



Chapter Five

Airport Layout Plan

CHAPTER 5 -

AIRPORT LAYOUT PLAN NARRATIVE

INTRODUCTION

The Airport Layout Plan (ALP) is intended to graphically portray existing conditions at the Airport, future development, areas in which future development may occur, and detail design standards outlined in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13A, *Airport Design*. This document consists of a set of public drawings used by the FAA when budgeting for future projects, assessing impacts to the Airport, and determining zoning and other land uses in the Airport environment. The ALP also serves as a planning tool for the FAA to use when reviewing planned development and AIP grants and for the surrounding communities to use when determining zoning and land use planning.

This ALP drawing set was prepared to present conclusions of an update to the Master Plan for Ryan Airfield (RYN). The Master Plan thoroughly documented the existing conditions, forecasts, facility requirements, analysis, and findings to depict the near-, mid-, and long-term development plans to meet future aviation demand.

The ALP graphically presents airport facilities, their location on airport, and the pertinent clearance and dimensional information required to show conformance with applicable design standards. Specifically, the ALP depicts an airport as it exists today along with areas that are identified for future development to meet forecasted growth in aviation and related activity.

A reduced-sized copy of the FAA approved ALP set is attached at the end of this section. The ALP package for RYN consists of the following drawings:

- ▶ Sheet 1 – Index
- ▶ Sheet 2 – Airport Layout Plan
- ▶ Sheet 3 – Airport Data
- ▶ Sheet 4 – Part 77 Airspace Plan
- ▶ Sheet 5 – Runway 6R Outer Approach Plan
- ▶ Sheet 6 – Part 77 Airspace Profiles
- ▶ Sheet 7 – Runway 6R/24L Inner Approaches - Existing
- ▶ Sheet 8 – Runway 6L/24R Inner Approaches - Existing
- ▶ Sheet 9 – Runway 15/33 Inner Approaches - Existing
- ▶ Sheet 10 – Runway 6R/24L Inner Approaches - Future
- ▶ Sheet 11 – Runway 6L/24R Inner Approaches - Future & Ultimate

- ▶ Sheet 12 – Runway 15/33 Inner Approaches - Future
- ▶ Sheet 13 – Runway 6R/24L Inner Approaches - Ultimate
- ▶ Sheet 14 – Runway 15/33 Inner Approaches - Ultimate
- ▶ Sheet 15 – Runway 6R/24L Departure Surface - Existing
- ▶ Sheet 16 – Runway 6R/24L Departure Surface - Future
- ▶ Sheet 17 – Runway 6L/24R Departure Surface - Future
- ▶ Sheet 18 – Runway 15/33 Departure Surfaces - Future
- ▶ Sheet 19 – Runway 6R/24L Departure Surface - Ultimate
- ▶ Sheet 20 – Runway Centerline Profiles
- ▶ Sheet 21 – Building Area Plan
- ▶ Sheet 22 – Land Use Plan
- ▶ Sheet 23 – Exhibit “A” Airport Property Inventory Map
- ▶ Sheet 24 – Exhibit “A” Airport Property Data

INDEX SHEET

The Index Sheet contains basic required information about the location of the Airport along with an aerial overview of the Airport’s setting. The index of drawings for the entire 24 sheet ALP set orients the reviewer with the location and order of each sheet.

AIRPORT LAYOUT PLAN

The ALP depicts both the existing and planned Airport facilities and safety areas. All existing and planned airfield and Airport-related development is depicted on this sheet and identified with legend items for quick reference. Together with the Airport Data Sheet, this sheet serves as an overview for the FAA and Airport sponsors as grant and other federal funding for future improvements is assigned. The ALP also graphically depicts compliance with standards set forth in AC 150/5300-13A or necessary modifications to those standards.

AIRPORT DATA

The Data Sheet is designed to be a compiled source of all pertinent Airport data. This sheet is intended to be used in conjunction with the ALP sheet as a reference document for existing and planned Airport development. Various tables and graphics depicted on this sheet are as follows:

- ▶ Runway Data Table – This table is a compiled tabulation of information relating specifically to runways at the Airport. Various specifications are listed for each existing and future runway, including runway location, dimensions, design group, available lighting, and navigational aids, as well as safety areas as defined in AC 150/5300-13A.

- ▶ Runway Surfaces Table – This table and an associated graphic depict the approach visibility minimums for each runway, as well as dimensions for various safety areas, including the RSA/OFA, RPZ, and OFZ. The elevation of each runway end is also provided on this table.
- ▶ Airport Data Table – This table lists existing and future information specific to the Airport, such as Airport elevation, service level, role, reference code, design aircraft, owner, Airport Reference Point, temperature information, and available navigational aids.
- ▶ Taxiway Data Table – This table lists the existing and future width and safety area dimensions for each major taxiway at the Airport.
- ▶ Modifications to Standards/Non-Standard Conditions – These tables show any approved modifications to applicable design standards or any non-standard conditions that may be depicted on the ALP or present at the Airport. RYN does not have any listed modifications to standards but has three non-standard conditions.
- ▶ Wind Rose and Wind Coverage Table – These components detail the percentage of time a runway end or combination of ends or runways are available for arrivals. When combined, the coverage is intended to be as near as possible to 100 percent. The Wind Rose depicts the runway orientation and percentages over which winds from a given direction occur. The box width varies based on the crosswind component desired and is intended to graphically portray the information displayed in the Wind Coverage Table.

PART 77 AIRSPACE PLAN

The Airport Airspace sheet is a set of drawings depicting the 14 CFR Part 77 Objects Affecting Navigable Airspace (Part 77) imaginary airspace surfaces for the Airport. Part 77 details requirements for the safe and efficient use of navigable airspace. These surfaces are intended to provide airports and sponsors with a mechanism to evaluate existing and proposed objects as part of the 7460 process for determining hazards to air navigation. Part 77 surfaces correspond to available navigational aids and types of approaches available to a runway end. The following surfaces are depicted on the Airport Airspace sheet:

- ▶ **Primary Surface** – The primary surface is located closest to the runway environment. It is a rectangular area symmetrically located about the runway centerline and extends a distance of 200 feet beyond each runway threshold. Its elevation is the same as the runway centerline at a point perpendicular to the runway centerline. The width of the primary surface depends on the type of runway approach capability (visual, non-precision, or precision).

The primary surface must remain clear of most objects to allow unobstructed passage of aircraft. Objects are only permitted if they are no taller than two feet above the ground and if they are constructed on frangible (breakaway) mounts. The only exception to this rule is for objects for which location is “fixed by function,” such as navigational and visual aid facilities (glide slope, precision approach path indicator, windsock, etc.).

- ▶ **Approach Surface** – The approach surface is also established for each runway end. The approach surface has the same inner width as the primary surface and then flares (gets wider) as it rises upward and outward along the extended runway centerline. The approach surface begins 200 feet beyond the runway end. The slope of the rise and the length of the approach surface is dictated by the type of approach available to the runway (visual, non-precision or precision) and by the approach category of the aircraft for which the runway is designed.

- ▶ Transitional Surface – Each runway has a transitional surface that begins at the outside edge of the primary surface and at the same elevation as the runway centerline. There are three transitional surfaces: the first is off the sides of the primary surface, the second is off the sides of the approach surface, and the third is outside the conical surface and pertains to precision runways only. The transitional surface rises at a slope of one foot vertically for each seven feet of horizontal distance (7:1) up to a height, which is 150 feet above the highest runway elevation.
- ▶ Horizontal Surface – The horizontal surface is established at 150 feet above the published airport elevation. This is an oval-shaped flat surface that connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the primary surface.
- ▶ Conical Surface – The conical surface begins at the outer edge of the horizontal surface. The conical surface continues for a distance of 4,000 feet horizontally at a slope of one foot rise for each 20 feet of horizontal distance (20:1).

INNER/OUTER APPROACH PLANS AND RUNWAY CENTERLINE PROFILES

The Inner and Outer Approach Surface Drawings present the entirety of the Part 77 approach surface to the end of each runway. They also depict the runway centerline profile with elevations. These drawings provide profile details that the Approach Profiles does not. The drawings include identified penetrations to the approach surface. Penetrations to the approach surface are considered obstructions. The FAA will determine if any obstructions are also considered a hazard, which requires mitigation. The FAA utilizes other design criteria such as the threshold siting surface (TSS) and various surfaces defined in FAA Order 8260.3B, *Terminal Instrument Procedures* (TERPS), to determine if an obstruction is a hazard. If an obstruction is a hazard, the FAA can take many steps to protect air navigation. The mitigation options range from the airport owner removing the hazard, to installing obstruction lighting, to the FAA adjusting the instrument approach minimums.

DEPARTURE SURFACES

The Departure Surface Drawings provides detailed analysis of the existing and ultimate departure surface for each corresponding runway end. A composite profile of the extended ground line is depicted. Obstructions are shown where appropriate.

BUILDING AREA PLAN

The Building Area Plan depicts a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities. The contents of the Building Area Plan include a large-scale plan view of the area, building data table, legend table, and title and revision blocks. Additionally, the Building Area Plan identifies each building's height if available and any existing or planned obstruction markings.

LAND USE PLAN

The Airport Land Use Drawing is a composite drawing that depicts land uses for areas within and around airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning. These are to secure those areas essential to the safe and efficient operation of the airport and to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community. In essence, this drawing depicts the suggested highest and best potential uses for airport property. The On-Airport Land Use Drawing presents generalized proposed uses of property for the future. The on-airport land uses on this drawing become the official FAA acceptance of current and future land uses. The map also depicts the existing and ultimate noise exposure limits set at the 65 Day-Night, Average Sound Level (DNL).

AIRPORT PROPERTY MAP AND PROPERTY DATA

The Exhibit "A" Airport Property Map identifies parcels that make up dedicated airport property. The Exhibit 'A' indicates how the land was acquired, the funding source for the land and if the land was conveyed as Federal surplus land or Government Property. Other detached parcels owned by the Airport Sponsor that are dedicated to airport purposes must also be shown on the Exhibit 'A'. The Exhibit 'A' must show all dedicated airport property regardless of the type of funds (AIP, state, local, etc.) used to acquire that property.

DRAFT AIRPORT LAYOUT PLAN - DISCLAIMER

The preparation of this ALP was supported, in part, with financial assistance from the FAA through the Airport Improvement Program. 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 law.

The ALP has been developed in accordance with accepted FAA standards to include FAA Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*, and ALP SOP 3.00, *Standard Operating Procedure for FAA Review of Exhibit 'A' Airport Property Inventory Maps*.

AIRPORT LAYOUT PLAN



Ryan Airfield

Airport Layout Plan

Tucson Airport Authority

Tucson, Arizona

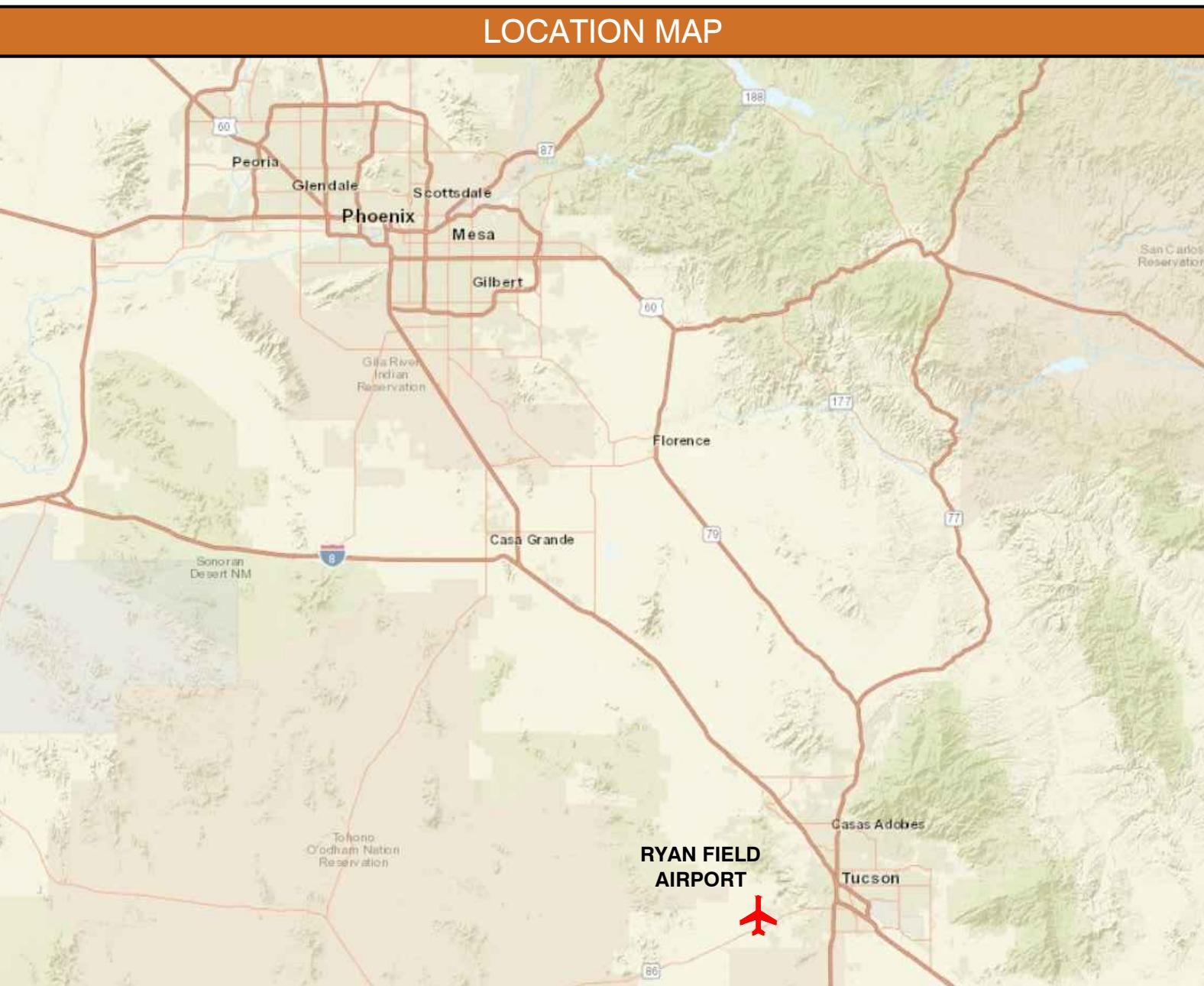
March 2021

AIP Grant # 3-04-0044-029-2018, ADOT Grant # E9M1FO1P, TAA Project # 20112259

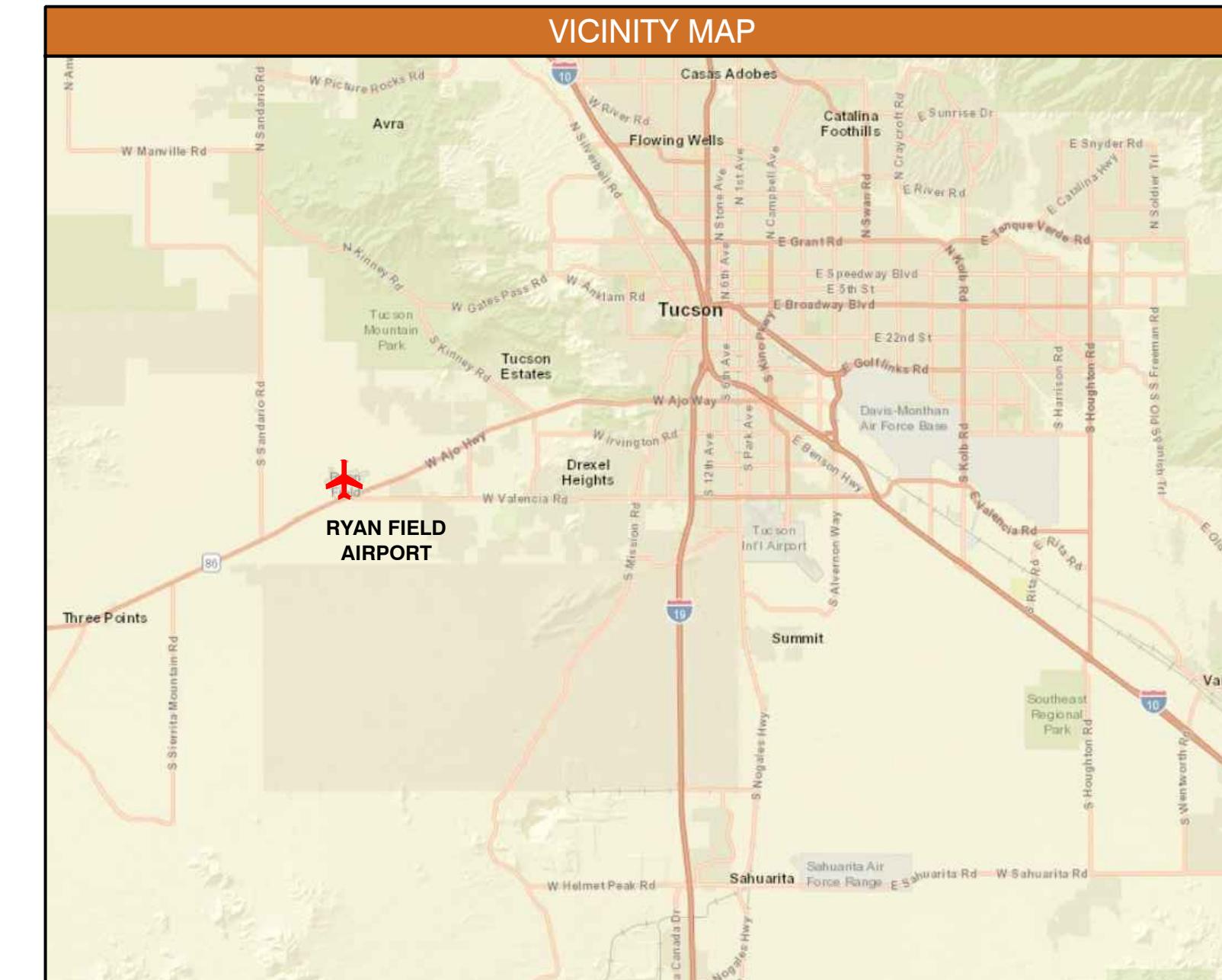
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The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration under 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to provide funds in any amount whatsoever therein nor does it indicate that the proposed development is environmentally acceptable or would justify justification in accordance with appropriate public laws.



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REVISION BLOCK

#	DESCRIPTION	BY	DATE
1	Master Plan - ALP Update	M&H	10/08/20

**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE: 06/15/20
BY: M&H

REVISIONS:
1 Master Plan - ALP Update

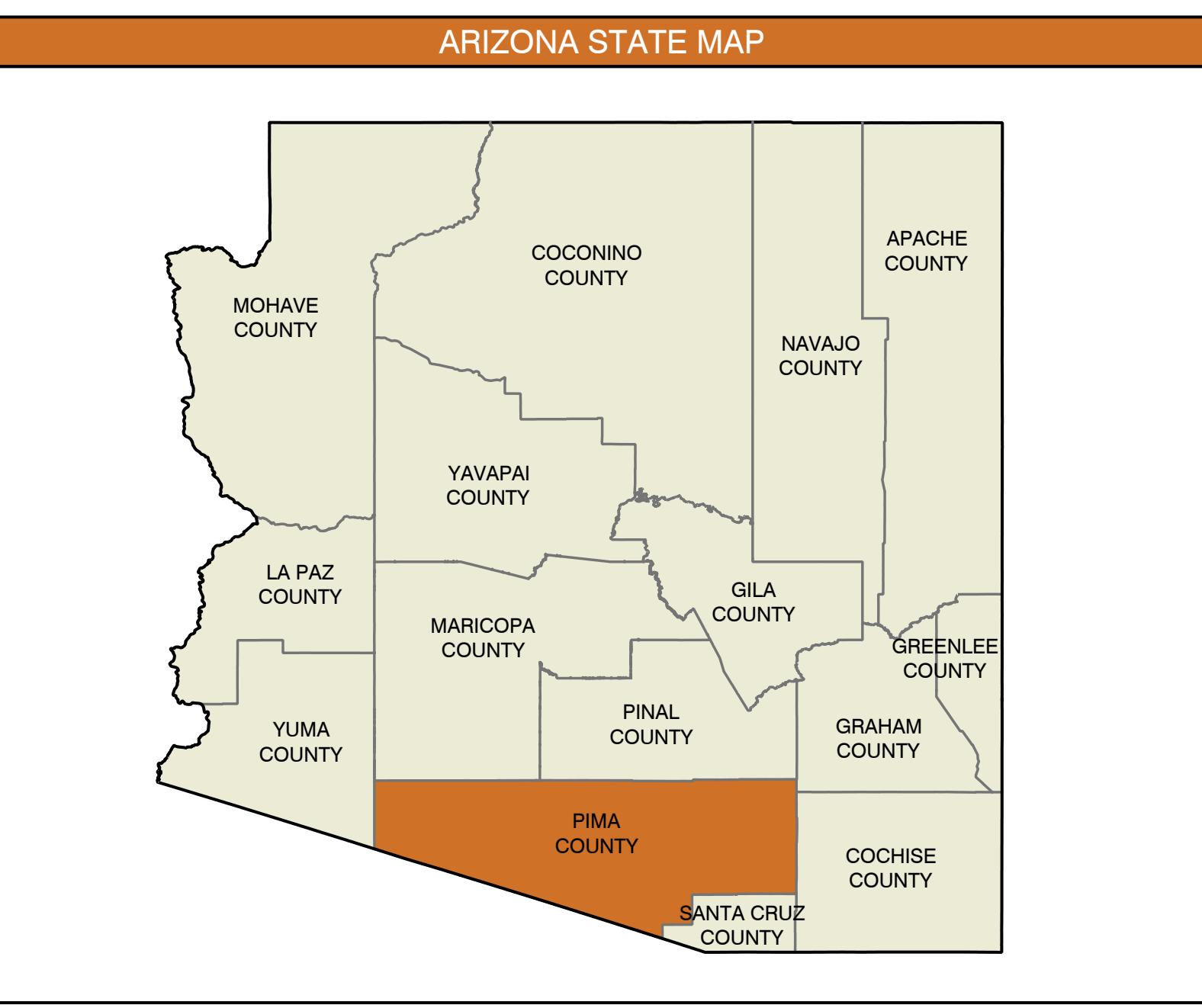
M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

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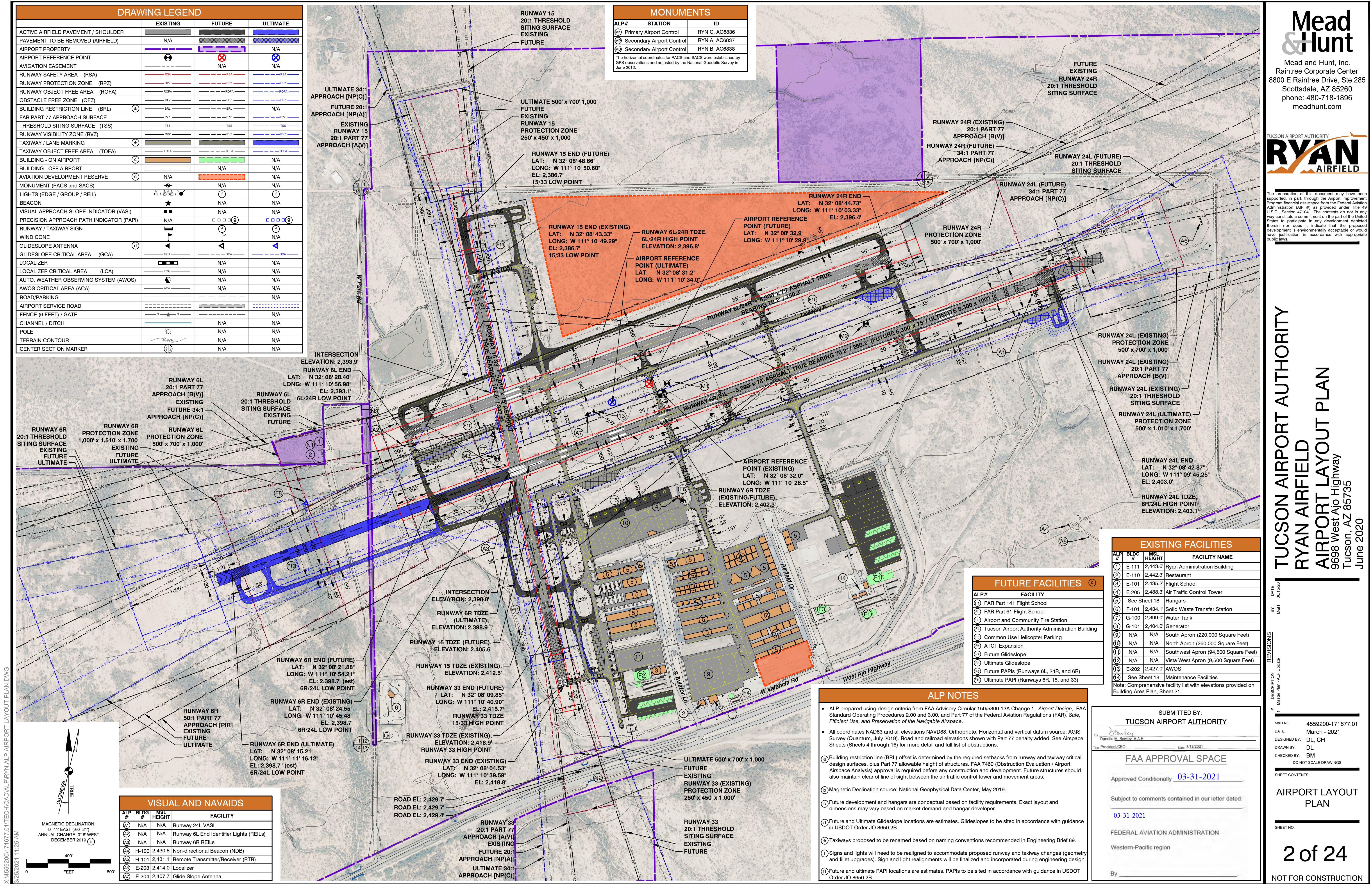
SHEET NO.

1 of 24
NOT FOR CONSTRUCTION



SUBMITTED BY:
TUCSON AIRPORT AUTHORITY

By *Danette M. Bewley*
Danette M. Bewley, A.A.E.
Title President/CEO Date 3/18/2021



