



Chapter 5

AIRPORT PLANS

Chapter Five

Airport Plans



The planning process for the Ryan Airfield Master Plan has involved several analytic efforts in the previous chapters intended to project potential aviation demand, establish airside and landside facility needs, and evaluate options for improving the airport to meet those airside and landside facility needs. The process, thus far, has included the presentation of two draft working paper reports (representing the first four chapters of the Master Plan) to the Planning Advisory Committee (PAC) and the Tucson Airport Authority (TAA). A plan for the use of Ryan Airfield has evolved considering their input. The purpose of this chapter is to describe, in narrative and graphic form, the plan for the future use of Ryan Airfield.

AIRFIELD PLAN

The airfield plan for Ryan Airfield focuses on meeting Federal Aviation Administration (FAA) design and safety standards and improving airfield efficiency and safety. Several different methods of improving the airfield efficiency and safety will be undertaken including: an 800-foot extension on the west end of Runway 6R-24L to relocate the threshold west of the crosswind runway; additional exit taxiways; dual-parallel taxiways for the primary runway; additional holding aprons; and a helicopter training touchdown and lift-off area (TLOF) and heliport which will separate rotorcraft operations from fixed-wing operations.



Additional airfield improvements will be undertaken to accommodate increased use by a wider range of business jet aircraft and to meet FAA recommended runway lengths for the design aircraft of each runway. This results in projects to ultimately extend primary Runway 6R-24L to achieve an ultimate runway length of 8,300 feet, lengthening parallel Runway 6L-24R to achieve an ultimate length of 5,005 feet, and lengthening crosswind Runway 15-33 to 4,800 feet.

Exhibit 5A graphically depicts the proposed airfield improvements. The following text summarizes the elements of the airfield plan.

AIRFIELD DESIGN STANDARDS

As discussed in Chapter Three, Facility Requirements, the primary runway at Ryan Airfield is currently designed to Airport Reference Code (ARC) B-II standards. Ultimately, as business jet activity at Ryan Airfield increases, the airport's critical aircraft will be in the ARC D-II category. To accommodate these larger and faster business jet aircraft, the primary runway will need to meet ARC D-II design standards. Assigning ARC D-II to the ultimate design of the primary runway provides for a wider range of corporate aircraft, including the Cessna Citation X, Challenger 600, and the Gulfstream IV.

One of the most notable effects of the ARC D-II design standards is that Runway 6R-24L will need to be widened to 100 feet. The runway safety area (RSA) and object free area (OFA) will widen and extend 1,000 feet

beyond the runway end. Having extra runway width and larger safety areas will make operations safer for aircraft with faster landing and takeoff speeds.

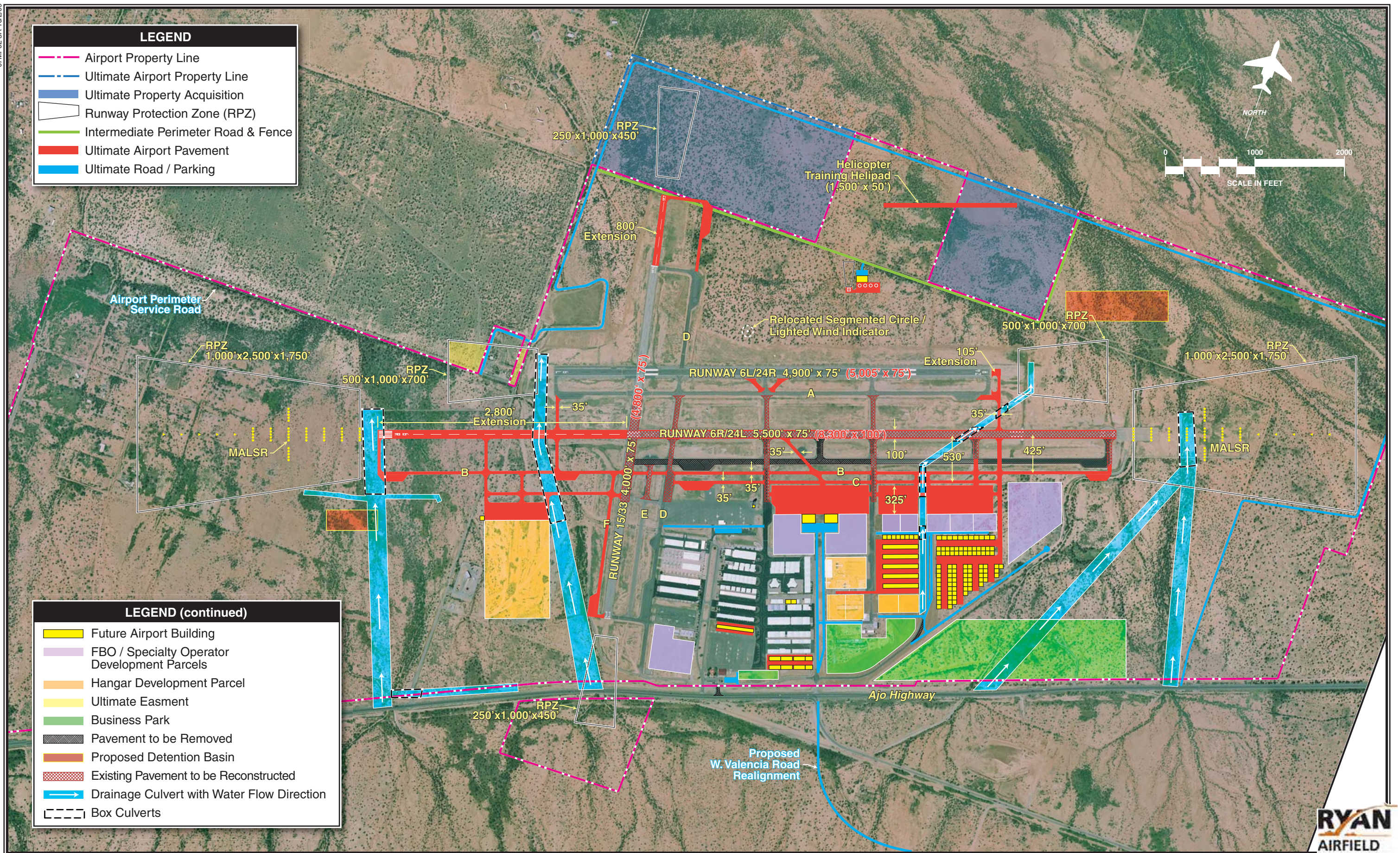
The parallel runway is planned to be designed to ARC B-II standards. This will allow it to be used by a wide range of aircraft from small single engine-piston to a variety of business jet aircraft. These design standards will allow the majority of aircraft operating at Ryan Airfield to utilize the parallel runway in situations when the primary runway is unavailable for use.

ARC B-I (small airplane only) design standards will be applied to Runway 15-33. The purpose of Runway 15-33 will continue to provide an alternative to the parallel runways during periods of high cross-winds, exclusively for small aircraft.

The ultimate airfield safety and facility design standards for each runway are shown in **Table 5A**.

AIRFIELD DEVELOPMENT

In addition to capacity and airfield design improvements, drainage improvements throughout the airfield system will need to be undertaken. The airport is located in a 100-year floodplain, and as a result, its facilities need to be able to handle water runoff that flows from the south of the airport to the north. When Runway 6R-24L and its associated taxiways were originally constructed, drainage facilities, such as culverts under the runway, were not installed. As a result, water collects on the south side of the runway and sheet flows across the tax-



way and runway, creating pavement maintenance and aircraft operations issues. Due to the grade of the airfield, which slopes downward from the south to the northeast, and the limited grade from east to west, channeling the runoff around the runway is not possible. Therefore, drainage culverts need to be installed underneath Run-

way 6R-24L to provide a path for water flowage that will not damage infrastructure and endanger operations. According to Ryan Airfield's drainage master plan, which was prepared by Stantec in 2006 to properly install culverts, the full existing length of Runway 6R-24L will need to be raised over six feet.

TABLE 5A

Airfield Safety and Facility Dimensions (in feet)

	Ultimate Runway 6R-24L	Ultimate Runway 6L-24R	Ultimate Runway 15-33
Airport Reference Code (ARC)	D-II	B-II	B-I (small aircraft)
Approach Visibility Minimums	½ Mile Each End	One Mile Each End	One Mile Each End
<u>Runway</u>			
Length	8,300	5,005	4,800
Width	100	75	75
Runway Safety Area (RSA)			
Width	500	150	150
Length Beyond Runway End	1,000	300	300
Object Free Area (OFA)			
Width	800	500	500
Length Beyond Runway End	1,000	300	300
Obstacle Free Zone (OFZ)			
Width	400	400	250
Length Beyond Runway End	200	200	200
Precision Obstacle Free Zone (POFZ)			
Width	800	N/A	N/A
Length Beyond Runway End	200	N/A	N/A
Runway Centerline To:			
Hold Line	275	200	125
Parallel Taxiway Centerline	425	240	240
Edge of Aircraft Parking Apron	500	250	250
<u>Runway Protection Zone (RPZ)</u>			
Inner Width	1,000	500	250
Outer Width	1,750	700	450
Length	2,500	1,000	1,000
Obstacle Clearance	50:1	20:1	20:1
<u>Taxiways</u>			
Width	35	35	35
Safety Area Width	79	79	79
Object Free Area Width	131	131	131
Taxiway Centerline To:			
Parallel Taxiway/Taxilane	105	105	105
Fixed or Moveable Object	65.5	65.5	65.5
<u>Taxilanes</u>			
Taxilane Centerline To:			
Parallel Taxilane Centerline	97	97	97
Fixed or Moveable Object	57.5	57.5	57.5
Taxilane Object Free Area	115	115	115
Source: FAA Advisory Circular (AC) 150/5300-13, <i>Airport Design, Change 14</i> ; 14 CFR Part 77, <i>Objects Affecting Navigable Airspace</i>			

The project to raise the primary runway will present the opportunity to set up the airport to meet ARC D-II design standards. The existing 300-foot centerline separation distance between Taxiway B and Runway 6R-24L does not meet the ultimate 425-foot ARC D-II design standard. Instead of reconstructing Taxiway B for drainage purposes at its present separation distance, the existing Taxiway B pavement will be removed and reconstructed at the appropriate 425-foot separation standard. This reconstruction will include proper drainage channels underneath the pavement.

Raising the primary runway and relocating Taxiway B will result in the need to raise portions of Runway 15-33 and other associated taxiways. FAA Advisory Circular 150/5300-13, *Airport Design*, states that the longitudinal grade limitations for airfield surfaces designed for approach categories C and D is from zero percent to 1.5 percent. To meet this grade limitation, 450-foot sections of Runway 15-33, Taxiway D, and Taxiway E south of Taxiway B will need to be raised. Additionally, 450-foot sections of Runway 15-33 and Taxiway D north of Runway 6R-24L will also need to be raised.

In conjunction with the runway raising project, the primary runway and associated taxiways will be strengthened to 75,000 pounds dual wheel loading (DWL). Strengthening the runway will allow it to be used by larger business jet aircraft such as the Gulfstream IV.

Once the drainage and strengthening projects have been completed, the

Runway 6R end is planned to be extended by 800 feet to the west. This will relocate the threshold to the west of the crosswind runway, which will improve airfield capacity and safety. The primary runway is planned to an ultimate length of 8,300 feet and a width of 100 feet. A dual-partial parallel Taxiway C is planned to be located 530 feet from the Runway 6R-24L centerline. This taxiway will improve airfield circulation and will meet ARC D-II runway and taxiway centerline separation standards.

A high-speed exit and right-angled exits are planned for the primary runway to reduce runway occupancy time and to improve airfield capacity. Each extension to the runway will also involve extending the relocated Taxiway B and additional holding aprons.

Runway 6L-24R is ultimately planned to be extended by 105 feet to the east for a length of 5,005 feet. A length greater than 5,000 feet will help with airfield capacity and backup capability when the primary runway is closed. It will also allow the existing and ultimate Runway 24R threshold access taxiways to meet separation standards. Ultimately, a taxiway is planned to provide access from the Runway 24R threshold south to a hangar development area and north to a potential third parallel runway.

Crosswind Runway 15-33 will remain designed exclusively for small airplanes. The runway is planned for an ultimate length of 4,800 feet to meet the FAA recommended runway length for this type of aircraft usage. An extension is planned 800 feet to the north along with parallel Taxiway D

and a new holding apron. A partial parallel taxiway is planned at the southwest end of Runway 15-33. This partial parallel taxiway will have a runway centerline separation distance of 150 feet, which meets the ARC B-I (small airplane exclusive) design standard.

A full-service general aviation heliport is planned to the north of the airfield. This heliport would be equipped with a full-stop helipad and adjoining helicopter parking spaces. The heliport is not intended to be used for helicopter training operations, but as an itinerant operations area for helicopters to park and receive fixed base operator (FBO) services. This site would segregate itinerant helicopter operations from fixed-wing operations to the greatest extent possible, improving airfield capacity and safety.

A helicopter training touchdown and lift-off area (TLOF) is planned adjacent to the heliport. This training TLOF is planned for a length of 1,500 feet and a width of 50 feet and would serve as a location for helicopters to conduct auto rotations and other training operations. This will relieve the crosswind runway of this type of use and improve airfield capacity and safety.

Runway 6R-24L is currently equipped with medium intensity runway lighting (MIRL). Runways 6R-24L and 15-33 are planned to have MIRL installed on existing and ultimate pavement. Medium intensity taxiway lighting (MITL) is installed on entrance/exit taxiways B2, B3, B4, B5, and B6. The

remainder of the taxiway system is not equipped with a lighting system. All existing and planned taxiways without MITL are planned to be equipped with MITL.

The extension of Runway 15 and the construction of the helicopter training TLOF and the airport perimeter service road will necessitate the acquisition of land north of the airport. A total of approximately 119.3 acres of land is proposed for acquisition divided between two parcels. Both parcels of land are presently privately owned and are recommended to be acquired by the TAA via fee simple acquisition. These parcels are identified on **Exhibit 5A** with blue shading.

The segmented circle and lighted wind indicator are currently located within the Runway 6R-24L object free area (OFA) and in an area planned for a future high-speed exit taxiway. Therefore, both should be relocated to an area outside of any proposed runway safety area and development. The airfield development concept relocates the segmented circle and lighted wind indicator to the north between Runway 6L-24R and the ultimate third parallel runway.

A paved airport perimeter service road is planned to allow public access to the heliport and to provide service and emergency vehicles access to all areas of the airfield. The initial and ultimate design of this perimeter road is depicted on **Exhibit 5A**. The perimeter road should remain clear of all runway safety areas where possible.

LANDSIDE PLAN

The landside plan for Ryan Airfield has been devised to safely, securely, and efficiently accommodate potential aviation demand. The landside plan provides for the development of the flight line to the east of the existing landside facilities area. The Landside Development Concept includes locations for FBO development, hangar development, and business development. The landside development concept is shown in detail on **Exhibit 5B**.

The primary focus of the landside development concept is to provide adequate hangar and apron facilities while utilizing existing airport lands and utilities to the extent possible. This includes maintaining proper drainage channels and planning for future drainage facilities.

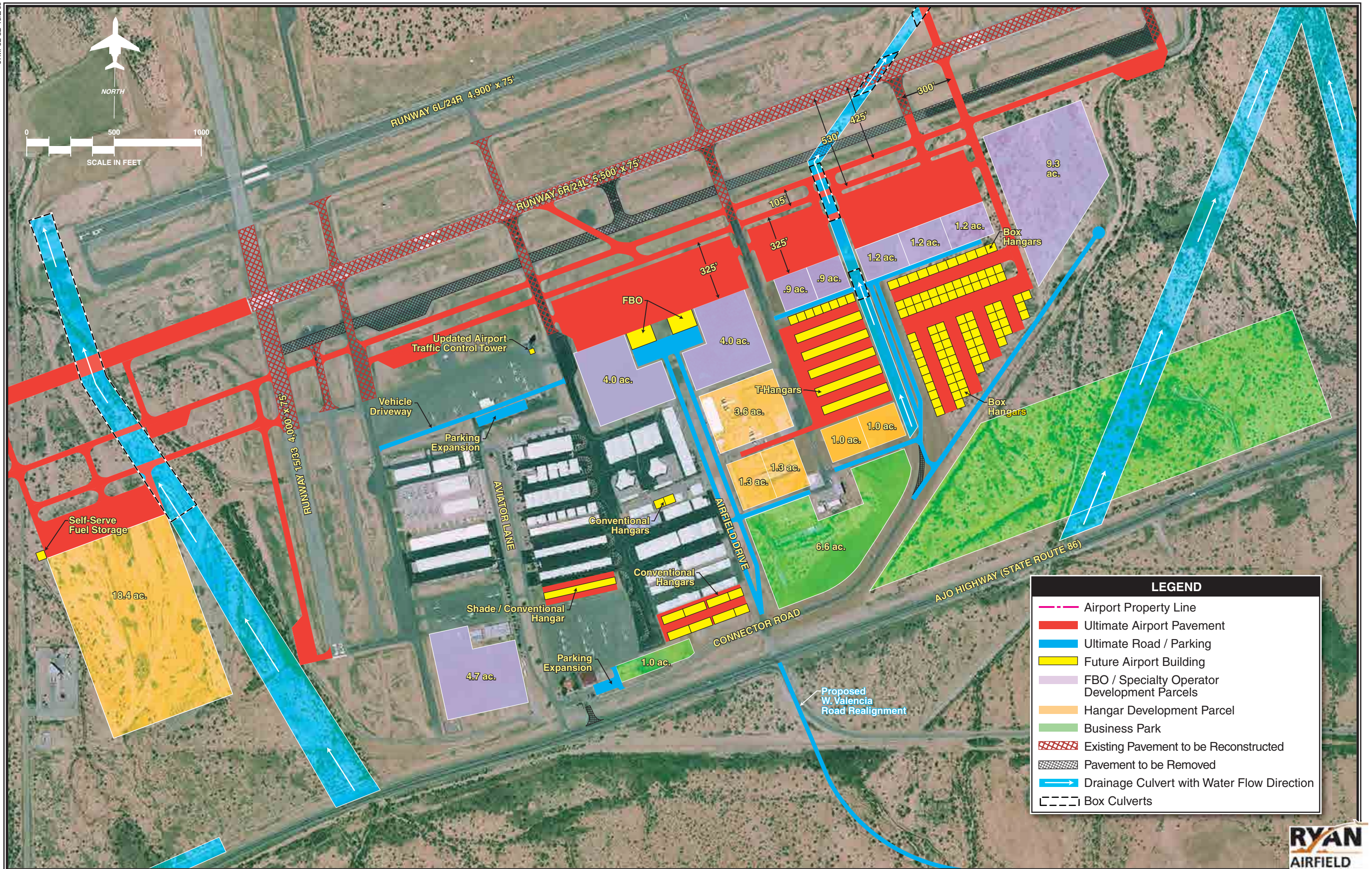
The flight line, parallel to the proposed Taxiway C and existing Taxiway B, is planned for the development of a total of approximately 88,200 square yards of apron. The easternmost apron is split into two separate aprons to allow for a drainage channel running from the south to the north. The access road to this area is also planned to allow for the drainage channel to run parallel on the west side of the road.

