
  - Wholesale and Retail Trade such as building materials, hardware, and general merchandise
  - Services, excluding hospitals, nursing homes, educational, other medical facilities, and other noise sensitive uses
  - Airport and aircraft related services and fixed base operations (Tee-hangers, etc.)
- It is important to note that these land use recommendations for the approach and transitional surfaces are not based specifically on any established FAA criteria.



THE "ST. MARY'S COUNTY UNIFIED LAND DEVELOPMENT CODE" PROTECTS THE AIRSPACE AROUND CAPTAIN WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARY'S.

THE "GENERAL SITE DEVELOPMENT STANDARDS" INCLUDE HEIGHT RESTRICTIONS AS WELL AS OTHER REQUIREMENTS FOR PROPOSED DEVELOPMENT WITHIN THE AIR INSTALLATIONS COMPATIBILITY USE ZONE (AICUZ).

AS OUTLINED IN ARTICLE 4, "OVERLAY DISTRICTS AND FLOATING ZONES," THE AIRPORT IS LOCATED WITHIN THE AICUZ. ALL AREAS WITHIN THE LIMITS OF THE AIRPORT'S FAR PART 77 CONICAL SURFACE CONSTITUTE A SPECIAL ZONING OVERLAY DISTRICT IN THE AICUZ. THIS AICUZ IS INTENDED TO MINIMIZE EXPOSURE TO AIRCRAFT NOISE, MINIMIZE RISKS TO PUBLIC SAFETY, AND MINIMIZE HAZARDS TO AVIATION USERS AND THOSE EMPLOYED OR RESIDING IN PROXIMITY TO PUBLIC AVIATION FACILITIES BY ESTABLISHING A HIERARCHY OF SUB-DISTRICTS WITH RESTRICTIONS DEPENDENT UPON THE LOCATION OF LANDS IN RELATION TO AIRPORT OPERATIONS. SUB-DISTRICTS ARE DEPICTED ABOVE.

**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: BROOKES 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

**ZONING ORDINANCE AREAS 1-4**

CAPTAIN WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARY'S LEONARDTOWN, MARYLAND

**DELTA AIRPORT CONSULTANTS, INC.**  
engineer - planners

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

SHEET **3A** OF **9**