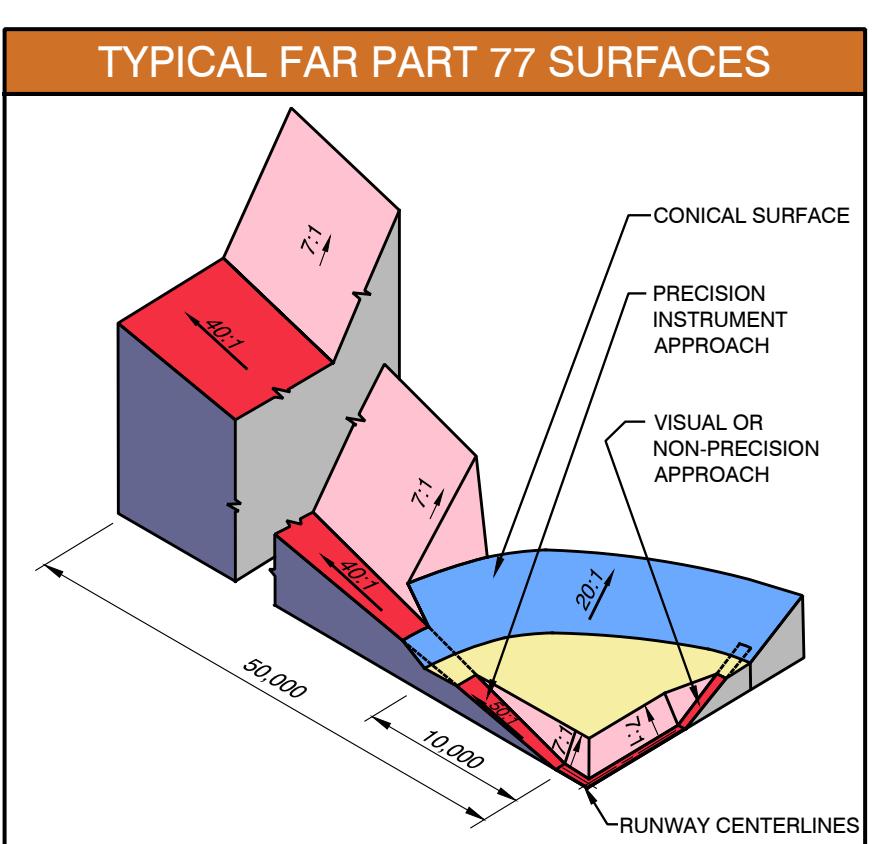
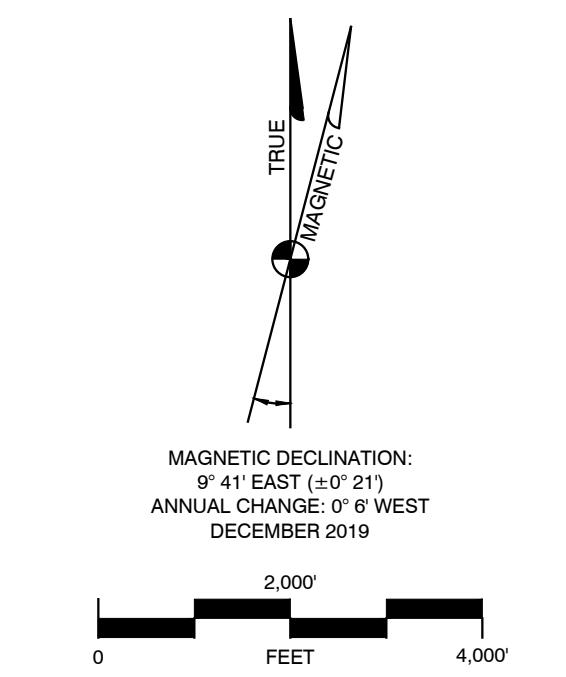
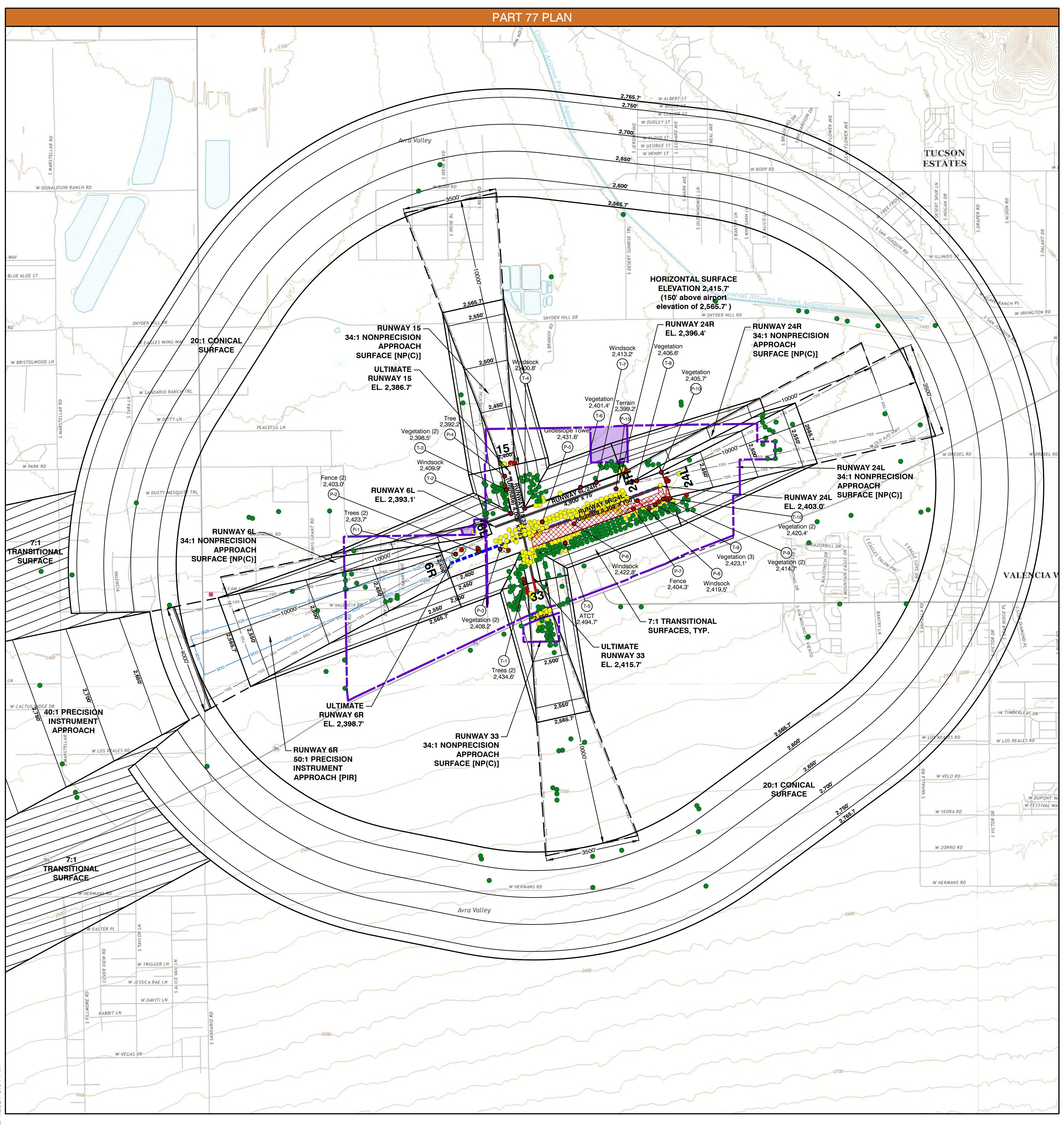
	RUNWAY DATA									
	6R/24L			6L/24R			15/33			
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	
UTILITY / GREATER THAN UTILITY	Greater than Utility	No Change	No Change	Greater than Utility	No Change	No Change	Utility	No Change	Greater than Utility	
RUNWAY DESIGN CODE	B-II-4000	No Change	D-II-4000	B-II-VIS	B-II-5000	No Change	B-I (Small)-VIS	B-I (Small)-5000	B-II-5000	
APPROACH REFERENCE CODE	D/II/4000	No Change	B/II/VIS	B/II/5000	No Change	B/II/VIS	B/II/5000	No Change		
DEPARTURE REFERENCE CODE	B/II / D/II	No Change	No Change	B/II	No Change	No Change	B/II	No Change	No Change	
AIRCRAFT	Citation V	No Change	Gulfstream G450	King Air 350	No Change	No Change	King Air 100	No Change	King Air 350	
WINGSPAN	52.17'	No Change	77.83'	57.92'	No Change	No Change	45.9'	No Change	57.92'	
CRITICAL AIRCRAFT	①	107 knots	150 knots	107 knots	No Change	No Change	111 knots	No Change	107 knots	
MAX TAKEOFF WT. (lbs.)	16,300 lbs	No Change	73,900 lbs	15,000 lbs	No Change	No Change	11,800 lbs	No Change	15,000 lbs	
COCKPIT TO MAIN GEAR	19.9'	No Change	38.1'	16.3'	No Change	No Change	15.0'	No Change	16.3'	
MAIN GEAR WIDTH	17.6'	No Change	15.2	17.2'	No Change	No Change	14.0'	No Change	17.2'	
TAXIWAY DESIGN GROUP	2	No Change	2	2	No Change	No Change	1A	No Change	2	
PAVEMENT STRENGTH AND MATERIAL TYPE	Asphalt DESIGN (1,000#) S/D/2D STRENGTH BY PCN 6/F/B/X/U SURFACE TREATMENT N/A	No Change 12.5' / 30' / - 24/F/B/X/U N/A	Asphalt No Change 12.5' / 30' / - 3/F/B/X/U N/A	No Change No Change 12.5' / - 3/F/B/X/U N/A	No Change No Change No Change No Change	No Change No Change No Change No Change	No Change No Change No Change No Change	No Change No Change No Change No Change	No Change No Change No Change No Change	
EFFECTIVE GRADIENT (%)	0.1%	No Change	No Change	0.1%	No Change	No Change	0.8%	0.7%	No Change	
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	No Change	Yes	No Change	No Change	Yes	No Change	No Change	
RUNWAY LENGTH	5,500'	6,300'	8,300'	4,900'	No Change	No Change	4,010'	No Change	No Change	
RUNWAY WIDTH	75'	No Change	100'	75'	No Change	No Change	75'	No Change	No Change	
RUNWAY END ELEVATIONS	④	6R 2,398.7' 24L 2,403.0'	6R No Change 24L No Change	6L 2,393.1' 24R 2,396.4'	6L No Change 24R No Change	6L 2,386.7' 24R 2,418.8'	15 No Change 33 No Change	15 No Change 33 No Change	15 No Change 33 No Change	
DISPLACED THRESHOLD	6R N/A 24L N/A	No Change No Change	6R N/A 24L N/A	6L N/A 24R N/A	6L N/A 24R N/A	6L N/A 24R N/A	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	
DISPLACED THRESHOLD ELEVATIONS	6R N/A 24L N/A	No Change No Change	6R N/A 24L N/A	6L N/A 24R N/A	6L N/A 24R N/A	6L N/A 24R N/A	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	
RUNWAY TOUCHDOWN ZONE ELEVATIONS	⑥	6R 2,402.3' 24L 2,403.1'	6R No Change 24L No Change	6L 2,398.9' 24R 2,396.8'	6L No Change 24R No Change	6L 2,412.5' 24R 2,418.9'	15 2,405.6' 33 2,415.7	15 2,405.6' 33 2,415.7	15 2,405.6' 33 2,415.7	15 2,405.6' 33 2,415.7
RUNWAY HIGH POINT	④	2,403.1'	No Change	2,396.8'	No Change	2,418.9'	2,415.7'	No Change	No Change	
RUNWAY LOW POINT	⑥	2,398.7'	No Change	2,393.1'	No Change	2,386.7'	No Change	No Change	No Change	
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED ACTUAL	6R 300' 24L 300'	6R No Change 24L No Change	6R 1,000' 24L 1,000'	6L 300' 24R 300'	6L No Change 24R No Change	15 240' 33 240'	15 300' 33 300'	15 300' 33 300'	
RUNWAY SAFETY AREA WIDTH	REQUIRED ACTUAL	150'	No Change	500' 500'	150'	No Change	120' 120'	No Change	150' 150'	
RUNWAY EDGE LIGHTING	Medium Intensity	No Change	Medium Intensity	No Change	Medium Intensity	No Change	Medium Intensity	No Change	No Change	
RUNWAY PROTECTION ZONE (RPZ)	6R 1,000' x 1,500' x 1,700' 24L 500' x 700' x 1,000'	No Change	6R 500' x 700' x 1,000' 24L 500' x 700' x 1,000'	6L No Change 24R No Change	6L No Change 24R No Change	15 250' x 450' x 1,000' 33 250' x 450' x 1,000'	15 No Change 33 No Change	15 500' x 700' x 1,000' 33 500' x 700' x 1,000'	15 500' x 700' x 1,000' 33 500' x 700' x 1,000'	
APPROACH (Inner Width x Outer Width x Length)	24L 500' x 700' x 1,000' 24R 500' x 1,000' x 1,700'	No Change	24L 500' x 1,000' x 1,700' 24R 500' x 700' x 1,000'	6L No Change 24R No Change	6L No Change 24R No Change	15 250' x 450' x 1,000' 33 250' x 450' x 1,000'	15 No Change 33 No Change	15 500' x 700' x 1,000' 33 500' x 700' x 1,000'	15 500' x 700' x 1,000' 33 500' x 700' x 1,000'	
RUNWAY PROTECTION ZONE (RPZ) DEPARTURE (Inner Width x Outer Width x Length)	24L 500' x 700' x 1,000' 24R 500' x 1,000' x 1,700'	No Change	24L 500' x 1,000' x 1,700' 24R 500' x 700' x 1,000'	6L No Change 24R No Change	6L No Change 24R No Change	15 250' x 450' x 1,000' 33 250' x 450' x 1,000'	15 No Change 33 No Change	15 500' x 700' x 1,000' 33 500' x 700' x 1,000'	15 500' x 700' x 1,000' 33 500' x 700' x 1,000'	
RUNWAY MARKING	6R Precision 24L Visual	No Change	6R Nonprecision 24L Nonprecision	6L Visual 24R Visual	6L Nonprecision 24R Nonprecision	15 Visual 33 Nonprecision	15 Nonprecision 33 Nonprecision	15 Visual 33 Nonprecision	15 Nonprecision 33 Nonprecision	
PART 77 APPROACH CATEGORY	⑨	6R Precision [PIR] 6R Nonprecision [C]	24L Visual [B(V)] 24R Nonprecision [C]	6L Visual [B(V)] 24R Visual [B(V)]	6L Nonprecision [C] 24R Nonprecision [C]	15 Visual [A(V)] 33 Visual [A(V)]	15 Nonprecision [A] 33 Nonprecision [A]	15 Nonprecision [C] 33 Nonprecision [C]	15 Nonprecision [C] 33 Nonprecision [C]	
PART 77 APPROACH SLOPE	⑨	6R 50-1 24L 20-1	6R No Change 24L No Change	6L 20-1 24R 34-1	6L No Change 24R No Change	15 20-1 33 20-1	15 34-1 33 34-1	15 20-1 33 34-1	15 20-1 33 34-1	
APPROACH VISIBILITY MINIMUMS	⑨	6R 7/8 Mile 24L Visual	6R No Change 24L No Change	6L 1 Mile 24R Visual	6L No Change 24R Visual	15 Visual 33 Visual	15 1 Mile 33 1 Mile	15 Nonchange 33 Nonchange	15 Nonchange 33 Nonchange	
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)	6R Vertically Guided 24L Vertically Guided	No Change	6R No Change 24L No Change	6L N/A 24R N/A	6L N/A 24R N/A	15 N/A 33 N/A	15 Vertically Guided 33 Vertically Guided	15 Nonchange 33 Nonchange	15 Nonchange 33 Nonchange	
RUNWAY DEPARTURE SURFACE	6R 40-1 24L 40-1	No Change	6R No Change 24L No Change	6L 40-1 24R 40-1	6L 40-1 24R 40-1	15 40-1 33 40-1	15 40-1 33 40-1	15 40-1 33 40-1	15 40-1 33 40-1	
RUNWAY OBJECT FREE AREA (ROFA)	6R 300' 24L 300'	No Change	6R 1,000' 24L 1,000'	6L 300' 24R 300'	6L No Change 24R No Change	15 240' 33 240'	15 300' 33 300'	15 300' 33 300'	15 300' 33 300'	
RUNWAY OBJECT FREE AREA WIDTH	500'	No Change	800'	500'	No Change	250'	No Change	500'	No Change	
OBSTACLE FREE ZONE (OFZ)	6R 200' 24L 200'	No Change	6R 200' 24L No Change	6L 200' 24R 200'	6L No Change 24R No Change	15 200' 33 200'	15 200' 33 200'	15 200' 33 200'	15 200' 33 200'	
OBSTACLE FREE ZONE WIDTH	400'	No Change	400'	No Change	400'	No Change	250'	No Change	400'	
INNER-APPROACH OFZ LENGTH	6R N/A (For Rwy w/ Approach Lighting System. Begins 200' from Rwy end @ 50:1)	No Change	6R N/A 24L No Change	6L N/A 24R N/A	6L No Change 24R No Change	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	
INNER-APPROACH OFZ WIDTH	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	
INNER-TRANSITIONAL OFZ WIDTH	6R N/A (For Runways w/ 1/3-mile Approach Visibility Minimums)	No Change	6R N/A 24L No Change	6L N/A 24R N/A	6L No Change 24R No Change	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	
PRECISION OBSTACLE FREE ZONE (Length x Width)	6R N/A (For Rwy w/vert. guided approach and <3/4 mile visibility)	No Change	6R N/A 24L No Change	6L N/A 24R N/A	6L No Change 24R No Change	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	15 N/A 33 N/A	
THRESHOLD SITING SURFACE	2011/301: Approach end expected to serve large aircraft and accommodate instrument approaches with min. 3/4 miles day/night 2011/301: Approach end expected to serve small aircraft and accommodate instrument approaches with min. 3/4 miles day/night	6R No Change 24L No Change	2011/301: Approach end expected to serve large aircraft and accommodate instrument approaches with min. 3/4 miles day/night 24R No Change	6L No Change 24R No Change	6L No Change 24R No Change	15 No Change 33 No Change	15 No Change 33 No Change	15 No Change 33 No Change	15 No Change 33 No Change	
NAVIGATION AIDS	6R Localizer, ILS, NDB, DME, RNAV/GPS 24L GPS	No Change	6R No Change 24L GPS	6L N/A 24R GPS	6L No Change 24R GPS	15 N/A 33 N/A	15 GPS 33 GPS	15 No Change 33 No Change	15 No Change 33 No Change	
VISUAL AIDS	6R PAPI, Rotating Beacon, Lighted Wing Cone, Segmented Circle 24L PAPI-4L, Lighted Wing Cone, Segmented Circle	No Change	6R No Change 24L No Change	6L PAPI-4L 24R Lighted Wing Cone, Segmented Circle	6L PAPI-4L 24R Lighted Wing Cone, Segmented Circle	15 PAPI-4L 33 Lighted Wing Cone, Segmented Circle	15 No Change 33 No Change	15 PAPI-4L 33 Lighted Wing Cone, Segmented Circle	15 PAPI-4L 33 Lighted Wing Cone, Segmented Circle	
PARALLEL RUNWAY C.L.	700' (RWY 6L/24L)	No Change	700' (RWY 6R/24R)	No Change	No Change	N/A	No Change	No Change	No Change	
HOLDING POSITION	150'	200'	250'	200'	No Change	125'	No Change	No Change	No Change	
PARALLEL TAXIWAY C.L.	300' (Twy B)	No Change	240' (Twy A)	No Change	No Change	240' (Twy E)	No Change	No Change	No Change	
AIRCRAFT PARKING AREA	650' (Apron)	No Change	350' (Fut Dev.)	No Change	No Change	532' (Hangers)	No Change	No Change	No Change	

RUNWAY END COORDINATES			
	EXISTING	FUTURE	ULTIMATE

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The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration under 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to provide funds in any amount or to make any payment in accordance therewith nor does it indicate that the proposed development is environmentally acceptable or would be justified in accordance with appropriate public laws.



LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Ultimate Runway
- Future Pavement Removal
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Aviation Easement
- Part 77 Surface Contour
- Threshold Siting Surface
- Glide Path Qualification Surface
- Terrain Contours
- AGIS Object: >10 Feet Clear Part 77
- AGIS Object: <10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- Group of Objects
- Terrain Penetration

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Basemap source: USGS Topographic maps (7.5 Minute Series, 2018).
- Airspace surfaces associated with ultimate runway ends and instrument approach procedures are illustrated and analyzed: extension of Runway 15 550 feet to the north, reduction of Runway 33 by 550 feet, implementation of Category C Nonprecision Approaches for Runways 15/33, 6L/24R, and 24L, and extension of Runway 6R 2,800 feet to the west.
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For existing, future, and ultimate departure surface, see Sheets 15 - 19.
- * Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

COMPREHENSIVE PART 77 AGIS OBJECTS

		APPROACHES	15	33	6L	24R	6R	24L	PRIMARY	TRANSITIONAL	HORIZONTAL	CONICAL
● # OBJECTS > 10 FEET CLEAR OF PART 77 SURFACE		1	34	1	4	15	10	0	219	50	18	
● # OBJECTS WITHIN 10 FEET OF PART 77 SURFACE		3	18	1	0	0	1	126	32	0	0	
● # OBJECTS THAT PENETRATE PART 77 SURFACE		3	0	0	0	0	4	14	19	0	0	

Note: All obstacle data points captured in the 2019 AGIS surveys are counted in this table and illustrated in the Part 77 Plan. Obstacle data includes navigational aids within the primary surface that are essential to airport operations.

OUTER PART 77 AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
P 1	Trees (2)	2,423.7	Primary	2,398.7	25.0'	2,479.4'	-55.7'	Remove
P 2	Fence (2)	2,403.0'	Primary	2,398.7	4.3'	2,451.0'	-48.0'	Remove
P 3	Vegetation (2)	2,408.2'	Primary	2,398.7	9.5'	Object not under surface	Remove	Remove
P 4	Tree	2,392.2'	Primary	2,386.7	5.5'	Object not under surface	Remove	Remove
P 5	Glideslope Tower	2,431.6'	Primary	2,400.6'	31.0'	Object not under surface	No Action*	No Action
P 6	Windsock	2,422.8'	Primary	2,402.2'	20.8'	Object not under surface	No Action	No Action
P 7	Fence	2,404.3'	Primary	2,400.5'	3.8'	Object not under surface	Remove	Remove
P 8	Windsock	2,419.5'	Primary	2,400.5'	19.0'	Object not under surface	No Action	No Action
P 9	Vegetation (2)	2,414.7'	Primary	2,403.0'	11.7'	Object not under surface	Remove	Remove
T 1	Trees (2)	2,434.6'	Transitional	2,428.2'	2.7'	Object not under surface	Trim/Remove	Trim/Remove
T 2	Windsock	2,413.2'	Transitional	2,397.2'	16.0'	Object not under surface	No Action	No Action
T 3	Vegetation (2)	2,398.5'	Transitional	2,393.3'	5.2'	Object not under surface	Trim/Remove	Trim/Remove
T 4	Windsock	2,400.8'	Transitional	2,391.5'	9.3'	Object not under surface	No Action	No Action
T 5	ATCT	2,494.7'	Transitional	2,437.0'	57.7'	Object not under surface	No Action*	No Action*
T 6	Vegetation	2,401.4'	Transitional	2,401.3'	0.1'	Object not under surface	Trim/Remove	Trim/Remove
T 7	Windsock	2,413.2'	Transitional	2,397.2'	16.0'	Object not under surface	No Action	No Action
T 8	Vegetation	2,406.6'	Transitional	2,403.0'	3.6'	2,417.3'	-10.7'	Trim/Remove
T 9	Vegetation (3)	2,423.1'	Transitional	2,408.5'	14.6'	Object not under surface	Trim/Remove	Trim/Remove
T 10	Vegetation (2)	2,420.4'	Transitional	2,408.1'	12.3'	Object not under surface	Trim/Remove	Trim/Remove

Note *: Facility is fixed by aeronautical function and does not require action.

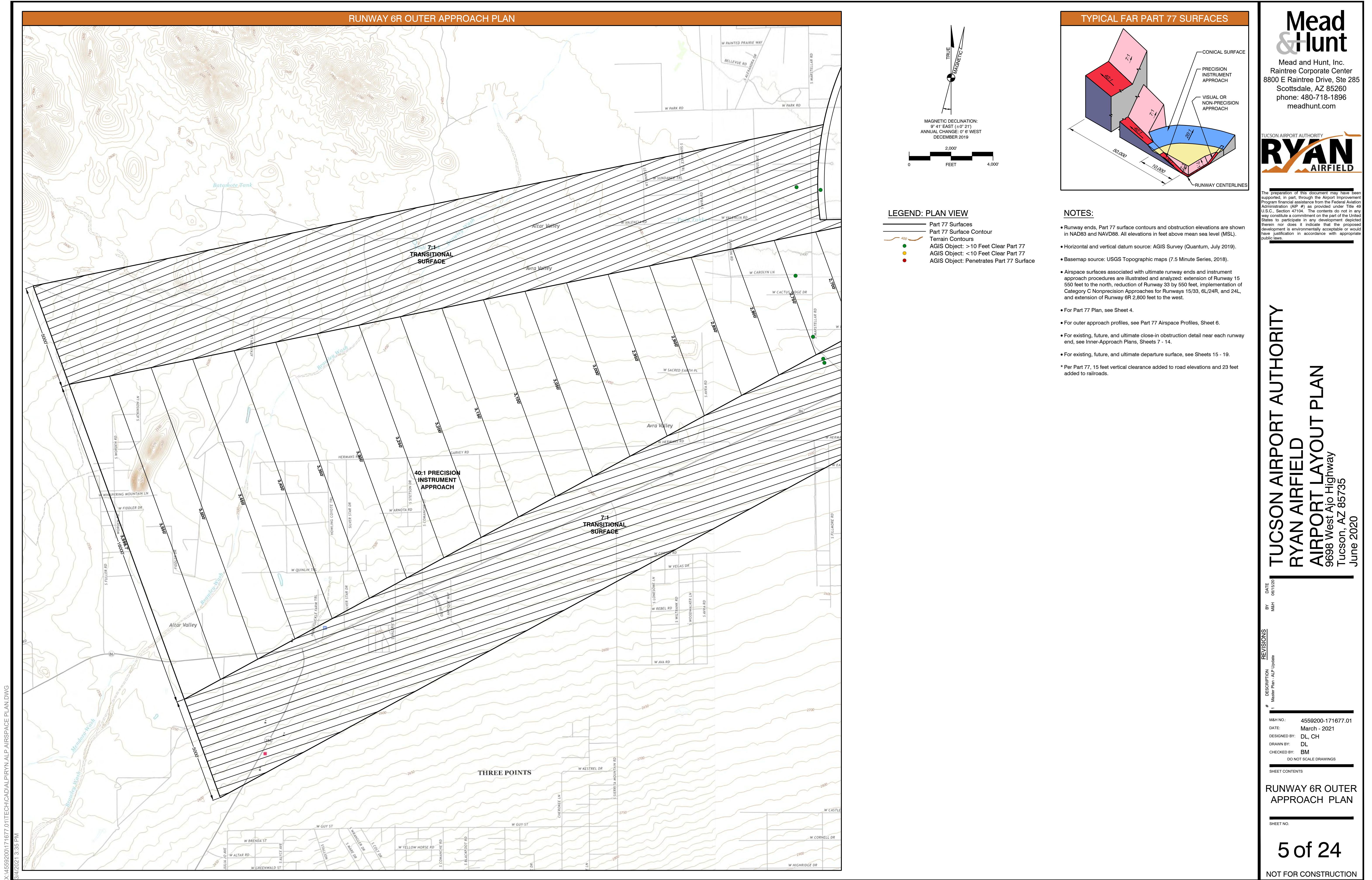
**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

REVISIONS

DESCRIPTION: Master Plan ALP Update
1
DATE: 06/15/20
M&H NO: 4559200-171677.01
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

**PART 77
AIRSPACE PLAN**

SHEET NO.
4 of 24
NOT FOR CONSTRUCTION





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TUCSON AIRPORT AUTHORITY RYAN AIRFIELD AIRPORT LAYOUT PLAN

968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE: 06/15/20
BY: M&H

REVISIONS:
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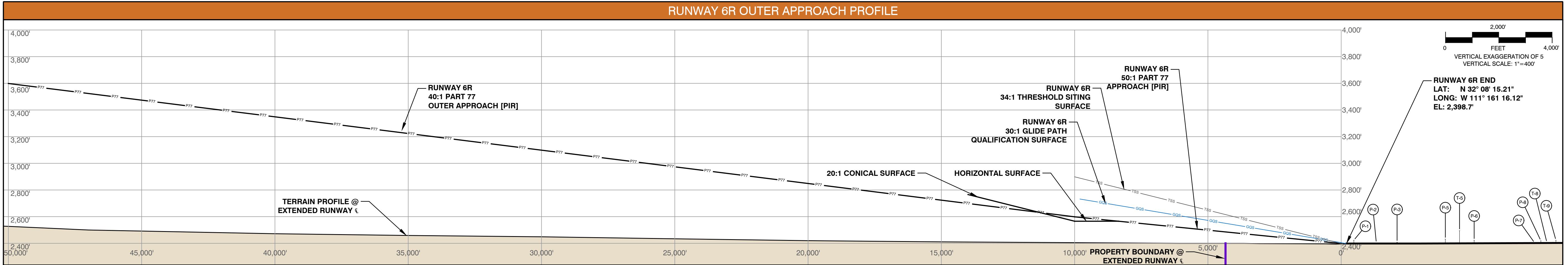
PART 77 AIRSPACE PROFILES

SHEET NO.:

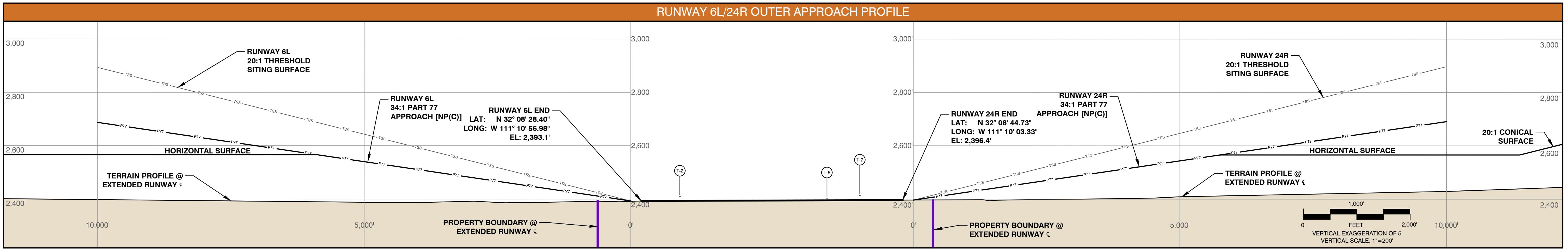
6 of 24

NOT FOR CONSTRUCTION

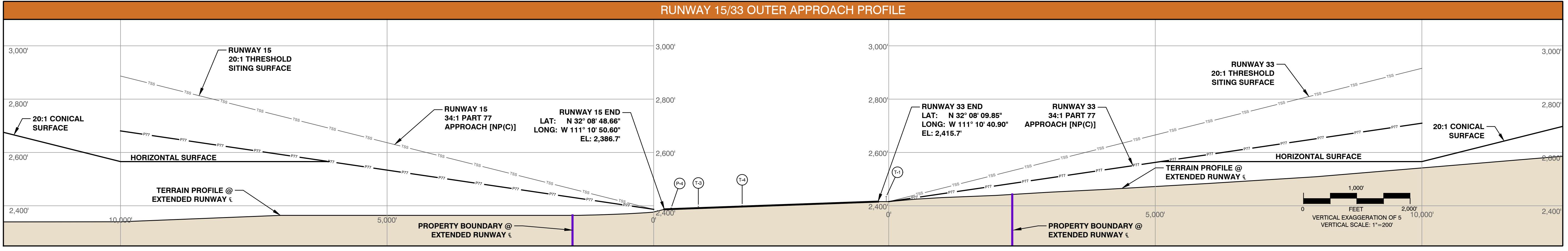
RUNWAY 6R OUTER APPROACH PROFILE



RUNWAY 6L/24R OUTER APPROACH PROFILE



RUNWAY 15/33 OUTER APPROACH PROFILE



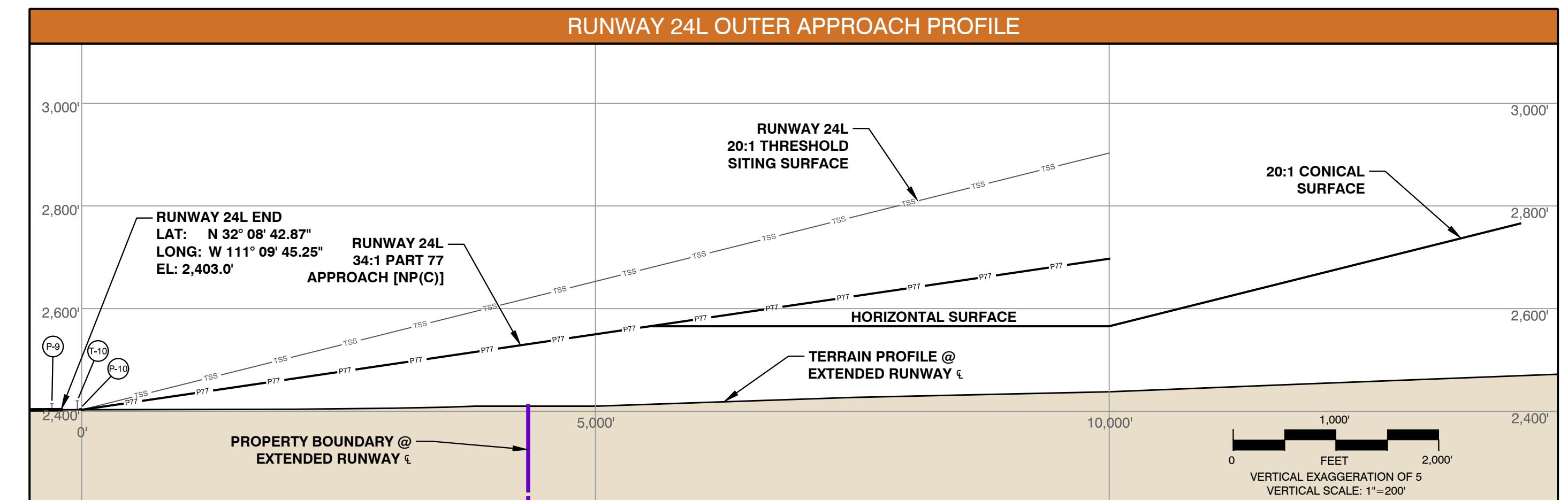
LEGEND

- Part 77 Surface
- Part 77 Approach Surface
- Threshold Siting Surface
- Glide Path Qualification Surface
- Airport Property Boundary

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Airspace surfaces associated with ultimate runway ends and instrument approach procedures are illustrated and analyzed: extension of Runway 6R 550 feet to the north, reduction of Runway 33 by 550 feet, implementation of Category C Nonprecision Approaches for Runways 15/33, 6L/24R, and 24L, and extension of Runway 6R 2,800 feet to the west.
- For Part 77 Plan, see Sheet 4.
- For outer approach plan to Runway 6R, see Sheet 5.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For existing, future, and ultimate departure surface, see Sheets 15 - 19.
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RUNWAY 24L OUTER APPROACH PROFILE



TUCSON AIRPORT AUTHORITY RYAN AIRFIELD AIRPORT LAYOUT PLAN

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Tucson, AZ 85735
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BY: M&H