The westerly proposed apron serves two 15,000 square-foot conventional hangars planned for potential FBO development. Adjacent to these FBO hangars are two 4.0 acre parcels for similar FBO/specialty operator developments. These facilities will be served by a 4,444 square-yard auto-

mobile parking lot. The parking lot would be accessible via a new airport entrance intersection at Ajo Highway and Airfield Drive. Airfield Drive itself is planned to be developed into a "boulevard" style roadway.

Several hangar development parcels ranging in size from 1.0 acres to 3.6 acres are planned to the east of Airfield Drive. These parcels will be leased by the TAA to developers for the purpose of constructing hangar facilities. These parcels will serve as a valuable revenue source for the TAA. Five T-hangar facilities and a set of eight 2,500 square foot box hangars are planned in this area as well providing an additional 93 individual storage units. Five FBO/specialty operator development parcels ranging in size from 0.9 acres to 1.2 acres are planned south of the expanded apron areas. These parcels are ideal for an aviation-related business that would need direct access to the apron and the airfield. These parcels would also serve as a revenue source for the TAA. An additional 92 box hangars are planned to the south of the FBO/specialty operator parcels. These box hangars vary in size from 2,500 square feet to 3,000 square feet and can provide storage for multiple aircraft. A large 9.3 acre FBO/specialty operator parcel is planned at the far east end of the landside development area. This parcel will be reserved for an aviation-related business that would need direct airfield access and a large area for development to conduct its operations.

Several box/conventional style hangars are planned to the northwest of



LEGEND

- Airport Property Line
- Ultimate Airport Pavement
- Ultimate Road / Parking
- Future Airport Building
- FBO / Specialty Operator Development Parcels
- Hangar Development Parcel
- Business Park
- Existing Pavement to be Reconstructed
- Pavement to be Removed
- Drainage Culvert with Water Flow Direction
- Box Culverts



the intersection of Airfield Drive and Connector Road. An additional shade hangar facility is planned to the north of the existing apron adjacent to the administration building. A new access road is planned to extend from Connector Road north to the apron to allow fuel trucks access to the self-service fuel facility. The administration building parking lot would be expanded east to this access road.

A 4.7 acre parcel of land adjacent to the flight school facility is planned to be reserved for any future expansion of the flight school facility. This could include the expansion of the apron, office/classroom facilities, and automobile parking.

The existing airport traffic control tower (ATCT) does not meet the space and functional needs of the airport traffic controllers. Therefore, a new ATCT is planned to be constructed on the same site as the existing ATCT. A temporary tower would be needed in the interim while the new ATCT is constructed. This temporary tower could be located adjacent to the existing tower. The new tower will be constructed to a higher elevation to allow for greater visibility of the airfield and taxiway areas and with increased area to allow for all needed equipment and office space.

The automobile parking lot immediately south of the north apron is planned to be expanded to the west. An airside automobile access road is planned to extend from Taxiway D across the north apron to Taxiway B2. This designated roadway provides a clear path for vehicles on the apron

reducing chances for potential incursions.

A 6.6 acre parcel of land northeast of the Airfield Drive and Connector Road intersection, a 1.0 acre parcel east of the airport administration building, and a 37.0 acre parcel along Ajo Highway are planned for the development of a business park. This land would be leased by the TAA to aviation or non-aviation related businesses that would not need access to the airfield. This type of development can generate a significant revenue source for the TAA. The airport's maintenance facilities would be maintained in their present location with an additional access road extending to the east.

In time it may become necessary for the development of land on the west side of Runway 15-33. This plan provides for a partial parallel taxiway to the southern portion of Runway 15-33 and a 16,225 square yard apron. An 18.4 acre parcel of land is reserved for ultimate hangar development. A self-service fuel storage facility is also planned in the west landside development area to eliminate the need for aircraft to taxi across an active runway to fuel.

AIRPORT LAYOUT PLAN DRAWINGS

Per FAA and Arizona Department of Transportation (ADOT) requirements, an official Airport Layout Plan (ALP) has been developed for Ryan Airfield. The "Draft" ALP drawing set (Sheets 1, through 18) can be found at the end

of this chapter. The airport layout drawing (ALD) (**Sheet 1**) graphically presents the existing and ultimate airport layout. The ALP is used, in part by the FAA and ADOT, to determine funding eligibility for future development projects. The ALP was prepared on a computer-aided drafting system for future ease of use. The computerized plan set provides detailed information of existing and future facility layout on multiple layers that permits the user to focus in on any section of the airport at a desirable scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

A number of related drawings, which depict the ultimate airspace and land-side development, are included with the ALP. The following provides a brief discussion of the additional drawings included with the “Draft” ALP:

Data Sheet (Sheet 2) – The data sheet provides tables, which present specific information for the airport including dimensions of airfield facilities and building uses.

Terminal Area/Airport Landside Facilities Drawing (Sheet 3) – The terminal area drawing provides greater detail concerning landside improvements on the east and west sides of the runway and at a larger scale than on the ALP.

Airport Airspace Drawing (Sheets 4 and 5) – The Airport Airspace

Drawing is a graphic depiction of the Title 14 Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*, regulatory criterion. The Airport Airspace Drawing is intended to aid local authorities in determining if proposed development could present a hazard to the airport and obstruct the approach path to a runway end. This plan should be coordinated with local land use planners.

Airport Airspace Profile Drawing (Sheets 6 through 10) – These drawings provide both plan and profile views of the 14 CFR Part 77 approach surfaces for each runway end. A composite profile of the extended ground line is depicted. Obstructions and clearances over terrain are shown as appropriate. The ultimate 40:1 precision approach surface for Runway 24L is shown to be obstructed by terrain.

Inner Portion of the Approach Surface Drawings (Sheets 11 through 16) – The Inner Portion of the Approach Surface Drawings are scaled drawings of the runway protection zone (RPZ) for each runway end. A plan and profile view of each RPZ is provided to facilitate identification of obstructions that lie within these safety areas. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of obstructions (as appropriate).

Airport Property Map/Exhibit A (Sheet 17) – The Airport Property Map provides information on the acquisition and identification of all land tracts under the control of the airport. Both existing and future property

holdings are identified on the “Exhibit A” Property Map.

On-Airport Land Use Drawing (Sheet 18) – The On-Airport Land Use Drawing is a graphic depiction of the land use recommendations. When development is proposed, it should be directed to the appropriate land use area depicted on this plan.

There are five primary land use designations, they are:

- Airfield Operations
- General Aviation
- Revenue Support Aviation Related
- Commercial Industrial
- Open Space

These designations are defined in the glossary section of the Master Plan. The land use plan also delineates areas that have a mixed land use designation (denoted by contrasting stripes). The mixed land use designation provides a greater degree of flexibility in guiding future development by allowing a range of uses that reflect the market condition and development patterns prevalent at the time of development.

The ALP set has been developed in accordance with accepted FAA and Arizona Department of Transportation (ADOT) – Aeronautics Division standards. The ALP set has not been approved by the FAA and is subject to FAA airspace review. Land use and other changes may result.

SUMMARY

The Master Plan for Ryan Airfield has been developed in cooperation with the PAC, interested citizens, and the TAA. It is designed to assist the TAA in making decisions relative to the future use of Ryan Airfield as it is maintained and developed to meet its role as defined in Chapter Two.

Flexibility will be a key to the plan, since activity may not occur exactly as forecast. The Master Plan provides the TAA with options to pursue in marketing the assets of the airport for community development. Following the general recommendations of the plan, the airport can maintain its viability and continue to provide air transportation services to the region.

RYAN AIRFIELD AIRPORT LAYOUT PLANS

PREPARED FOR THE
TUCSON AIRPORT AUTHORITY

DRAWING INDEX

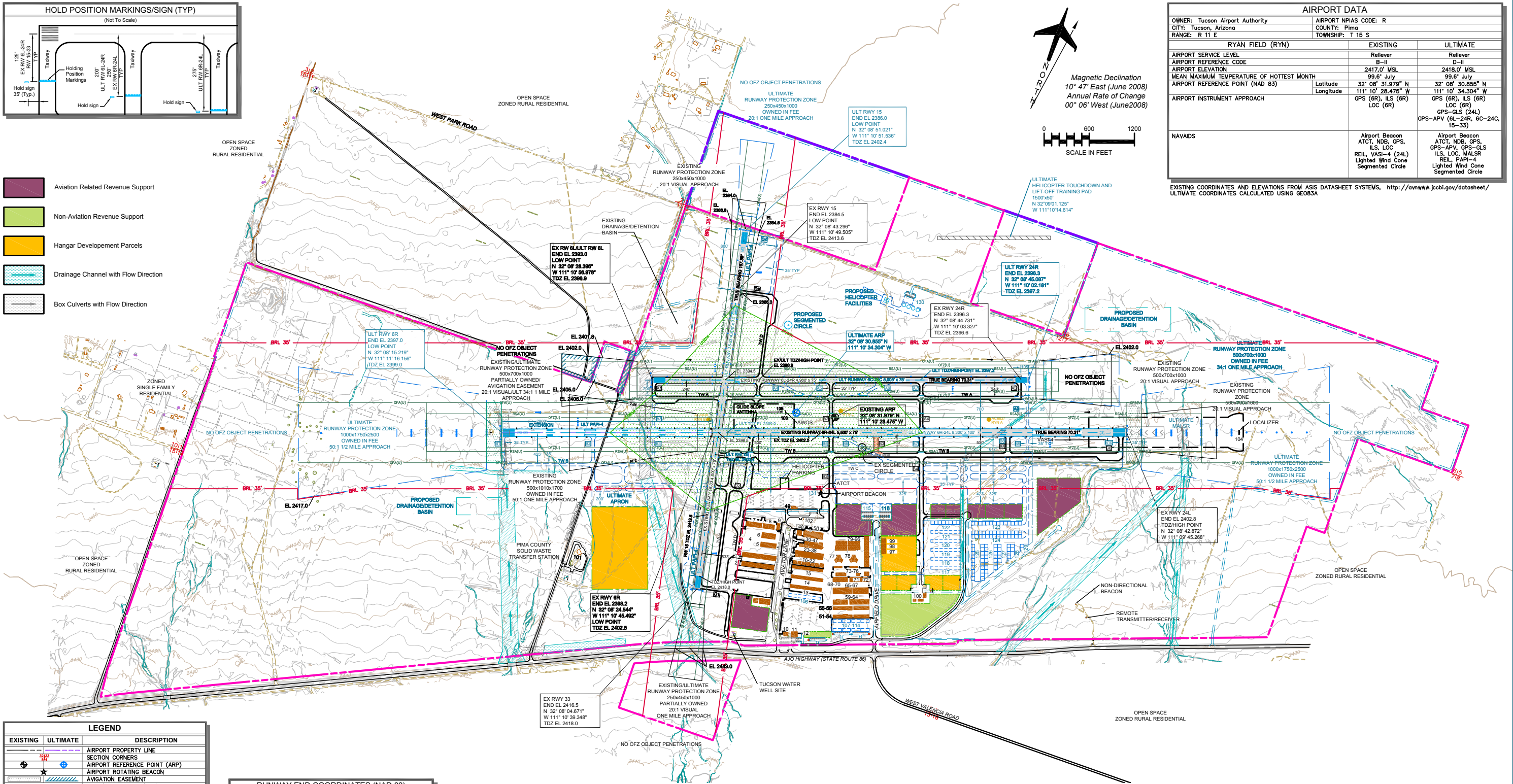
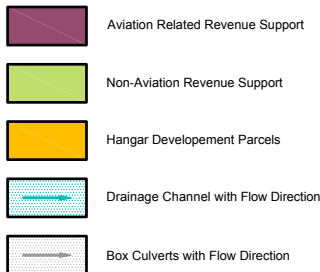
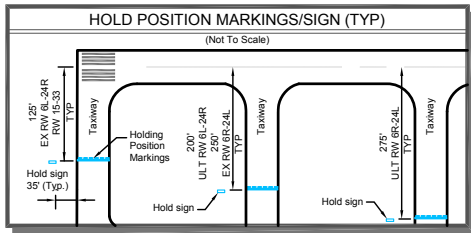
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13. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 6L
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17. AIRPORT PROPERTY MAP - EXHIBIT A
18. ON AIRPORT LAND USE DRAWING



DRAFT



March 18, 2010



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	SECTION CORNERS
---	---	AIRPORT REFERENCE POINT (ARP)
---	---	AIRPORT ROTATING BEACON
---	---	AVIGATION EASEMENT
---	---	BUILDING RESTRICTION LINE
---	---	STRUCTURES ON AIRPORT
---	---	STRUCTURE OFF AIRPORT
---	---	AIRPORT PAVEMENT
---	---	FENCING
---	---	GLIDESLOPE ANTENNA
---	---	GLIDESLOPE CRITICAL AREA
---	---	ABANDON PAVEMENT
---	---	HELICOPTER PARKING
---	---	HELICOPTER TRAINING PAD
---	---	HOLD MARKING
---	---	LIGHTED WINDSOCK
---	---	EXISTING LOCALIZER
---	---	MEDIUM INTENSITY RUNWAY LIGHTING
---	---	OBJECT FREE AREA
---	---	RUNWAY SAFETY AREA
---	---	OBSTACLE FREE ZONE
---	---	PRECISION OBSTACLE FREE ZONE
---	---	RUNWAY PROTECTION ZONE
---	---	ULTIMATE RUNWAY VISIBILITY ZONE
---	---	ULTIMATE PAPI
---	---	RUNWAY END IDENTIFIER LIGHTS (REILS)
---	---	SURVEY MONUMENT WITH IDENTIFIER
---	---	TAIWAY DESIGNATION
---	---	TIE DOWN
---	---	TOPOGRAPHY
---	---	VGSI
---	---	MALSR

RUNWAY END COORDINATES (NAD 83)

RUNWAY	LATITUDE	LONGITUDE
EXISTING RUNWAY 6R	32° 08' 24.544" N	111° 10' 45.492" W
ULTIMATE RUNWAY 6R	32° 08' 15.219" N	111° 11' 16.156" W
EXISTING RUNWAY 24L	32° 08' 42.872" N	111° 09' 46.268" W
EXISTING RUNWAY 6L	32° 08' 28.396" N	111° 10' 56.978" W
EXISTING RUNWAY 24R	32° 08' 44.731" N	111° 10' 03.327" W
ULTIMATE RUNWAY 24R	32° 08' 45.087" N	111° 10' 02.181" W
EXISTING RUNWAY 15	32° 08' 43.296" N	111° 10' 49.505" W
ULTIMATE RUNWAY 15	32° 08' 51.021" N	111° 10' 51.536" W
EXISTING RUNWAY 33	32° 08' 04.671" N	111° 10' 39.348" W

EXISTING RUNWAY END COORDINATES NOTED IN ABOVE TABLE FROM ASIS DATASHEET SYSTEMS, <http://avnwww.jcabi.gov/datasheet/>

SURVEY CONTROL STATIONS

ID	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
RYN A	AC6837	32° 08' 38.421" N	111° 10' 05.924" W
RYN B	AC6838	32° 08' 25.977" N	111° 10' 46.733" W
RYN C	AC6836	32° 08' 32.919" N	111° 10' 27.932" W

RYN A SETTING: IN TOP OF CONCRETE MONUMENT FLUSH WITH GROUND
RYN B SETTING: IN PREFABRICATED CONCRETE POST IMBEDDED IN GROUND
RYN C SETTING: STAINLESS STEEL ROD W/O SLEEVE (10" +)

GENERAL NOTES:

- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83, STATE PLANE, ARIZONA CENTRAL, FIPS 0202; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- ALL EXISTING RUNWAY END ELEVATIONS, COORDINATES, AND BEARINGS NOTED IN THIS ALP FROM ASIS DATASHEET SYSTEMS, <http://avnwww.jcabi.gov/datasheet/> PER STANTEC CONSULTING
- SURVEY OF ON AIRPORT ENVIRONS PROVIDED BY STANTEC CONSULTING.
- ALL ULTIMATE COORDINATES CALCULATED WITH GE083A
- NO OFZ PENETRATIONS
- SEE AIRPORT LAND USE DRAWING, SHEET 18 OF 18 FOR RECOMMENDED LAND USES WITHIN THE AIRPORT ENVIRONS.

