

TALL STRUCTURE ACT (EXCERPT)
Act 259 of 1959

259.482c Width of approach surface; outward and upward extension of approach surface.

Sec. 2c. (1) Based upon the most precise approach available or planned for the end of a runway, the width of the approach surface at the end of the primary surface equals the width of the primary surface and expands uniformly to the following maximum width:

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| (a) For the end of a utility runway, which end has only a visual approach procedure | 1,200 feet |
| (b) For the end of other than a utility runway, which end has only a visual approach procedure | 1,500 feet |
| (c) For the end of a utility runway, which end has a nonprecision instrument approach procedure | 2,000 feet |
| (d) For the end of other than a utility runway, which end has a nonprecision instrument approach procedure and a visibility minimum established by the FAA that is greater than 3/4 of a statute mile | 3,500 feet |
| (e) For the end of other than a utility runway, which end has a nonprecision instrument approach procedure and a visibility minimum established by the FAA that is 3/4 of a statute mile or less | 4,000 feet |
| (f) For the end of a runway, which end has a precision approach procedure | 16,000 feet |

(2) Based upon the most precise approach available or planned for the end of a runway, the approach surface extends outward and upward at the following slope for the following distance:

(a) For the end of a utility runway regardless of the available or planned approach, or for the end of other than a utility runway which end has only a visual approach procedure, a slope of 20 to 1 for 5,000 feet from the end of the primary surface.

(b) For the end of other than a utility runway, which end has a nonprecision instrument approach procedure, a slope of 34 to 1 for 10,000 feet from the end of the primary surface.

(c) For the end of other than a utility runway, which end has a precision instrument approach procedure, a slope of 50 to 1 for 10,000 feet from the end of the primary surface and, from that point, a slope of 40 to 1 for an additional 40,000 feet.

History: Add. 1986, Act 296, Eff. Apr. 1, 1987.