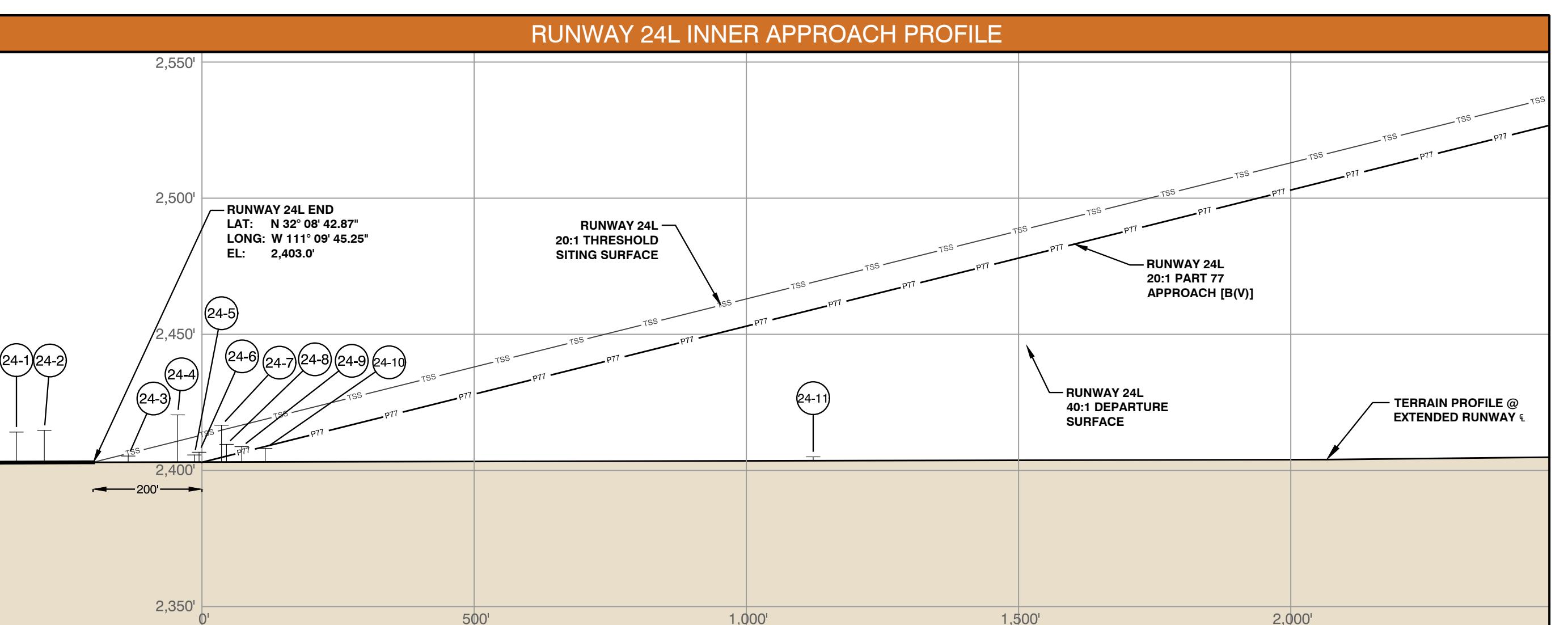
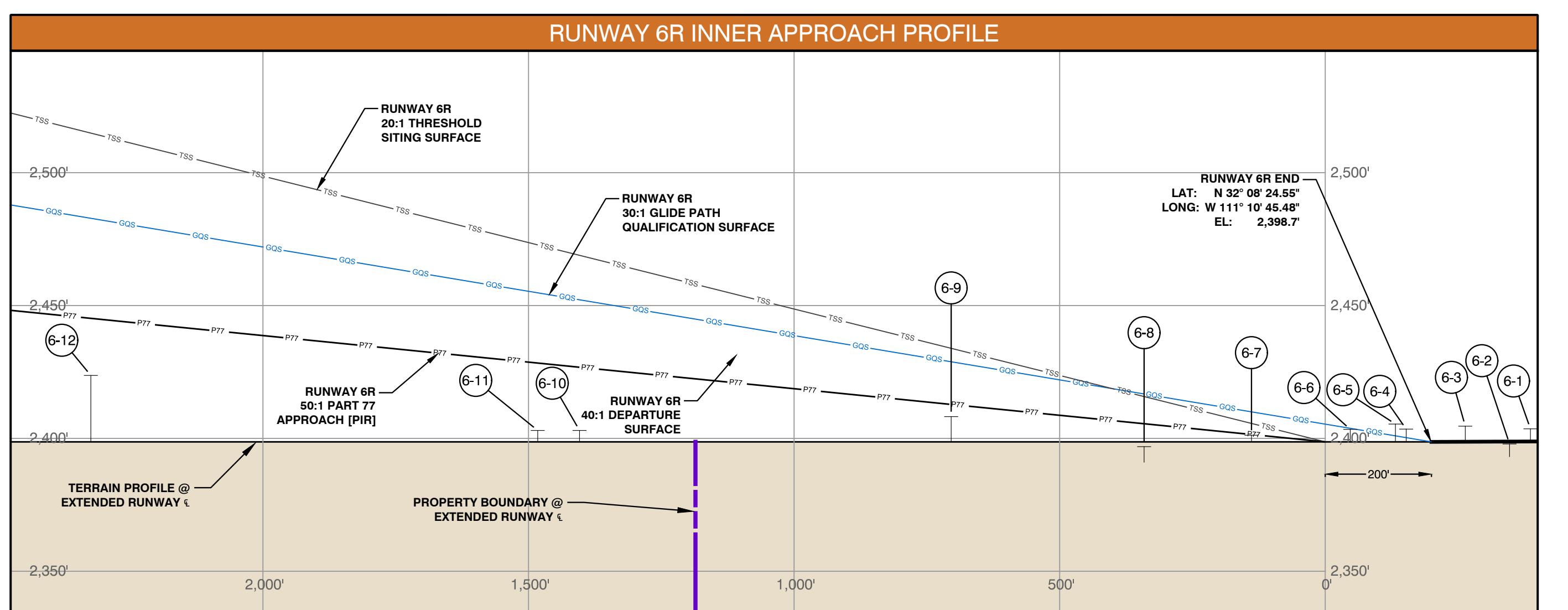
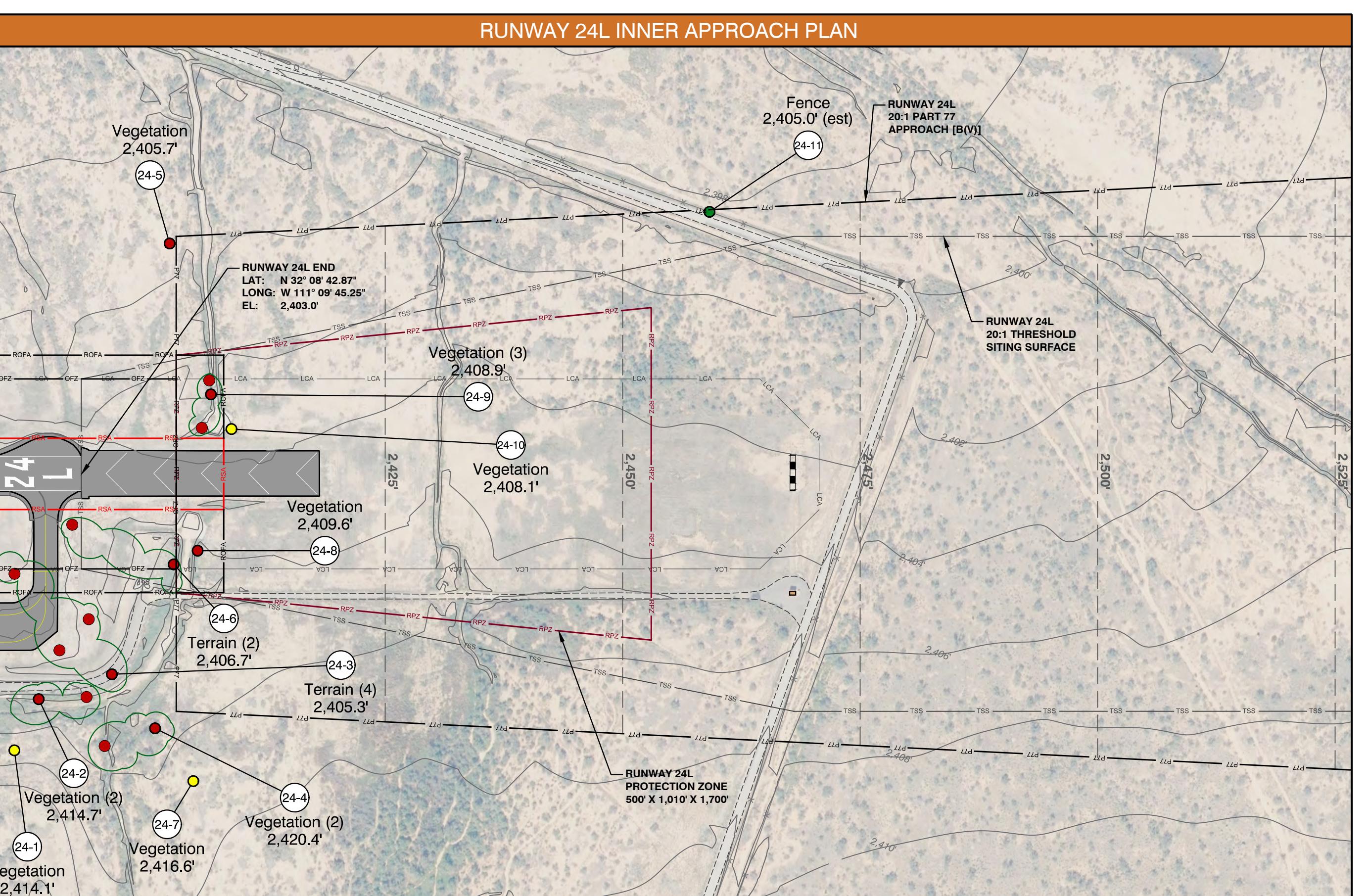
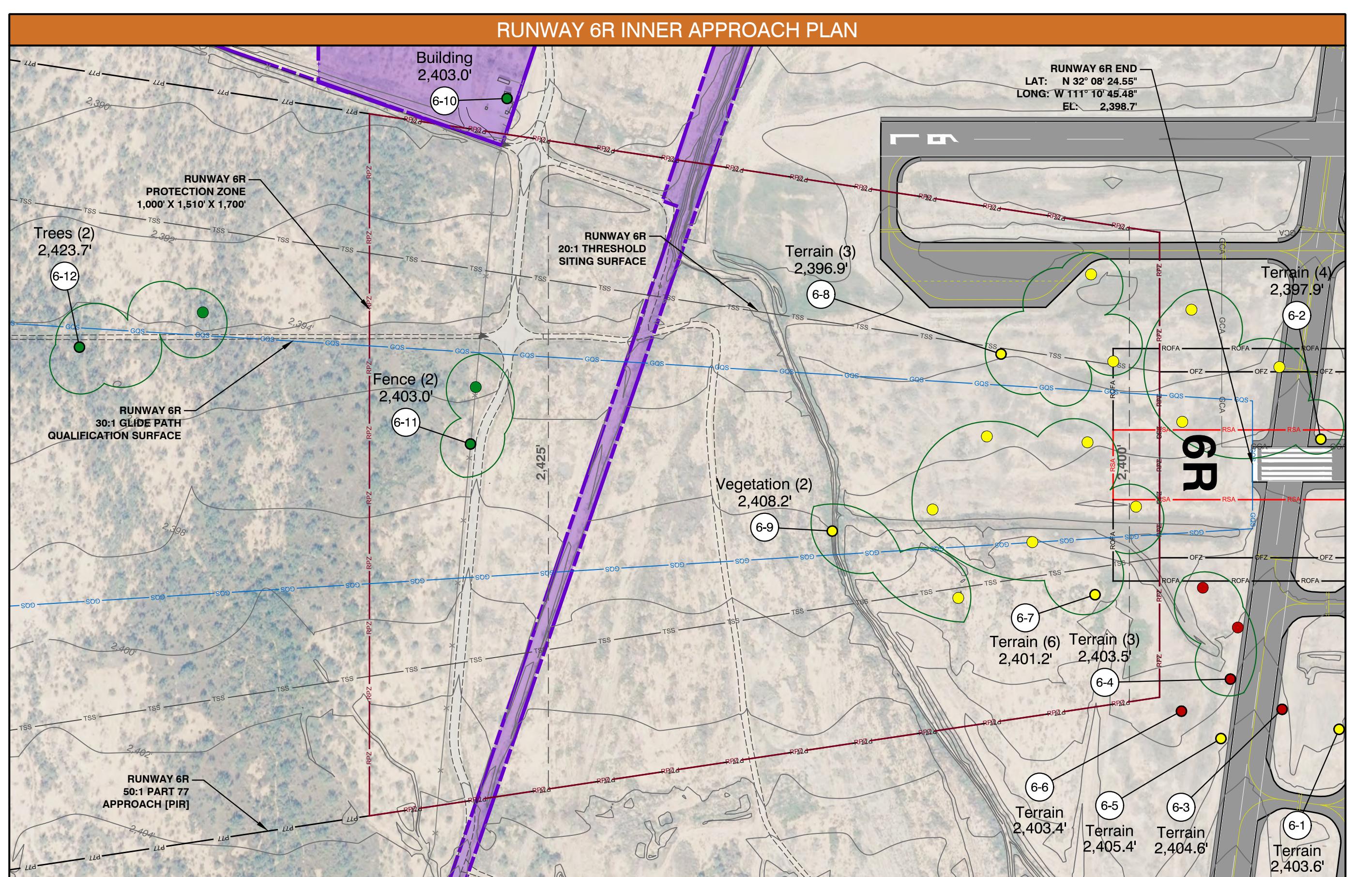
REVISIONS: # 1 Master Plan - ALP Update

M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

RUNWAY 6R/24L INNER APPROACHES - EXISTING

SHEET NO. 7 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Part 77 Approach Surface (P77)
- Part 77 Approach Surface Contour
- Existing Threshold Siting Surface (TSS)
- Existing Glide Path Qualification Surface (GOS)
- AGIS Object: > 10 Feet Clear Part 77
- AGIS Object: < 10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- Existing Runway Protection Zone (RPZ)
- Existing Runway Safety Area (RSA)
- Existing Runway Object Free Area (ROFA)
- Existing Obstacle Free Zone (OFZ)
- Existing Glide Slope Critical Area (GCA)
- Localizer Critical Area (LCA)
- Terrain Contours
- Group of Objects

RUNWAY 6R AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	OBJECT SURFACE	PART 77 SURFACE	PART 77 PENETRATION	TSS SURFACE PENETRATION	GLIDE PATH SURFACE ELEVATION	GLIDE PATH SURFACE PENETRATION	DISPOSITION	
6_1	Terrain	2,403.6'	Transitional	2,408.8'	-5.2'	Object not under surface	Object not under surface	No Action		
6_2	Terrain (4)	2,397.9'	Primary	2,398.7'	-0.8'	Object not under surface	2,403.7'	-5.0'	No Action	
6_3	Terrain	2,405.6'	Transitional	2,402.6'	3.0'	Object not under surface	Object not under surface	Lower Elevation		
6_4	Terrain (3)	2,403.5'	Primary	2,398.7'	4.8'	Object not under surface	Object not under surface	Lower Elevation		
6_5	Terrain	2,405.4'	Transitional	2,411.5'	-6.1'	Object not under surface	Object not under surface	No Action		
6_6	Terrain	2,403.4'	Transitional	2,403.0'	0.4'	Object not under surface	Object not under surface	Lower Elevation		
6_7	Terrain (6)	2,401.2'	Rwy 6R Approach	2,401.5'	-0.3'	2,405.6'	-4.4'	2,410.0'	-8.5'	No Action
6_8	Terrain (3)	2,396.9'	Rwy 6R Approach	2,405.5'	-8.6'	2,415.8'	-18.8'	2,416.8'	-16.1'	No Action
6_9	Vegetation (2)	2,408.2'	Rwy 6R Approach	2,412.8'	-4.6'	2,433.9'	-25.7'	2,428.8'	-16.1'	No Action
6_10	Building	2,403.0'	Transitional	2,437.8'	-34.8'	Object not under surface	Object not under surface	No Action		
6_11	Fence (2)	2,403.0'	Rwy 6R Approach	2,428.4'	-25.4'	2,472.8'	-69.8'	2,454.8'	-26.4'	No Action
6_12	Trees (2)	2,423.7'	Rwy 6R Approach	2,445.2'	-21.5'	2,514.9'	-91.2'	2,482.8'	-37.7'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

LEGEND: PROFILE VIEW

- Existing Airport Property Boundary
- Existing Part 77 Surface (P77)
- Existing Threshold Siting Surface (TSS)
- Existing Glide Path Qualification Surface (GOS)
- Object

RUNWAY 24L AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	OBJECT SURFACE	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE PENETRATION	TSS SURFACE ELEVATION	DISPOSITION	
24_1	Vegetation	2,414.1'	Transitional	2,414.5'	-0.4'	Object not under surface	Monitor			
24_2	Vegetation (2)	2,414.7'	Primary	2,403.0'	11.7'	Object not under surface	Remove			
24_3	Terrain (4)	2,405.3'	Primary	2,403.0'	2.3'	Object not under surface	Lower Elevation			
24_4	Vegetation (2)	2,420.4'	Transitional	2,408.0'	12.4'	Object not under surface	Trim/Remove			
24_5	Vegetation	2,405.7'	Primary	2,403.0'	2.7'	Object not under surface	Remove			
24_6	Terrain (2)	2,406.7'	Primary	2,403.0'	3.7'	Object not under surface	Remove			
24_7	Vegetation	2,416.6'	Transitional	2,426.5'	-9.9'	Object not under surface	No Action			
24_8	Vegetation	2,409.6'	Rwy 24L Approach	2,405.3'	4.3'	2,415.3'	-5.7'	2,416.8'	-10.7'	Trim/Remove
24_9	Vegetation (3)	2,408.9'	Rwy 24L Approach	2,406.7'	2.3'	2,416.7'	-7.8'	2,416.7'	-10.7'	Trim/Remove
24_10	Vegetation	2,408.1'	Rwy 24L Approach	2,408.8'	-0.7'	2,418.8'	-10.7'	2,418.8'	-10.7'	Monitor
24_11	Fence	2,405.0'	Rwy 24L Approach	2,459.1'	-54.1'	Object not under surface	No Action			

Note: A negative penetration value indicates the object is clear of the airspace surface.

NOTES:

- Runway ends. Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Orthophoto source: AGIS Survey (Quantum, July 2019).
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- Approach surface analyzed is specific surface for this runway, not the composite Part 77.
- Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

MAGNETIC DECLINATION:
9° 41' EAST (+0° 21')
ANNUAL CHANGE: 0' 6 WEST
DECEMBER 2019

FOR PROFILES: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40

0 FEET 200' 400' 600' 800' 1,000' 1,200' 1,400' 1,600' 1,800' 2,000' 2,200' 2,400' 2,600' 2,800' 3,000' 3,200' 3,400' 3,600' 3,800' 4,000' 4,200' 4,400' 4,600' 4,800' 5,000' 5,200' 5,400' 5,600' 5,800' 6,000' 6,200' 6,400' 6,600' 6,800' 7,000' 7,200' 7,400' 7,600' 7,800' 8,000' 8,200' 8,400' 8,600' 8,800' 9,000' 9,200' 9,400' 9,600' 9,800' 10,000' 10,200' 10,400' 10,600' 10,800' 11,000' 11,200' 11,400' 11,600' 11,800' 12,000' 12,200' 12,400' 12,600' 12,800' 13,000' 13,200' 13,400' 13,600' 13,800' 14,000' 14,200' 14,400' 14,600' 14,800' 15,000' 15,200' 15,400' 15,600' 15,800' 16,000' 16,200' 16,400' 16,600' 16,800' 17,000' 17,200' 17,400' 17,600' 17,800' 18,000' 18,200' 18,400' 18,600' 18,800' 19,000' 19,200' 19,400' 19,600' 19,800' 20,000' 20,200' 20,400' 20,600' 20,800' 21,000' 21,200' 21,400' 21,600' 21,800' 22,000' 22,200' 22,400' 22,600' 22,800' 23,000' 23,200' 23,400' 23,600' 23,800' 24,000' 24,200' 24,400' 24,600' 24,800' 25,000' 25,200' 25,400' 25,600' 25,800' 26,000' 26,200' 26,400' 26,600' 26,800' 27,000' 27,200' 27,400' 27,600' 27,800' 28,000' 28,200' 28,400' 28,600' 28,800' 29,000' 29,200' 29,400' 29,600' 29,800' 30,000' 30,200' 30,400' 30,600' 30,800' 31,000' 31,200' 31,400' 31,600' 31,800' 32,000' 32,200' 32,400' 32,600' 32,800' 33,000' 33,200' 33,400' 33,600' 33,800' 34,000' 34,200' 34,400' 34,600' 34,800' 35,000' 35,200' 35,400' 35,600' 35,800' 36,000' 36,200' 36,400' 36,600' 36,800' 37,000' 37,200' 37,400' 37,600' 37,800' 38,000' 38,200' 38,400' 3

TUCSON AIRPORT AUTHORITY RYAN AIRFIELD AIRPORT LAYOUT PLAN

968 West Ajo Highway
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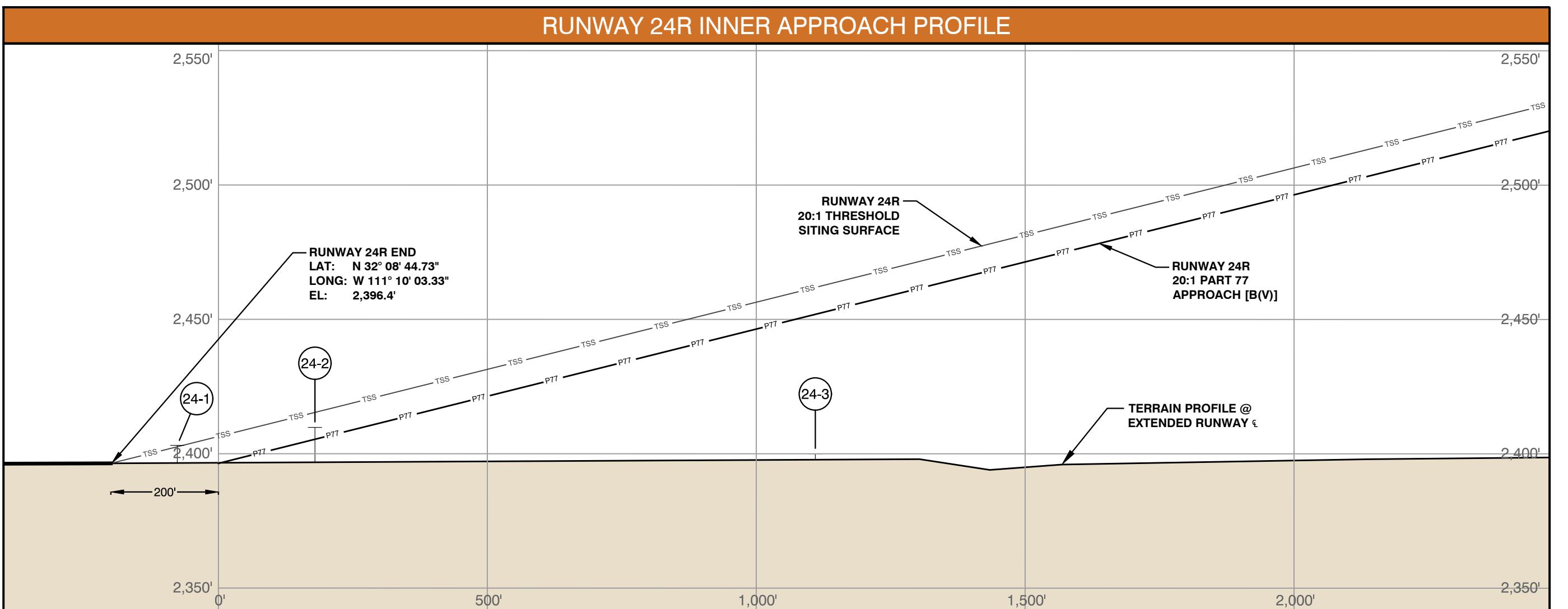
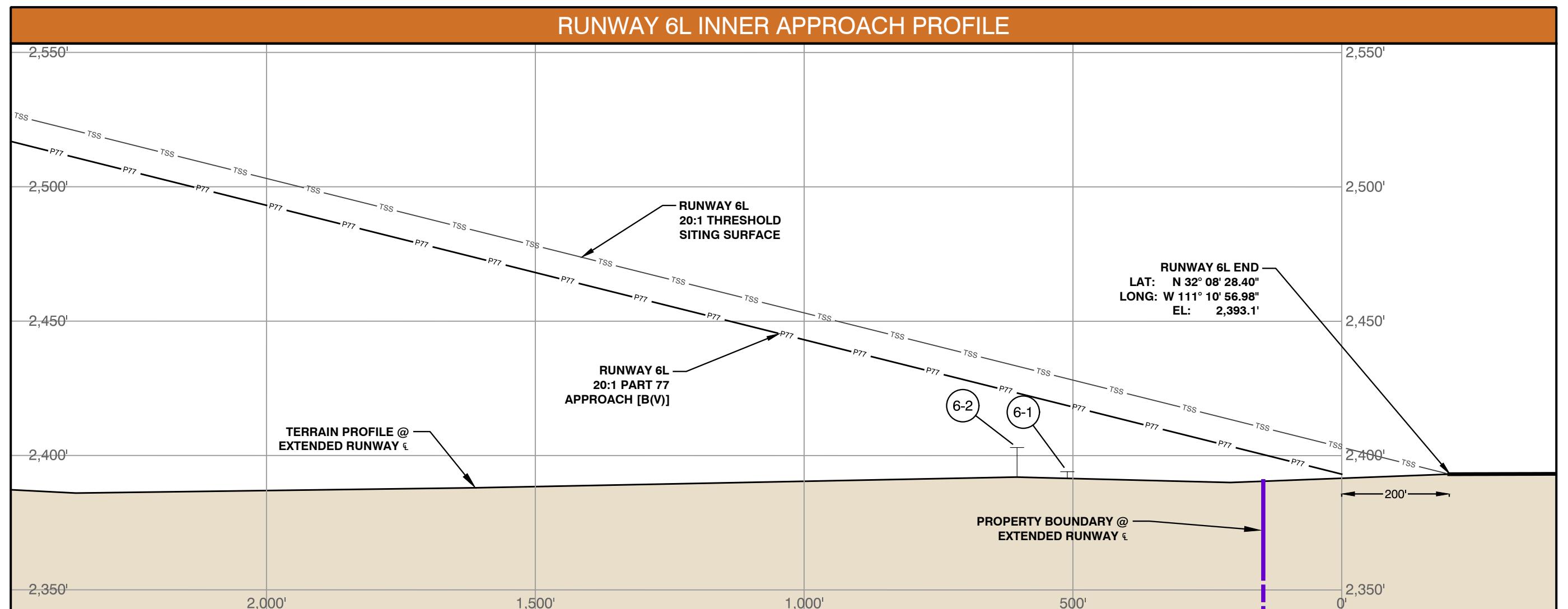
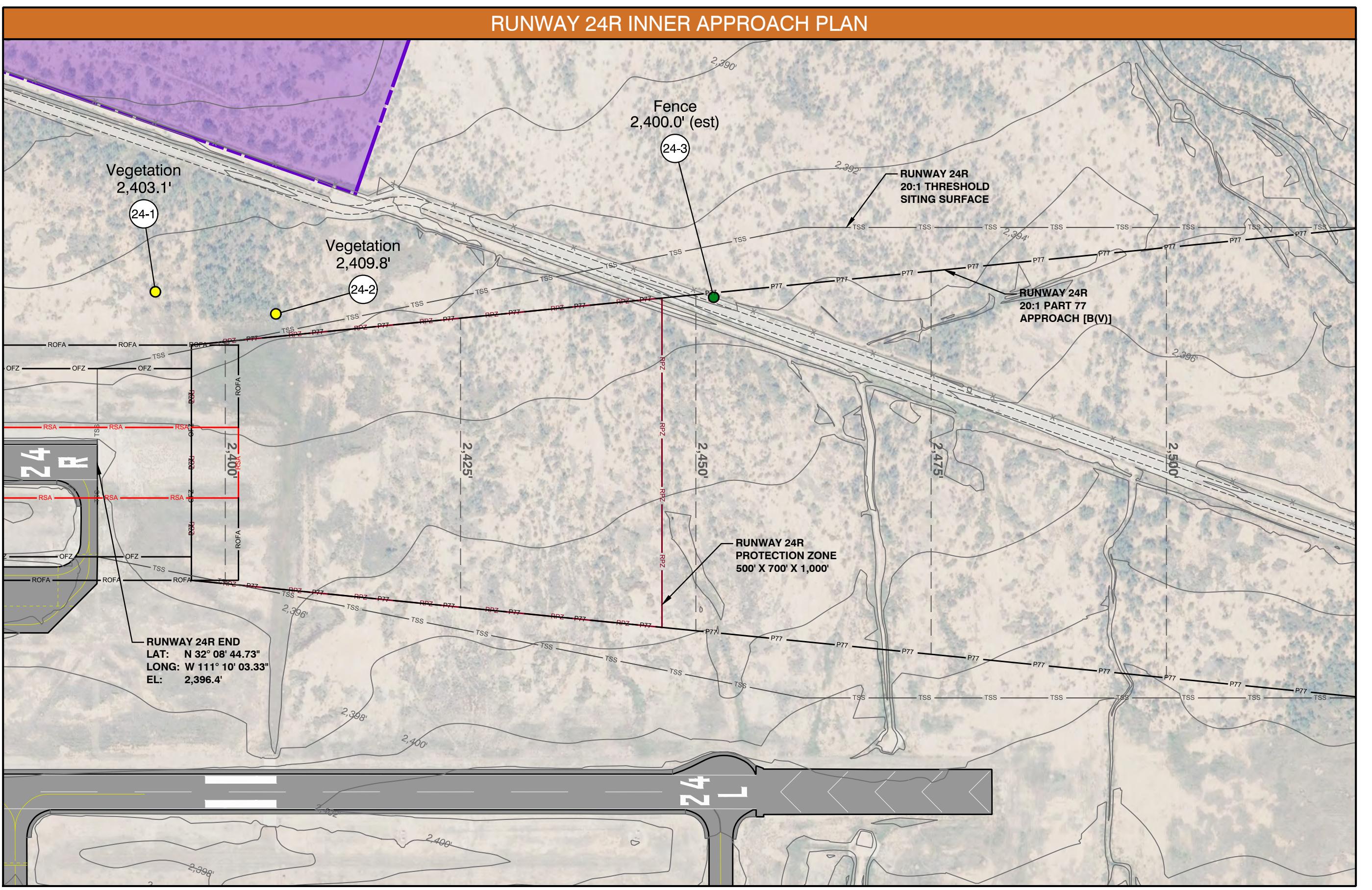
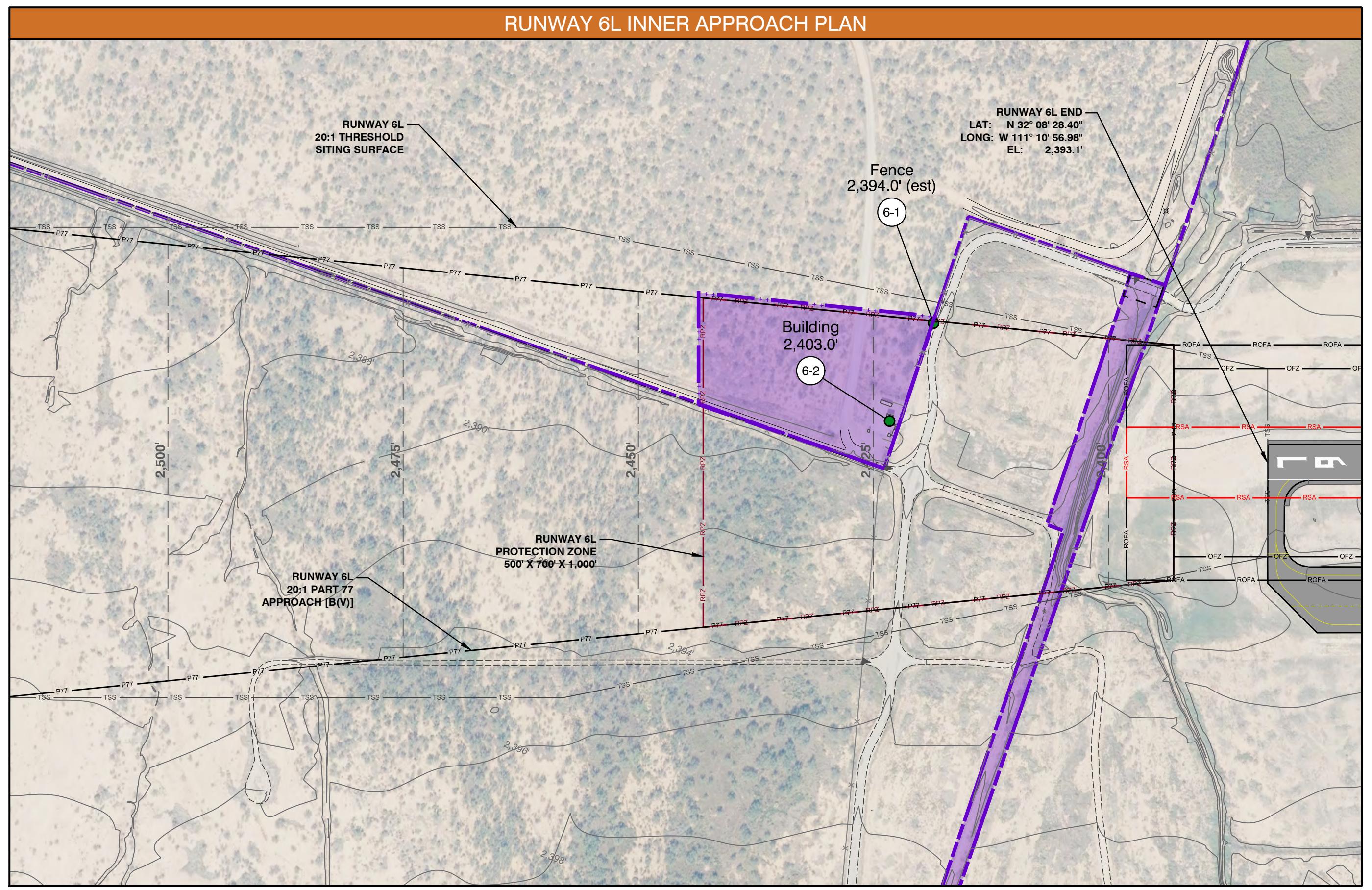
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REVISIONS: # 1 Master Plan - ALP Update

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SHEET CONTENTS

RUNWAY 6L/24R INNER APPROACHES - EXISTING

SHEET NO. 8 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW									
	Existing Airport Property Boundary								
	Future Airport Property Boundary								
	Existing Aviation Easement								
	Existing Part 77 Approach Surface (P77)								
	Part 77 Approach Surface Contour								
	Existing Threshold Siting Surface (TSS)								
	AGIS Object: >10 Feet Clear Part 77								
	AGIS Object: <10 Feet Clear Part 77								
	Existing Runway Protection Zone (RPZ)								
	Existing Runway Safety Area (RSA)								
	Existing Runway Object Free Area (ROFA)								
	Existing Obstacle Free Zone (OFZ)								
	Terrain Contours								
	Group of Objects								

LEGEND: PROFILE VIEW									
	Existing Airport Property Boundary								
	Existing Part 77 Surface (P77)								
	Existing Threshold Siting Surface (TSS)								
	Object								

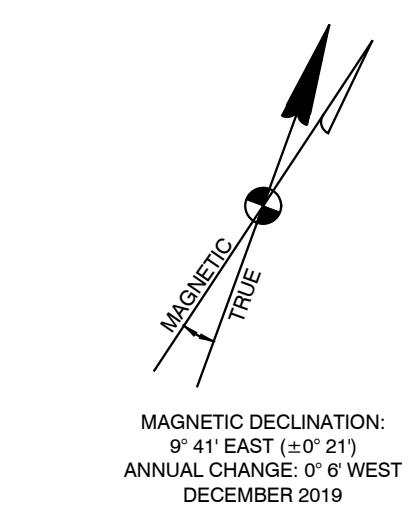
RUNWAY 6L AGIS OBJECTS									
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION	
6_1	Fence	2,394.0'	Rwy 6L Approach	2,416.6'	-24.6'	2,428.6'	-34.6'	No Action	
6_2	Building	2,403.0'	Rwy 6L Approach	2,423.3'	-20.3'	2,433.3'	-30.3'	No Action	

Note: A negative penetration value indicates the object is clear of the airspace surface.