FAA APPROVAL STAMP

FOR APPROVAL BY
Tucson Airport Authority

DATE:

No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L. S.G.B.	02/29/00
3	UPDATED FOR REVALUATION	M.E.S. M.F.J.	10/29/98
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H. J.M.H.	08/02/96

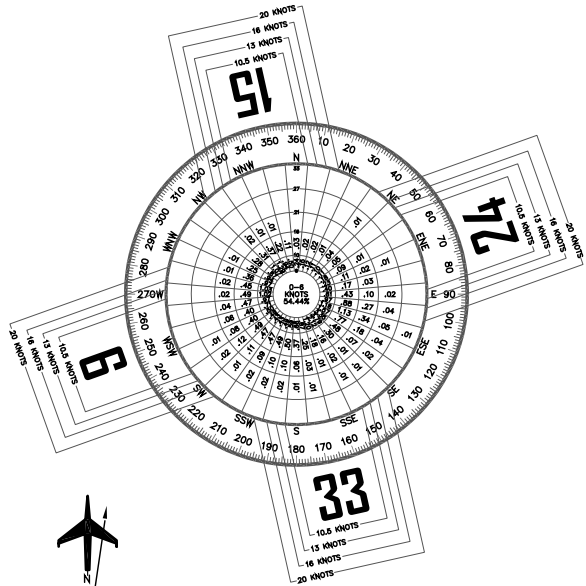
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RYAN AIRFIELD	
AIRPORT LAYOUT DRAWING	
Tucson, Arizona	
PLANNED BY:	Eric S. Pfeiffer
DETAILED BY:	Diana L. Hopkins
APPROVED BY:	James M. Harris
March 18, 2010	SHEET 1 OF 18

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Airport Consultants
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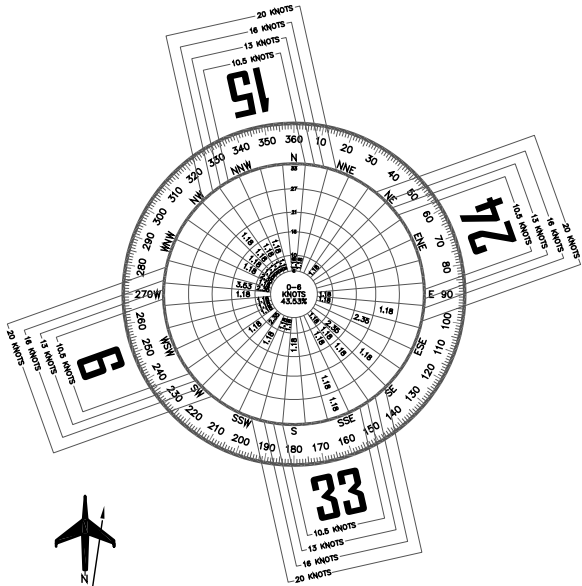
ALL WEATHER WND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 6-24	94.47%	97.36%	99.43%	99.88%
Runway 15-33	92.10%	95.65%	98.72%	99.75%
Combined	98.47%	99.58%	99.92%	99.99%

IFR CAT-I WND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 6-24	78.50%	85.93%	91.79%	95.09%
Runway 15-33	87.96%	91.54%	96.10%	97.70%
Combined	93.74%	96.81%	98.54%	98.82%



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Tucson International Airport (TUS)
Tucson, Arizona
OBSERVATIONS:
78,630 All Weather Observations
1997-2008



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Tucson International Airport (TUS)
Tucson, Arizona
OBSERVATIONS:
85 IFR CAT-I Observations
1997-2008

EXISTING AIRPORT BUILDING TABLE		
NO.	DESCRIPTION	TOP ELEV
1	FLIGHT SCHOOL	2435.8
2	T-HANGARS	2434.4
3	CLEARSPAN HANGARS	2434.8
4	NOSE SHADE HANGAR	
5	EXECUTIVE HANGAR	2428.5
6	EXECUTIVE HANGAR	2429.0
7	EXECUTIVE HANGAR	2426.2
8	EXECUTIVE HANGAR	2430.2
9	OFFICE BUILDING	2432.6
10	RESTAURANT	2442.0
11	TAA ADMINISTRATION BUILDING	2443.1
12	SELF-SERVE FUELING FACILITY	
13	SHADE HANGARS	2431.7
14	SHADE HANGARS	2432.9
15	T-HANGARS	2440.7
16	CONVENTIONAL HANGAR	2433.1
17	CONVENTIONAL HANGAR	2433.0
18	CONVENTIONAL HANGAR	2433.1
19	CONVENTIONAL HANGAR	2433.1
20	CONVENTIONAL HANGAR	2432.9
21	CONVENTIONAL HANGAR	2433.2
22	CONVENTIONAL HANGAR	2233.4
23	CONVENTIONAL HANGAR	2429.7
24	CONVENTIONAL HANGAR	2430.1
25	CONVENTIONAL HANGAR	2430.1
26	CONVENTIONAL HANGAR	2430.3
27	CONVENTIONAL HANGAR	2430.1
28	CONVENTIONAL HANGAR	2430.1
29	CONVENTIONAL HANGAR	2430.0
30	CONVENTIONAL HANGAR	2430.3
31	CONVENTIONAL HANGAR	2429.0
32	CONVENTIONAL HANGAR	2431.8
33	CONVENTIONAL HANGAR	2429.6
34	CONVENTIONAL HANGAR	2429.2
35	CONVENTIONAL HANGAR	2429.3
36	CONVENTIONAL HANGAR	2429.1
37	CONVENTIONAL HANGAR	2429.1
38	CONVENTIONAL HANGAR	2429.2
39	CONVENTIONAL HANGAR	2431.8
40	CONVENTIONAL HANGAR	2431.9
41	CONVENTIONAL HANGAR	2431.7
42	CONVENTIONAL HANGAR	2432.0
43	CONVENTIONAL HANGAR	2432.1
44	CONVENTIONAL HANGAR	2432.0
45	CONVENTIONAL HANGAR	2431.6
46	CONVENTIONAL HANGAR	2431.5
47	CONVENTIONAL HANGAR	2430.8

EXISTING AIRPORT BUILDING TABLE		
NO.	DESCRIPTION	TOP ELEV
48	CONVENTIONAL HANGAR	2438.1
49	WASH. RACK	2437.3
50	EXECUTIVE HANGAR	2445.7
51	CONVENTIONAL HANGAR	2447.1
52	CONVENTIONAL HANGAR	2444.0
53	CONVENTIONAL HANGAR	2446.0
54	CONVENTIONAL HANGAR	2445.8
55	CONVENTIONAL HANGAR	2447.0
56	CONVENTIONAL HANGAR	2444.1
57	CONVENTIONAL HANGAR	2445.7
58	CONVENTIONAL HANGAR	2443.4
59	CONVENTIONAL HANGAR	2442.0
60	EXECUTIVE HANGAR	2442.8
61	CONVENTIONAL HANGAR	2443.0
62	CONVENTIONAL HANGAR	2443.2
63	CONVENTIONAL HANGAR	2442.7
64	CONVENTIONAL HANGAR	2441.1
65	CONVENTIONAL HANGAR	2446.2
66	CONVENTIONAL HANGAR	2443.8
67	CONVENTIONAL HANGAR	2440.1
68	EXECUTIVE HANGAR	2440.6
69	EXECUTIVE HANGAR	2440.5
70	EXECUTIVE HANGAR	2445.8
71	CONVENTIONAL HANGAR	2430.1
72	EXECUTIVE HANGAR	2440.1
73	EXECUTIVE HANGAR	2440.2
74	EXECUTIVE HANGAR	2434.2
75	EXECUTIVE HANGAR	2439.6
76	EXECUTIVE HANGAR	2436.4
77	T-HANGARS	2436.0
78	CONVENTIONAL HANGAR	2433.4
79	CONVENTIONAL HANGAR	2434.3
80	CONVENTIONAL HANGAR	2434.1
81	CONVENTIONAL HANGAR	2434.5
82	CONVENTIONAL HANGAR	2434.0
83	CONVENTIONAL HANGAR	2432.3
84	CONVENTIONAL HANGAR	2432.1
85	CONVENTIONAL HANGAR	2431.9
86	CONVENTIONAL HANGAR	2431.7
87	CONVENTIONAL HANGAR	2431.6
88	CONVENTIONAL HANGAR	2434.1
89	CONVENTIONAL HANGAR	2438.9
90	CONVENTIONAL HANGAR	2438.9
91	CONVENTIONAL HANGAR	2438.9
92	CONVENTIONAL HANGAR	2438.0
93	CONVENTIONAL HANGAR	2436.7
94	CONVENTIONAL HANGAR	2435.2

EXISTING AIRPORT BUILDING TABLE		
NO.	DESCRIPTION	TOP ELEV
95	CONVENTIONAL HANGAR	2434.4
96	CONVENTIONAL HANGAR	2433.9
97	EXECUTIVE HANGAR	2433.4
98	EXECUTIVE HANGAR	2432.5
99	EXECUTIVE HANGAR	2438.8
100	MAINTENANCE FACILITIES	2442.0
101	SOLID WASTE TRANSFER STATION	NA
102	ELECTRICAL VAULT	NA
103	AMOS	2427.0*
104	LOCALIZER	2409.0*
105	GLIDESLOPE ANTENNA	2426.0*

NA - NOT AVAILABLE; * ESTIMATED

ULTIMATE AIRPORT BUILDING TABLE		
NO.	DESCRIPTION	TOP ELEV*
106	SHADE HANGARS	2430.9
107	CONVENTIONAL HANGAR	2448.0
108	CONVENTIONAL HANGAR	2450.0
109	CONVENTIONAL HANGAR	2448.0
110	CONVENTIONAL HANGAR	2448.0
111	CONVENTIONAL HANGAR	2448.0
112	CONVENTIONAL HANGAR	2450.0
113	CONVENTIONAL HANGAR	2448.0
114	CONVENTIONAL HANGAR	2448.0
115	CONVENTIONAL HANGAR	2432.0
116	CONVENTIONAL HANGAR	2432.0
117	T-HANGARS	2436.0
118	T-HANGARS	2436.0
119	T-HANGARS	2436.0
120	T-HANGARS	2436.0
121	T-HANGARS	2436.0
122	CONVENTIONAL HANGAR	2436.0
123	CONVENTIONAL HANGAR	2436.0
124	CONVENTIONAL HANGAR	2434.0
125	CONVENTIONAL HANGAR	2436.0
126	CONVENTIONAL HANGAR	2436.0
127	CONVENTIONAL HANGAR	2435.0
128	CONVENTIONAL HANGAR	2435.0
129	CONVENTIONAL HANGAR	2435.0
130	HELICOPTER FBO	2446.0
131	ELECTRICAL VAULT	2418.0

* - ESTIMATED

RUNWAY DATA	RUNWAY 6R-24L				RUNWAY 6L-24R				RUNWAY 15-33			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	6R	24L	6R	24L	6L	24R	6L	24R	15	33	15	33
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II		D-II		B-II		B-II		B-I (Small Aircraft)		B-I (Small Aircraft)	
FAIR PART 77 CATEGORY	Precision	Visual	Precision	Precision	Visual	Visual	Nonprecision	Nonprecision	Visual	Visual	Nonprecision	Nonprecision
APPROACH VISIBILITY MINIMUMS	1 Mile	Visual	1/2 Mile	1/2 Mile	Visual	Visual	1 Mile	1 Mile	Visual	Visual	1 Mile	1 Mile
DESIGN CRITICAL AIRCRAFT	Citation 560	EXCEL	Gulfstream IV		King Air 100		Citation 560	EXCEL	King Air 100		King Air 100	
WINGSPAN OF DESIGN AIRCRAFT	55.7'		77.83'		45.8'		55.7'		45.8'		45.8'	
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	25.2'		18.6'		13'		25.2'		13'		13'	
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	107		145		111		107		111		111	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	20,000		71,780		11,800		20,000		11,800		20,000	
RUNWAY EFFECTIVE GRADIENT	0.08%		0.07%		0.1%		0.07%		0.8%		0.6%	
RUNWAY MAXIMUM GRADIENT	0.08%		0.07%		0.2%		0.07%		0.8%		0.6%	
PAVEMENT DESIGN STRENGTH (in thousand lbs.)	12.5 (S), 30 (DW)		30 (S), 75 (DW)		12.5 (S), 30 (DW)		12.5 (S), 30 (DW)		12.5 (S)		12.5 (S)	
RUNWAY APPROACH SLOPE	50:1	20:1	50:1	50:1	20:1	20:1	34:1	34:1	20:1	20:1	20:1	20:1
RUNWAY END ELEVATION (MSL)	2398.2'	2402.8'	2397.0'	2402.8'	2393.0'	2396.3'	2393.0'	2396.3'	2384.5'	2416.5'	2386.0'	2416.5'
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	2402.5'	2402.8'	2399.0'	2402.8'	2396.9'	2397.2'	2396.9'	2397.2'	2413.5'	2418.0'	2402.4'	2418.0'
RUNWAY HIGH POINT ELEVATION (MSL)	2402.8'		2402.8'		2396.9'		2397.2'		2418.0'		2418.0'	
RUNWAY LOW POINT ELEVATION (MSL)	2398.2'		2397.0'		2393.0'		2393.0'		2384.5'		2384.5'	
LINE OF SIGHT REQUIREMENT MET	YES		YES		YES		YES		YES		YES	
RUNWAY LENGTH	5500'		8300'		4900'		5005'		4800'		4800'	
RUNWAY WIDTH	75'		100'		75'		75'		75'		75'	
RUNWAY BEARING (TRUE)	70.31°	250.32°	70.31°	250.32°	70.31°	250.32°	70.31°	250.32°	167.39°	347.39°	167.39°	347.39°
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	300'	300'	1000'	1000'	300'	300'	300'	300'	240'	240'	240'	240'
RUNWAY SAFETY AREA WIDTH	150'		500'		150'		150'		120'		120'	
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	300'	300'	1000'	1000'	300'	300'	300'	300'	240'	240'	240'	240'
RUNWAY OBJECT FREE AREA WIDTH	500'		800'		500'		500'		250'		250'	
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBSTACLE FREE ZONE WIDTH	400'		400'		400'		400'		250'		250'	
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	250'		275'		125'		125'		125'		125'	
RUNWAY MARKING	Precision	Visual	Precision	Precision	Visual	Visual	Nonprecision	Nonprecision	Visual	Visual	Nonprecision	Nonprecision
STANDARD SEPARATION - RUNWAY CL TO PARALLEL TAXIWAY CL	240'		425'		240'		240'		150'		150'	
STANDARD SEPARATION - RUNWAY CL TO AIRCRAFT PARKING AREA	250'		525'		250'		250'		125'		125'	
STANDARD SEPARATION TAXIWAY CL TO FIXED OR MOVABLE OBJECT	65.5'		65.5'		65.5'		65.5'		44.5'		44.5'	
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	NO		NO		NO		NO		NO		NO	
RUNWAY LIGHTING	MIRL		MIRL		NO		MIRL		NO		MIRL	
TAXIWAY WIDTH	Varies (35' Standard)		Varies (35' Standard)		35'		35'		35'		35'	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
TAXIWAY OBJECT FREE AREA WIDTH	131'		131'		131'		131'		89'		89'	
TAXIWAY SAFETY AREA WIDTH	79'		79'		79'		79'		49'		49'	
TAXIWAY WING TIP CLEARANCE	26'		26'		26'		26'		20'		20'	
TAXIWAY MARKING	Centerline		Centerline		Centerline		Centerline		Centerline		Centerline	
TAXIWAY LIGHTING	MIRL		MIRL		NONE		MIRL		NO		MIRL	
RUNWAY NAVIGATIONAL AIDS	NDB/GPS (6R) ILS (6R)		NDB/GPS (6R) ILS (6R), GLS (6R, 24L)		NO		GPS (APV)		NO		GPS (APV)	
RUNWAY VISUAL AIDS	Rotating Beacon REIL (6R) VASI-4 (24L) Lighted Wind Cone Segmented Circle		Rotating Beacon MALSR (6R, 24L) REIL (6R, 24L) PAPI-4 (6R, 24L) Lighted Wind Cone Segmented Circle		Rotating Beacon Lighted Wind Cone Segmented Circle		Rotating Beacon PAPI-4 (15, 33) Lighted Wind Cone Segmented Circle REIL (6L, 24R)		Rotating Beacon Segmented Circle Lighted Wind Cone		Rotating Beacon PAPI-4 (15, 33) Lighted Wind Cone Segmented Circle REIL (15, 33)	

EXISTING COORDINATE AND ELEVATIONAL DATA DERIVED FROM ASIS DATASHEET SYSTEMS, <http://avnwww.jccbi.gov/datasheet/>



REVISIONS			
NO.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W.	M.F.J. 12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L.	S.G.B. 02/29/00
3	UPDATED FOR REVALIDATION	M.E.S.	M.F.J. 10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	J.M.H. 08/02/96

*THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RYAN AIRFIELD

AIRPORT DATA

Tucson, Arizona

PLANNED BY:

Eric S. Pfeiffer

DETAILED BY:

Diana L. Hopkins

APPROVED BY:

James M. Harris

March 18, 2010

SHEET

2 of 18

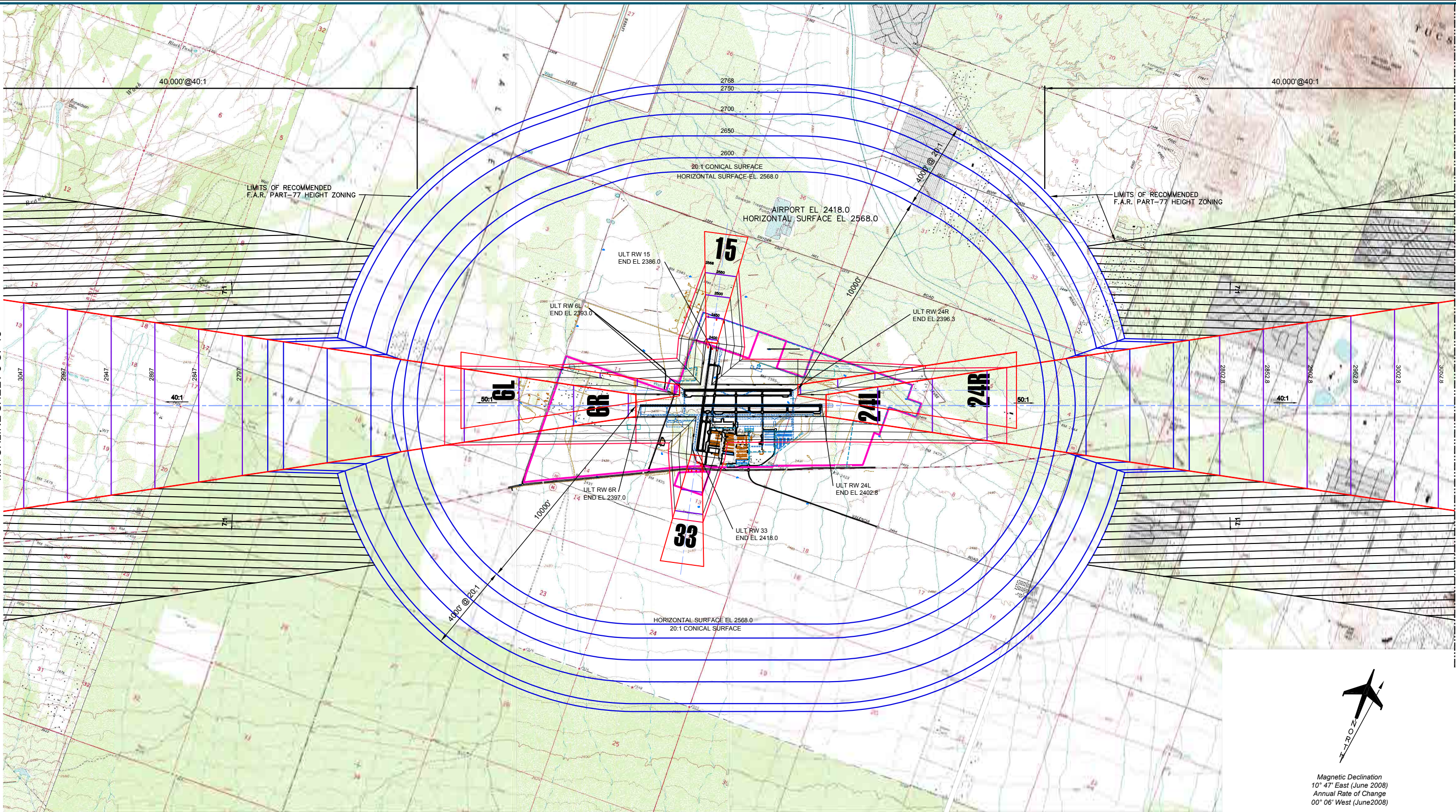
Coffman Associates

Airport Consultants

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MATCHLINE SHEET 5 OF 18

MATCHLINE SHEET 5 OF 18



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from RW Centerline	Penetration	Proposed Remediation

- GENERAL NOTES:
- THE FOLLOWING USGS QUAD MAPS APPLIED AS BACKGROUND: BROWN MOUNTAIN, CAT MOUNTAIN, COCORAUQUE BUTTE, SAN XAVIER, SAN XAVIER MISSION SW, THREE POINTS, AND TUCSON.
 - SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTION DETAILS.

No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L. S.G.B.	02/29/00
3	UPDATED FOR REVALIDATION	M.E.S. M.F.J.	10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	M.E.H. J.M.H.	08/02/96

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RYAN AIRFIELD

AIRSPACE DRAWING I

Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer

DETAILED BY: Diana L. Hopkins

APPROVED BY: James M. Harris

March 18, 2010

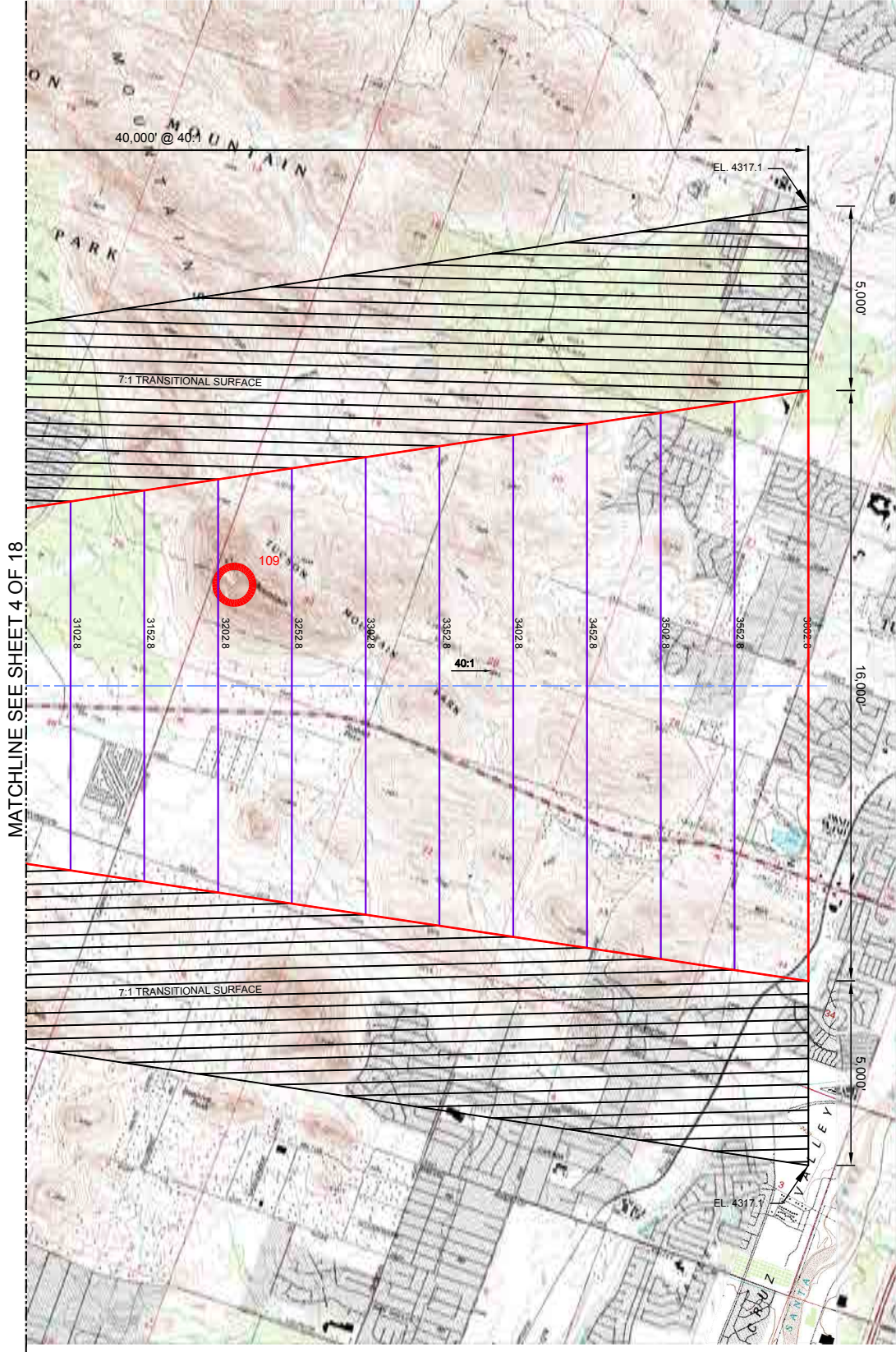
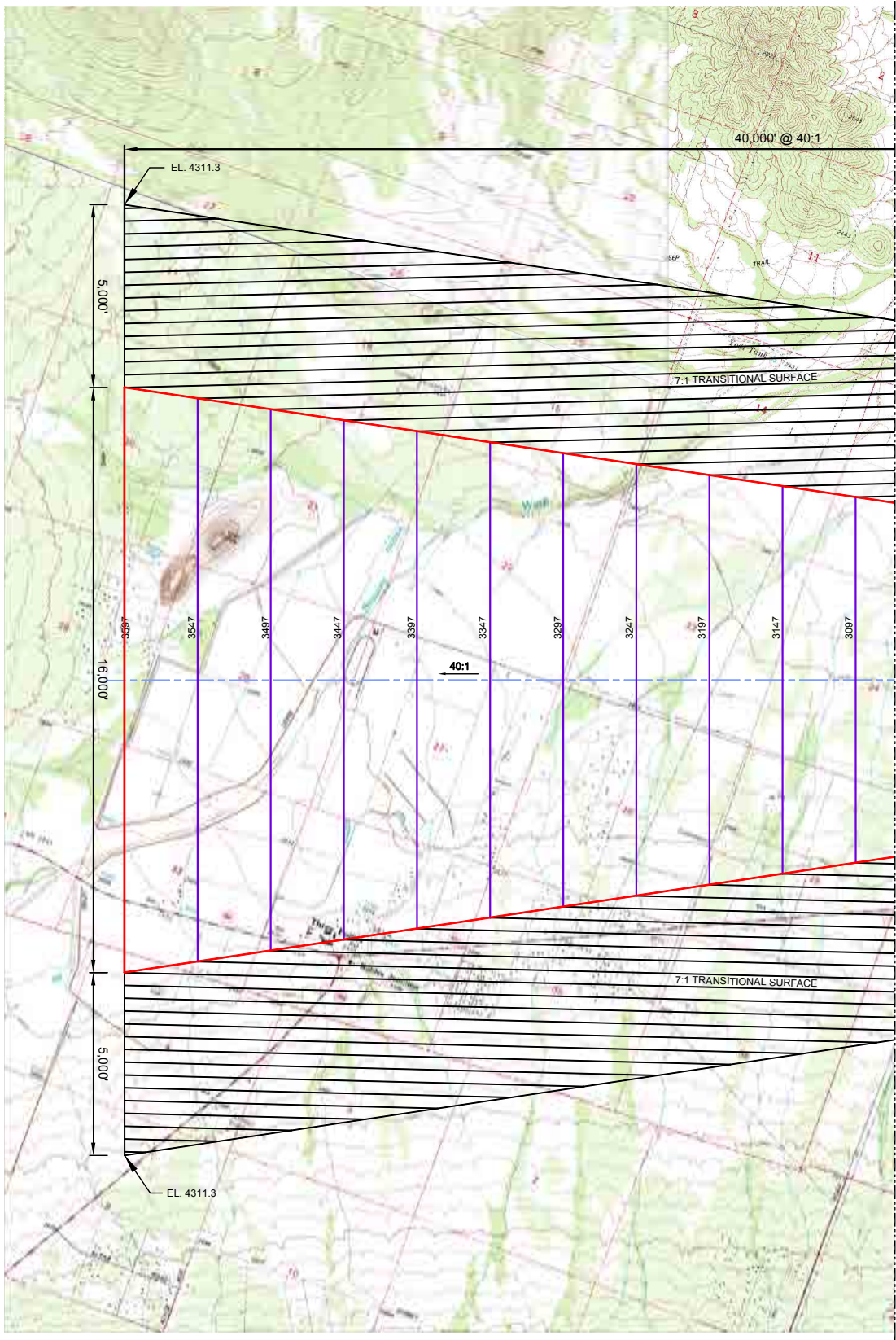
SHEET 4 OF 18

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Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



RUNWAY OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from RW Centerline	Penetration	Proposed Remediation
109	CAT MOUNTAIN	3840'	34654'	2739' R	626'	RW 24L APPROACH REQUEST AERONAUTICAL STUDY

GENERAL NOTES:

- THE FOLLOWING USGS QUAD MAPS APPLIED AS BACKGROUND: BROWN MOUNTAIN, CAT MOUNTAIN, COCORAUQUE BUTTE, SAN XAVIER, SAN XAVIER MISSION SW, THREE POINTS, AND TUCSON.
- SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.

No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L. S.G.B.	02/29/00
3	UPDATED FOR REVALUATION	M.E.S. M.F.J.	10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H. J.M.H.	08/02/96

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DESCRIBED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RYAN AIRFIELD

AIRSPACE **DRAFT** DRAWING II

Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer

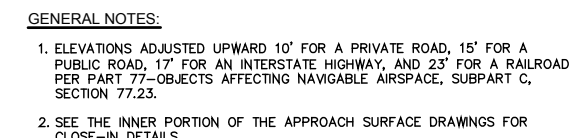
DETAILED BY: Diana L. Hopkins

APPROVED BY: James M. Harris

March 18, 2010

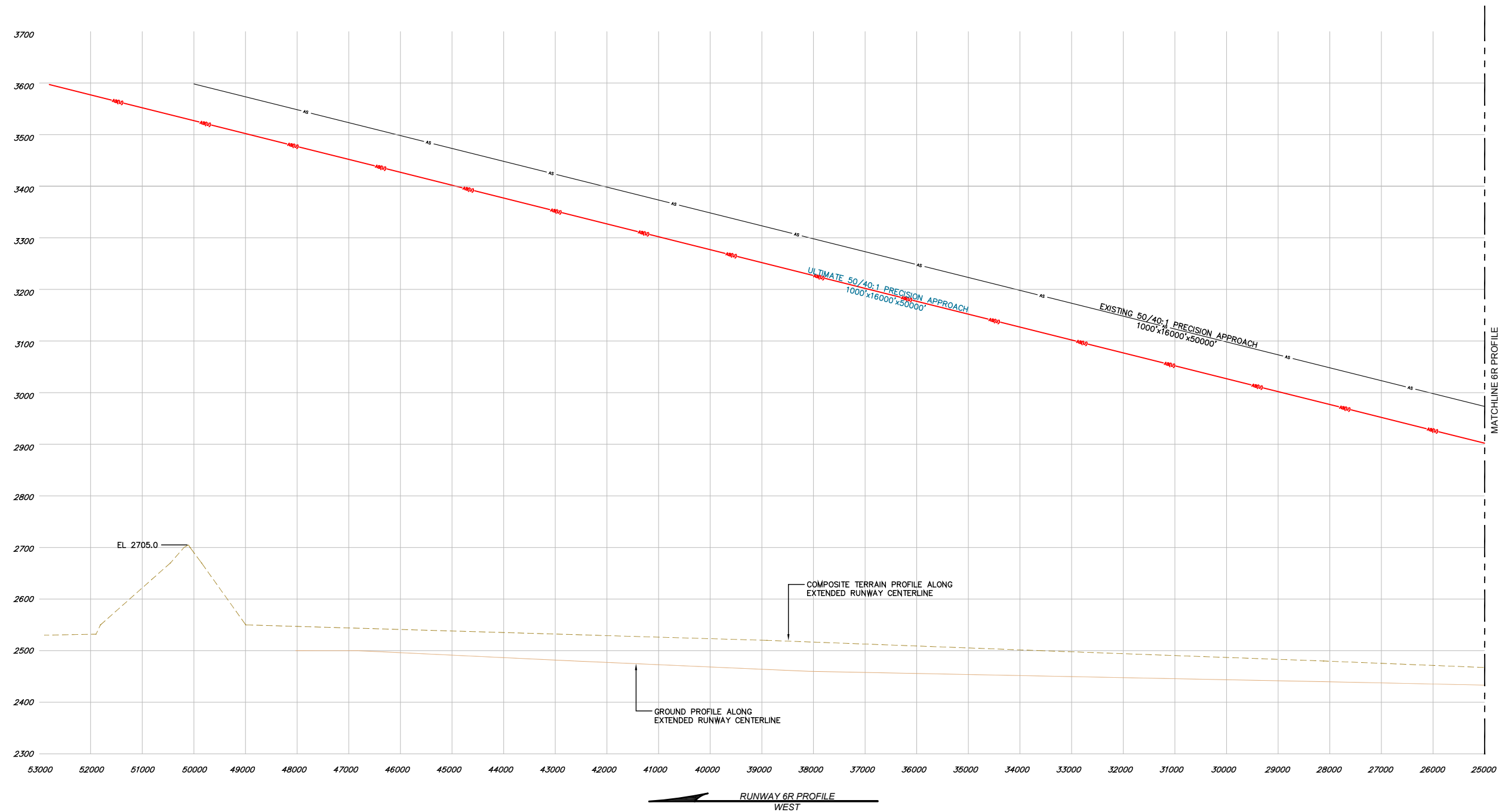
SHEET 5 OF 18

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EXISTING RUNWAY 6R-24L OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
-	NONE FOUND	-	-	-	-	-

[illegible]



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June2008)

RUNWAY 6R OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
-	NONE FOUND	-	-	-	-	-

GENERAL NOTES:

1. ELEVATIONS ADJUSTED UPWARD 10' FOR A PRIVATE ROAD, 15' FOR A PUBLIC ROAD, 17' FOR AN INTERSTATE HIGHWAY, AND 23' FOR A RAILROAD PER PART 77--OBJECTS AFFECTING NAVIGABLE AIRSPACE, SUBPART C, SECTION 77.23.
2. SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN DETAILS.