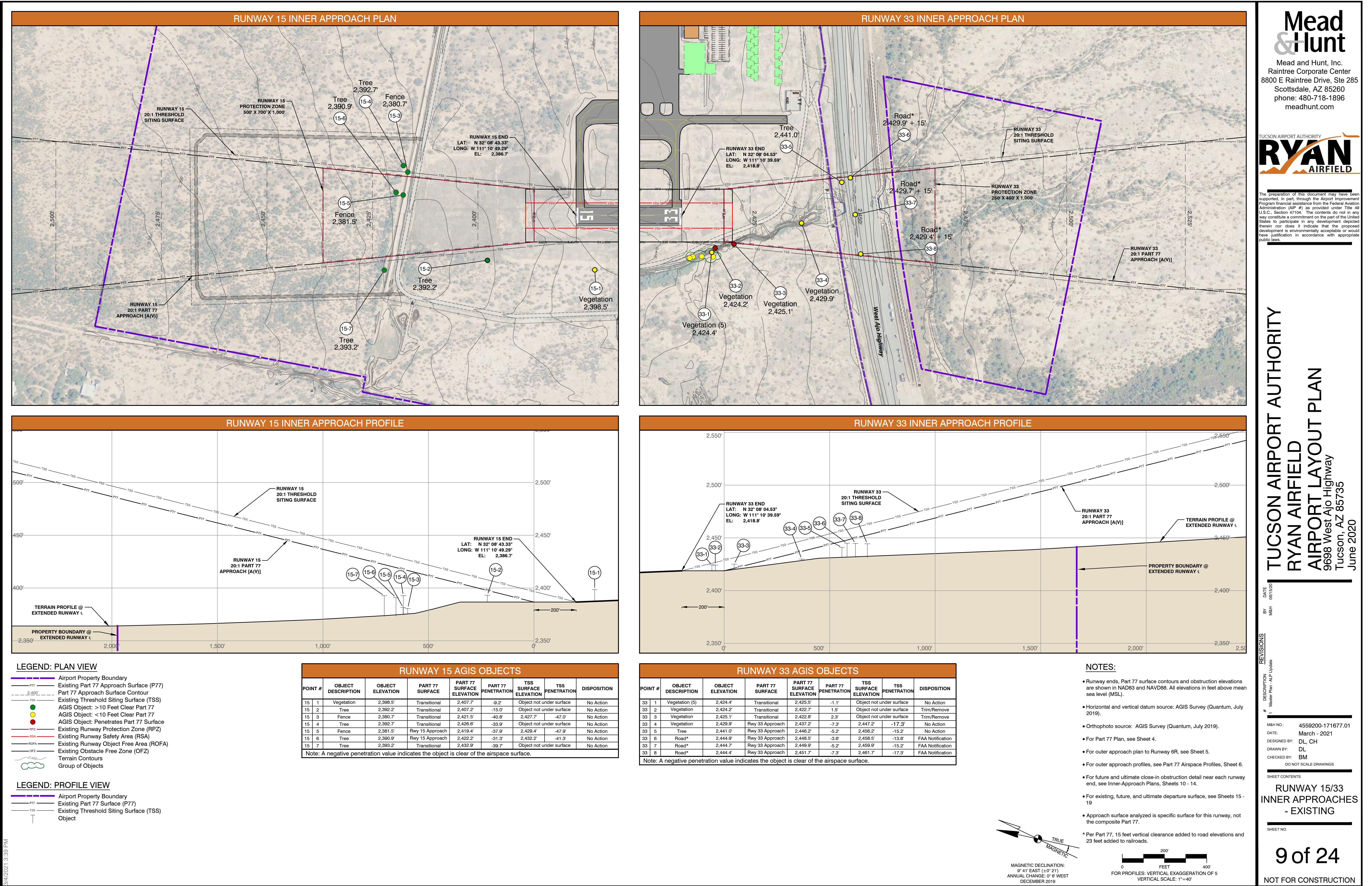
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
24_1	Vegetation	2,403.1'	Transitional	2,412.5'	-9.4'	Object not under surface	No Action	
24_2	Vegetation	2,409.8'	Transitional	2,413.6'	-3.8'	Object not under surface	No Action	
24_3	Fence	2,400.0'	Rwy 24R Approach	2,451.9'	-51.9'	2,461.9'	-61.9'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

- NOTES:**
- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
 - Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
 - Orthophoto source: AGIS Survey (Quantum, July 2019).
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Tucson, AZ 85735
June 2020

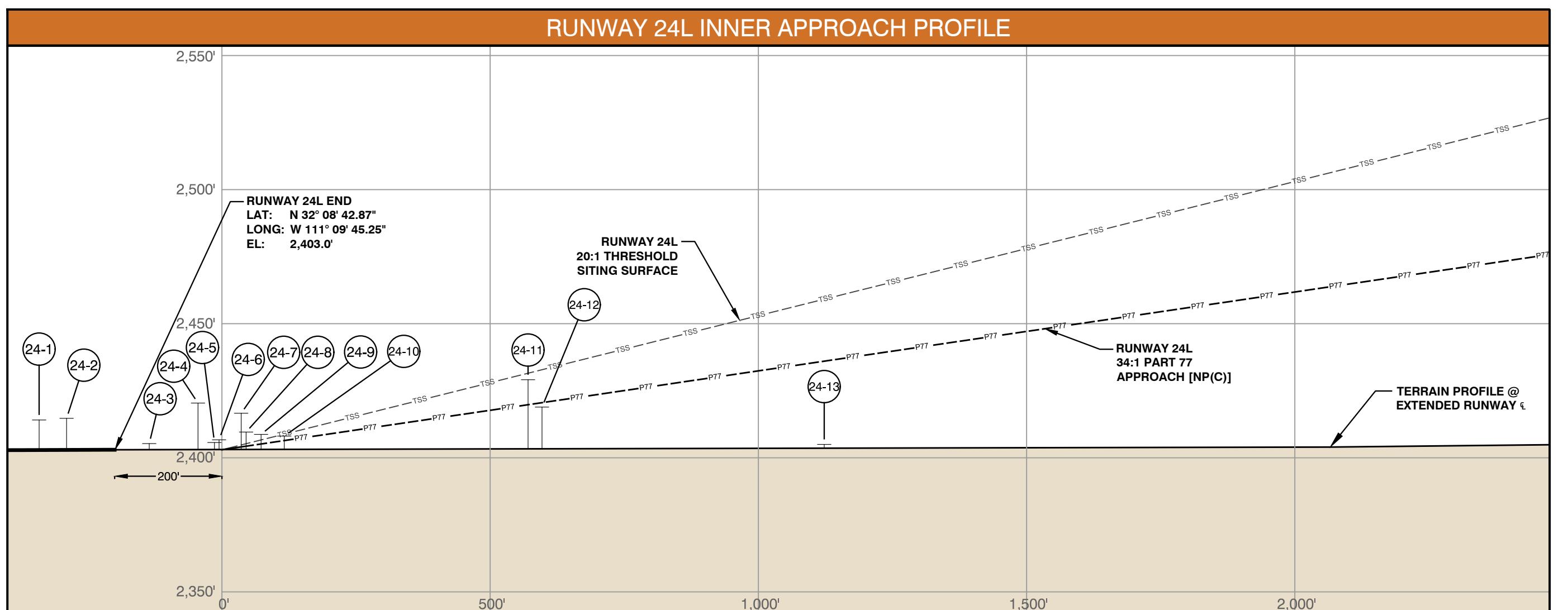
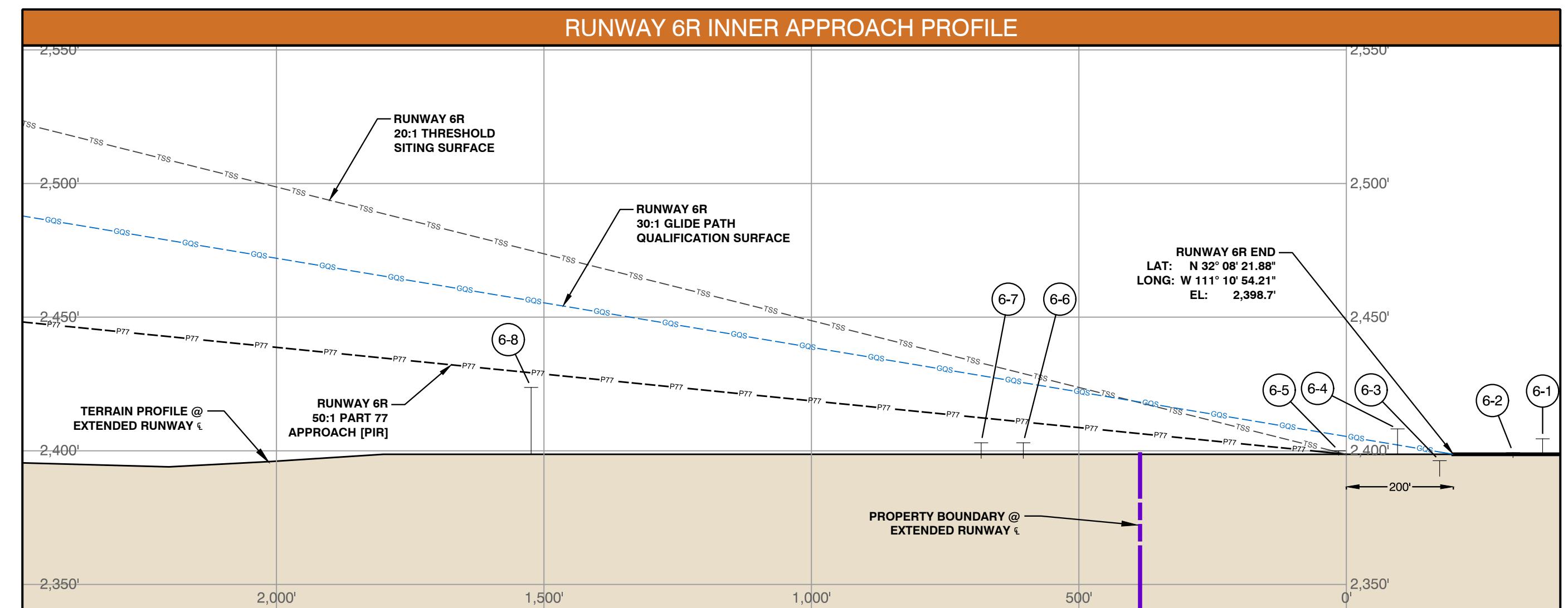
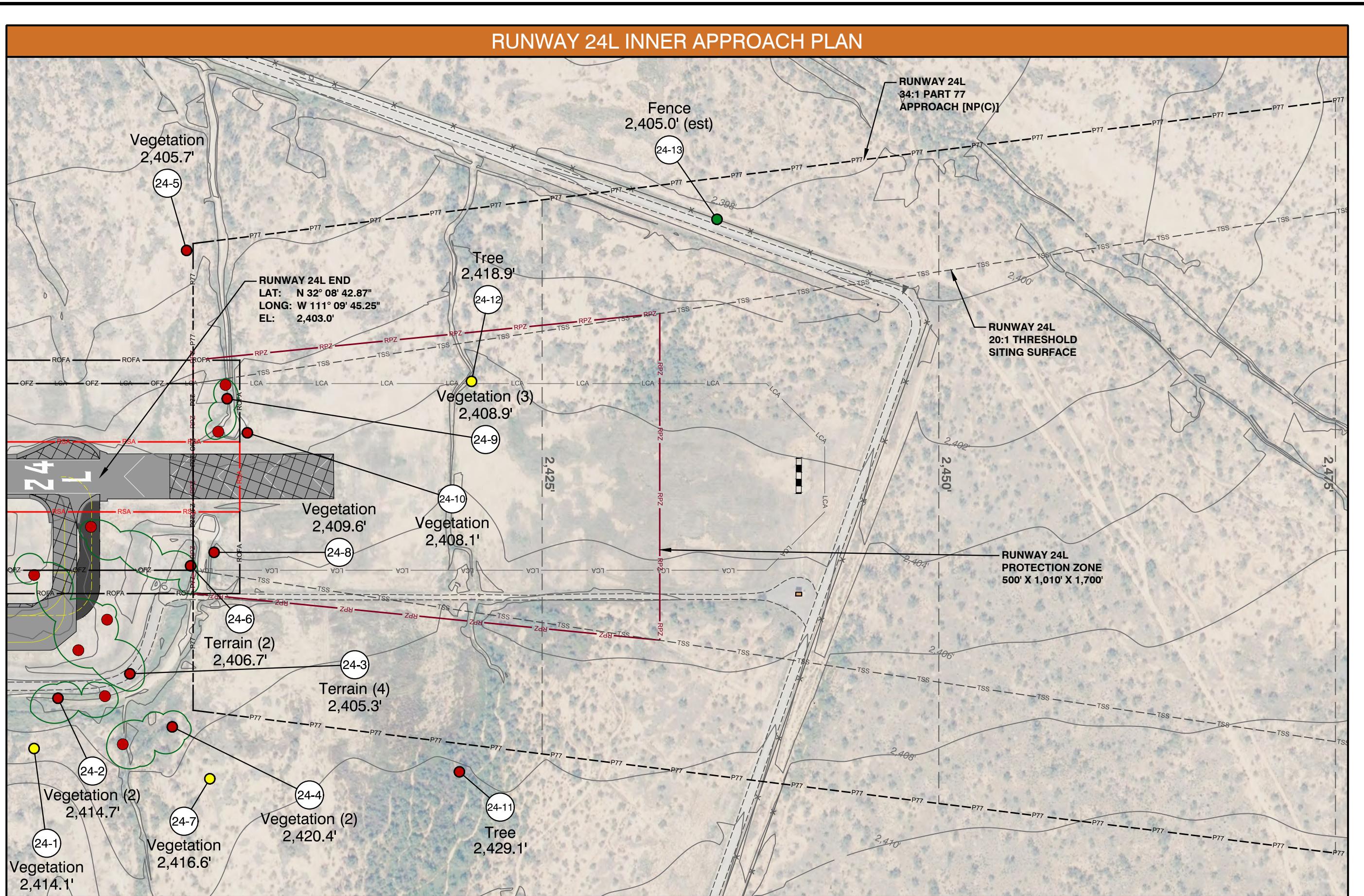
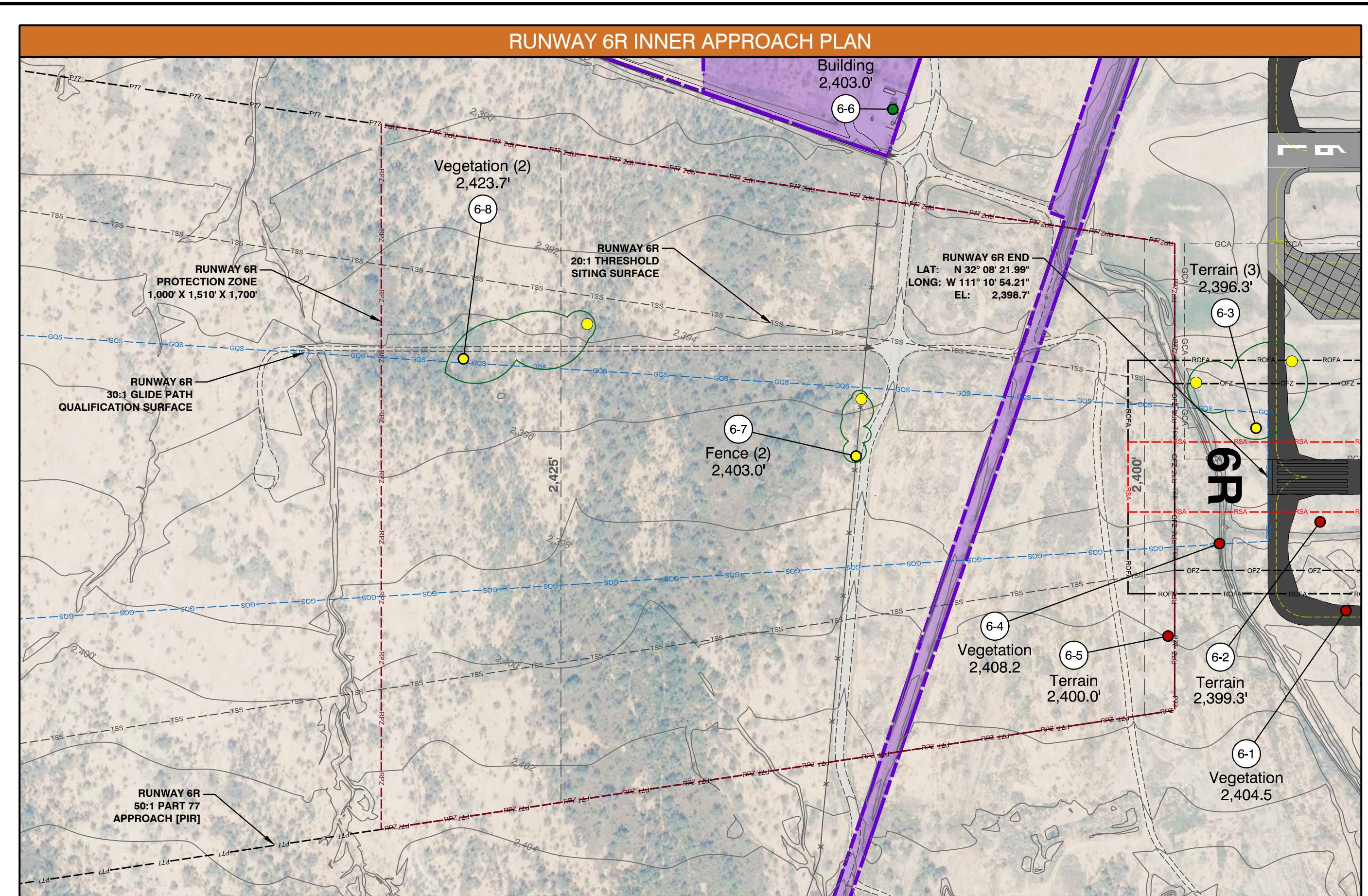
DATE: 06/15/20
BY: M&H
REVISIONS: # 1 Master Plan - AIP Update

M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

RUNWAY 6R/24L INNER APPROACHES - FUTURE

10 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Future Part 77 Approach Surface (P77)
- Future Threshold Siting Surface (TSS)
- Future Glide Path Qualification Surface (GOS)
- AGIS Object: >10 Feet Clear Part 77
- AGIS Object: <10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- RPZ Existing Runway Protection Zone
- RSA Existing Runway Safety Area (RSA)
- ROFA Existing Runway Object Free Area
- OFZ Future Obstacle Free Zone
- GCA Future Glide Slope Critical Area (GCA)
- LCA Localizer Critical Area (LCA)
- Group of Objects

RUNWAY 6R AGIS OBJECTS										
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE PENETRATION	GLIDE PATH SURFACE ELEVATION	GLIDE PATH SURFACE PENETRATION	DISPOSITION	
6_1	Vegetation	2,404.5'	Primary	2,398.7'	5.8'	Object not under surface	Object not under surface	Object not under surface	Remove	
6_2	Terrain	2,399.3'	Primary	2,398.7'	0.6'	Object not under surface	Object not under surface	Object not under surface	Lower Elevation	
6_3	Terrain (3)	2,396.3'	Primary	2,398.7'	-2.4'	Object not under surface	2,399.6'	-0.9'	No Action	
6_4	Vegetation	2,408.2'	Primary	2,398.7'	9.5'	Object not under surface	2,402.2'	-3.5'	Remove	
6_5	Terrain	2,400.0'	Rwy 6R Approach	2,412.4'	1.0'	Object not under surface	Object not under surface	Object not under surface	Lower Elevation	
6_6	Building	2,403.0'	Transitional	2,439.0'	-36.0'	Object not under surface	Object not under surface	Object not under surface	No Action	
6_7	Fence (2)	2,403.0'	Rwy 6R Approach	2,412.4'	-9.4'	2,432.8'	-29.8'	2,428.1'	-25.1'	No Action
6_8	Trees (2)	2,423.7'	Rwy 6R Approach	2,429.2'	-5.5'	2,474.9'	-51.2'	Object not under surface	No Action	

LEGEND: PROFILE VIEW

- Existing Airport Property Boundary
- Future Part 77 Surface (P77)
- Future Threshold Siting Surface (TSS)
- Future Glide Path Qualification Surface (GOS)
- Object

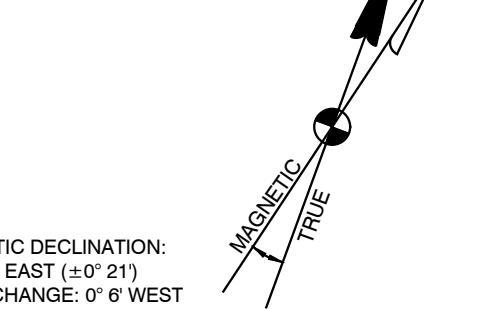
RUNWAY 24L AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE PENETRATION	GLIDE PATH SURFACE ELEVATION	GLIDE PATH SURFACE PENETRATION	DISPOSITION
24_1	Vegetation	2,414.1'	Transitional	2,414.5'	-0.4'	Object not under surface	Object not under surface	Object not under surface	Monitor
24_2	Vegetation (2)	2,414.7'	Primary	2,403.0'	11.7'	Object not under surface	Object not under surface	Object not under surface	Remove
24_3	Terrain (4)	2,405.3'	Primary	2,403.0'	2.3'	Object not under surface	Object not under surface	Object not under surface	Lower Elevation
24_4	Vegetation (2)	2,420.4'	Transitional	2,408.0'	12.4'	Object not under surface	Trim/Remove	Object not under surface	Remove
24_5	Vegetation	2,405.7'	Primary	2,403.0'	2.7'	Object not under surface	Object not under surface	Object not under surface	Remove
24_6	Terrain (2)	2,405.7'	Primary	2,403.0'	3.7'	Object not under surface	2,402.7'	4.0'	Remove
24_7	Vegetation	2,416.6'	Transitional	2,426.5'	-9.9'	Object not under surface	Object not under surface	Object not under surface	No Action
24_8	Vegetation	2,409.6'	Rwy 24L Approach	2,404.3'	5.3'	2,405.3'	4.3'	2,405.3'	Trim/Remove
24_9	Vegetation (3)	2,408.9'	Rwy 24L Approach	2,405.1'	3.8'	2,406.7'	2.3'	2,406.7'	Trim/Remove
24_10	Vegetation	2,408.1'	Rwy 24L Approach	2,406.4'	1.7'	2,408.8'	-0.7'	2,408.8'	Monitor
24_11	Tree	2,429.1'	Transitional	2,426.5'	0.6'	Object not under surface	Object not under surface	Object not under surface	No Action
24_12	Tree	2,418.9'	Rwy 24L Approach	2,420.6'	-1.7'	2,432.8'	-13.9'	2,432.8'	No Action
24_13	Fence	2,405.0'	Rwy 24L Approach	2,436.0'	-31.0'	Object not under surface	Object not under surface	Object not under surface	No Action

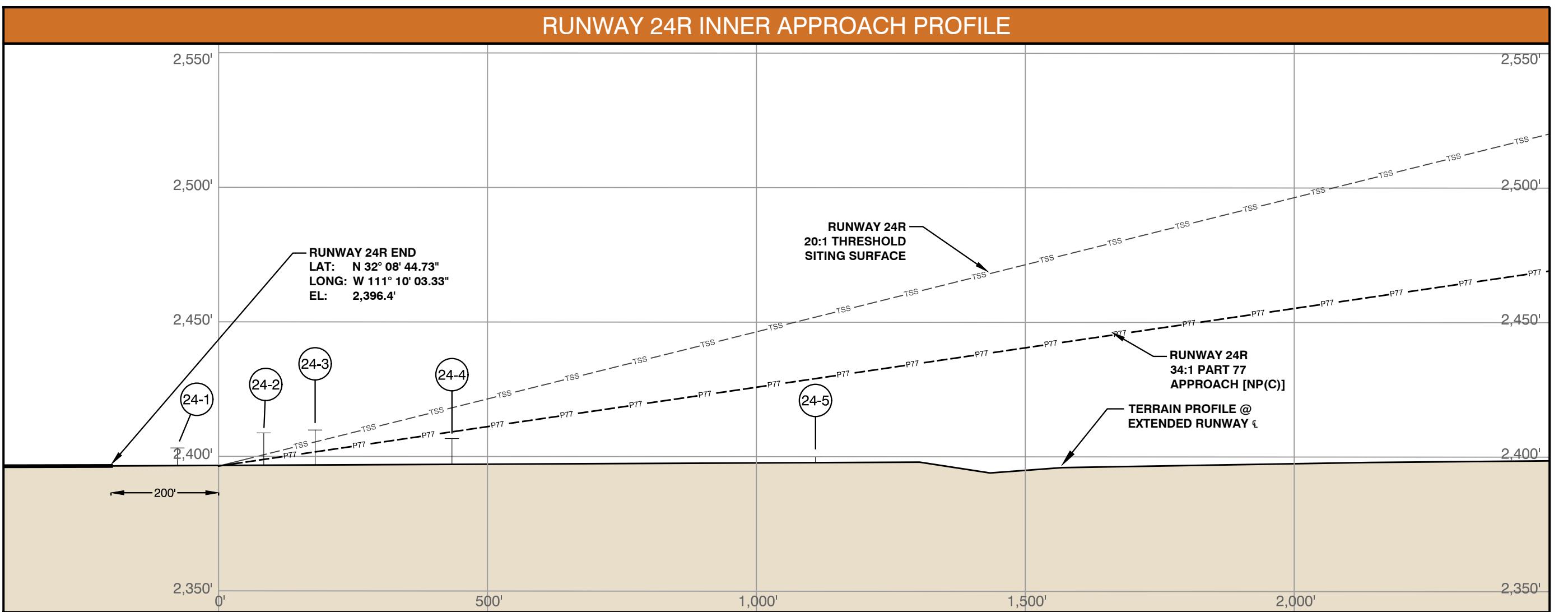
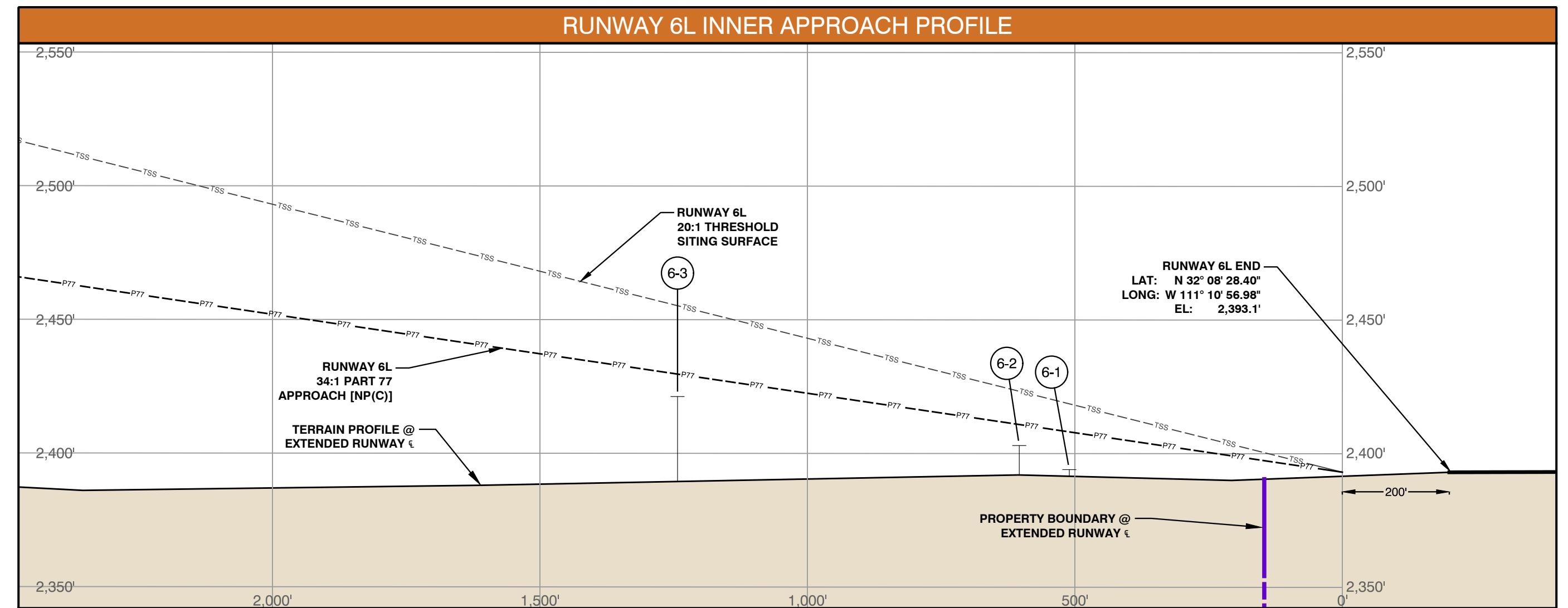
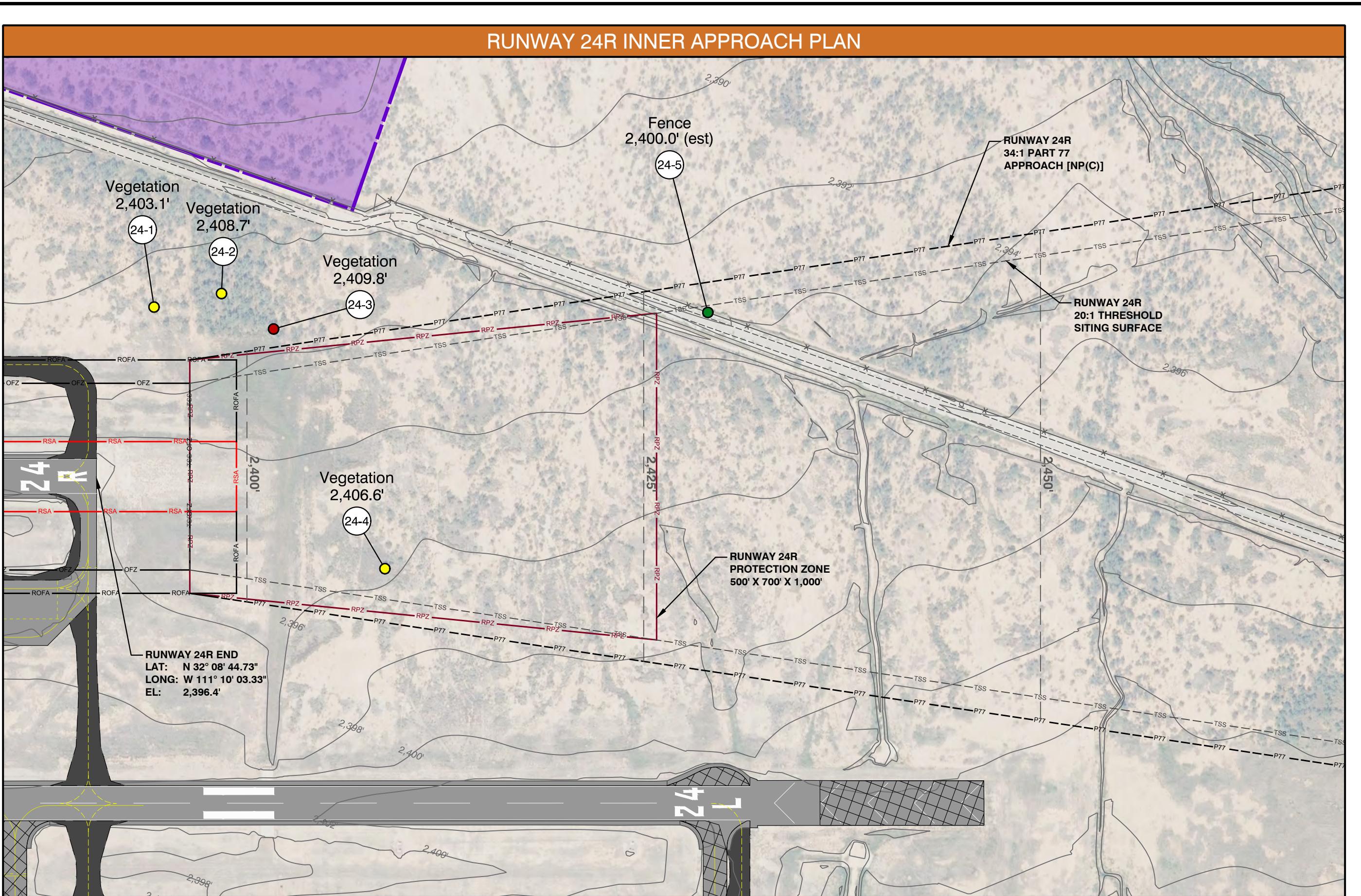
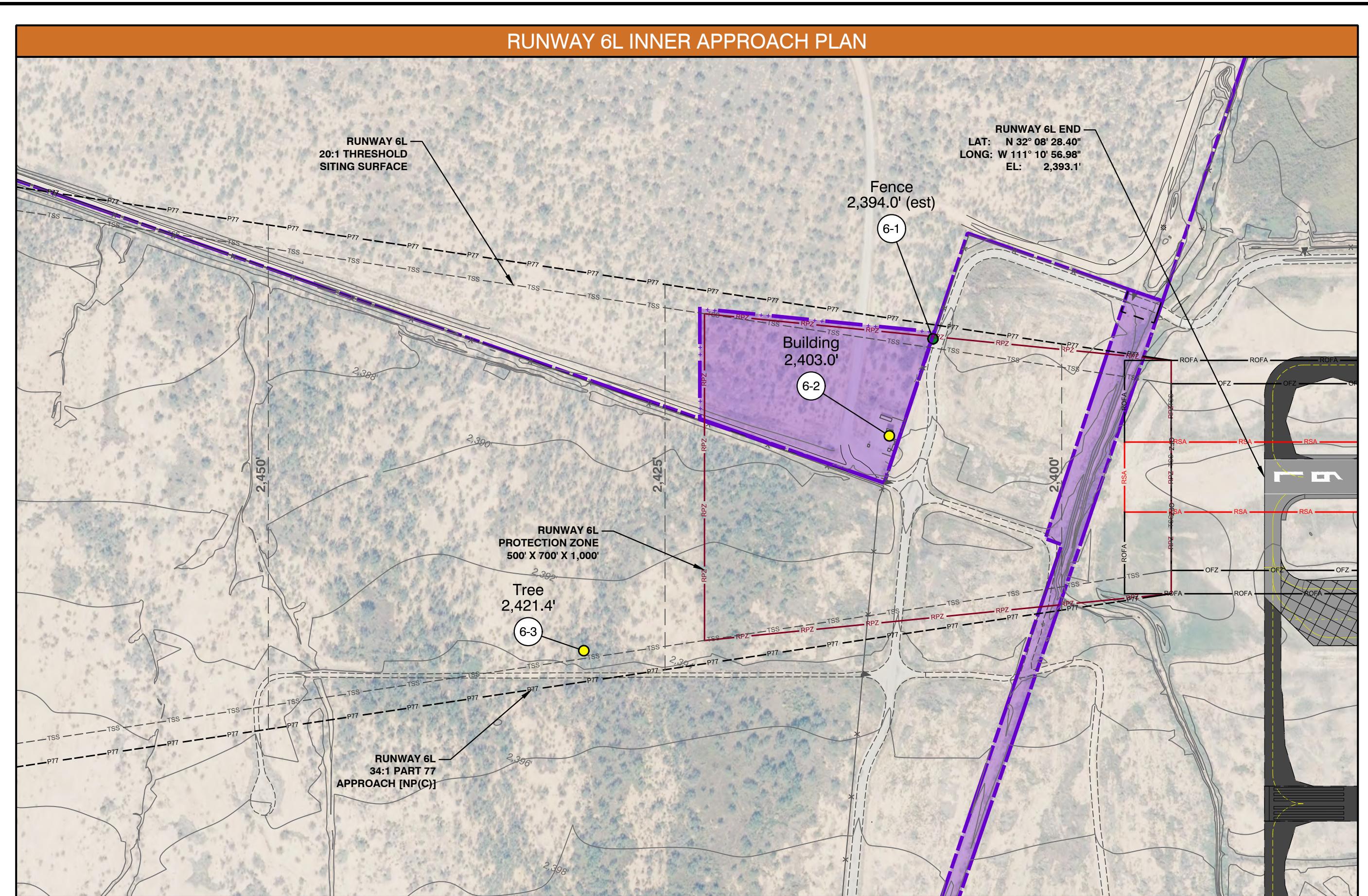
Note: A negative penetration value indicates the object is clear of the airspace surface.