	UPDATED AIRPORT MASTER PLAN	K.L.W.	M.F.J.	12/07/06	
	UPDATED AIRPORT MASTER PLAN	R.A.L.	S.G.B.	02/29/08	
	UPDATED FOR REVALUATION	M.E.S.	M.F.J.	10/29/09	
	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	J.M.H.	08/02/09	
No.	REVISIONS			BY	DATE
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 502 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT					

HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET



RYAN AIRFIELD
AIRPORT AIRSPACE PROFILE II

Tucson, Arizona

6	PLANNED BY: Eric S. Pfeiffer
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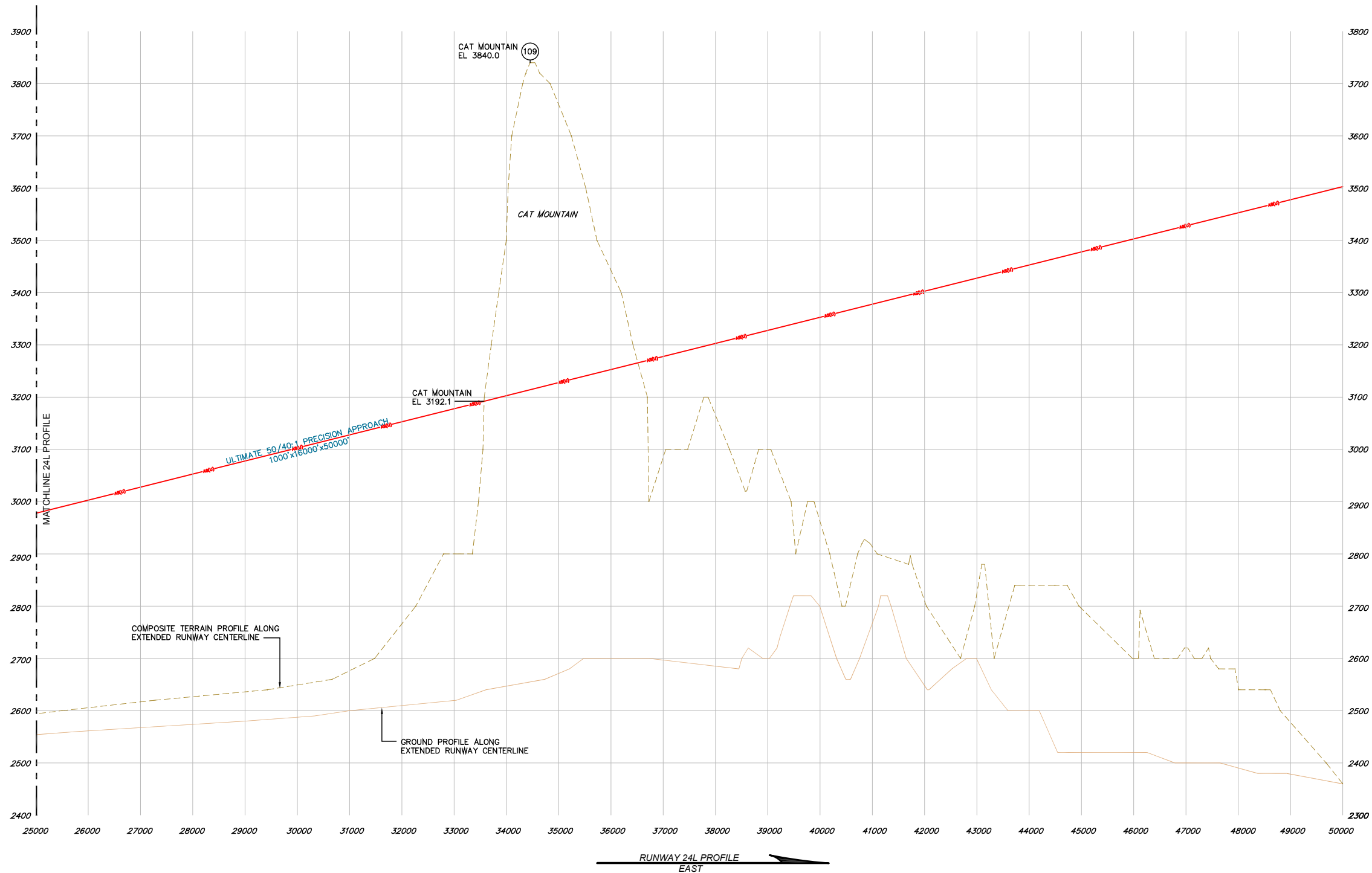
DETAILED BY:	Diana L. Hopk
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APPROVED BY: James M. Harris

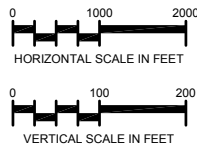
March 18, 2010

SHEET 7 OF 18

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Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June2008)



RUNWAY 24L OBSTRUCTION TABLE						
No.	Description	Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
109	CAT MOUNTAIN	3840'	34,654'	2,653' R	626'	REQUEST AERONAUTICAL STUDY

No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L. S.G.B.	02/29/00
3	UPDATED FOR REEVALUATION	M.E.S. M.F.J.	10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H. J.M.H.	08/02/96

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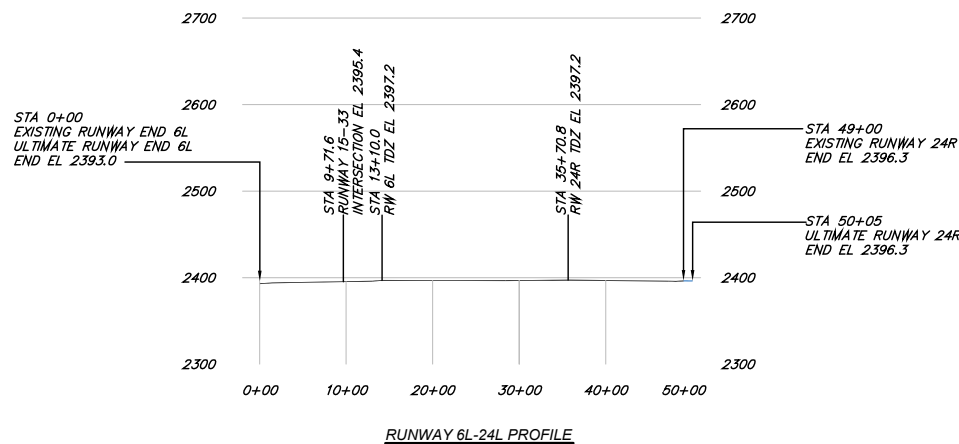
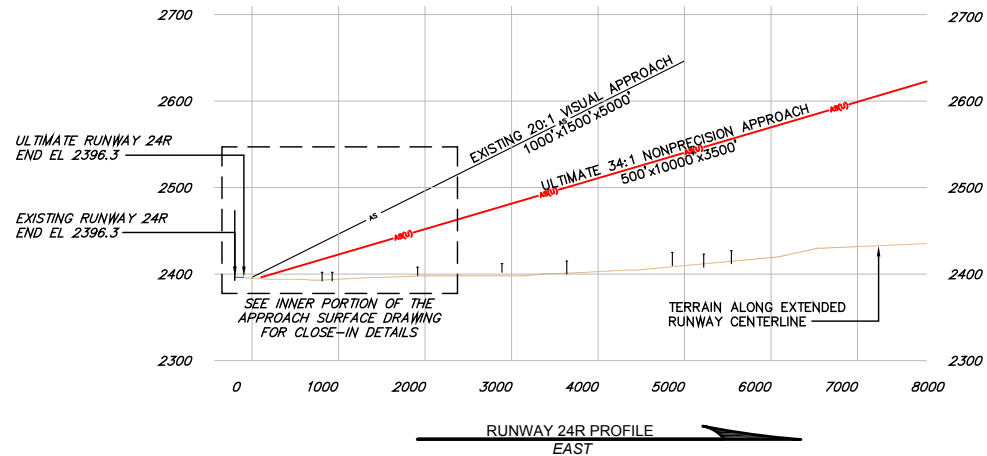
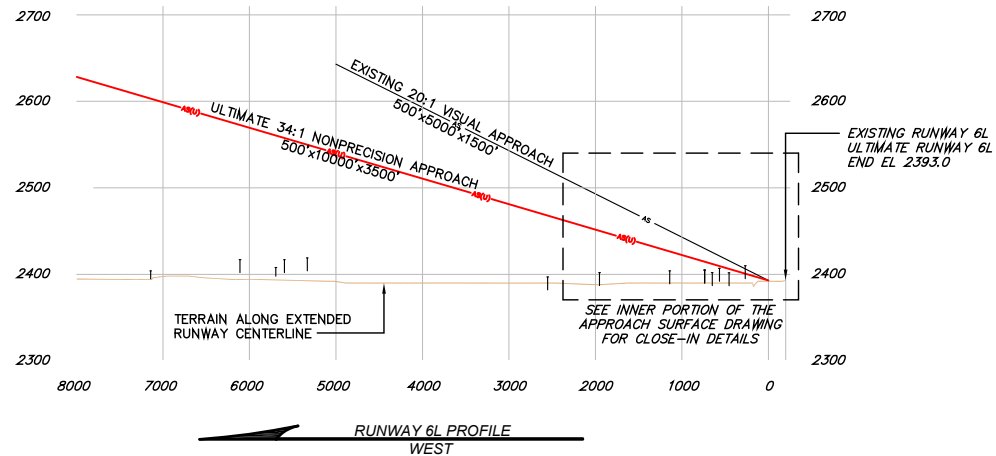
RYAN AIRFIELD
AIRPORT AIRSPACE PROFILE III
24L
Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

March 18, 2010 SHEET **8** OF **18**

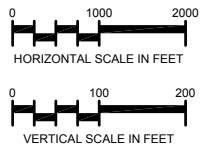
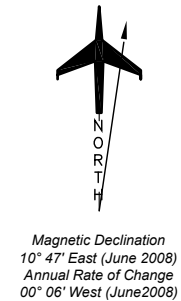
Coffman Associates
Airport Consultants
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TUCSON
AIRPORT AUTHORITY



RUNWAY 6L OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
-	NONE FOUND	-	-	-	-	-

RUNWAY 24R OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
-	NONE FOUND	-	-	-	-	-



- GENERAL NOTES:
- ELEVATIONS ADJUSTED UPWARD 10' FOR A PRIVATE ROAD, 15' FOR A PUBLIC ROAD, 17' FOR AN INTERSTATE HIGHWAY, AND 23' FOR A RAILROAD PER PART 77—OBJECTS AFFECTING NAVIGABLE AIRSPACE, SUBPART C, SECTION 77.23.
 - SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTION DETAILS.

REVISIONS			
No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L. S.G.B.	02/29/00
3	UPDATED FOR REVALIDATION	M.E.S. M.F.J.	10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H. J.M.H.	08/02/96
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.			

RYAN AIRFIELD

AIRPORT AIRSPACE PROFILE 6L-24R

Tucson, Arizona

PLANNED BY: Eric S. Pfeifer

DETAILED BY: Diana L. Hopkins

APPROVED BY: James M. Harris

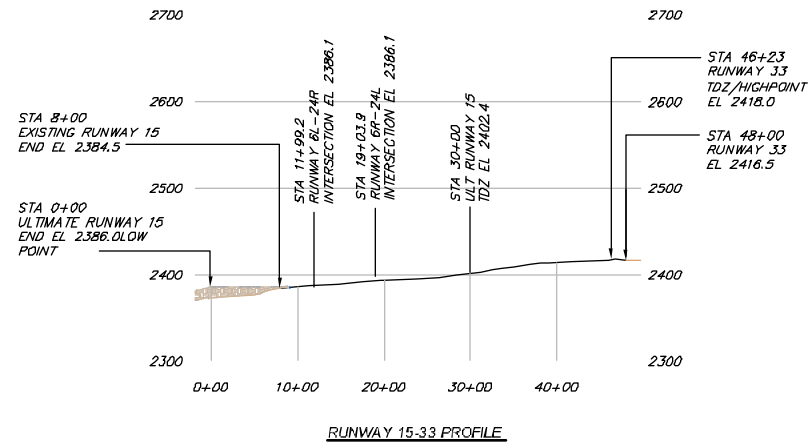
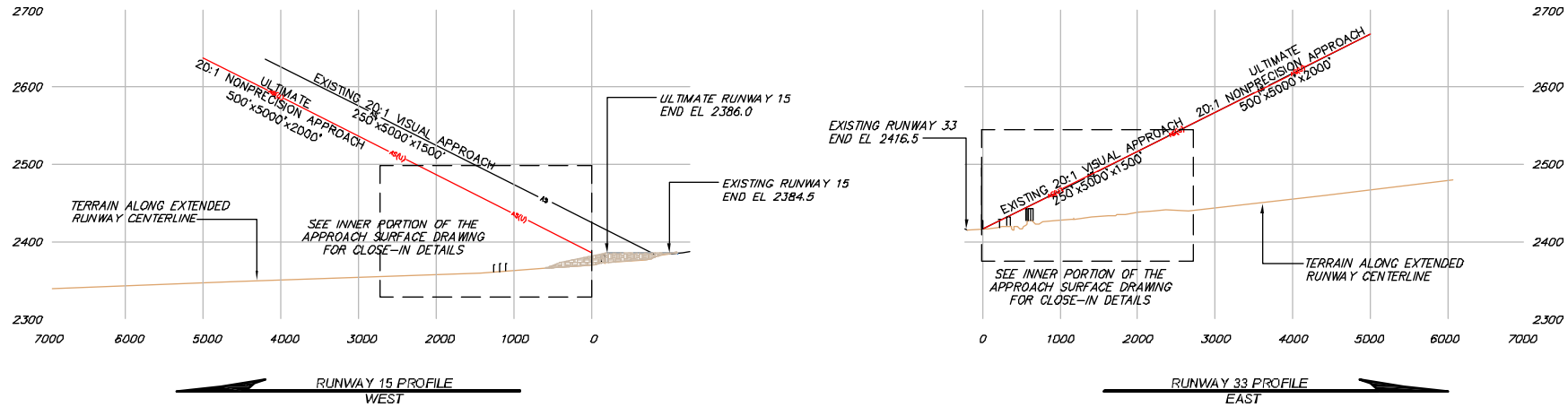
March 18, 2010

SHEET 9 OF 18

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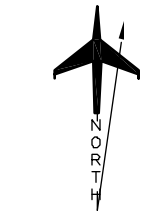
Airport Consultants

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RUNWAY 15 OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
-	NONE FOUND	-	-	-	-	-

RUNWAY 33 OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from RW End	Offset from Centerline	Penetration	Remediation
-	NONE FOUND	-	-	-	-	-



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



GENERAL NOTES:

- ELEVATIONS ADJUSTED UPWARD 10' FOR A PRIVATE ROAD, 15' FOR A PUBLIC ROAD, 17' FOR AN INTERSTATE HIGHWAY, AND 23' FOR A RAILROAD PER PART 77—OBJECTS AFFECTING NAVIGABLE AIRSPACE, SUBPART C, SECTION 77.23.
- SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTION DETAILS.
- RUNWAY 15-33 IS DESIGNATED FOR SMALL AIRCRAFT ONLY.