NOTES:

- Runway ends. Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Orthophoto source: AGIS Survey (Quantum, July 2019).
- For Part 77 Plan, see Sheet 4.
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 9 and 13 - 14.
- For existing, future, and ultimate departure surface, see Sheets 15 - 19.
- Approach surface analyzed is specific surface for this runway, not the composite Part 77.
- * Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



FOR PROFILE: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40



LEGEND: PLAN VIEW

- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Airspace Easement
- Future Part 77 Approach Surface (P77)
- Part 77 Approach Surface Contour
- Future Threshold Siting Surface (TSS)
- AGIS Object: >10 Feet Clear Part 77
- AGIS Object: <10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- Existing Runway Protection Zone (RPZ)
- Existing Runway Safety Area (RSA)
- Existing Runway Object Free Area (ROFA)
- Existing Obstacle Free Zone (OFZ)
- Terrain Contours
- Group of Objects

LEGEND: PROFILE VIEW

- Existing Airport Property Boundary
- Future Part 77 Surface (P77)
- Future Threshold Siting Surface (TSS)
- Object

RUNWAY 6L AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
6 1	Fence	2,394.0'	Rwy 6L Approach	2,405.1'	-14.1'	Object not under surface	No Action	
6 2	Building	2,403.0'	Rwy 6L Approach	2,410.9'	-7.9'	2,423.3'	-20.3'	No Action
6 3	Vegetation	2,421.4'	Rwy 6L Approach	2,430.1'	-8.7'	2,456.0'	-34.6'	No Action

Note: No object penetrations.

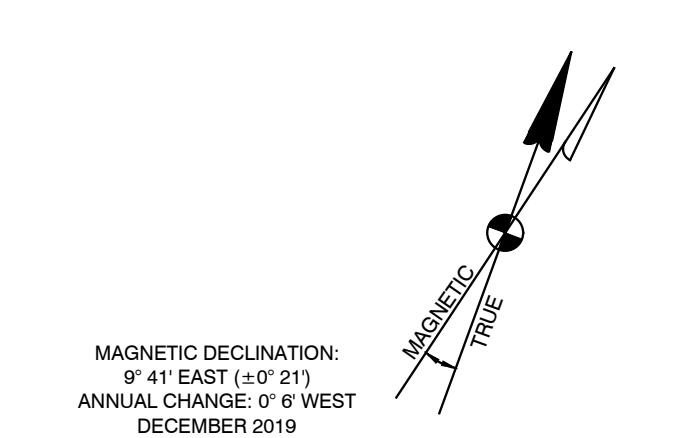
RUNWAY 24R AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
24 1	Vegetation	2,403.1'	Transitional	2,412.5'	-9.4'	Object not under surface	No Action	
24 2	Vegetation	2,408.7'	Transitional	2,413.6'	-4.9'	Object not under surface	No Action	
24 3	Vegetation	2,409.8'	Transitional	2,407.3'	2.5'	Object not under surface	Remove/Trim	
24 4	Vegetation	2,406.6'	Rwy 24R Approach	2,408.7'	-2.1'	2,417.3'	-10.7'	No Action
24 5	Fence	2,400.0'	Rwy 24R Approach	2,429.1'	-29.1'	2,451.9'	-51.9'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

NOTES:

- Runway ends. Part 77 surface contours and obstruction elevations are shown in AD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Orthophoto source: AGIS Survey (Quantum, July 2019).
- For Part 77 Plan, see Sheet 4.
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 9 and 13 - 14.
- For existing, future, and ultimate departure surface, see Sheets 15 - 19.
- Approach surface analyzed is specific surface for this runway, not the composite Part 77.
- * Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



FOR PROFILES: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40

**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

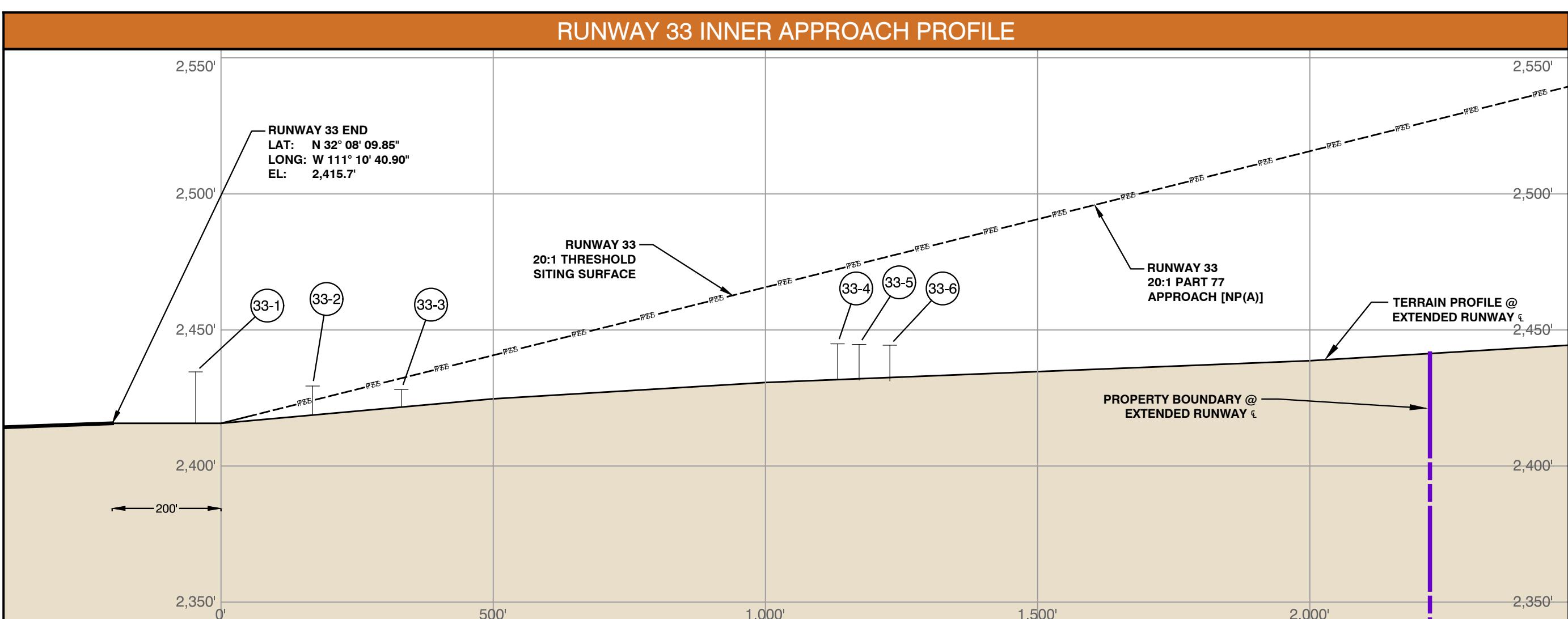
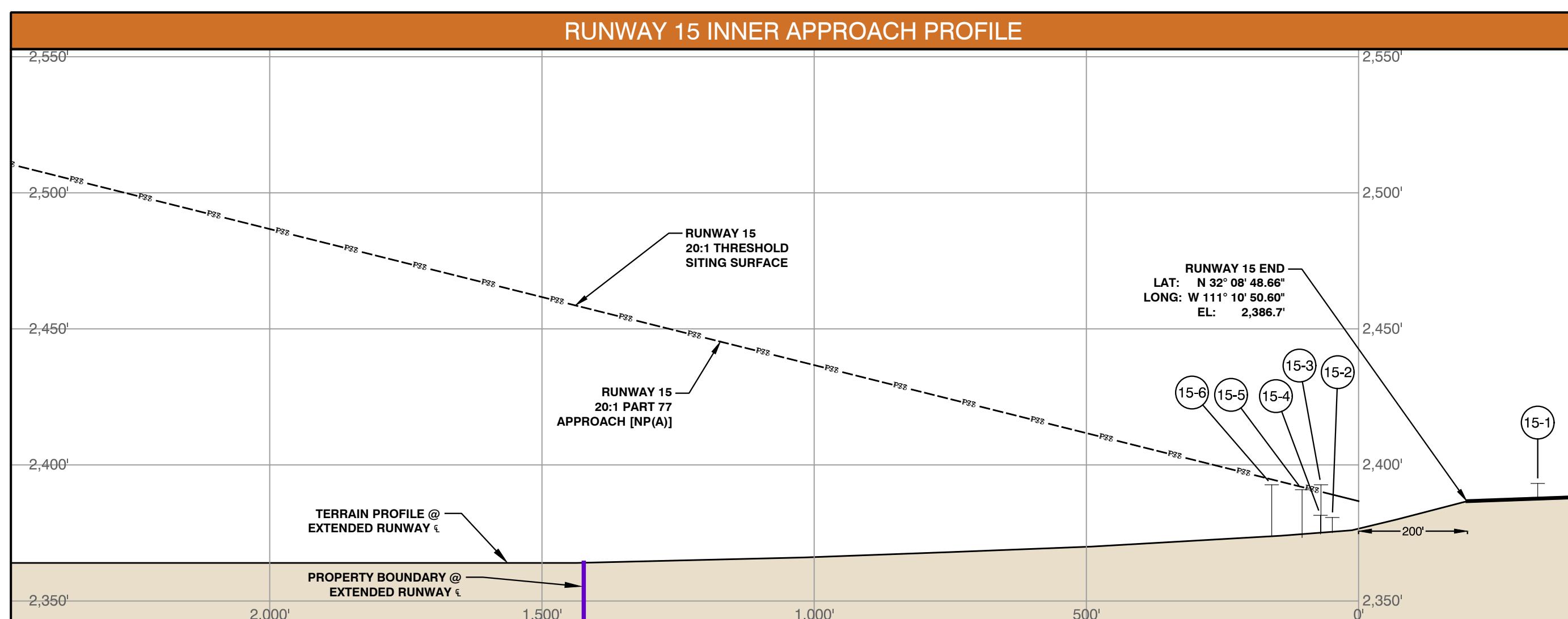
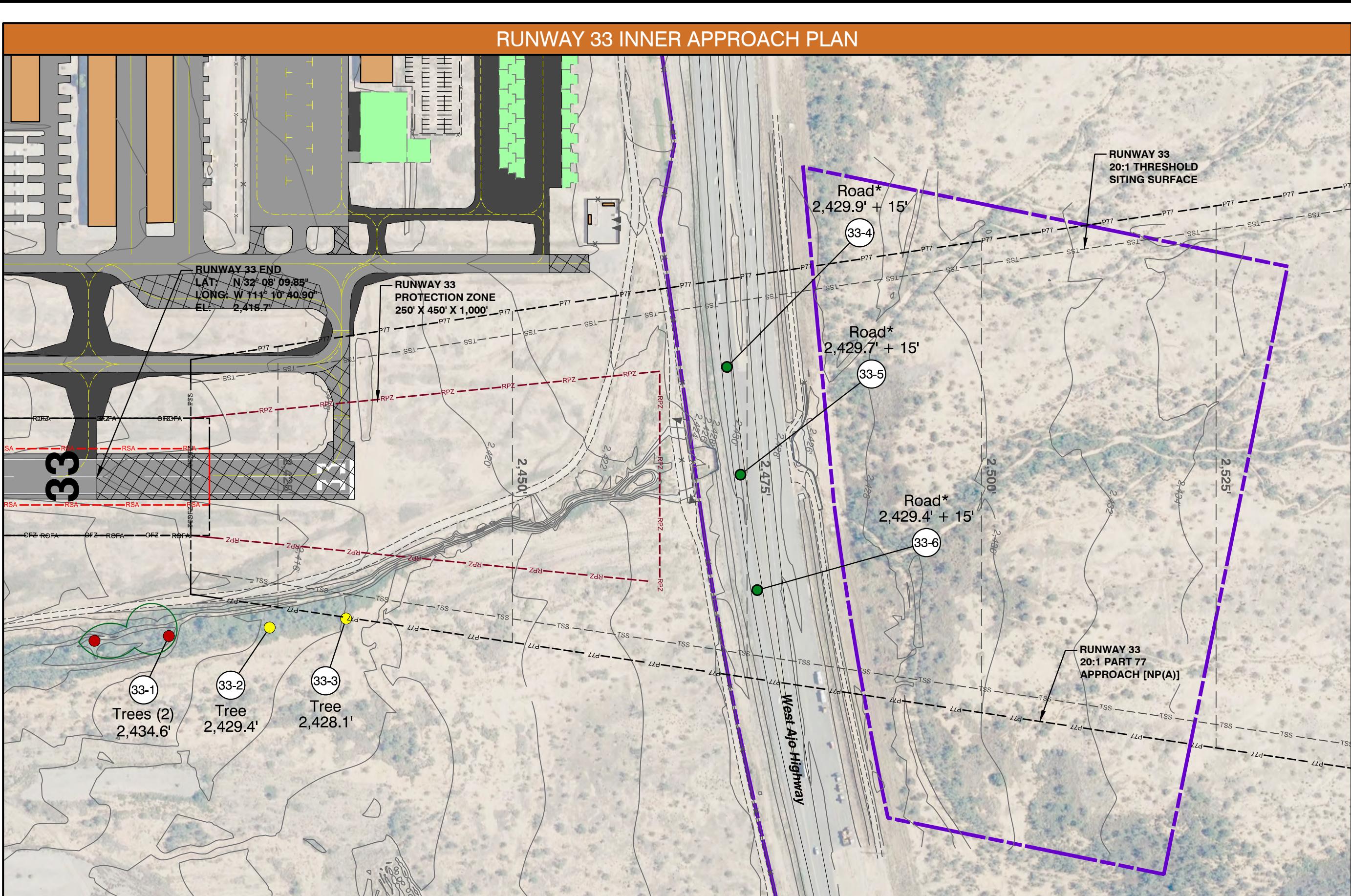
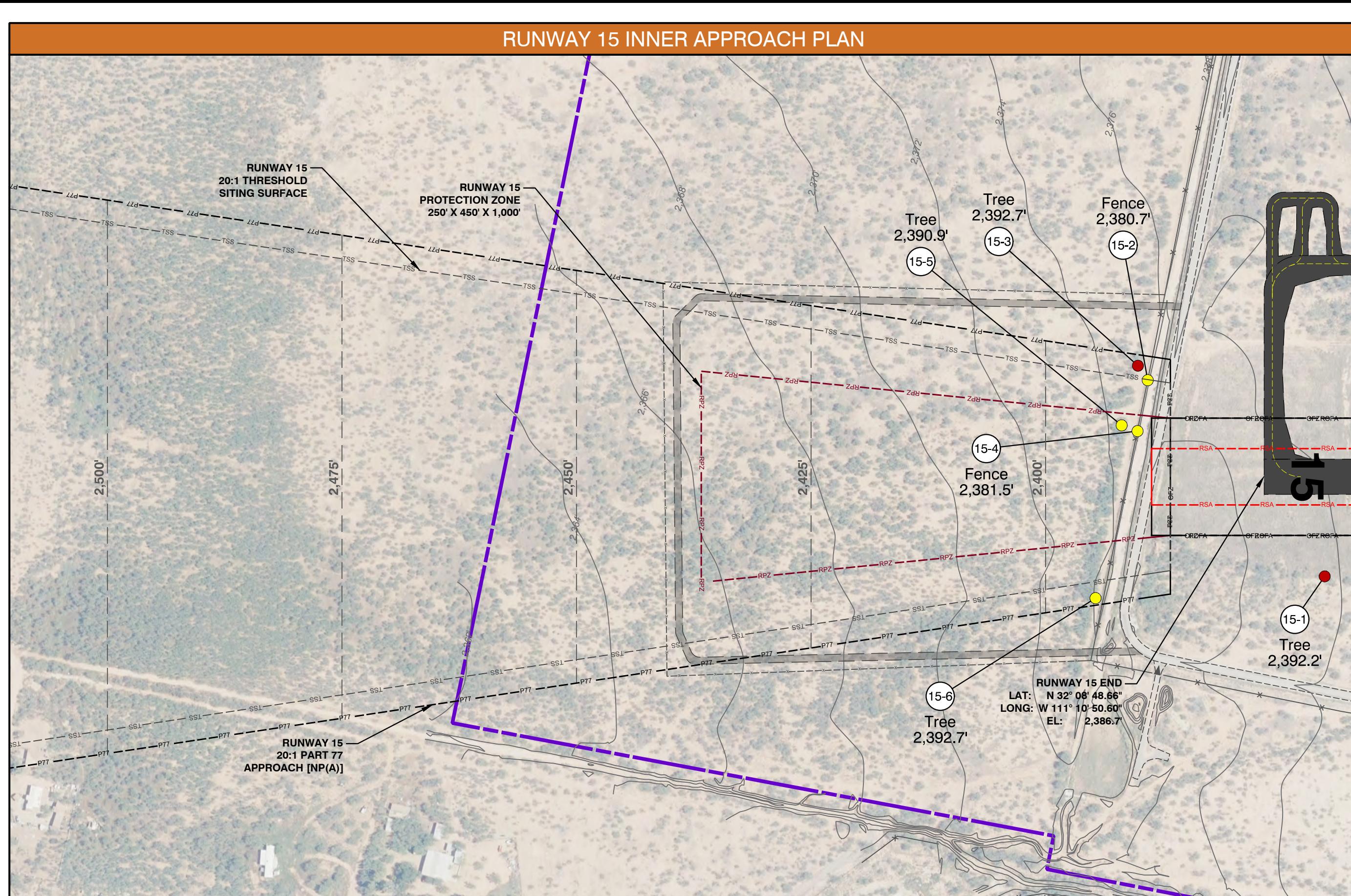
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BY: M&H
REVISIONS: # 1 Master Plan - AIP Update

M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

**RUNWAY 15/33
INNER APPROACHES
- FUTURE**

SHEET NO. 12 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Airport Property Boundary
- P77 Future Part 77 Approach Surface (P77)
- P77 Future Part 77 Surface Contour
- TSS Future Threshold Siting Surface (TSS)
- AGIS Object: > 10 Feet Clear Part 77
- AGIS Object: < 10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- RPZ Future Runway Protection Zone (RPZ)
- RSA Future Runway Safety Area (RSA)
- ROFA Future Runway Object Free Area (ROFA)
- OFZ Future Obstacle Free Zone (OFZ)
- OFZ Future Obstacle Free Zone (OFZ)
- TSS Future Threshold Siting Surface (TSS)
- Group of Objects

RUNWAY 15 AGIS OBJECTS								
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
15_1	Tree	2,392.2'	Primary	2,386.7'	5.5'	Object not under surface		Remove
15_2	Fence	2,380.7'	Rwy 15 Approach	2,389.1'	-8.4'	2,389.1'		No Action
15_3	Tree	2,392.7'	Rwy 15 Approach	2,390.2'	2.5'	Object not under surface		Trim/Remove
15_4	Fence	2,381.5'	Rwy 15 Approach	2,390.2'	-8.7'	2,390.2'	-8.7'	No Action
15_5	Tree	2,390.9'	Rwy 15 Approach	2,391.9'	-1.0'	2,391.9'	-1.0'	No Action
15_6	Tree	2,393.2'	Rwy 15 Approach	2,394.7'	-1.5'	2,394.7'	-1.5'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

RUNWAY 33 AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
33_1	Trees (2)	2,434.6'	Transitional	2,429.8'	4.8'	Object not under surface		No Action
33_2	Tree	2,429.4'	Transitional	2,428.5'	0.9'	Object not under surface		No Action
33_3	Tree	2,428.1'	Transitional	2,430.7'	-2.6'	Object not under surface		No Action
33_4	Road*	2,444.9'	Rwy 33 Approach	2,472.9'	-28.0'	2,472.9'	-28.0'	No Action
33_5	Road*	2,444.7'	Rwy 33 Approach	2,474.3'	-29.6'	2,474.3'	-29.6'	No Action
33_6	Road*	2,444.4'	Rwy 33 Approach	2,476.1'	-31.7'	2,476.1'	-31.7'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

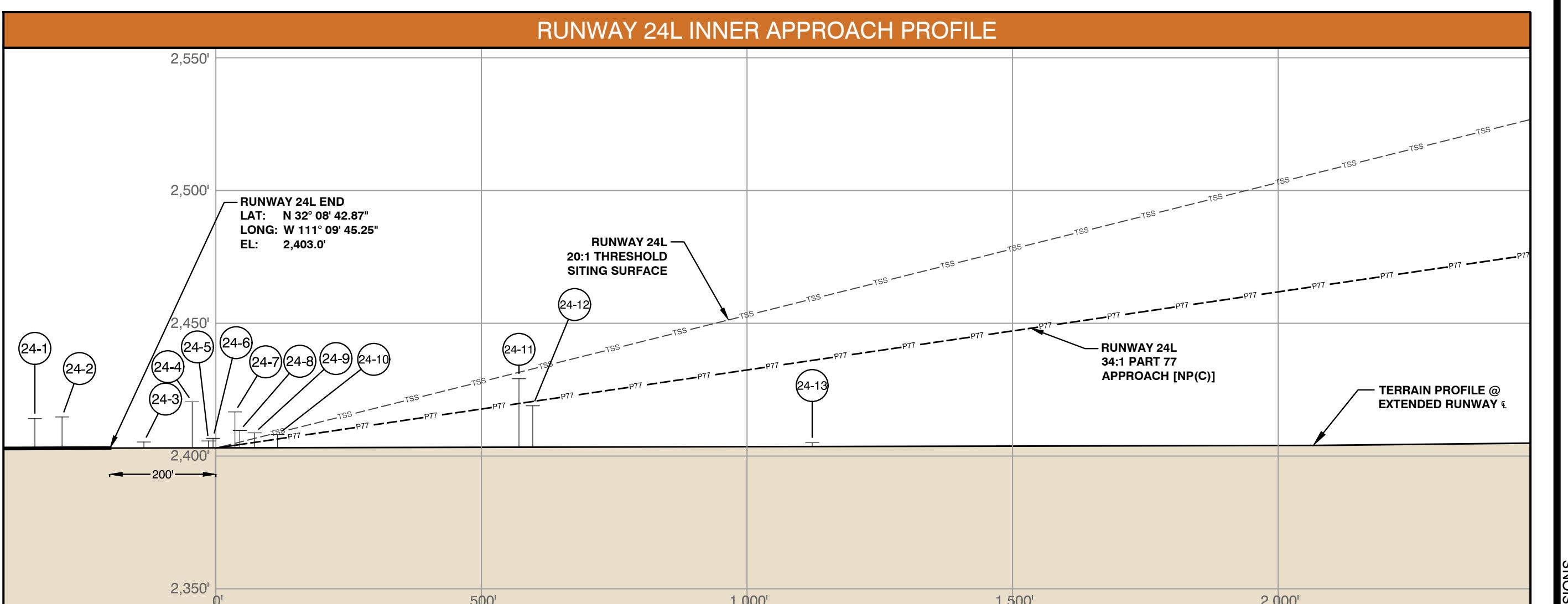
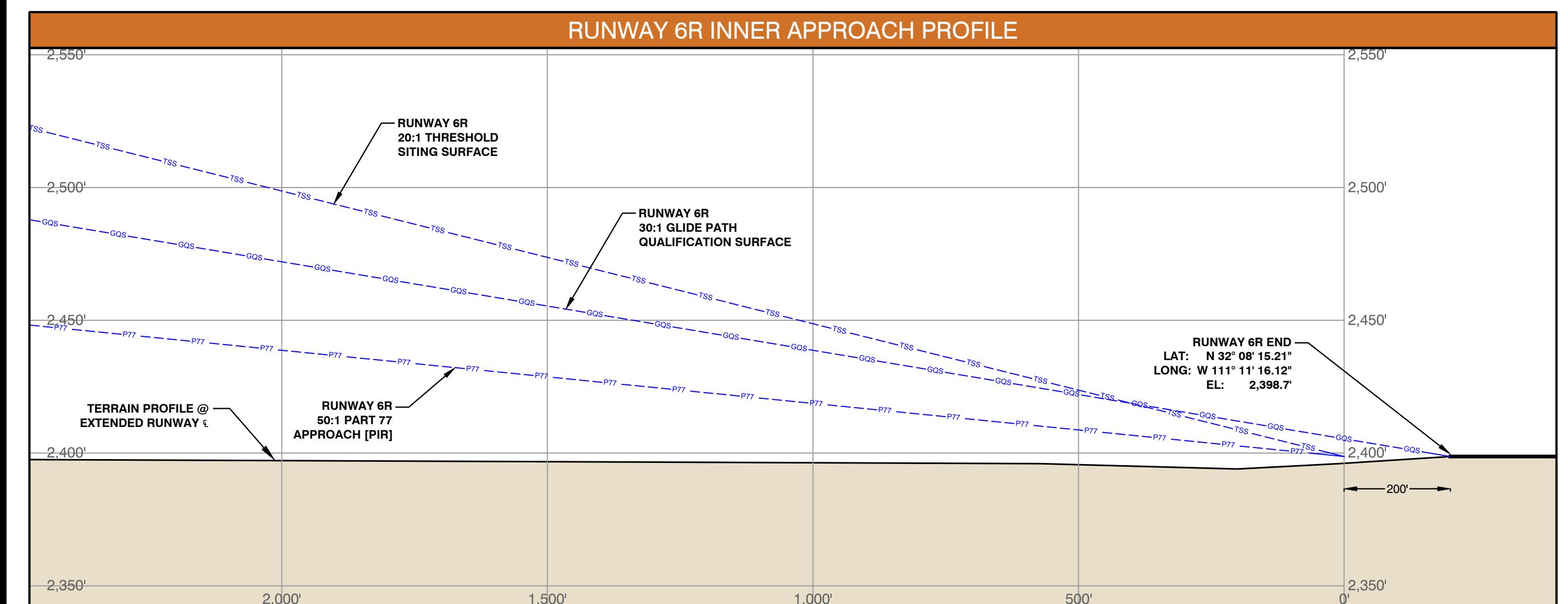
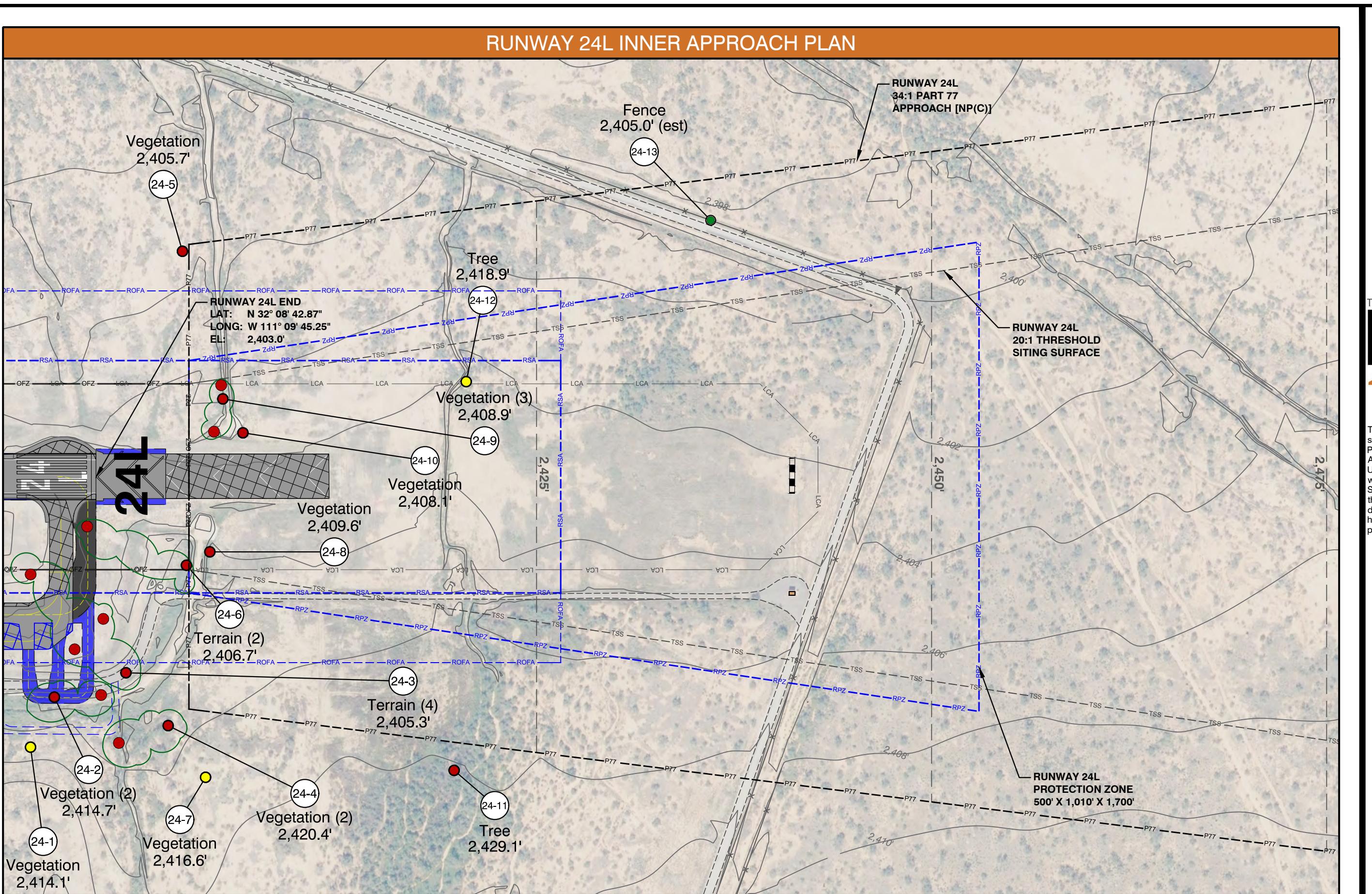
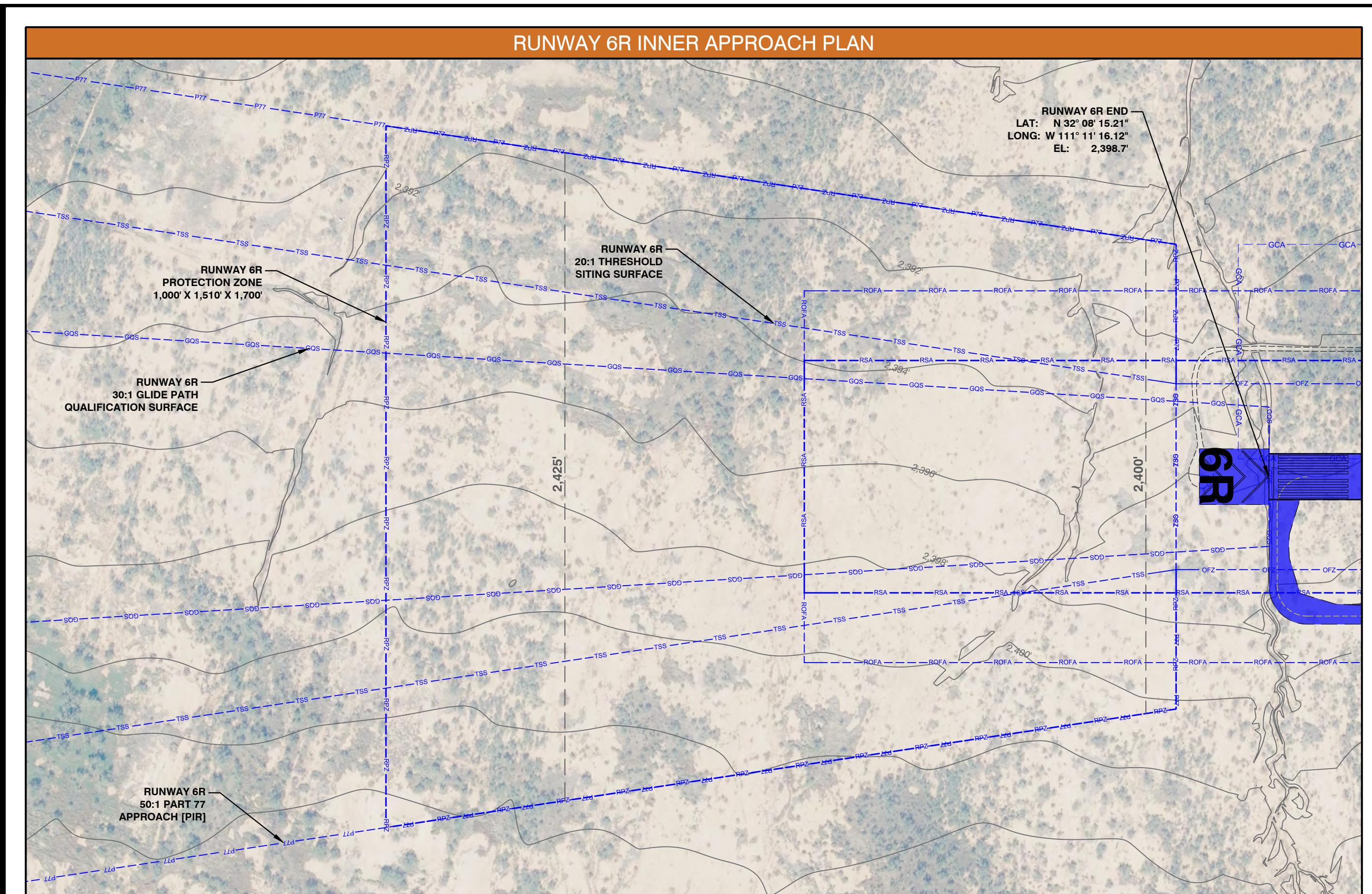
NOTES:

- Runway ends. Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Orthophoto source: AGIS Survey (Quantum, July 2019).
- For Part 77 Plan, see Sheet 4.
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 9 and 13 - 14.
- For existing, future, and ultimate departure surface, see Sheets 15 - 19.
- Approach surface analyzed is specific surface for this runway, not the composite Part 77.

* Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

MAGNETIC DECLINATION: 9° 41' EAST (+0° 21')
ANNUAL CHANGE: 0° E WEST
DECEMBER 2019

TRUE
MAGNETIC
200'
0 FEET 400'
FOR PROFILES: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40



LEGEND: PLAN VIEW

- P77 - Future Part 77 Approach Surface (P77)
- P77 - Ultimate Part 77 Approach Surface
- P77 - Part 77 Approach Surface Contour
- TSS - Future Threshold Siting Surface (TSS)
- TSS - Ultimate Threshold Siting Surface
- GQS - Ultimate Glide Path Qualification Surface (GQS)
- AGIS Object: >10 Feet Clear Part 77
- AGIS Object: <10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- RPAZ - Ultimate Runway Protection Zone (RPAZ)
- ROFA - Ultimate Runway Object Free Area (ROFA)
- OFZ - Existing Obstacle Free Zone (OFZ)
- OFS - Ultimate Obstacle Free Zone
- GCA - Ultimate Glide slope Critical Area (GCA)
- LCA - Localizer Critical Area (LCA)
- Terrain Contours
- Group of Objects

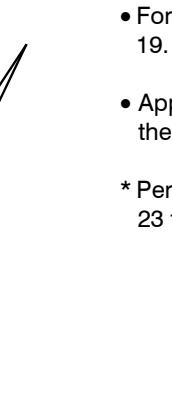
LEGEND: PROFILE VIEW

- P77 - Future Part 77 Surface (P77)
- P77 - Ultimate Part 77 Surface
- TSS - Future Threshold Siting Surface (TSS)
- TSS - Ultimate Threshold Siting Surface
- GQS - Ultimate Glide Path Qualification Surface (GQS)
- Object

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
24_1	Vegetation	2,414.1'	Transitional	2,414.5'	-0.4'	Object not under surface	Monitor	
24_2	Vegetation (2)	2,414.7'	Primary	2,403.0'	11.7'	Object not under surface	Remove	
24_3	Terrain (4)	2,405.3'	Primary	2,403.0'	2.3'	Object not under surface	Lower Elevation	
24_4	Vegetation (2)	2,420.4'	Transitional	2,408.0'	12.4'	Object not under surface	Trim/Remove	
24_5	Vegetation	2,405.7'	Primary	2,403.0'	2.7'	Object not under surface	Remove	
24_6	Terrain (2)	2,406.7'	Primary	2,403.0'	3.7'	2,402.7'	4.0'	Remove
24_7	Vegetation	2,416.6'	Transitional	2,429.5'	-9.9'	Object not under surface	No Action	
24_8	Vegetation	2,409.6'	Rwy 24L Approach	2,404.3'	5.3'	2,405.3'	4.3'	Trim/Remove
24_9	Vegetation (3)	2,408.9'	Rwy 24L Approach	2,405.1'	3.8'	2,406.7'	2.3'	Trim/Remove
24_10	Vegetation	2,408.1'	Rwy 24L Approach	2,406.4'	1.7'	2,408.8'	-0.7'	Monitor
24_11	Tree	2,429.1'	Transitional	2,428.5'	0.6'	Object not under surface	No Action	
24_12	Tree	2,418.9'	Rwy 24L Approach	2,420.6'	-1.7'	2,432.8'	-13.9'	No Action
24_13	Fence	2,405.0'	Rwy 24L Approach	2,436.0'	-31.0'	Object not under surface	No Action	

Note: A negative penetration value indicates the object is clear of the airspace surface.

MAGNETIC DECLINATION:
9° 41' EAST (+0° 21')
ANNUAL CHANGE: 0° 6' WEST
DECEMBER 2019



FOR PROFILES: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40

NOTES:

- Runway ends. Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Orthophoto source: AGIS Survey (Quantum, July 2019).
- For Part 77 Plan, see Sheet 4.
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing and future close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 12.
- For existing, future, and ultimate departure surface, see Sheets 15 - 19.
- Approach surface analyzed is specific surface for this runway, not the composite Part 77.
- Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

TUCSON AIRPORT AUTHORITY RYAN AIRFIELD AIRPORT LAYOUT PLAN

968 West Ajo Highway
Tucson, AZ 85735
June 2020

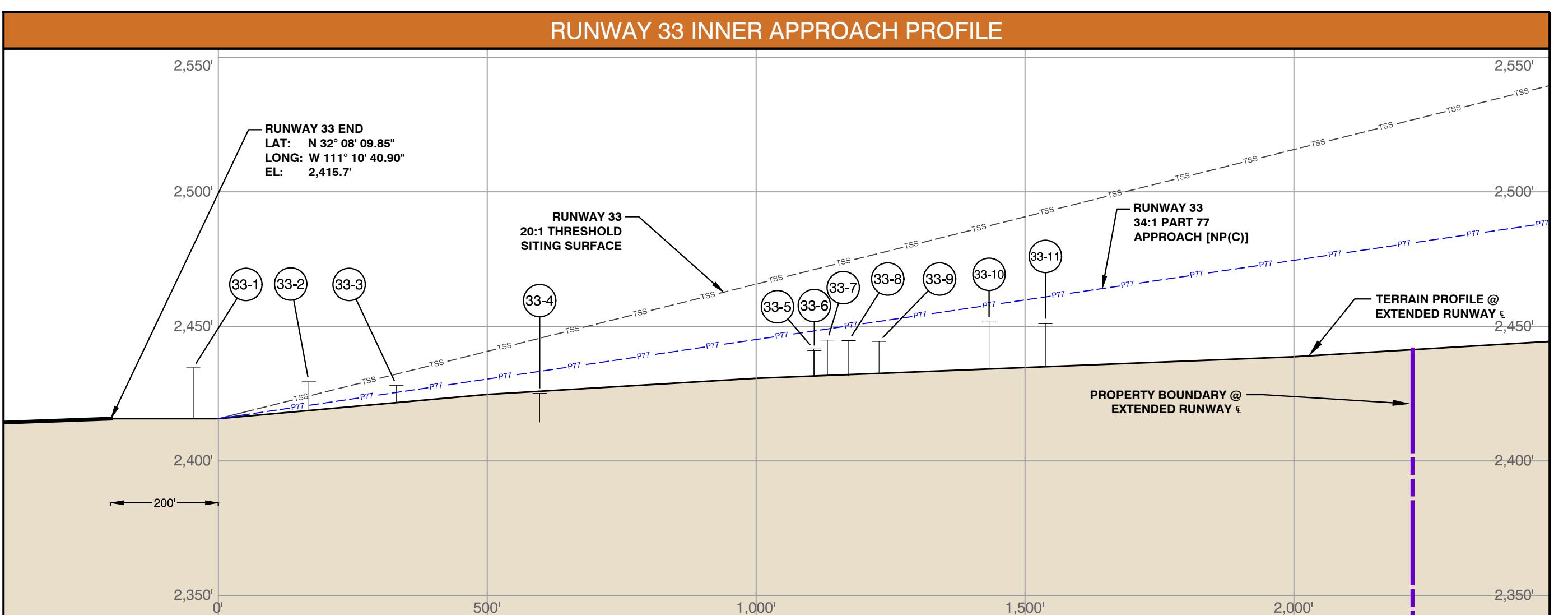
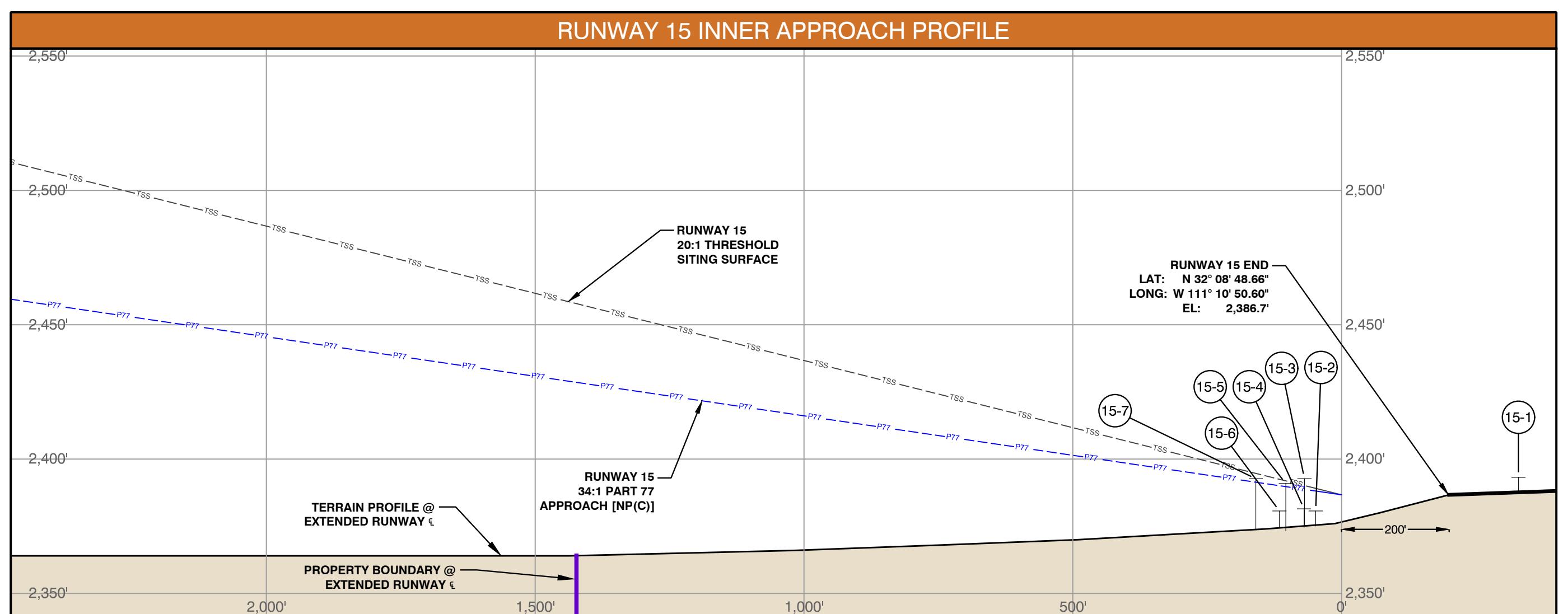
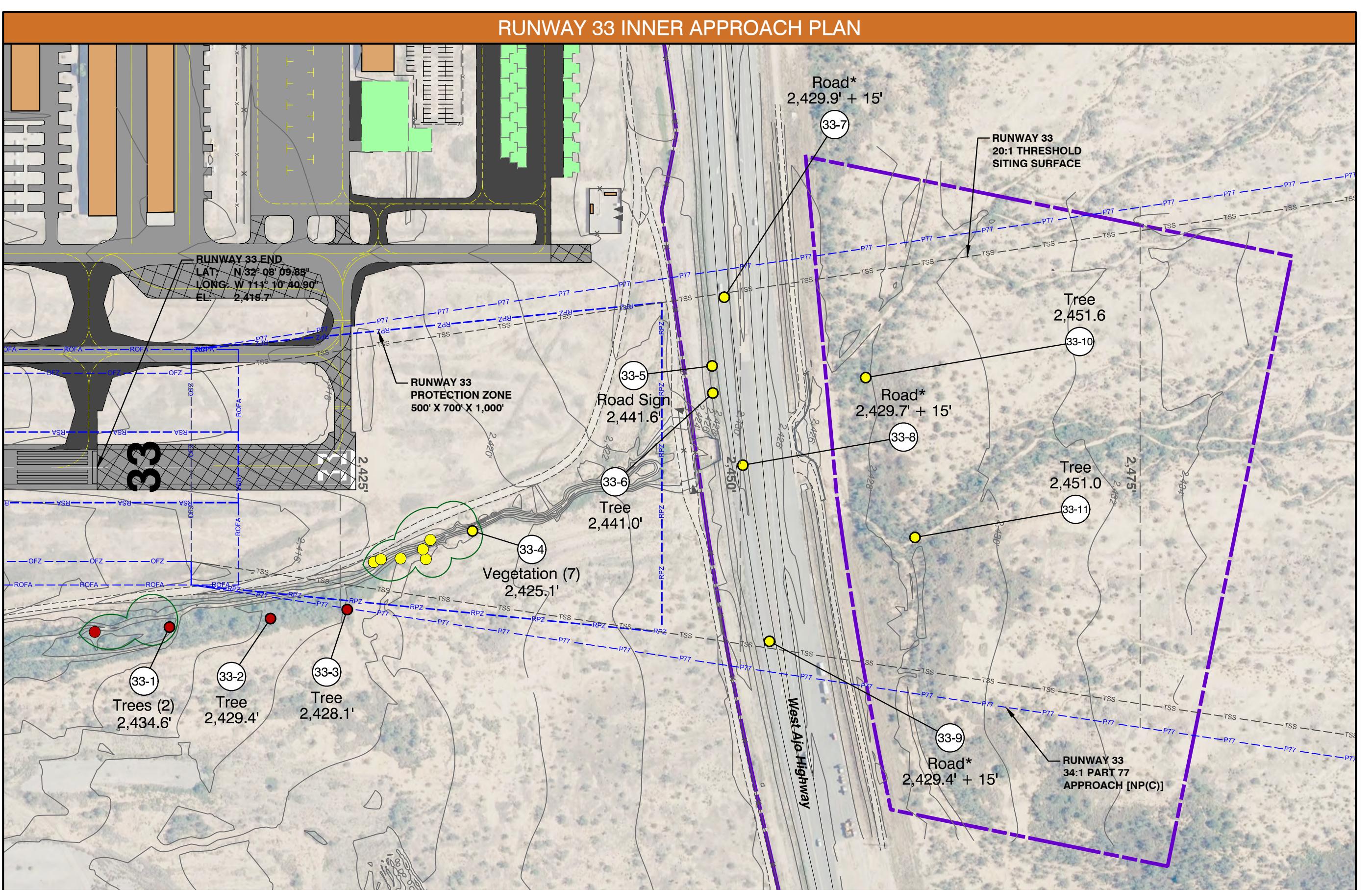
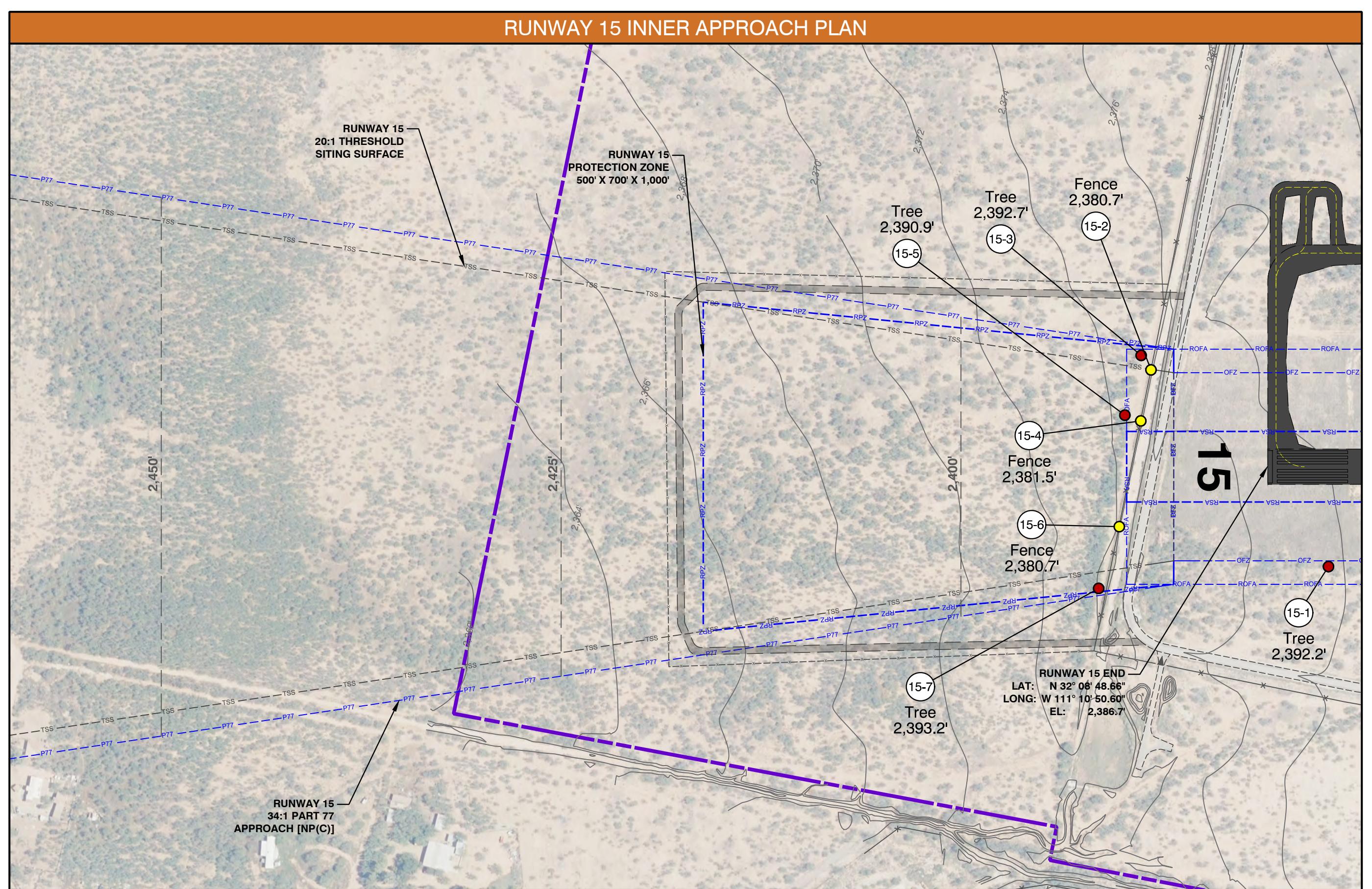
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M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

**RUNWAY 15/33
INNER APPROACHES
- ULTIMATE**

TRUE
MAGNETIC
MAGNETIC DECLINATION:
9° 41' EAST (+0° 21')
ANNUAL CHANGE: 0° WEST
DECEMBER 2019
* Per Part 77, 15 feet vertical clearance added to road elevations and
23 feet added to railroads.
0 FEET 200' 400'
FOR PROFILES: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40
14 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Airport Property Boundary
- Ultimate Part 77 Approach Surface (P77)
- Part 77 Approach Surface Contour
- Future Threshold Siting Surface (TSS)
- AGIS Object: > 10 Feet Clear Part 77
- AGIS Object: < 10 Feet Clear Part 77
- AGIS Object: Penetrates Part 77 Surface
- Ultimate Runway Protection Zone (RPZ)
- Ultimate Runway Safety Area (RSA)
- Ultimate Runway Object Free Area (ROFA)
- Ultimate Obstacle Free Zone (OFZ)
- Terrain Contours
- Group of Objects

RUNWAY 15 AGIS OBJECTS								
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION	
15_1	Tree	2,392.2'	Primary	2,386.7'	5.5'	Object not under surface	Remove	
15_2	Fence	2,380.7'	Rwy 15 Approach	2,388.1'	-7.4'	2,389.1' -8.4'	No Action	
15_3	Tree	2,392.7'	Rwy 15 Approach	2,388.7'	4.0'	Object not under surface	Trim/Remove	
15_4	Fence	2,381.5'	Rwy 15 Approach	2,388.8'	-7.3'	2,390.2' -8.7'	No Action	
15_5	Tree	2,390.9'	Rwy 15 Approach	2,389.8'	1.1'	2,391.9' -1.0'	Trim/Remove	
15_6	Fence	2,380.7'	Rwy 15 Approach	2,390.1'	-9.4'	2,392.5' -11.8'	No Action	
15_7	Tree	2,393.2'	Rwy 15 Approach	2,391.4'	1.8'	Object not under surface	Trim/Remove	

Note: A negative penetration value indicates the object is clear of the airspace surface.

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
33_1	Trees (2)	2,434.6'	Transitional	2,428.2'	6.4'	Object not under surface	Trim/Remove
33_2	Tree	2,429.4'	Transitional	2,432.4'	-3.0'	Object not under surface	No Action
33_3	Tree	2,428.1'	Transitional	2,435.4'	-7.3'	2,432.3' -4.2'	No Action
33_4	Vegetation (7)	2,425.1'	Rwy 33 Approach	2,433.3'	-8.2'	2,445.6' -20.5'	No Action
33_5	Road Sign	2,441.6'	Rwy 33 Approach	2,448.3'	-6.7'	2,471.0' -29.4'	No Action
33_6	Tree	2,441.0'	Rwy 33 Approach	2,448.3'	-7.3'	2,471.1' -30.1'	No Action
33_7	Road*	2,444.7'	Rwy 33 Approach	2,449.0'	-4.1'	2,472.3' -27.4'	No Action
33_8	Road*	2,444.7'	Rwy 33 Approach	2,450.2'	-5.5'	2,474.3' -29.6'	No Action
33_9	Road*	2,444.4'	Rwy 33 Approach	2,451.8'	-7.4'	2,477.1' -32.7'	No Action
33_10	Tree	2,451.6'	Rwy 33 Approach	2,457.9'	-6.3'	2,487.4' -35.8'	No Action
33_11	Tree	2,451.0'	Rwy 33 Approach	2,460.9'	-9.9'	2,492.6' -41.6'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

- NOTES:**
- Runway ends. Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
 - Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
 - Orthophoto source: AGIS Survey (Quantum, July 2019).
 - For Part 77 Plan, see Sheet 4.
 - For outer approach plan to Runway 6R, see Sheet 5.
 - For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
 - For existing and future close-in obstruction detail near each runway end, see Inner Approach Plans, Sheets 7 - 12.
 - For existing, future, and ultimate departure surface, see Sheets 15 - 19.
 - Approach surface analyzed is specific surface for this runway, not the composite Part 77.
 - * Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

MAGNETIC DECLINATION:
9° 41' EAST (+0° 21')
ANNUAL CHANGE: 0° WEST
DECEMBER 2019
TRUE
MAGNETIC
200'
0 FEET 200' 400'
FOR PROFILES: VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1=40

**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE: 06/15/20

BY: M&H

REVISIONS:
1 DESCRIPTION: Master Plan - ALP Update

M&H NO.: 4559200-171677.01
DATE: March - 2021

DESIGNED BY: DL, CH

DRAWN BY: DL

CHECKED BY: BM

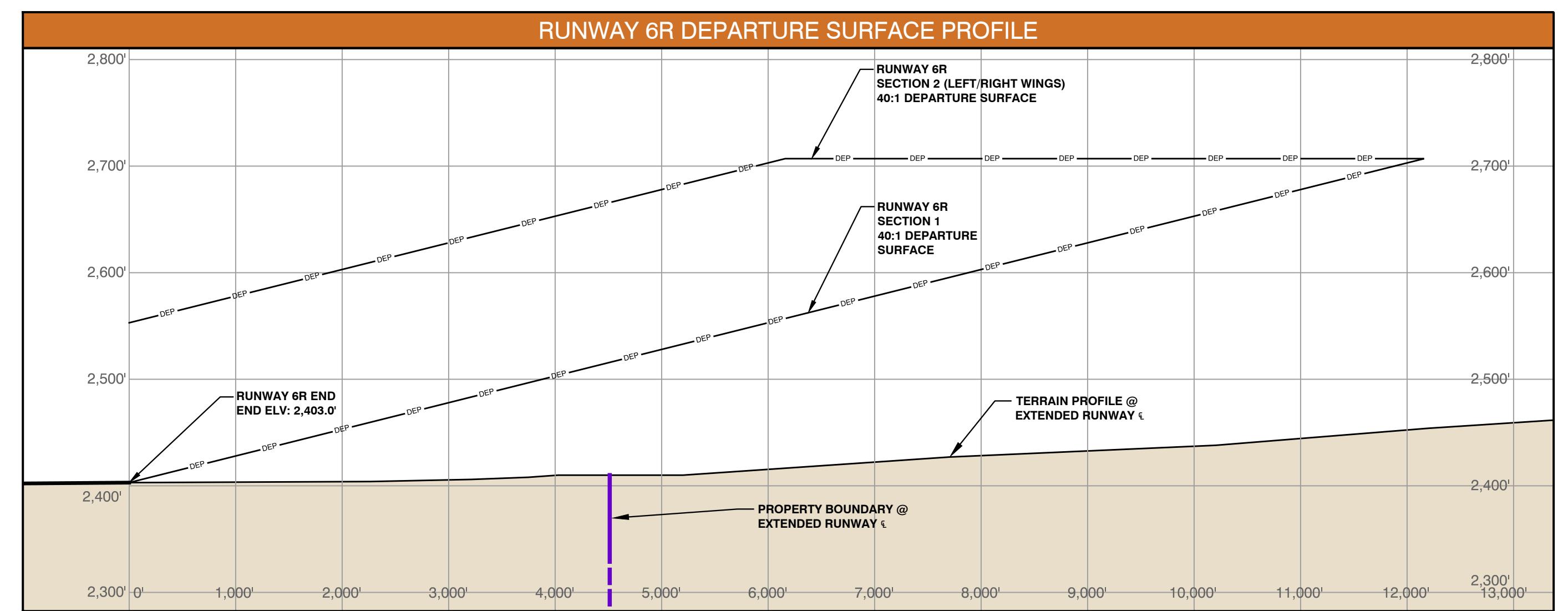
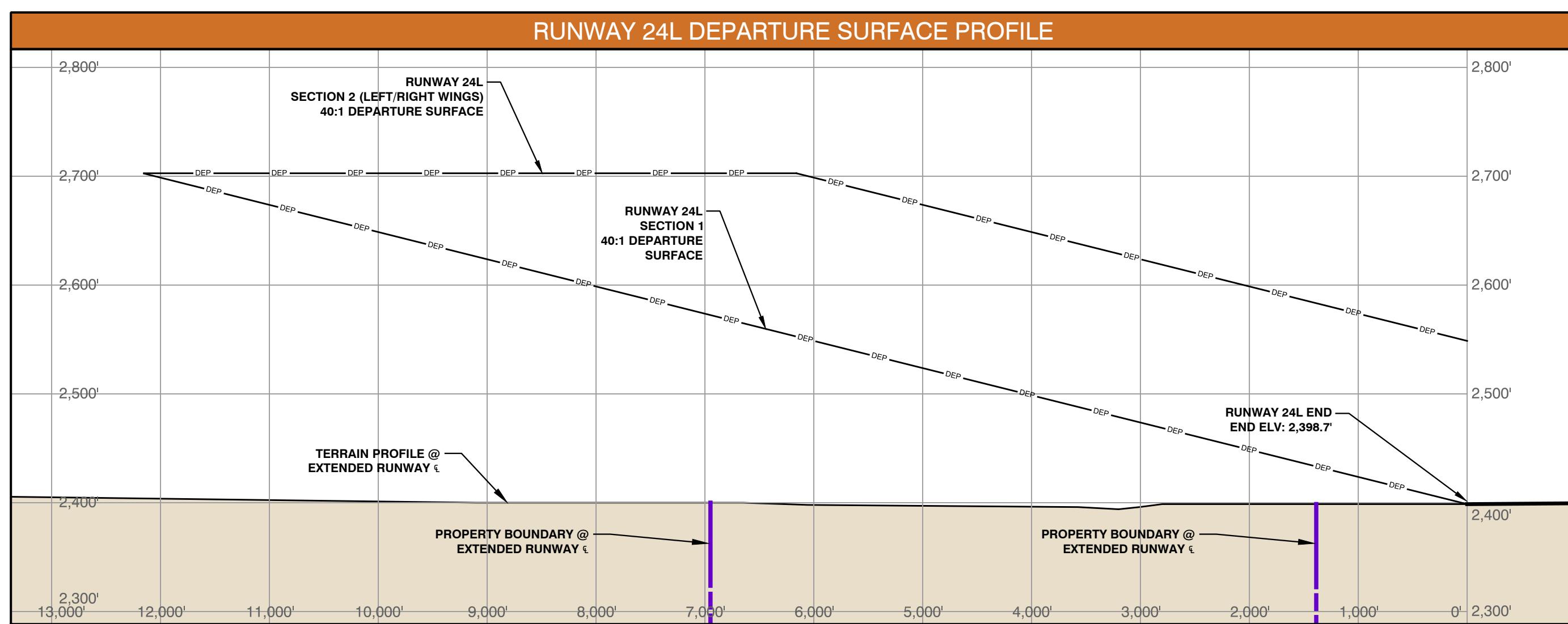
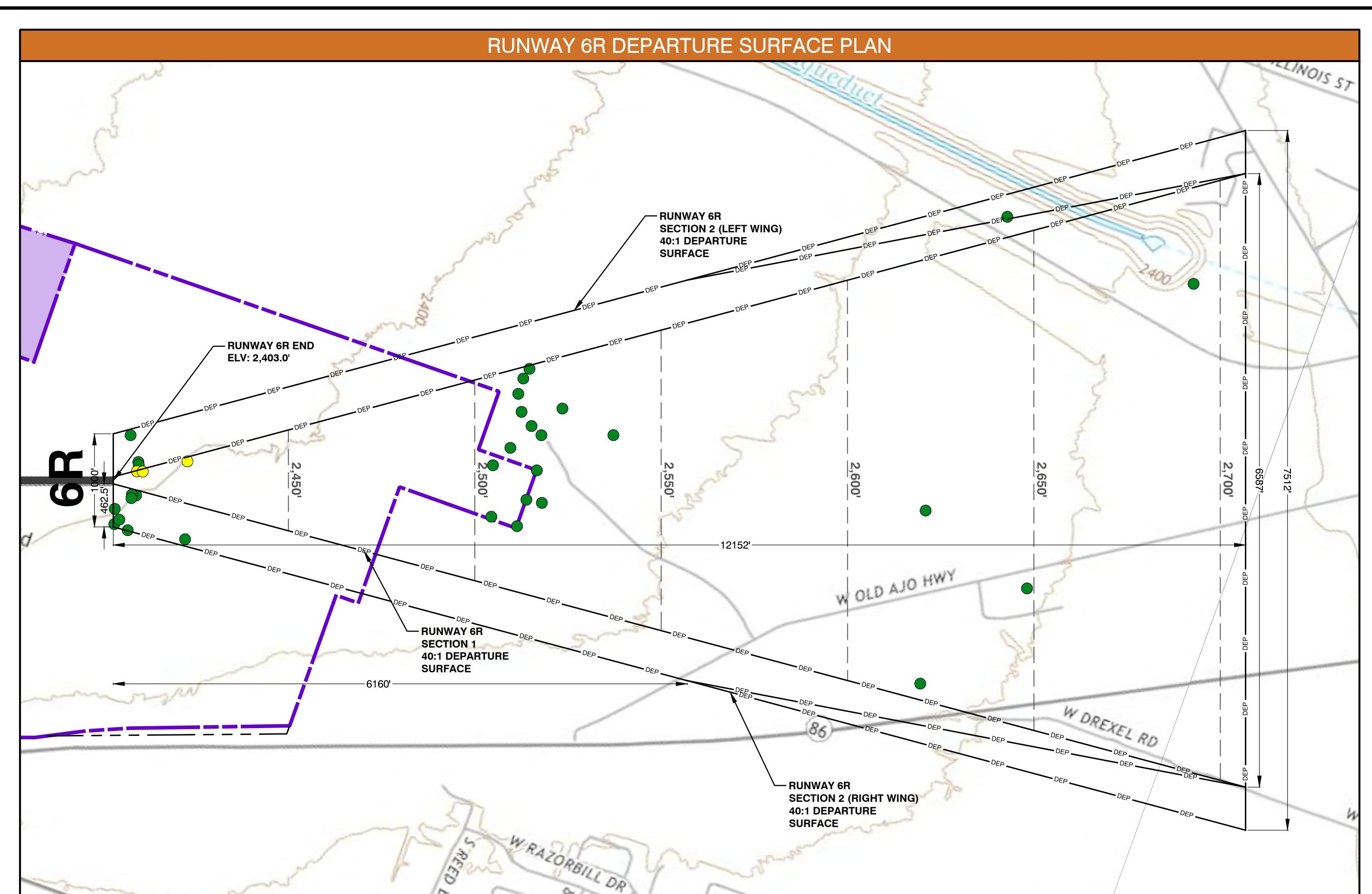
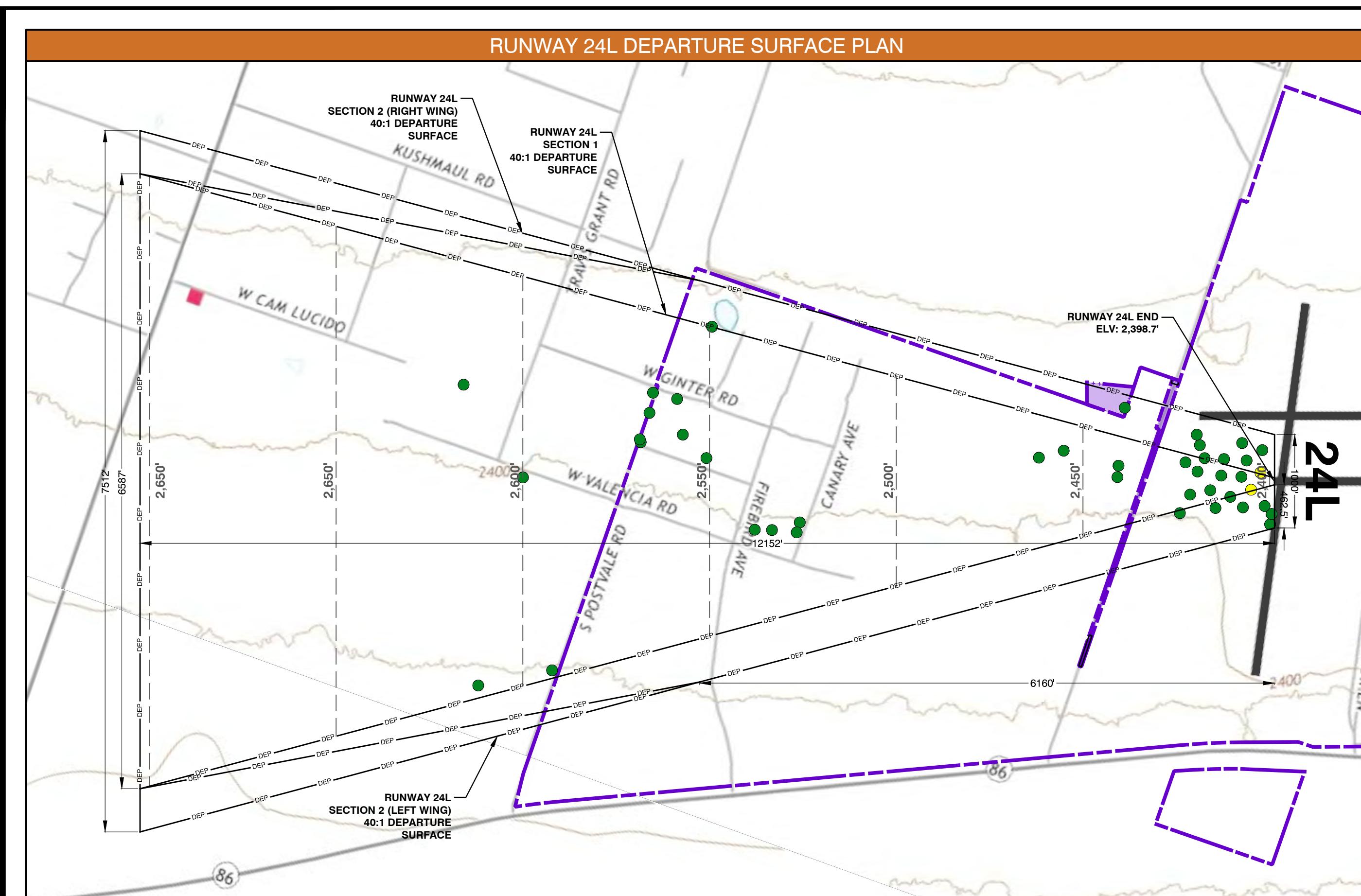
DO NOT SCALE DRAWINGS