No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	KLW.	M.F.J.
2	UPDATED AIRPORT MASTER PLAN	RAL.	S.G.B.
3	UPDATED FOR REEVALUATION	M.E.S.	M.F.J.
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	J.M.H.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 408 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT PROJECTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RYAN AIRFIELD AIRPORT AIRSPACE PROFILE 15-33

Tucson, Arizona

PLANNED BY: Eric S. Fife

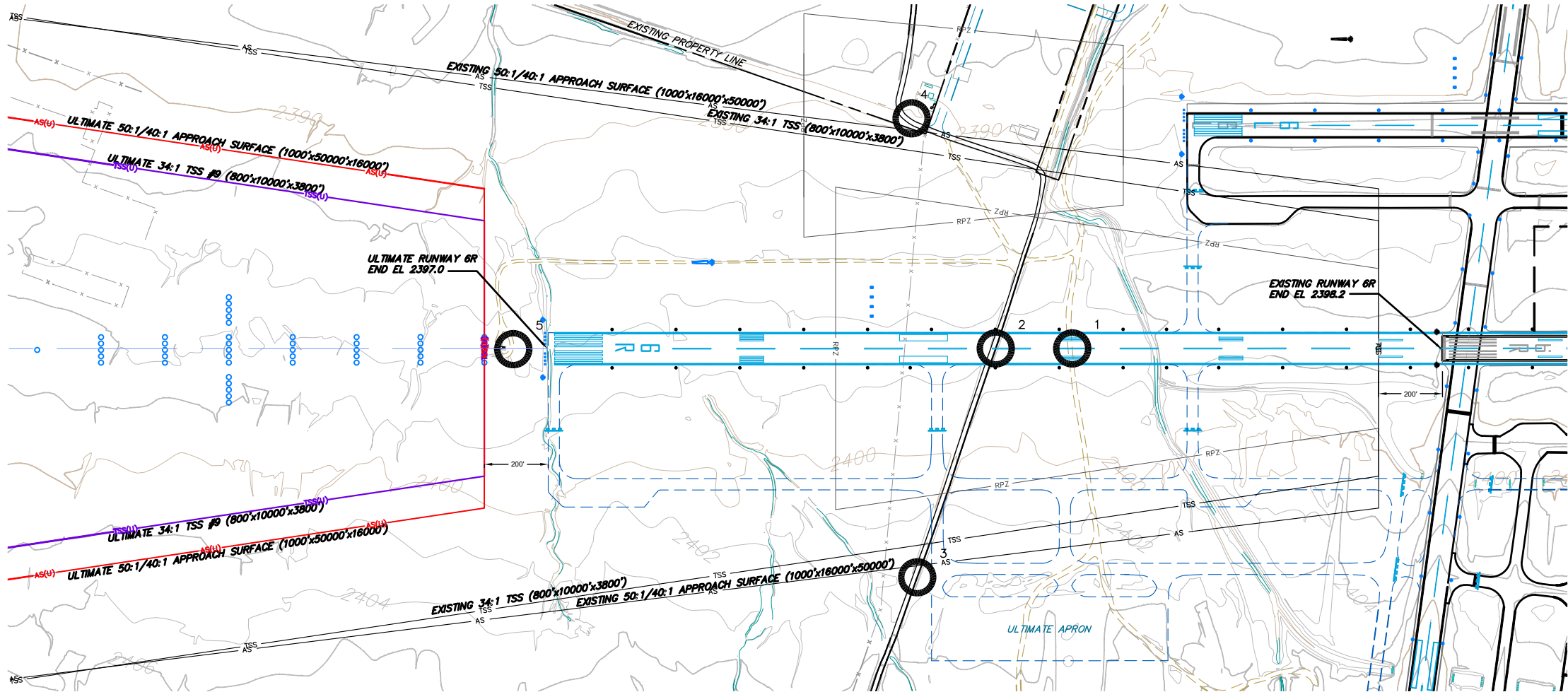
DETAILED BY: Daniel J. Poulos

APPROVED BY: Daniel J. Poulos

Valid 15-2017

SHEET 10 OF 18



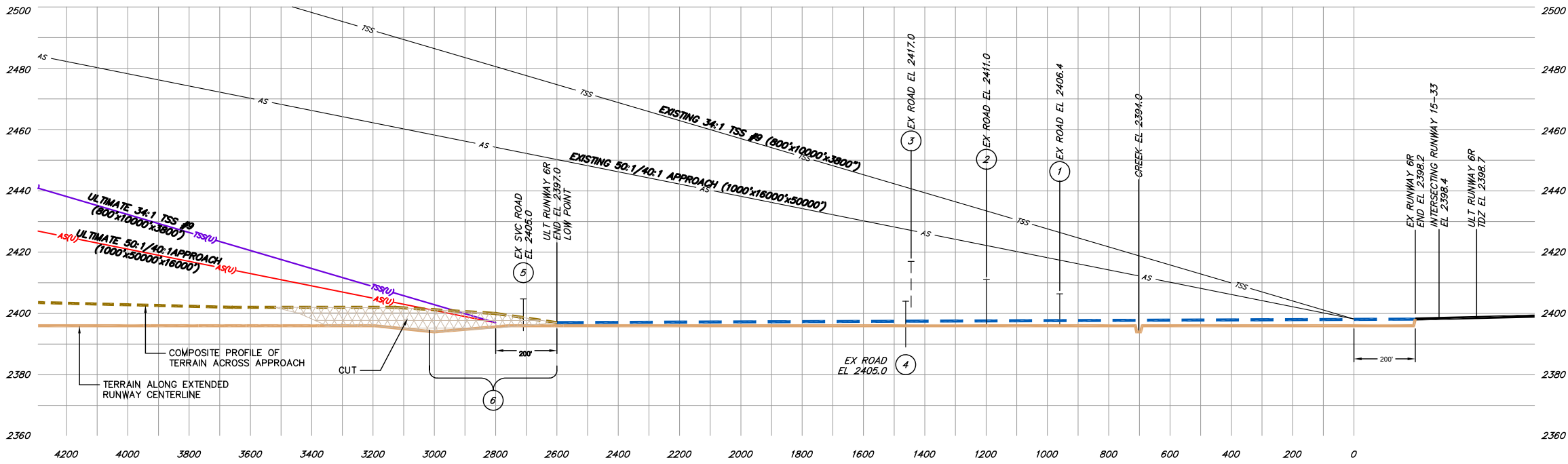


RUNWAY 6R PLAN
WEST

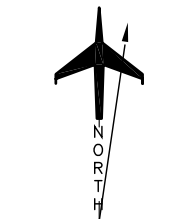
EXISTING RUNWAY 6R OBSTRUCTION TABLE						
No.	Description	Top Elev	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration
NONE FOUND						

ULTIMATE RUNWAY 6R OBSTRUCTION TABLE						
No.	Description	Top Elev	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration
6	TERRAIN	VARIES	VARIES	VARIES	> 0 TO >4	> 0 TO >3

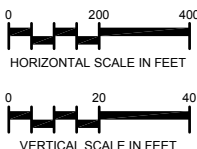
TERRAIN TO BE CUT AND GRADED PER AC 150/5300-13 AS PART OF THE 1800' RUNWAY EXTENSION



RUNWAY 6R PROFILE
WEST



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W.	M.F.J.
2	UPDATED AIRPORT MASTER PLAN	R.A.L.	S.G.B.
3	UPDATED FOR REVALIDATION	M.E.S.	M.F.J.
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	J.M.H.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

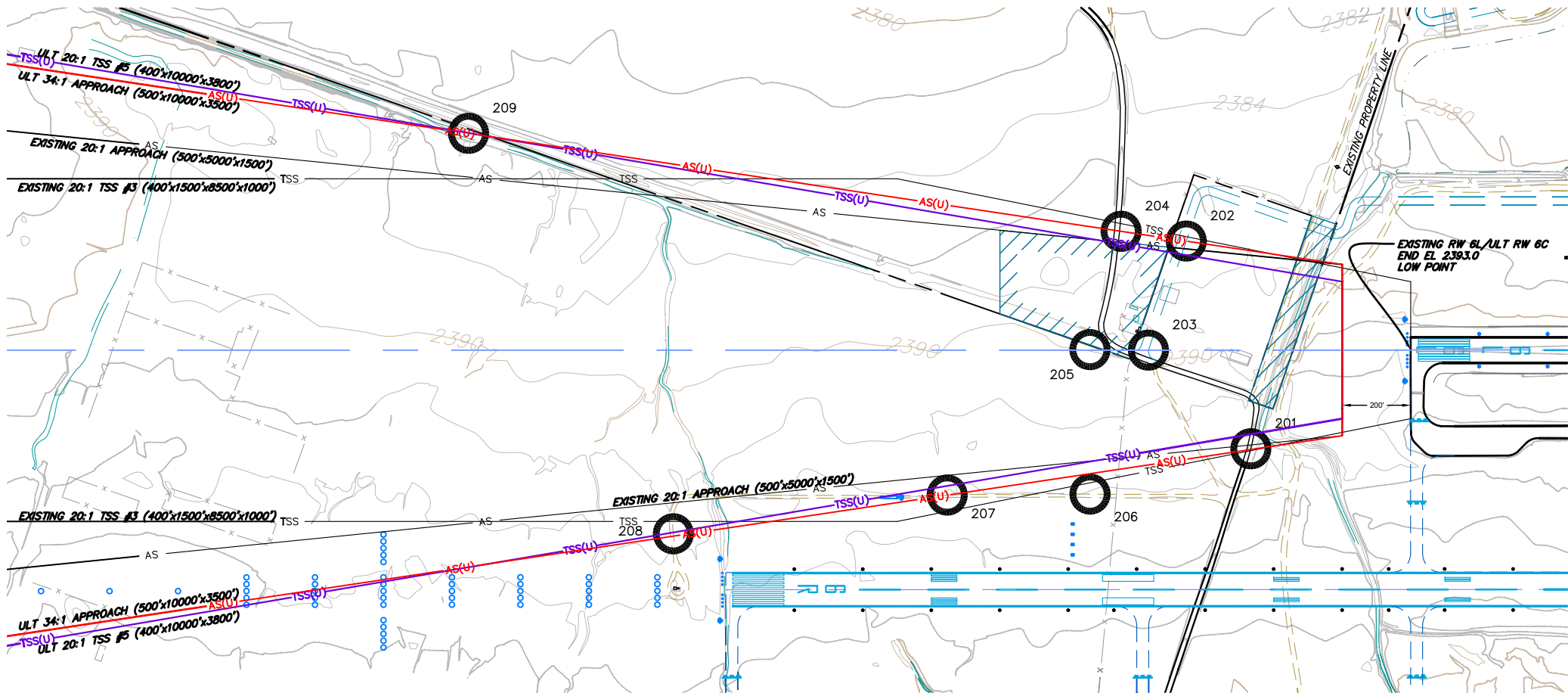
RYAN AIRFIELD
IPASD 6R
Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

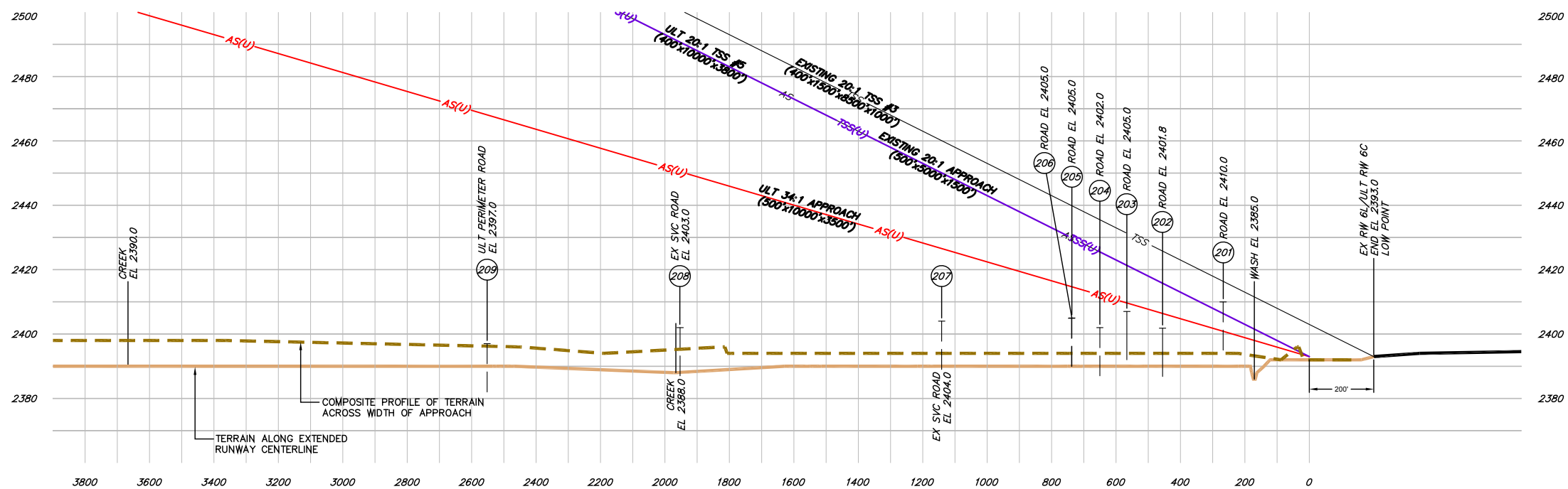
March 18, 2010
SHEET 11 OF 18

Coffman Associates
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Coffman Associates, Inc. \CAD\Hesperia\MP\RYAN\AUP\RYAN IPASD 6L.dwg Printed Date: 6-15-10 09:04:38 AM dhopkins



RUNWAY 6L PLAN
WEST

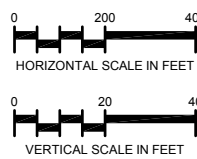


RUNWAY 6L PROFILE
WEST

EXISTING RUNWAY 6L OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
201	ACCESS ROAD	2410	467	288 R	4	4	RELOCATE ROAD

ULTIMATE RUNWAY 6L OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
201	ACCESS ROAD	2410	467	288 R	4	0	RELOCATE ROAD

Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



▲	UPDATED AIRPORT MASTER PLAN	K.L.W.	M.F.J.	12/07/00
▲	UPDATED AIRPORT MASTER PLAN	R.A.L.	S.G.B.	02/29/00
▲	UPDATED FOR REVALIDATION	M.E.S.	M.F.J.	10/29/96
	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	J.M.H.	08/02/96
No.	REVISIONS	BY	DATE	
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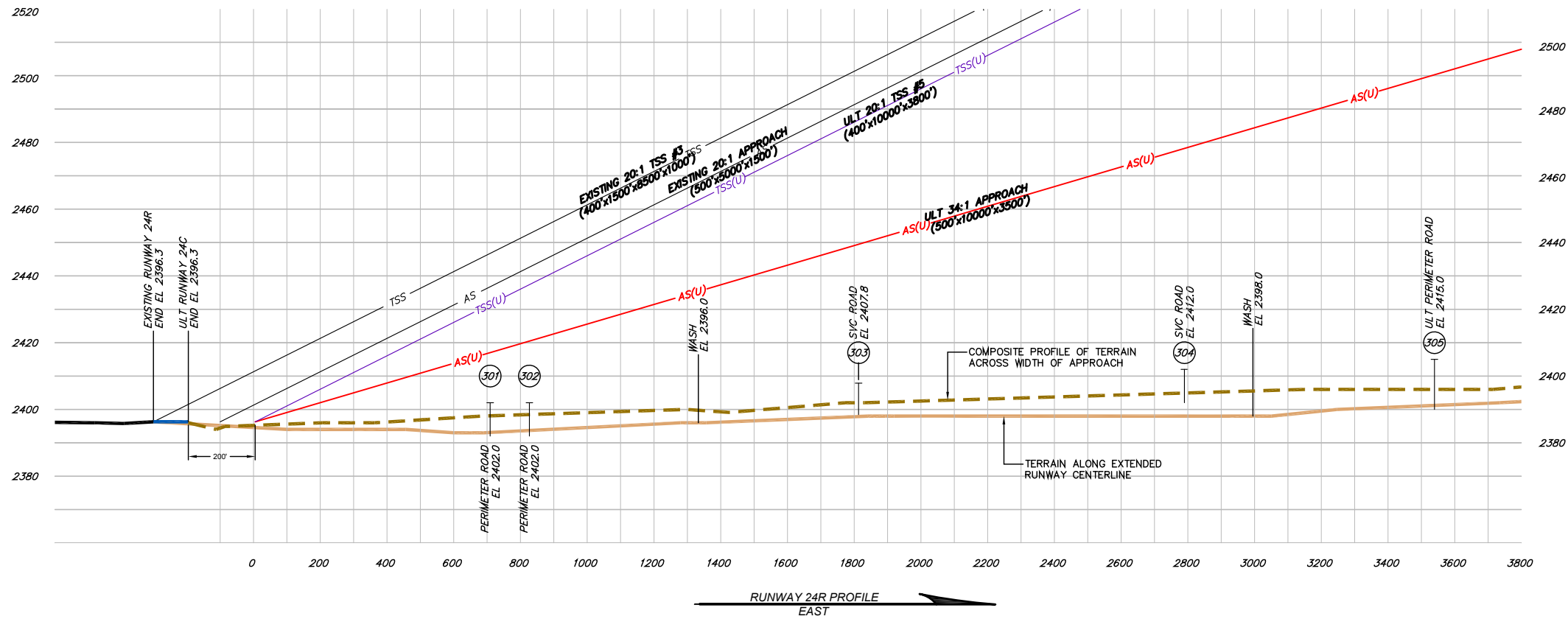
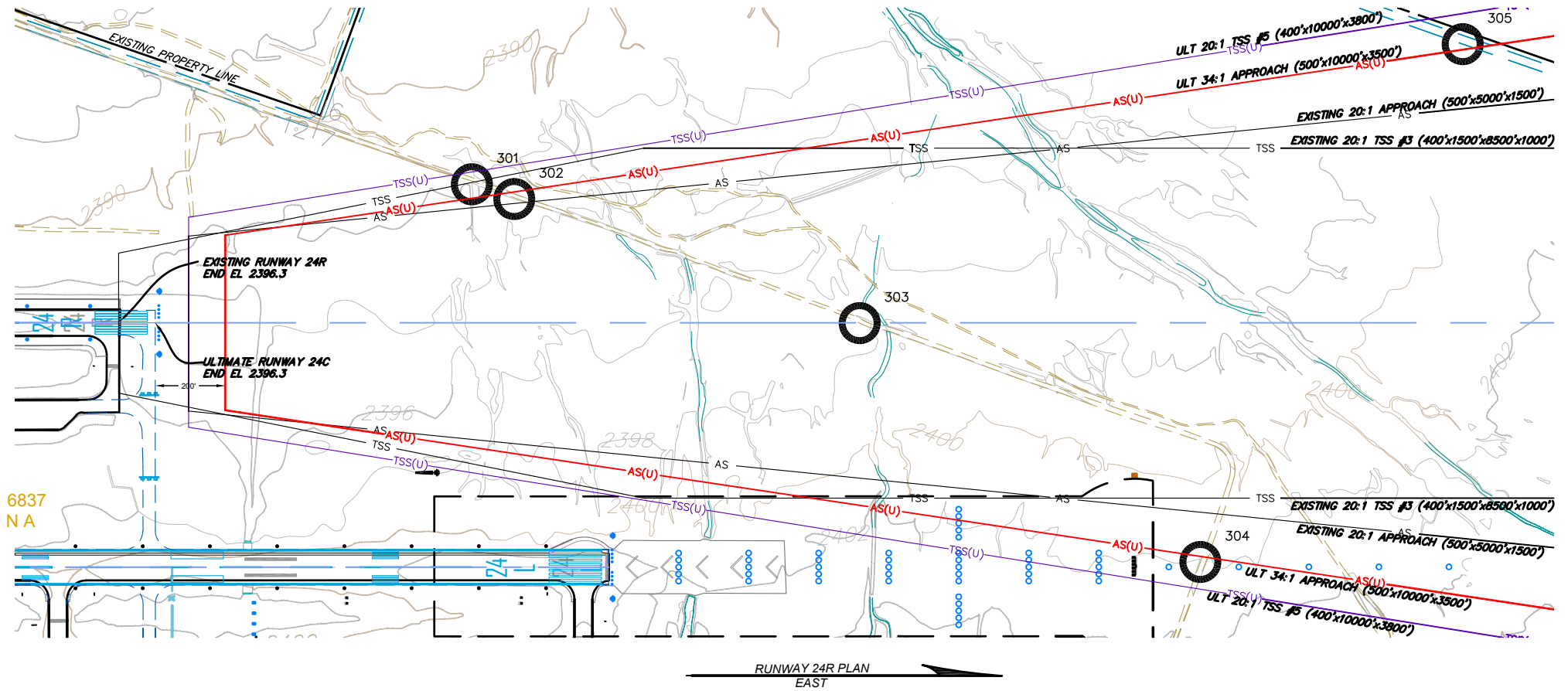
RYAN AIRFIELD
IPASD 6L
DRAFT
Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