SHEET CONTENTS: RUNWAY 6R/24L
DEPARTURE SURFACES - EXISTING

SHEET NO.:

15 of 24

NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Runway
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Aviation Easement
- Departure Surface Contour
- 40:1 Departure Surface
- Object > 10ft. Clear of 40:1 Departure Surface
- Object Within 10ft. 40:1 Departure Surface
- Object Penetrates 40:1 Departure Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Existing Airport Property Boundary
- 40:1 Departure Surface
- Object

RUNWAY 24L AGIS OBJECTS

No penetrations.

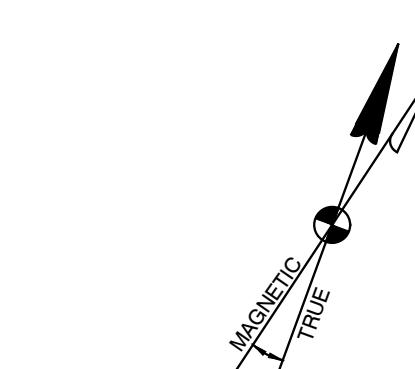
DEPARTURE SURFACE AGIS OBJECTS

	DEPARTURE SURFACE	6R	24L
● # OBJECTS THAT PENETRATE DEPARTURE SURFACE	0	0	
● # OBJECTS WITHIN 10 FEET OF DEPARTURE SURFACE	3	2	
● # OBJECTS > 10 FEET CLEAR OF DEPARTURE SURFACE	31	41	

Note: All obstacle data points captured in the 2019 AGIS survey and under Departure Surfaces are counted in this table and illustrated in the Plans.

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Departure surfaces conform to Engineering Brief 99A, published 7/2/2020.
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Basemap source: USGS Topographic maps (7.5 Minute Series, 2018).
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For future and ultimate departure surfaces, see Sheets 16 - 19.
- Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



FOR PROFILES: VERTICAL EXAGGERATION OF 10
VERTICAL SCALE: 1'=100'

**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

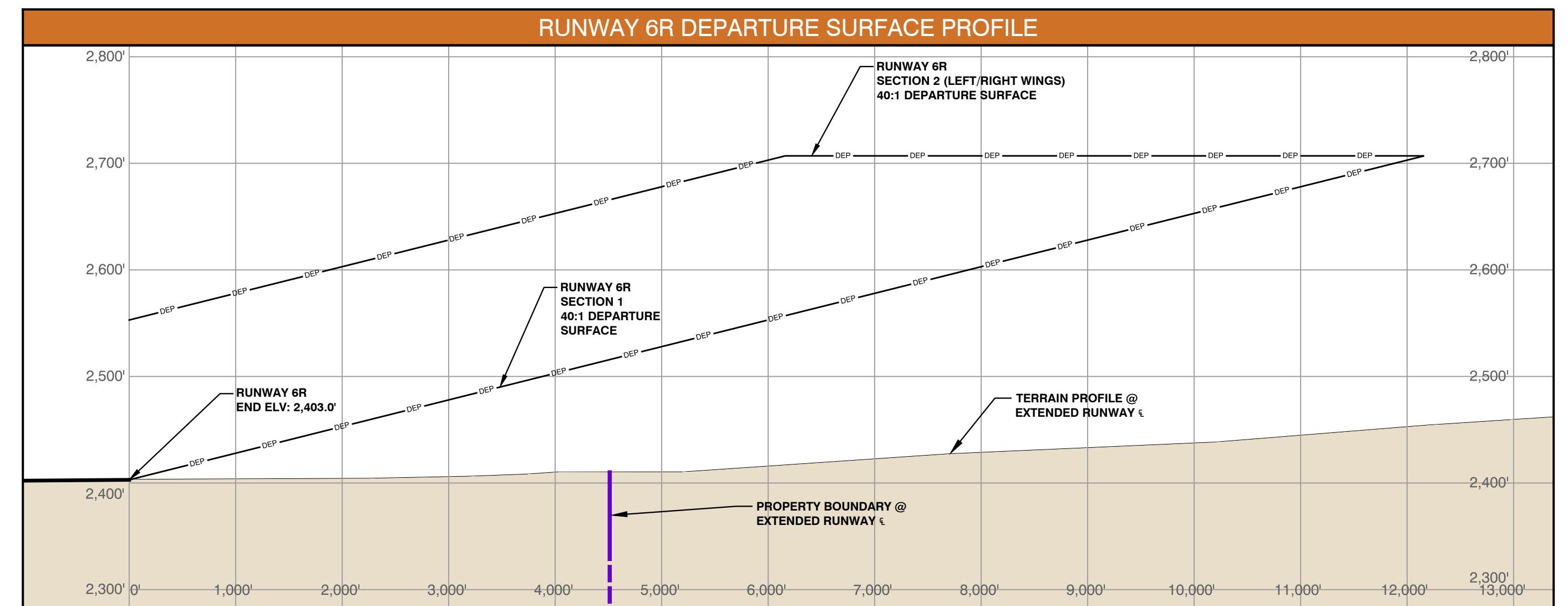
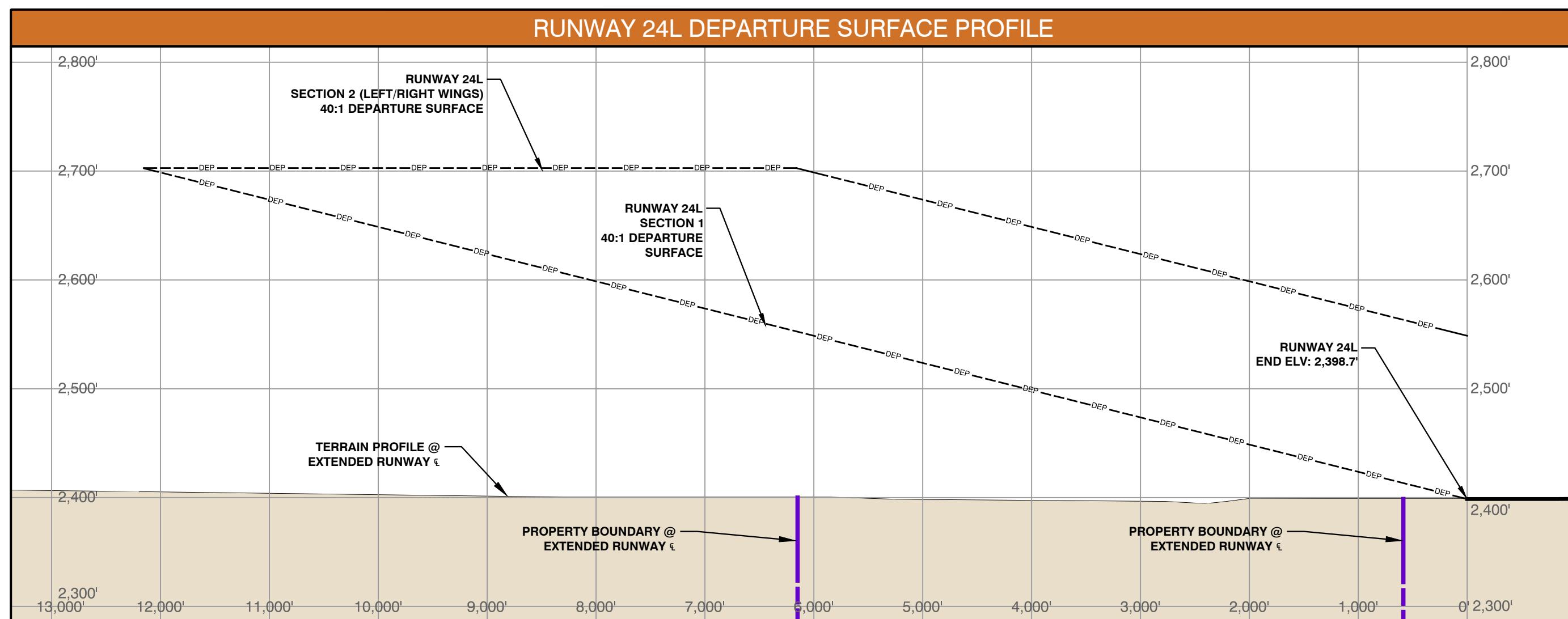
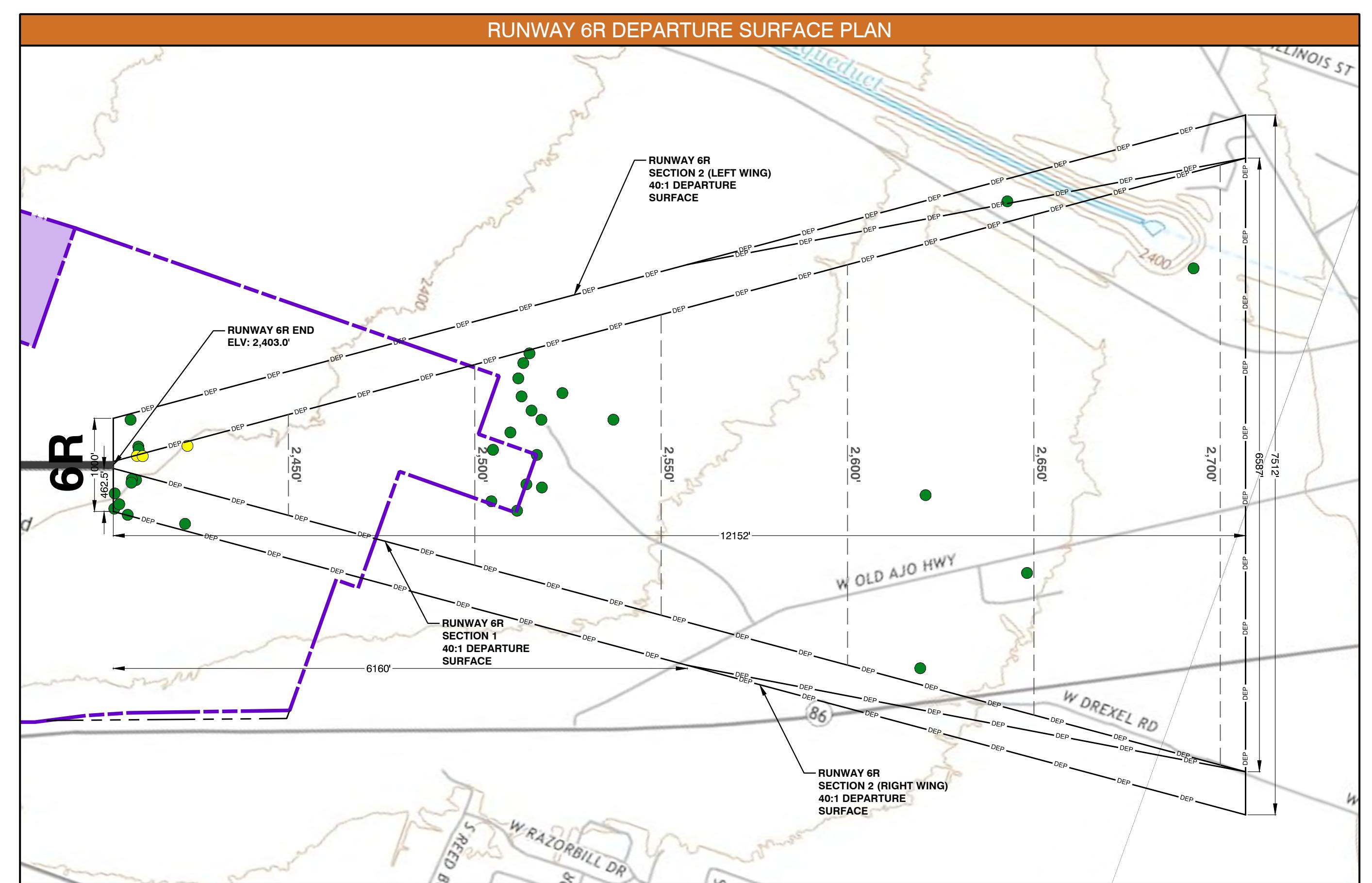
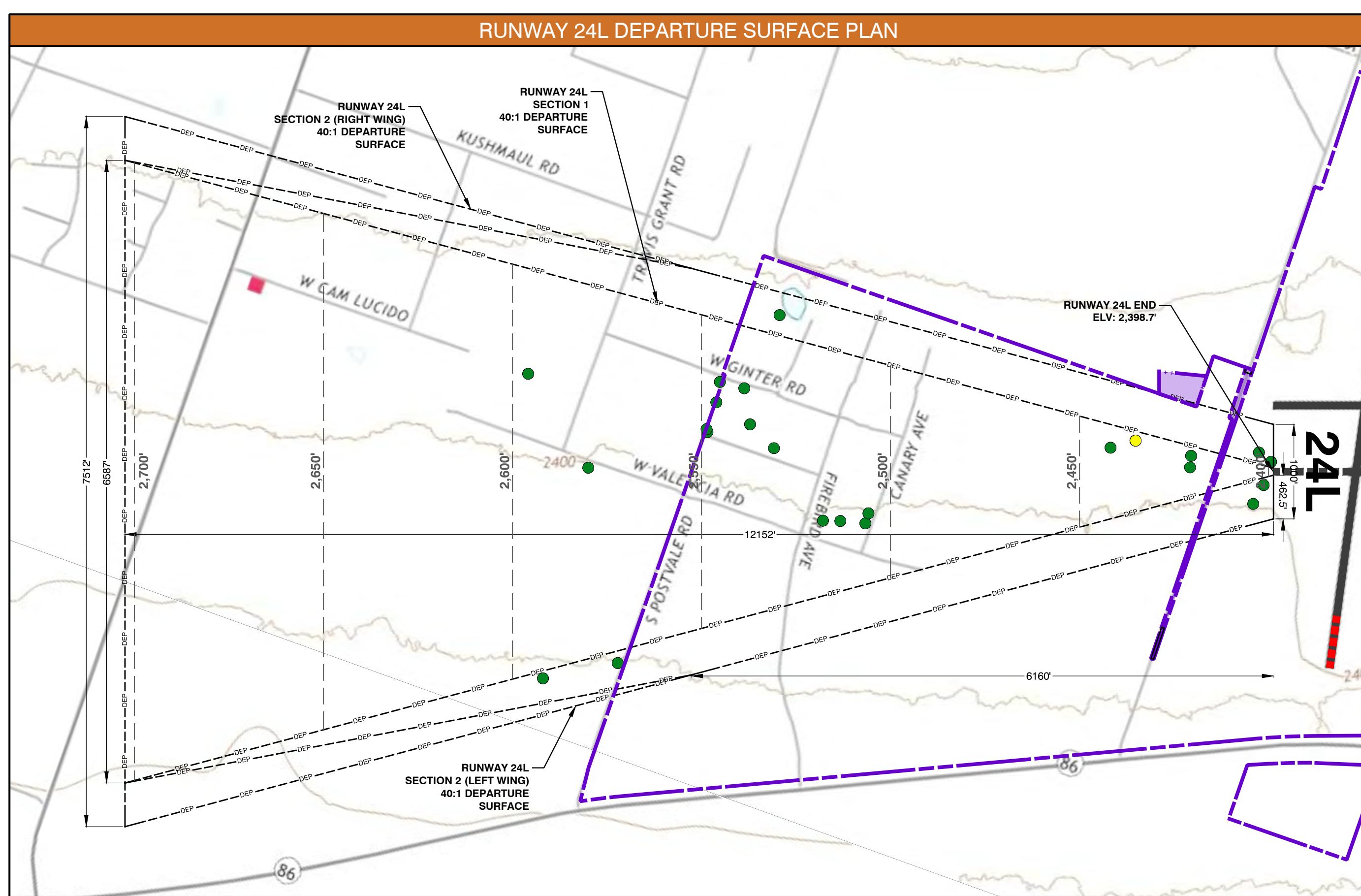
DATE: 06/15/20 BY: M&H

REVISIONS:
1 DESCRIPTION: Master Plan - ALP Update
M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

**RUNWAY 6R/24L
DEPARTURE
SURFACES - FUTURE**

16 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Future Pavement Removal
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Aviation Easement
- Departure Surface Contour
- Existing 40:1 Departure Surface
- Future 40:1 Departure Surface
- Object >10ft. Clear of 40:1 Departure Surface
- Object Within 10ft. 40:1 Departure Surface
- Object Penetrates 40:1 Departure Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Airport Property Boundary
- Existing 40:1 Departure Surface
- Future 40:1 Departure Surface
- Object

RUNWAY 24L AGIS OBJECTS

No penetrations.

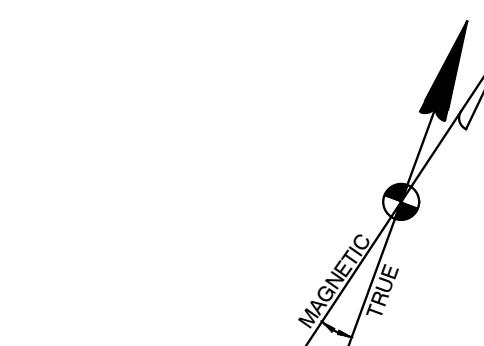
DEPARTURE SURFACE AGIS OBJECTS

	DEPARTURE SURFACE	24L	6R
■ # OBJECTS THAT PENETRATE DEPARTURE SURFACE	0	0	
■ # OBJECTS WITHIN 10 FEET OF DEPARTURE SURFACE	3	0	
■ # OBJECTS > 10 FEET CLEAR OF DEPARTURE SURFACE	24	31	

Note: All obstacle data points captured in the 2019 AGIS survey and under Departure Surfaces are counted in this table and illustrated in the Plans.

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Departure surfaces conform to Engineering Brief 99A, published 7/2/2020.
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Basemap source: USGS Topographic maps (7.5 Minute Series, 2018).
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For existing and ultimate departure surfaces, see Sheets 15 and 19.
- Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



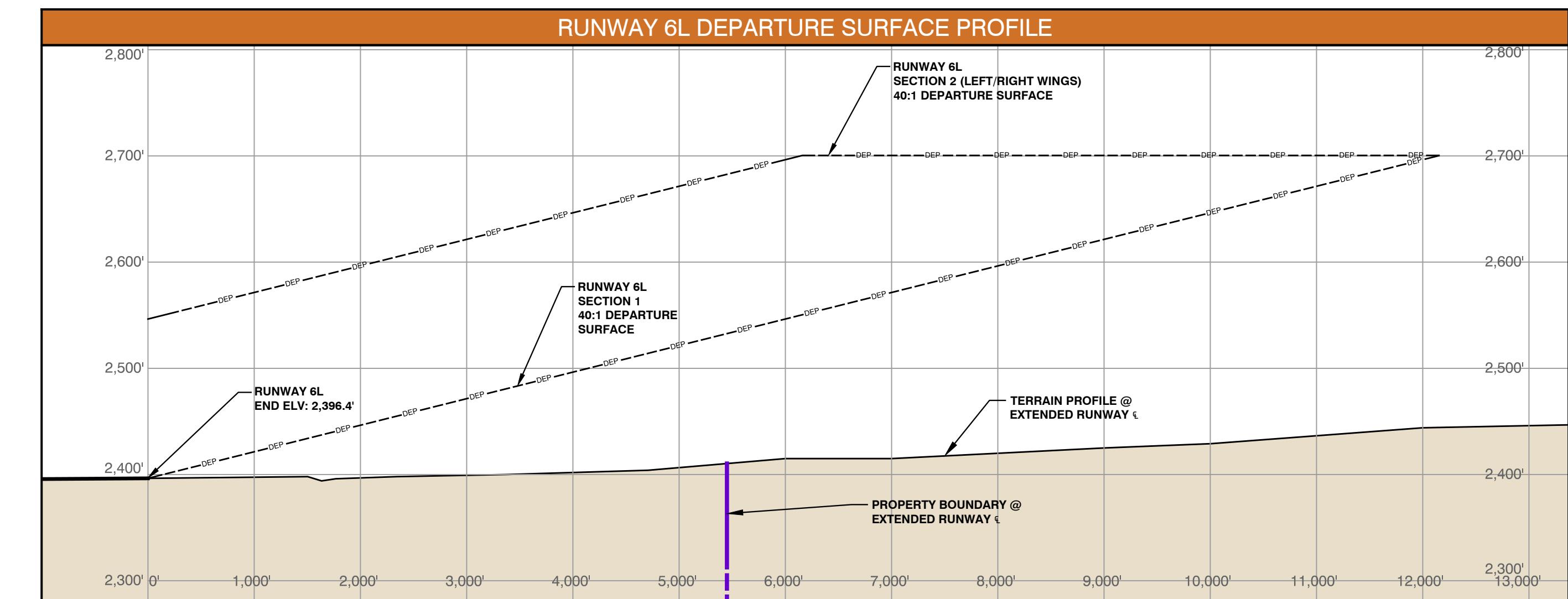
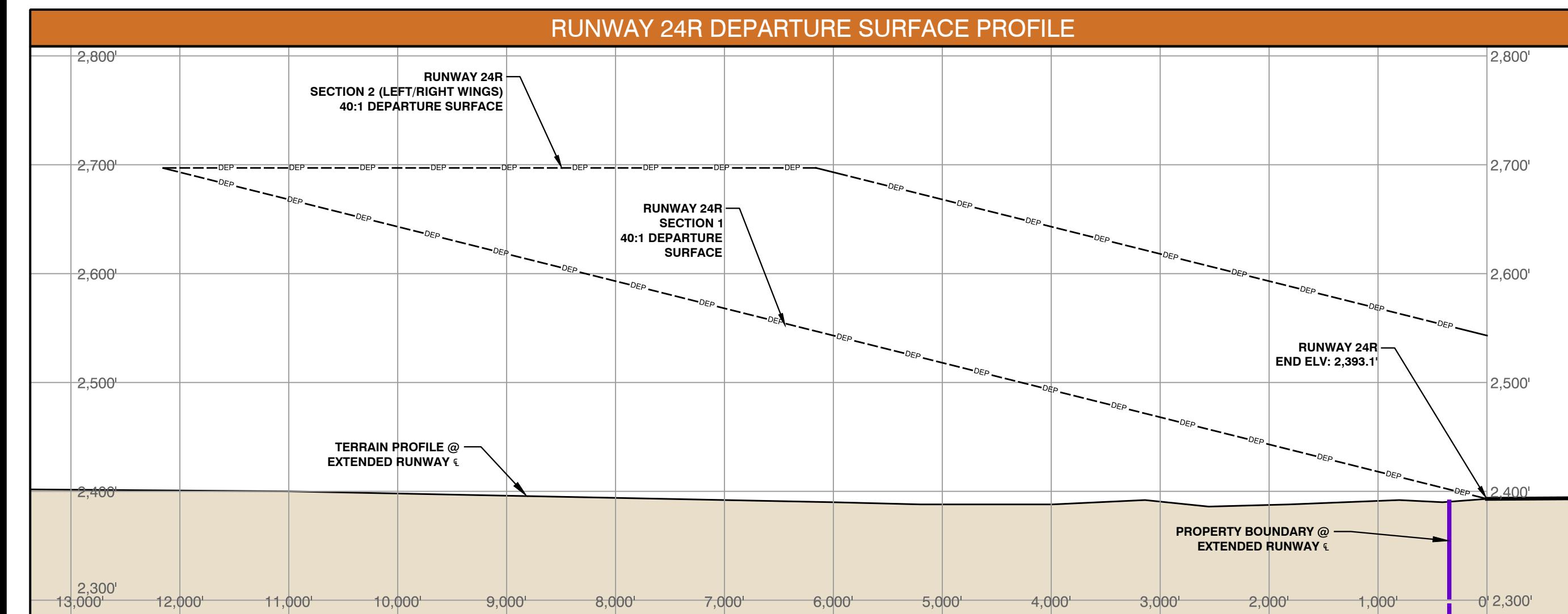
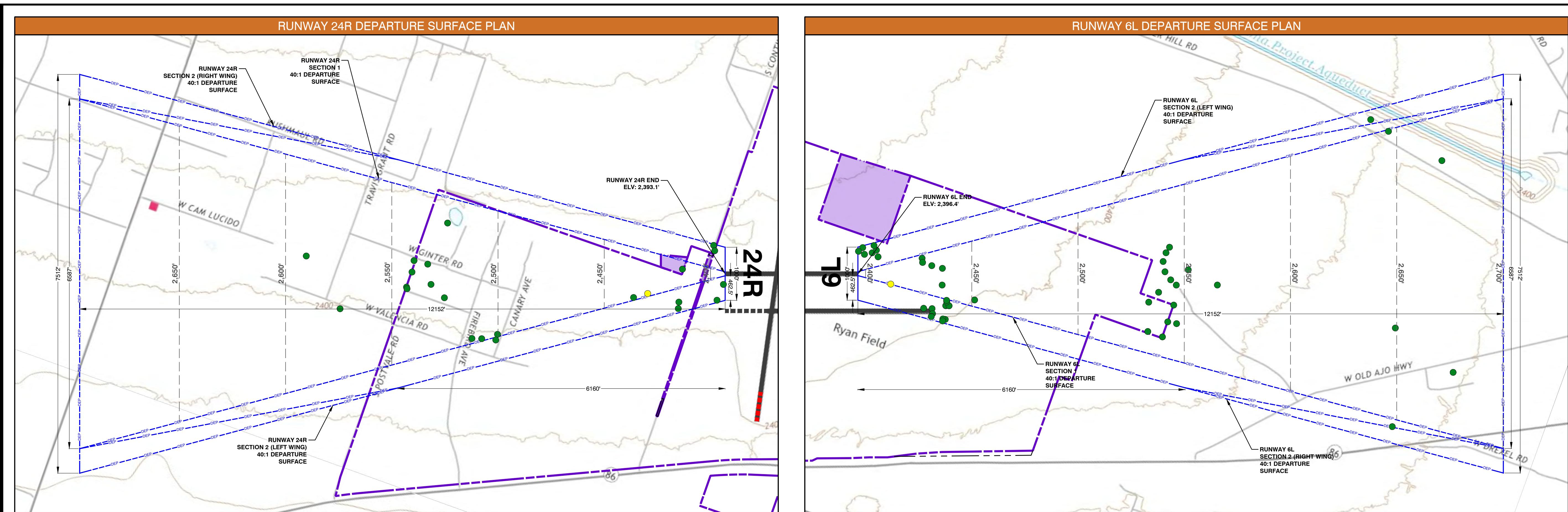
FOR PROFILES: VERTICAL EXAGGERATION OF 10
VERTICAL SCALE: 1'=100'

**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE: 06/15/20
BY: M&H
REVISIONS: # 1
DESCRIPTION: Master Plan - ALP Update
M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

**RUNWAY 6L/24R
DEPARTURE
SURFACES - FUTURE**

SHEET NO. 17 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Future Pavement Removal
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Aviation Easement
- Departure Surface Contour
- Future 40:1 Departure Surface
- Object >10ft. Clear of 40:1 Departure Surface
- Object Within 10ft. 40:1 Departure Surface
- Object Penetrates 40:1 Departure Surface
- Terrain Contours

RUNWAY 24R AGIS OBJECTS
No penetrations.

RUNWAY 6L AGIS OBJECTS
No penetrations.

DEPARTURE SURFACE AGIS OBJECTS	
	DEPARTURE SURFACE
	24R 6L
● # OBJECTS THAT PENETRATE DEPARTURE SURFACE	0 0
○ # OBJECTS WITHIN 10 FEET OF DEPARTURE SURFACE	1 1
● # OBJECTS > 10 FEET CLEAR OF DEPARTURE SURFACE	22 45

Note: All obstacle data points captured in the 2019 AGIS survey and under Departure Surfaces are counted in this table and illustrated in the Plans.