March 18, 2010
SHEET 13 OF 18

Coffman Associates
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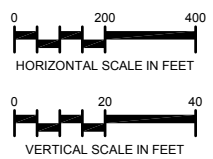
Coffman Associates, Inc. \\CADD\Projects\AP\Ryan\AUP\RWY IPASD 24R.dwg Printed Date: 6-15-10 09:07:17 AM dnglines



EXISTING RUNWAY 24R OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE FOUND						

ULTIMATE RUNWAY 24R OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE FOUND						

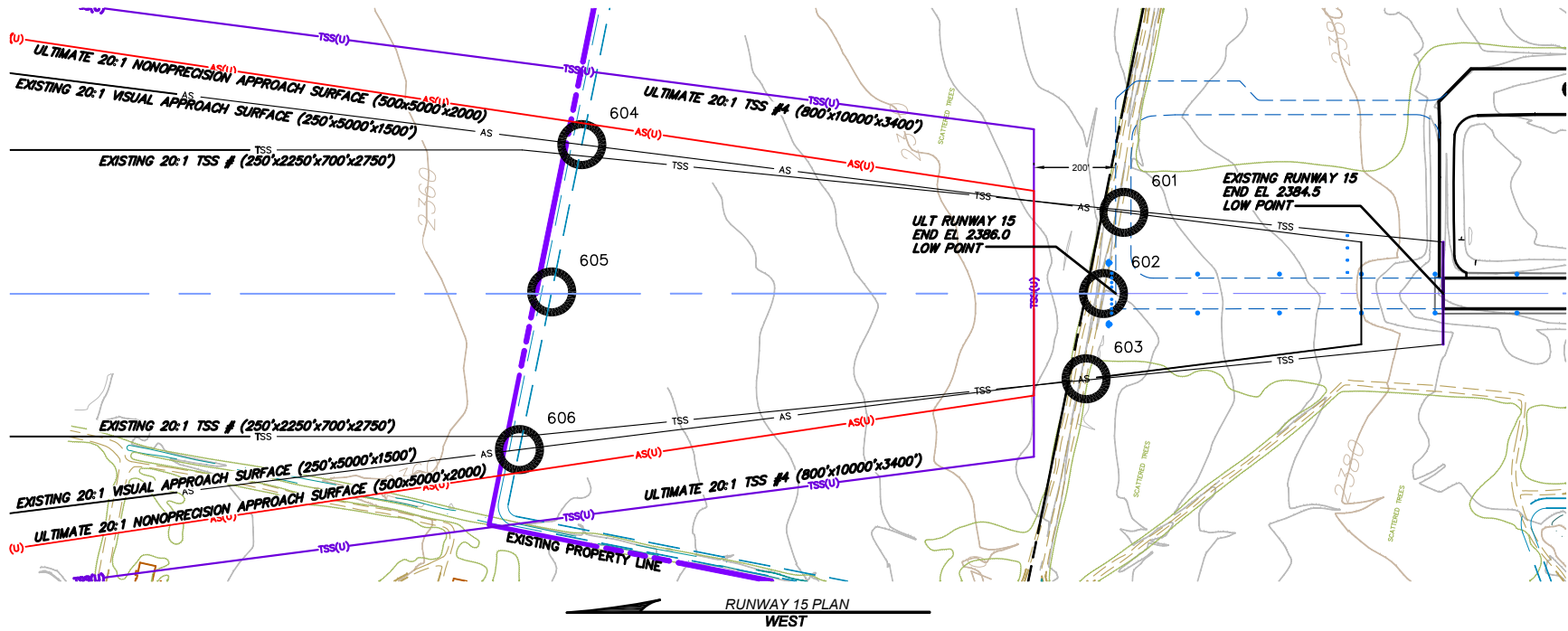
Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



REVISIONS			
No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L.	02/29/00
3	UPDATED FOR REVALUATION	M.E.S.	10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	08/02/96

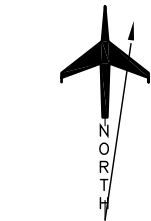
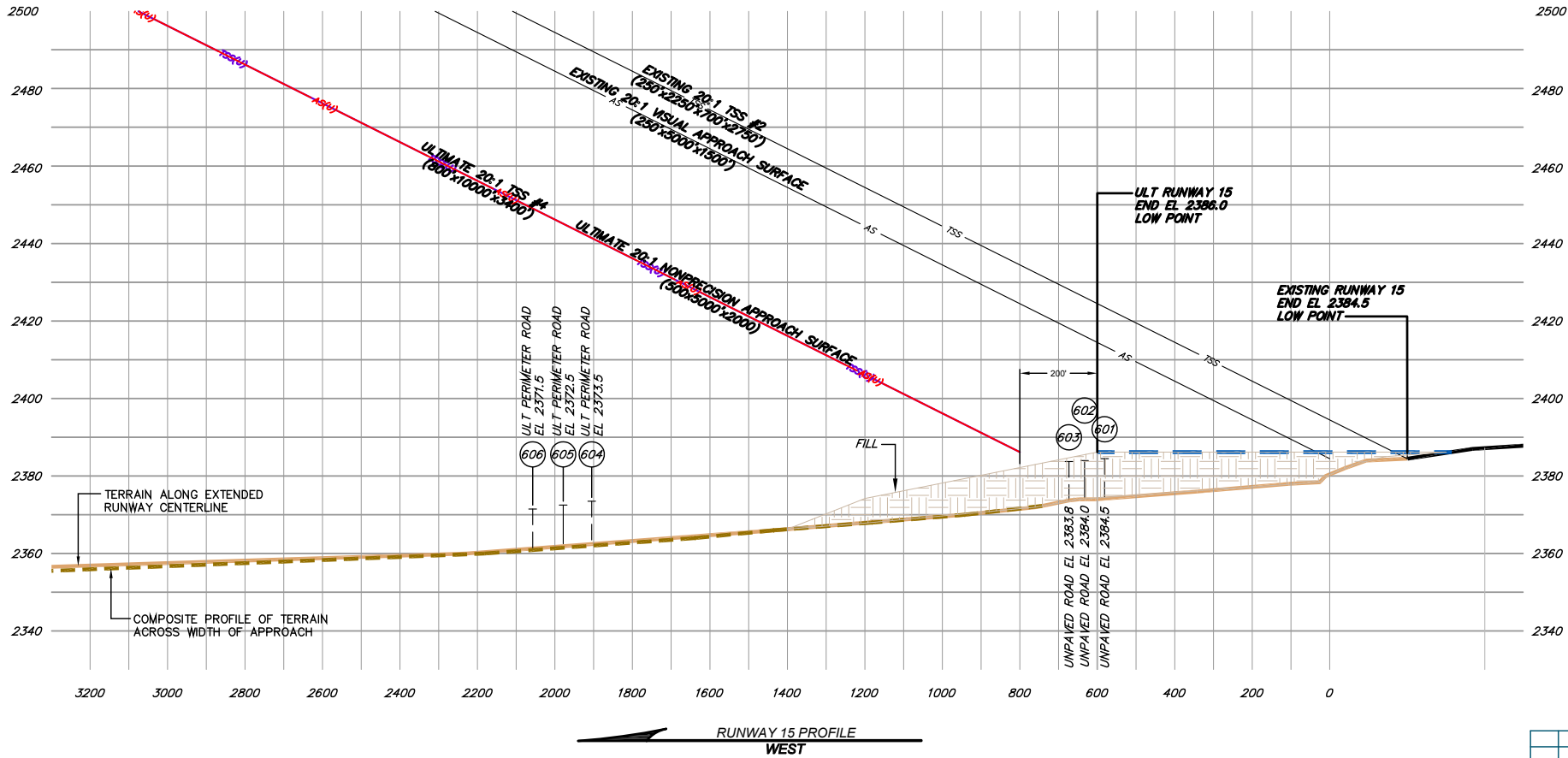
RYAN AIRFIELD
IPASD 24R
Tucson, Arizona
PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris
March 18, 2010 SHEET 14 OF 18



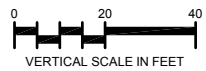


EXISTING RUNWAY 15 OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	UNPAVED ROAD						

ULTIMATE RUNWAY 15 OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
601	UNPAVED ROAD	2384.5	-20	198 L	NA	NA	REROUTE OR CLOSE ROAD DURING CONSTRUCTION OF ULT RUNWAY AND TAXIWAY
602	UNPAVED ROAD	2384.0	30	0	NA	NA	REROUTE OR CLOSE ROAD DURING CONSTRUCTION OF ULT RUNWAY AND TAXIWAY
603	UNPAVED ROAD	2384.0	72	208 R	NA	NA	REROUTE OR CLOSE ROAD DURING CONSTRUCTION OF ULT RUNWAY AND TAXIWAY



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



RYAN AIRFIELD

IPASD 15

Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

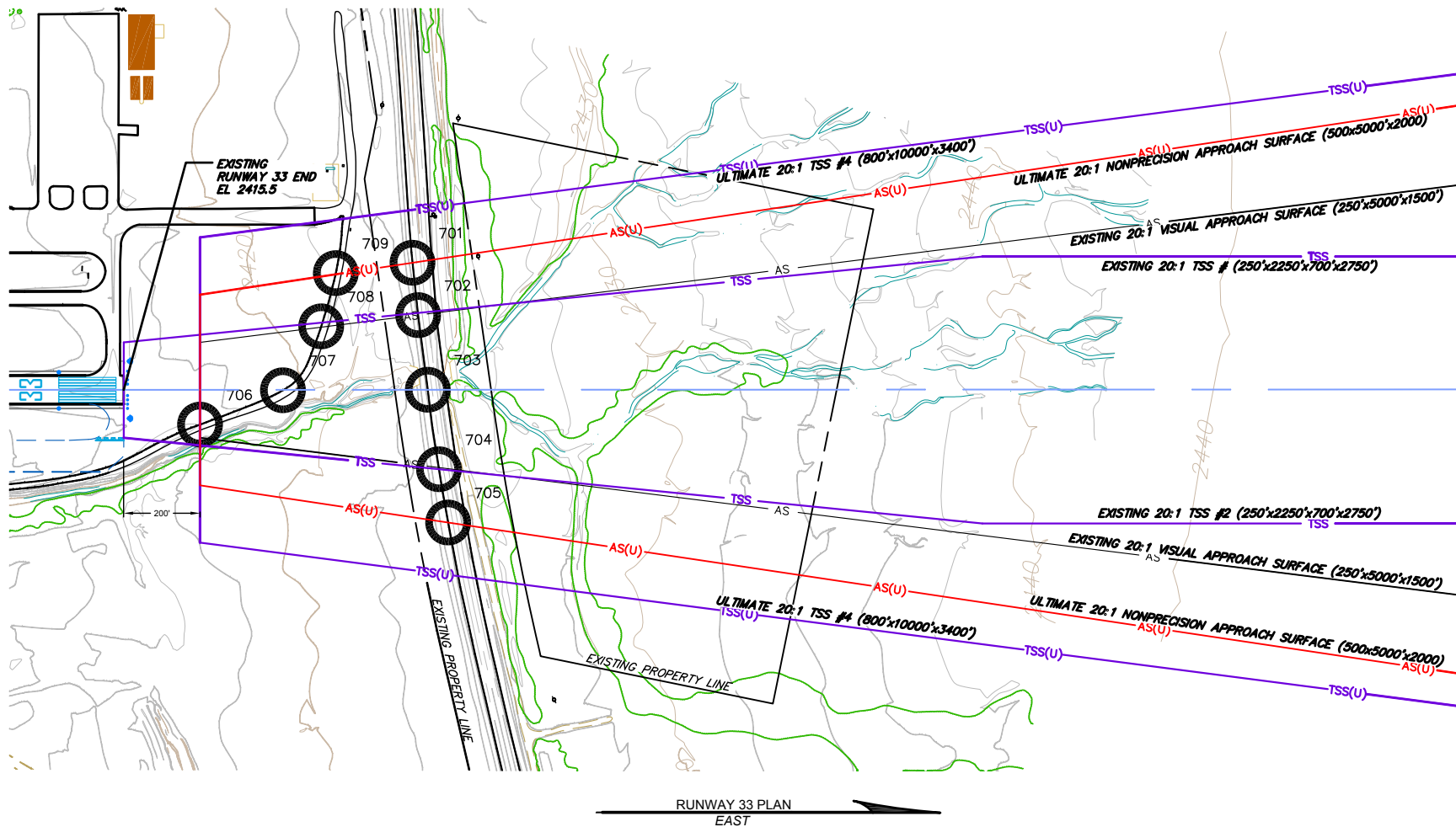
March 18, 2010

SHEET 15 OF 18



⚠	UPDATED AIRPORT MASTER PLAN	K.L.W.	M.F.J.	12/07/00
⚠	UPDATED AIRPORT MASTER PLAN	R.A.L.	S.G.B.	02/29/00
⚠	UPDATED FOR REVALIDATION	M.E.S.	M.F.J.	10/29/96
⚠	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	J.M.H.	08/02/96

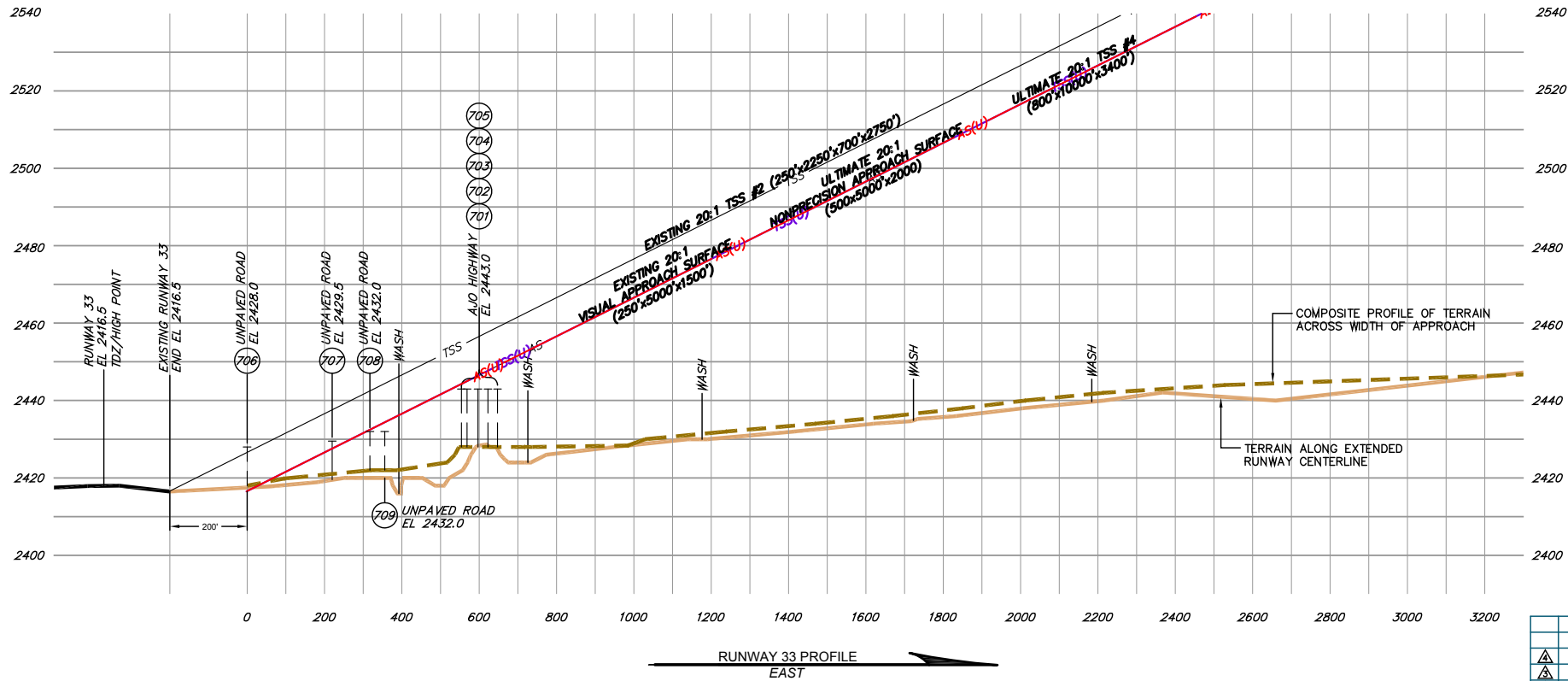
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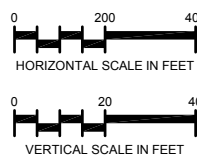
EXISTING RUNWAY 33 OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
706	SERVICE ROAD	2428	200	91 L	12	2	REROUTE OR CLOSE SERVICE ROAD TO CLEAR TSS CLEAR: TSS; NAR
707	SERVICE ROAD	2430	417	0	2	0	

NAR - NO ACTION REQUIRED

ULTIMATE RUNWAY 33 OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
706	SERVICE ROAD	2428	200	91 L	10	10	REROUTE OR CLOSE SERVICE ROAD TO CLEAR TSS REROUTE OR CLOSE SERVICE ROAD TO CLEAR TSS
707	SERVICE ROAD	2430	417	0	1	1	



Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L.	02/29/00
3	UPDATED FOR REVALIDATION	M.E.S.	10/29/96
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H.	08/02/96

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RYAN AIRFIELD
IPASD 33
Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

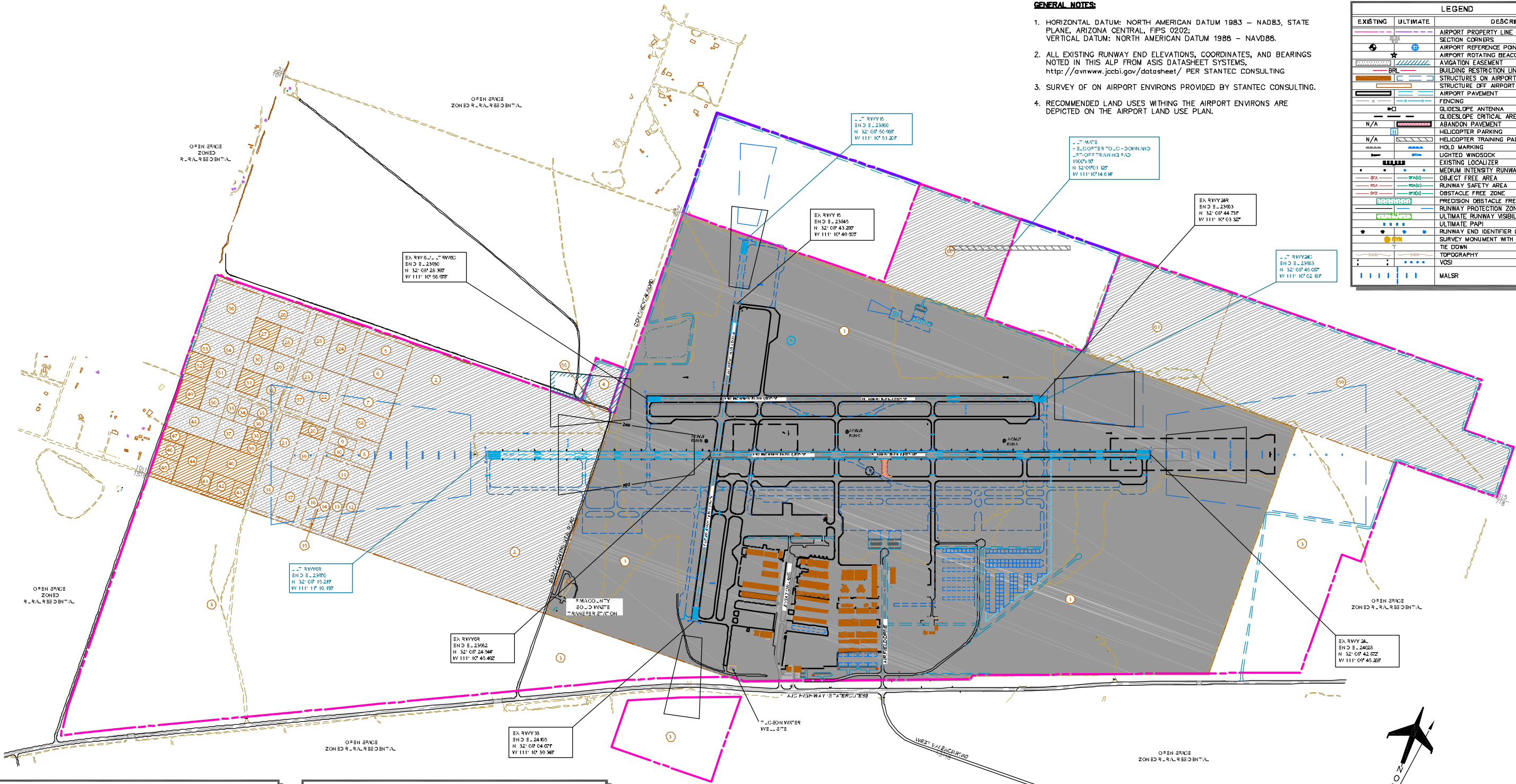
March 18, 2010
SHEET 16 OF 18

Coffman Associates
Airport Consultants
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GENERAL NOTES:

- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83, STATE PLANE, ARIZONA CENTRAL, FIPS Q202;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- ALL EXISTING RUNWAY END ELEVATIONS, COORDINATES, AND BEARINGS NOTED IN THIS ALP FROM ASIS DATASHEET SYSTEMS,
<http://avnwww.jccbi.gov/datasheet/> PER STANTEC CONSULTING
- SURVEY OF ON AIRPORT ENVIRONS PROVIDED BY STANTEC CONSULTING.
- RECOMMENDED LAND USES WITHIN THE AIRPORT ENVIRONS ARE DEPICTED ON THE AIRPORT LAND USE PLAN.

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
		AIRPORT PAVEMENT
		FENCING
		GLIDESLOPE ANTENNA
		GLIDESLOPE CRITICAL AREA
		ABANDON PAVEMENT
		HELICOPTER PARKING
		HELICOPTER TRAINING PAD
		LIGHTED WINDSOCK
		EXISTING LOCALIZER
		MEDIUM INTENSITY RUNWAY LIGHTING
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		ULTIMATE RUNWAY VISIBILITY ZONE
		ULTIMATE PAPI
		RUNWAY END IDENTIFIER LIGHTS (REILs)
		SURVEY MONUMENT WITH IDENTIFIER
		TIE DOWN
		TOPOGRAPHY
		VSSI
		MALS



TRACT	ACREAGE	PROPERTY INTEREST	ACQUISITION DATE	PROJECT NUMBER
1	905.72	FEE SIMPLE	8/1/51	ORIGINAL PURCHASE
2	160	FEE SIMPLE	6/77	ADA 182
3	408	FEE SIMPLE	12/31/98	LAND TRADE
4	5	FEE SIMPLE	5/18/94	AIP 08/ADOT 419
5	3.9	FEE SIMPLE	5/2/97	ADOT 617
6	4.6	FEE SIMPLE	5/2/96	ADOT 617
7	4.7	FEE SIMPLE	7/15/98	AIP 10/ADOT 557
8	2	FEE SIMPLE	1/19/95	AIP 07/ADOT 218/318
9	1.1	FEE SIMPLE	7/18/94	AIP 07/ADOT 218/318
10	1.1	FEE SIMPLE	11/19/93	AIP 07/ADOT 218/318
11	3.9	FEE SIMPLE	11/13/92	AIP 07/ADOT 218/318
12	2.1	FEE SIMPLE	9/29/93	AIP 08/ADOT 419
13	2.1	FEE SIMPLE	9/4/91	ADOT 915
14	1.5	FEE SIMPLE	1/19/94	AIP 07/ADOT 218/318
15	0.3	FEE SIMPLE	3/29/94	AIP 07/ADOT 218/318
16	1.8	FEE SIMPLE	3/29/94	AIP 07/ADOT 218/318
17	3.9	FEE SIMPLE	6/27/94	AIP 07/ADOT 218/318
18	3.7	FEE SIMPLE	12/2/98	AIP 10/ADOT 557
19	3.2	FEE SIMPLE	7/10/98	AIP 10/ADOT 557
20	1.0	FEE SIMPLE	12/24/91	ADOT 915
21	4.2	FEE SIMPLE	12/17/94	AIP 09/ADOT 419
22	4.2	FEE SIMPLE	2/24/95	AIP 09/ADOT 419
23	2.2	FEE SIMPLE	3/28/95	AIP 08/ADOT 419
24	4.2	FEE SIMPLE	10/27/97	ADOT 719
25	4.1	FEE SIMPLE	8/22/94	AIP 09/ADOT 419
26	4.0	FEE SIMPLE	11/29/95	AIP 08/ADOT 419
27	2.5	FEE SIMPLE	8/28/97	ADOT 719
28	2.2	FEE SIMPLE	9/18/94	AIP 09/ADOT 419
29	2.1	FEE SIMPLE	10/3/95	AIP 09/ADOT 419
30	2.1	FEE SIMPLE	6/3/94	AIP 09/ADOT 419
31	1.8	FEE SIMPLE	6/4/92	ADOT 915

TRACT	ACREAGE	PROPERTY INTEREST	ACQUISITION DATE	PROJECT NUMBER
32	1.8	FEE SIMPLE	6/26/98	AIP 08/ADOT 419
33	1.1	FEE SIMPLE	5/15/98	AIP 10/ADOT 557
34	1.0	FEE SIMPLE	3/24/98	AIP 10/ADOT 557
35	1.0	FEE SIMPLE	11/4/94	AIP 09/ADOT 419
36	1.1	FEE SIMPLE	10/18/98	AIP 09/ADOT 419
37	2.8	FEE SIMPLE	10/19/96	AIP 09/ADOT 419
38	1.0	FEE SIMPLE	1/2/97	ADOT 617
39	1.1	FEE SIMPLE	1/3/97	ADOT 617
40	4.6	FEE SIMPLE	9/19/97	ADOT 719
41	1.1	FEE SIMPLE	9/18/96	ADOT 617
42	1.7	FEE SIMPLE	5/6/97	ADOT 719
43	1.1	FEE SIMPLE	9/18/96	ADOT 617
44	1.4	FEE SIMPLE	3/10/98	ADOT 517
45	1.6	FEE SIMPLE	3/5/96	AIP 09/ADOT 419
46	1.0	FEE SIMPLE	8/31/92	AIP 07/ADOT 419
47	1.2	FEE SIMPLE	1/21/99	ADOT 719
48	4.7	FEE SIMPLE	10/3/94	AIP 07/ADOT 419
49	2.0	FEE SIMPLE	9/18/96	ADOT 617
50	2.1	FEE SIMPLE	7/27/95	AIP 09/ADOT 419
51	1.8	FEE SIMPLE	2/17/95	AIP 07/ADOT 218/318
52	1.8	FEE SIMPLE	12/17/94	ADOT 719
53	1.1	FEE SIMPLE	5/28/92	AIP 07/ADOT 218/318
54	3.2	FEE SIMPLE	5/28/92	AIP 07/ADOT 218/318
55	0.3	FEE SIMPLE	5/18/94	AIP 08/ADOT 419
56	8.7	FEE SIMPLE	9/3/99	AIP 10/ADOT 557
57	1.9	FEE SIMPLE	12/10/99	AIP 08/ADOT 419
58	4.7	FEE SIMPLE	5/28/00	AIP 08/ADOT 419
59	11.0	FEE SIMPLE	1/18/01	ADOT E1124
60	40	FEE SIMPLE	12/18/01	ADOT E2521
61	45	FEE SIMPLE	11/21/02	ADOT E2521

PROPERTY LEGEND	
	Existing Property Boundary Line
	Fee Simple Property Boundary Line
	Tract Boundary Line
	Property Purchased Originally
	Property Purchased With Easement
	Property Purchased With Non-Easement

No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
2	UPDATED AIRPORT MASTER PLAN	R.A.L. S.G.B.	02/28/00
3	UPDATED FOR REVALUATION	M.E.S. M.F.J.	10/29/98
4	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	W.E.H. J.M.H.	08/02/98

RYAN AIRFIELD
AIRPORT PROPERTY MAP
Tucson, Arizona

PLANNED BY: *Eric S. Poff*
DETAILED BY: *Eric S. Poff*
APPROVED BY: *Eric S. Poff*

Scale: 1" = 200'

Coffman Associates
Airport Consultants
www.coffmanassociates.com

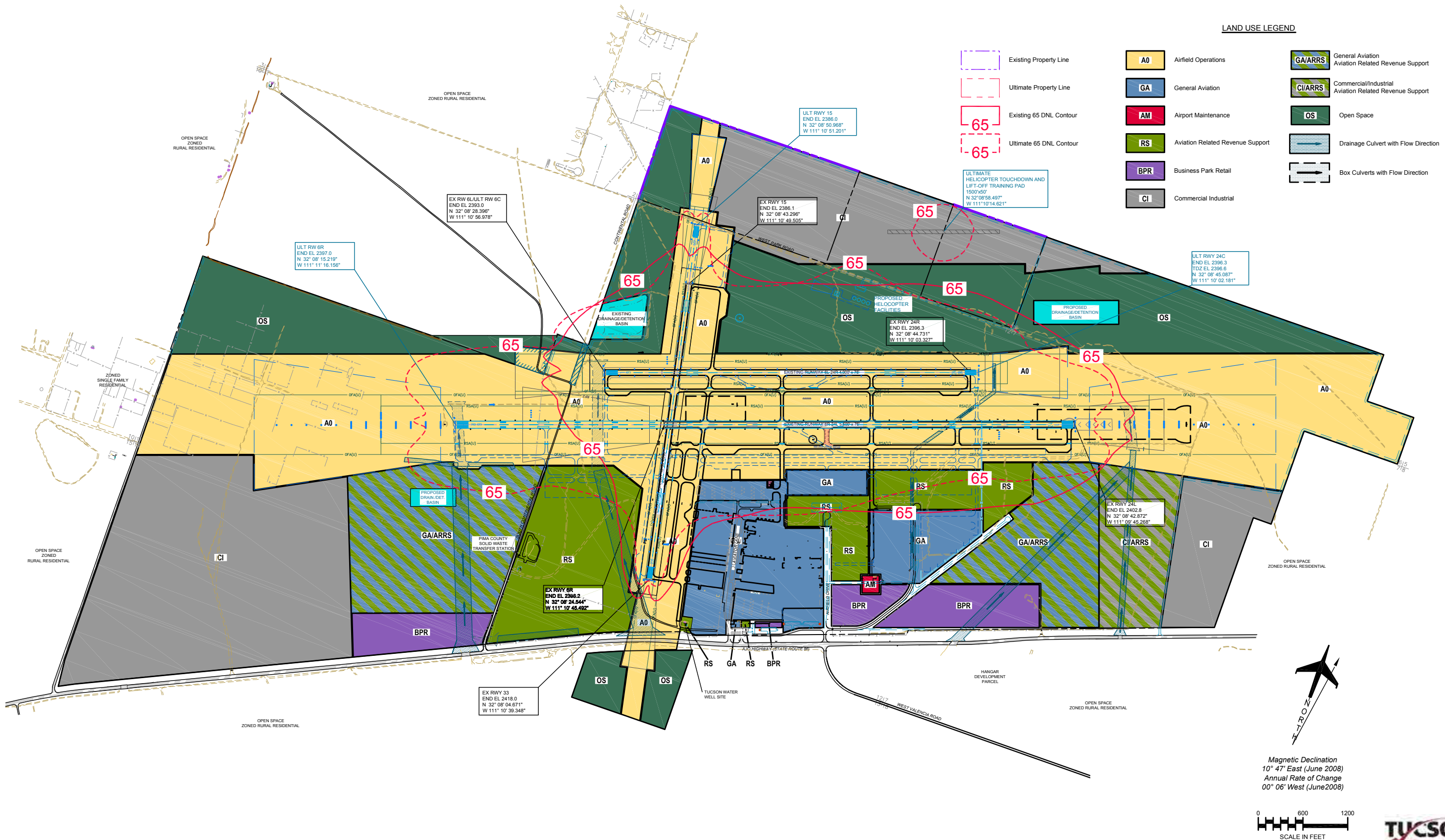
Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)

SCALE IN FEET

TUCSON
AIRPORT AUTHORITY

DRAFT

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Magnetic Declination
10° 47' East (June 2008)
Annual Rate of Change
00° 06' West (June 2008)



RYAN AIRFIELD
AIRPORT LAND USE DRAWING
Tucson, Arizona

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

March 18, 2010 SHEET 18 OF 18



No.	REVISIONS	BY	DATE
1	UPDATED AIRPORT MASTER PLAN	K.L.W. M.F.J.	12/07/00
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*THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.