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Departure surfaces conform to Engineering Brief 99A, published 7/24/2020.
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Basemap source: USGS Topographic maps (7.5 Minute Series, 2018).
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For existing and ultimate departure surfaces, see Sheets 15 and 19.
- * Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

MAGNETIC DECLINATION:
9° 41' EAST ($\pm 0^{\circ} 21'$)
ANNUAL CHANGE: 0° 6' WEST
DECEMBER 2019

FOR PROFILES: VERTICAL EXAGGERATION OF 100%
VERTICAL SCALE: 1'=100'

**RUNWAY 6L/24R
DEPARTURE
SURFACES - FUTURE**

TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN
968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE: 06/15/20
BY: M&H

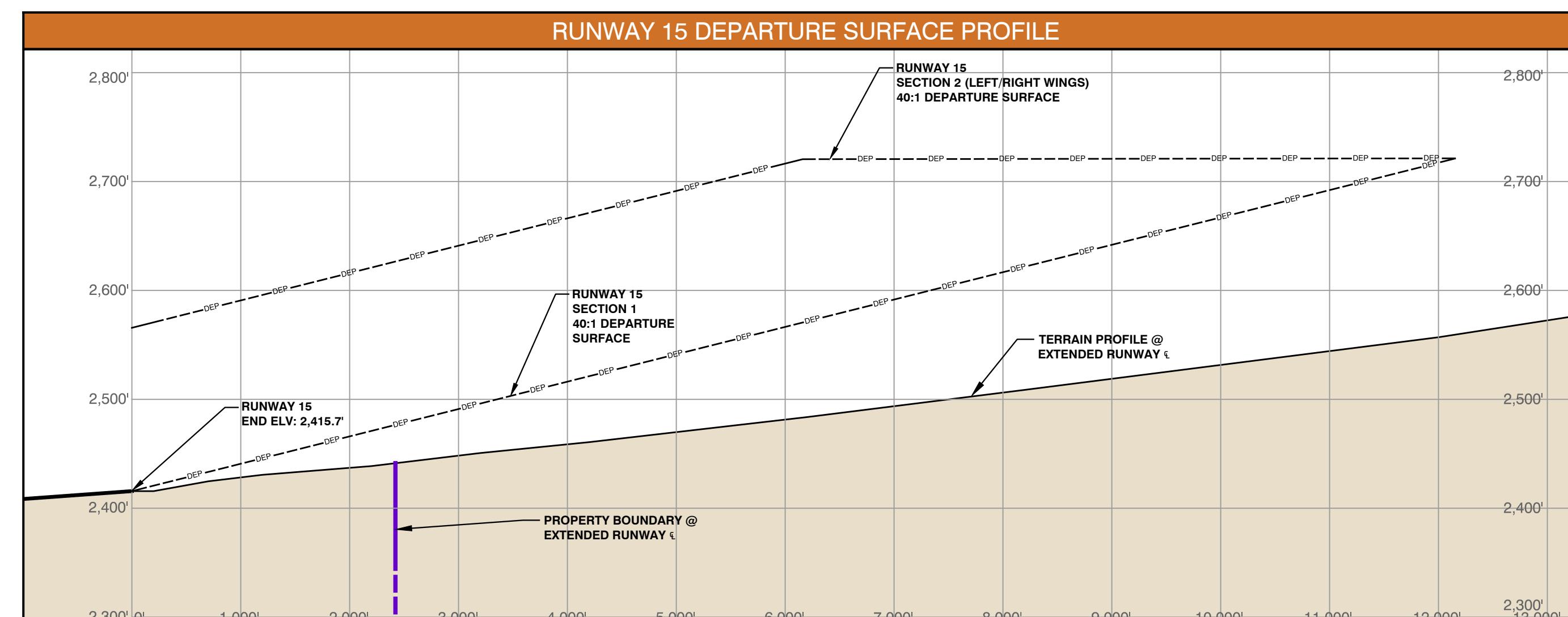
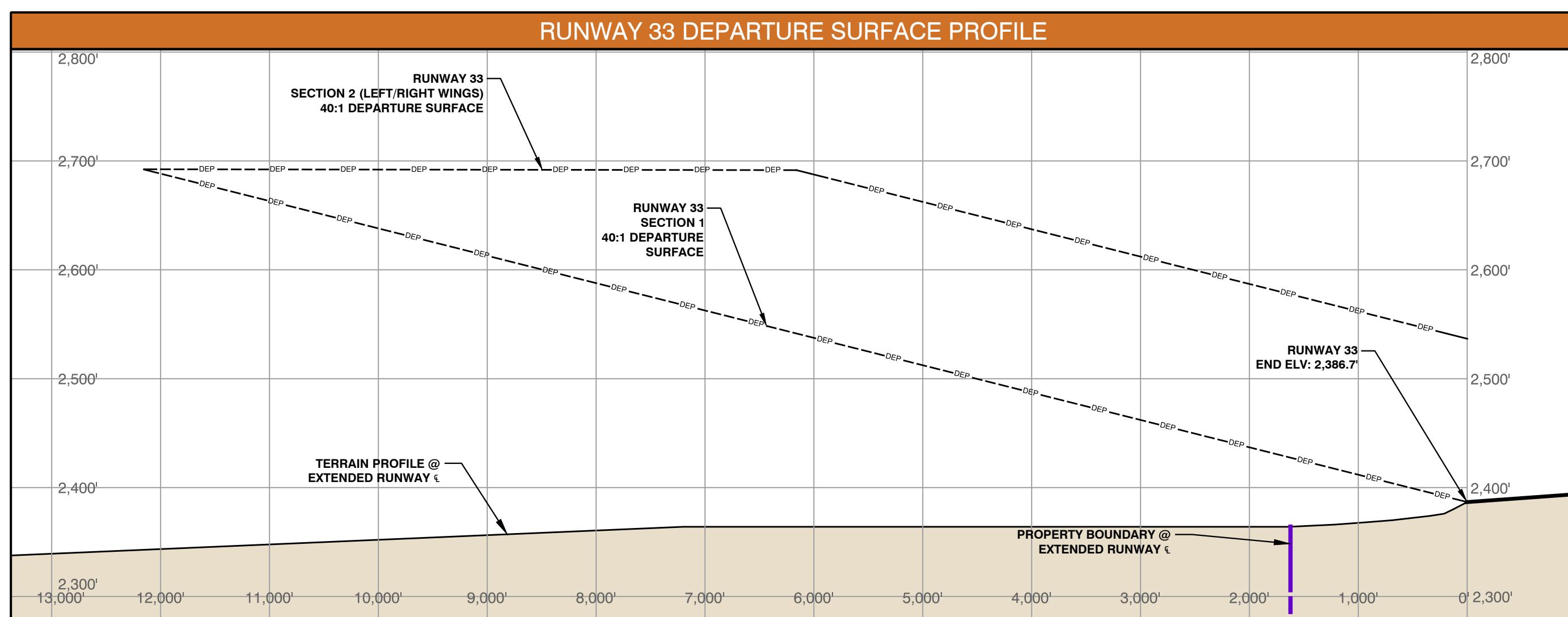
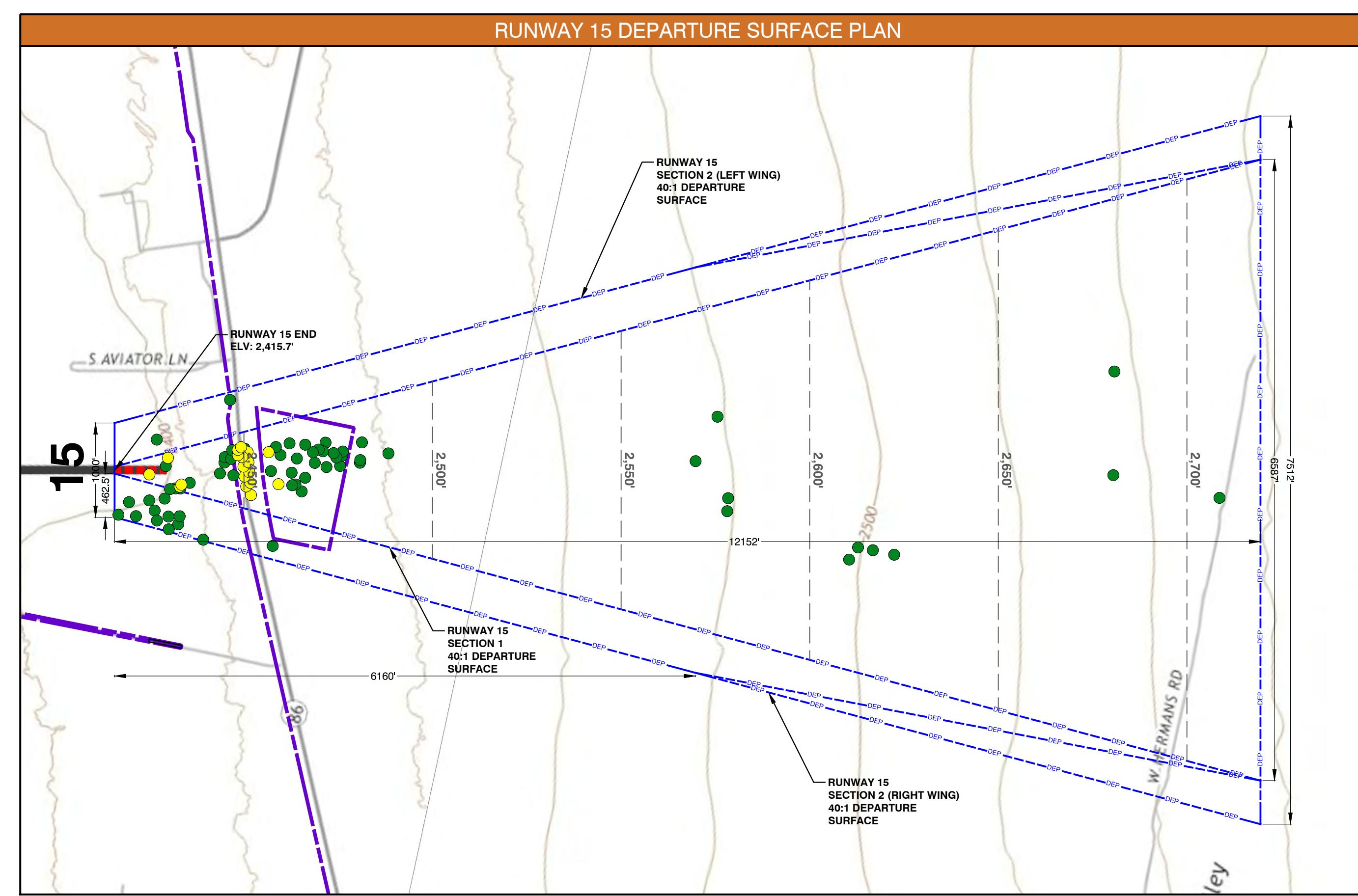
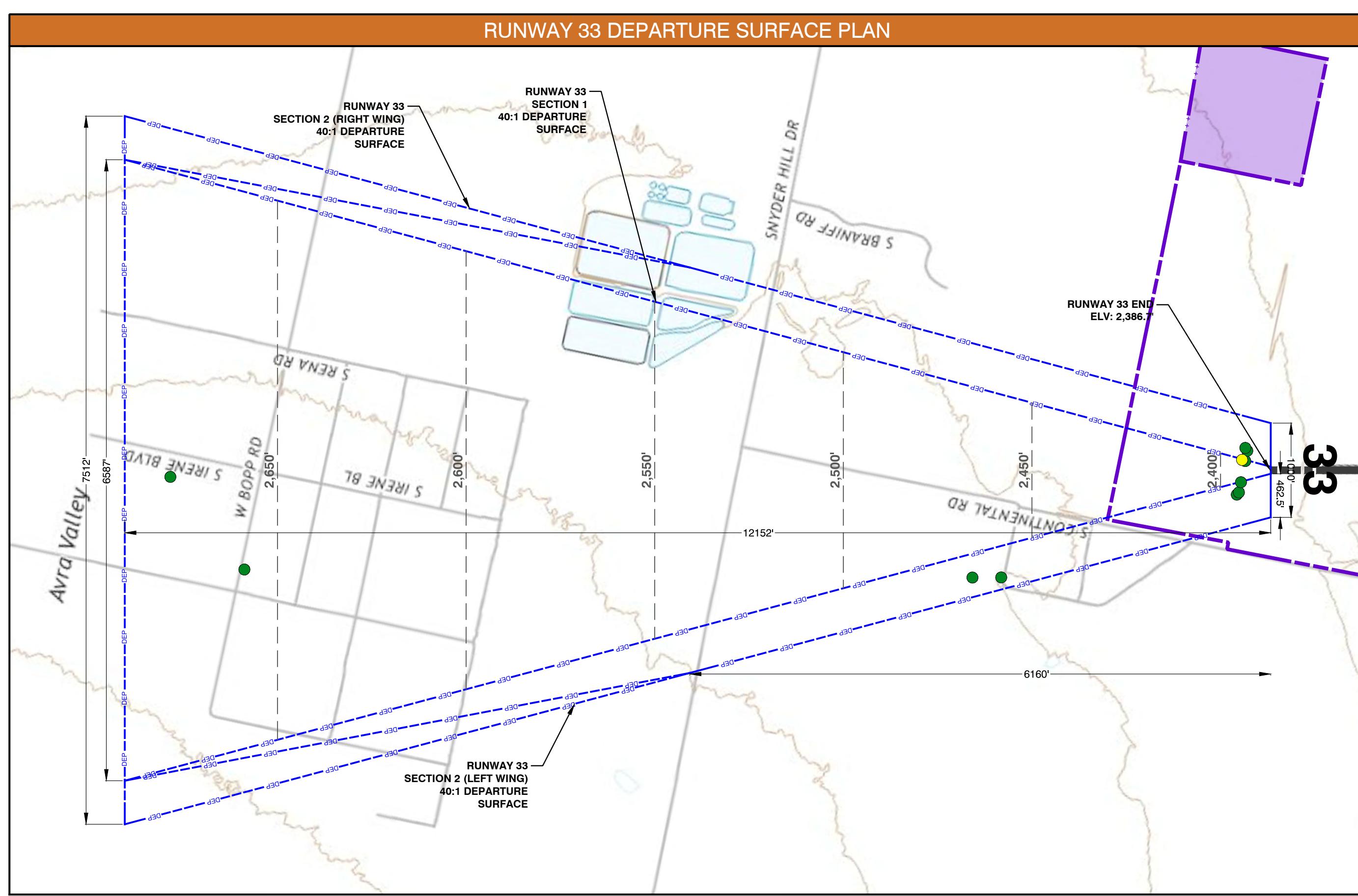
REVISIONS:
1 Master Plan - ALP Update

M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

**RUNWAY 15/33
DEPARTURE
SURFACES - FUTURE**

SHEET NO. 18 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Future Pavement Removal
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Aviation Easement
- Departure Surface Contour
- Future 40:1 Departure Surface
- Object >10ft. Clear of 40:1 Departure Surface
- Object Within 10ft. 40:1 Departure Surface
- Object Penetrates 40:1 Departure Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Airport Property Boundary
- Future 40:1 Departure Surface
- Object

RUNWAY 33 AGIS OBJECTS
No penetrations.

RUNWAY 15 AGIS OBJECTS
No penetrations.

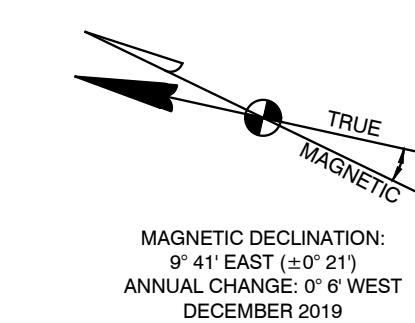
DEPARTURE SURFACE AGIS OBJECTS

DEPARTURE SURFACE	33	15
# OBJECTS THAT PENETRATE DEPARTURE SURFACE	0	0
# OBJECTS WITHIN 10 FEET OF DEPARTURE SURFACE	1	18
# OBJECTS > 10 FEET CLEAR OF DEPARTURE SURFACE	10	64

Note: All obstacle data points captured in the 2019 AGIS survey and under Departure Surfaces are counted in this table and illustrated in the Plans.

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Departure surfaces conform to Engineering Brief 99A, published 7/2/2020.
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Basemap source: USGS Topographic maps (7.5 Minute Series, 2018).
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For existing and ultimate departure surfaces, see Sheets 15 and 19.
- Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



MAGNETIC DECLINATION:
9° 41' EAST (+0° 21')
ANNUAL CHANGE: 0° E WEST
DECEMBER 2019

FOR PROFILES: VERTICAL EXAGGERATION OF 10
VERTICAL SCALE: 1'=100'

**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

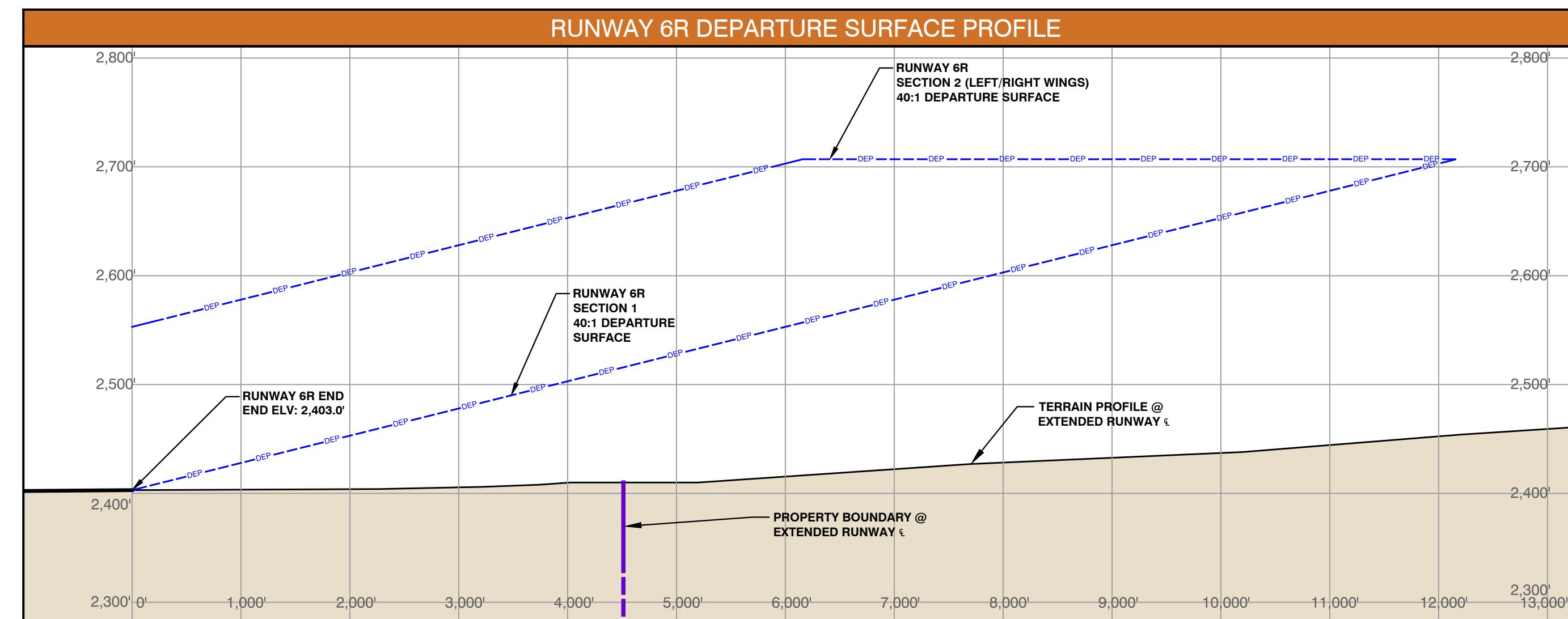
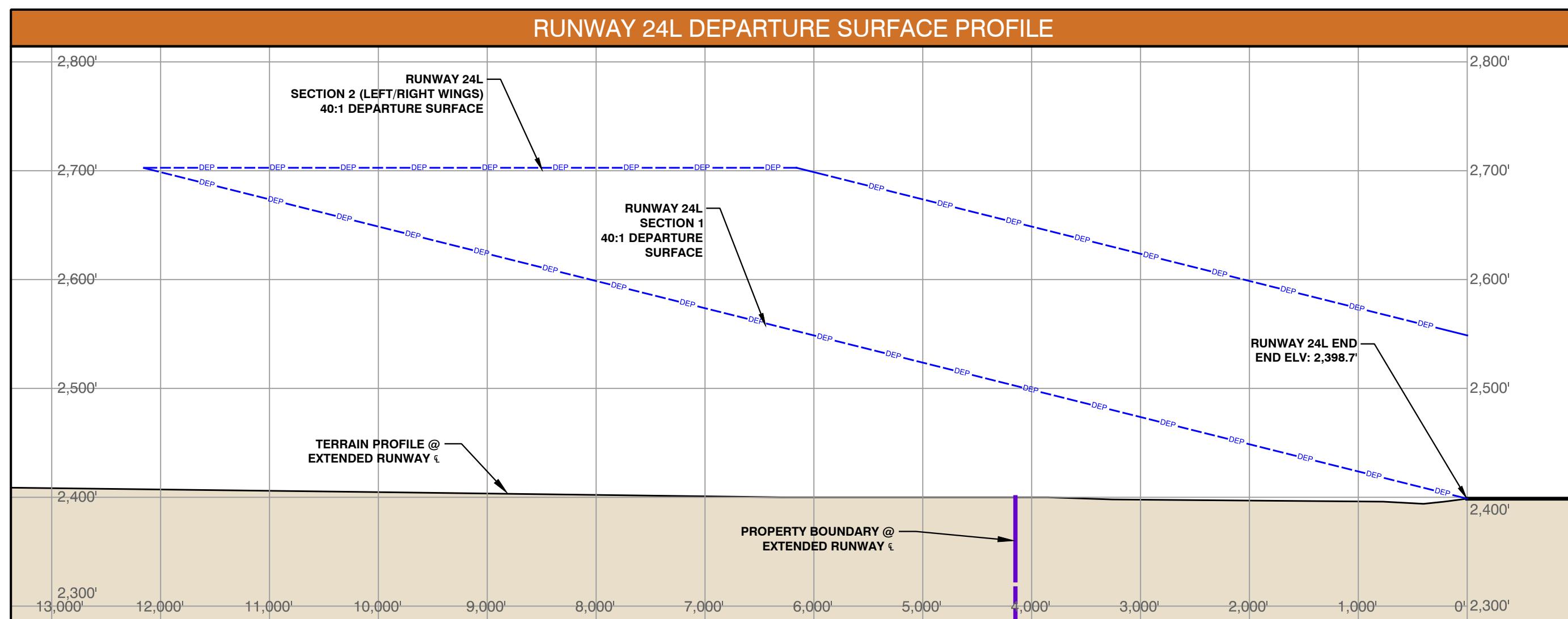
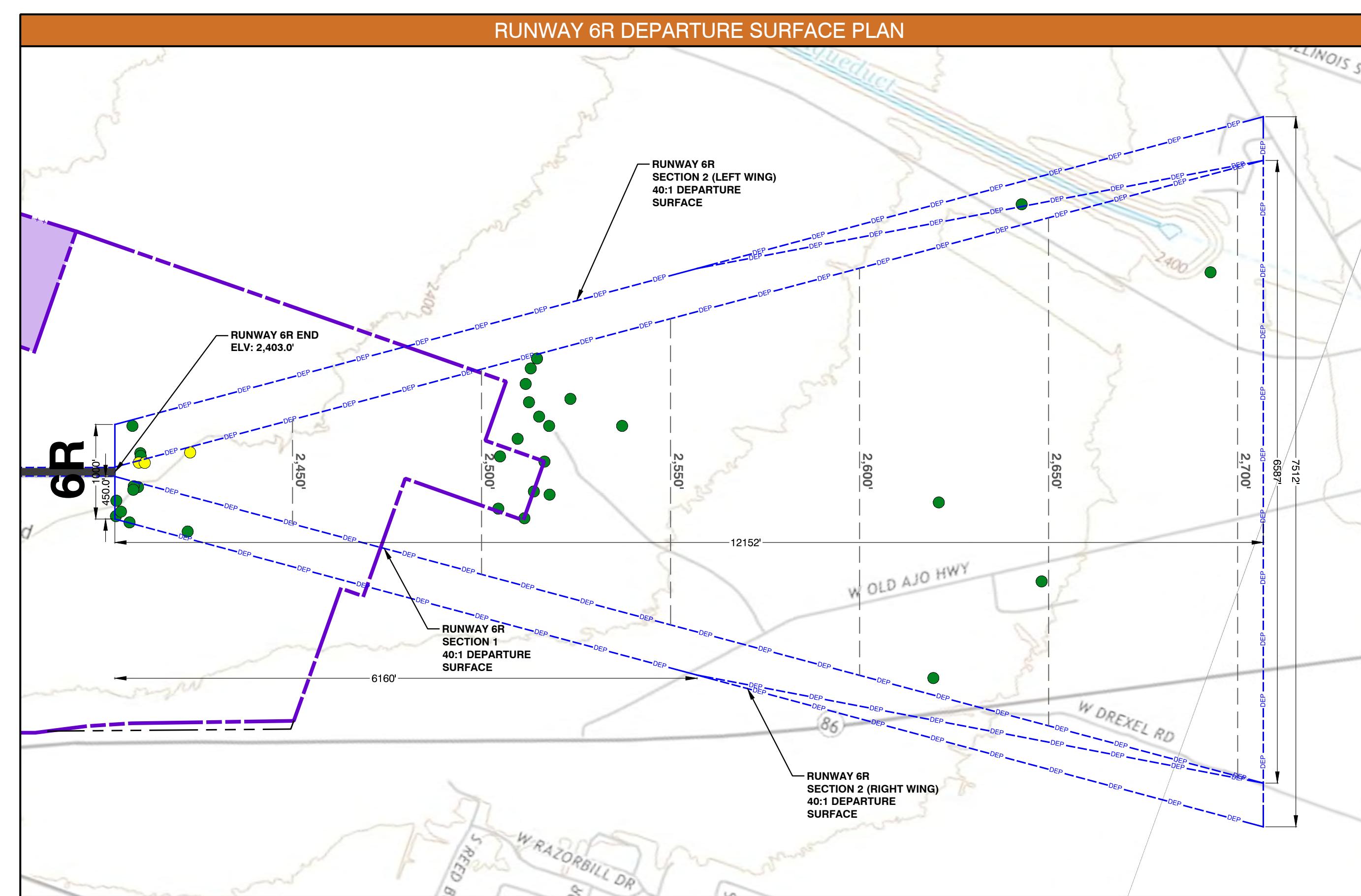
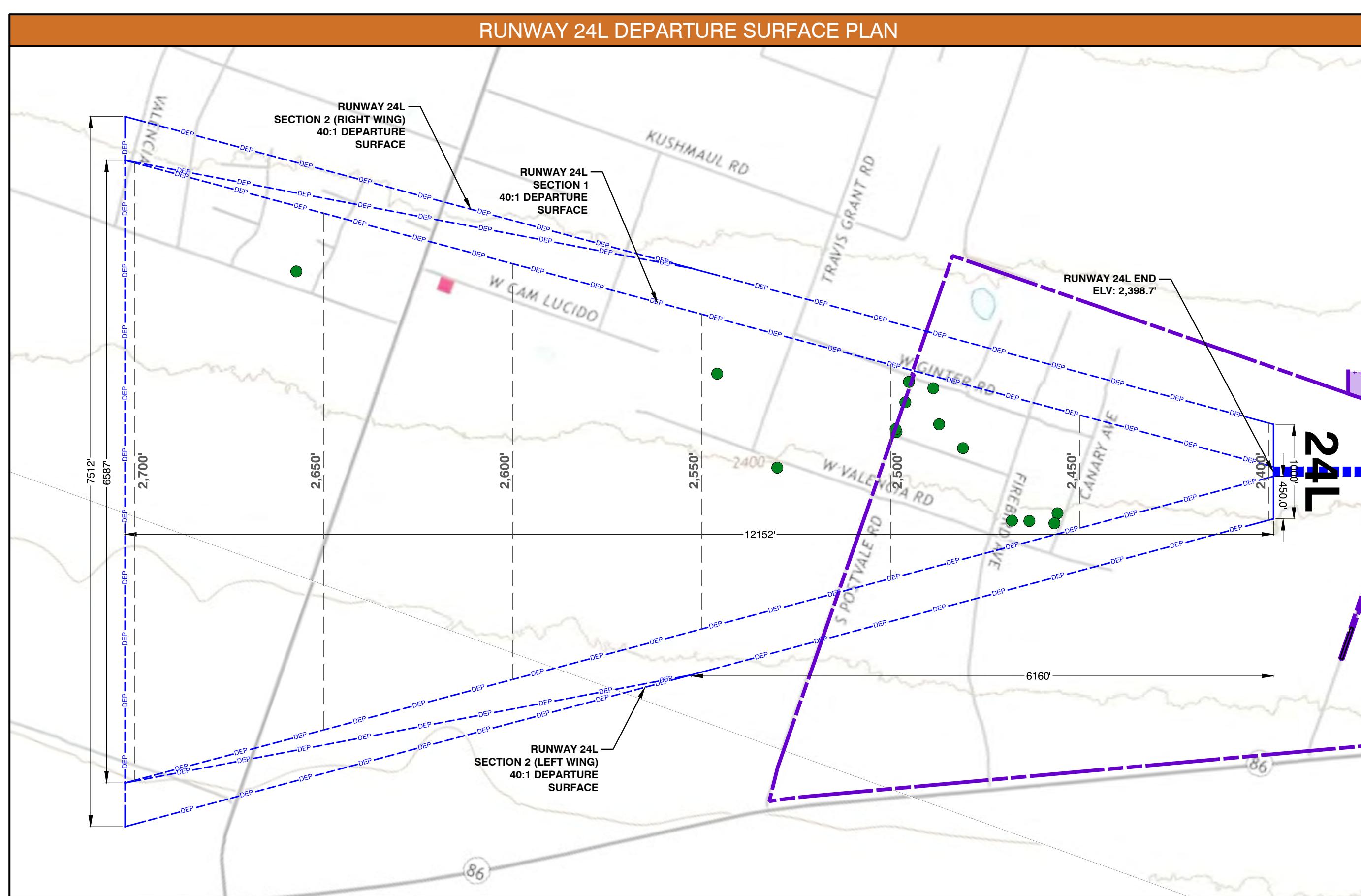
DATE: 06/15/20
BY: M&H

REVISIONS: # 1
DESCRIPTION: Master Plan - ALP Update

M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS: RUNWAY 6R/24L
DEPARTURE SURFACES - ULTIMATE

SHEET NO.: 19 of 24
NOT FOR CONSTRUCTION



LEGEND: PLAN VIEW

- Existing Runway
- Ultimate Runway
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Aviation Easement
- Departure Surface Contour
- Ultimate 40:1 Departure Surface
- Object >10ft. Clear of 40:1 Departure Surface
- Object Within 10ft. 40:1 Departure Surface
- Object Penetrates 40:1 Departure Surface
- Terrain Contours

RUNWAY 24L AGIS OBJECTS

No penetrations.

RUNWAY 6R AGIS OBJECTS

No penetrations.

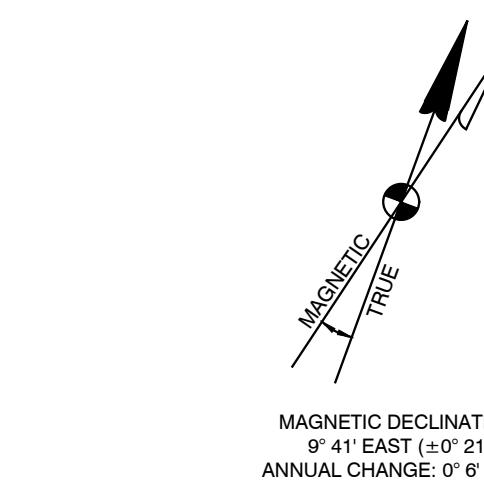
DEPARTURE SURFACE AGIS OBJECTS

	DEPARTURE SURFACE	
	6R	24L
# OBJECTS THAT PENETRATE DEPARTURE SURFACE	0	0
# OBJECTS WITHIN 10 FEET OF DEPARTURE SURFACE	0	3
# OBJECTS > 10 FEET CLEAR OF DEPARTURE SURFACE	31	14

Note: All obstacle data points captured in the 2019 AGIS survey and under Departure Surfaces are counted in this table and illustrated in the Plans.

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Departure surfaces conform to Engineering Brief 99A, published 7/2/2020.
- Horizontal and vertical datum source: AGIS Survey (Quantum, July 2019).
- Basemap source: USGS Topographic maps (7.5 Minute Series, 2018).
- For outer approach plan to Runway 6R, see Sheet 5.
- For outer approach profiles, see Part 77 Airspace Profiles, Sheet 6.
- For existing, future, and ultimate close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheets 7 - 14.
- For existing and future departure surface, see Sheets 15 - 18.
- * Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



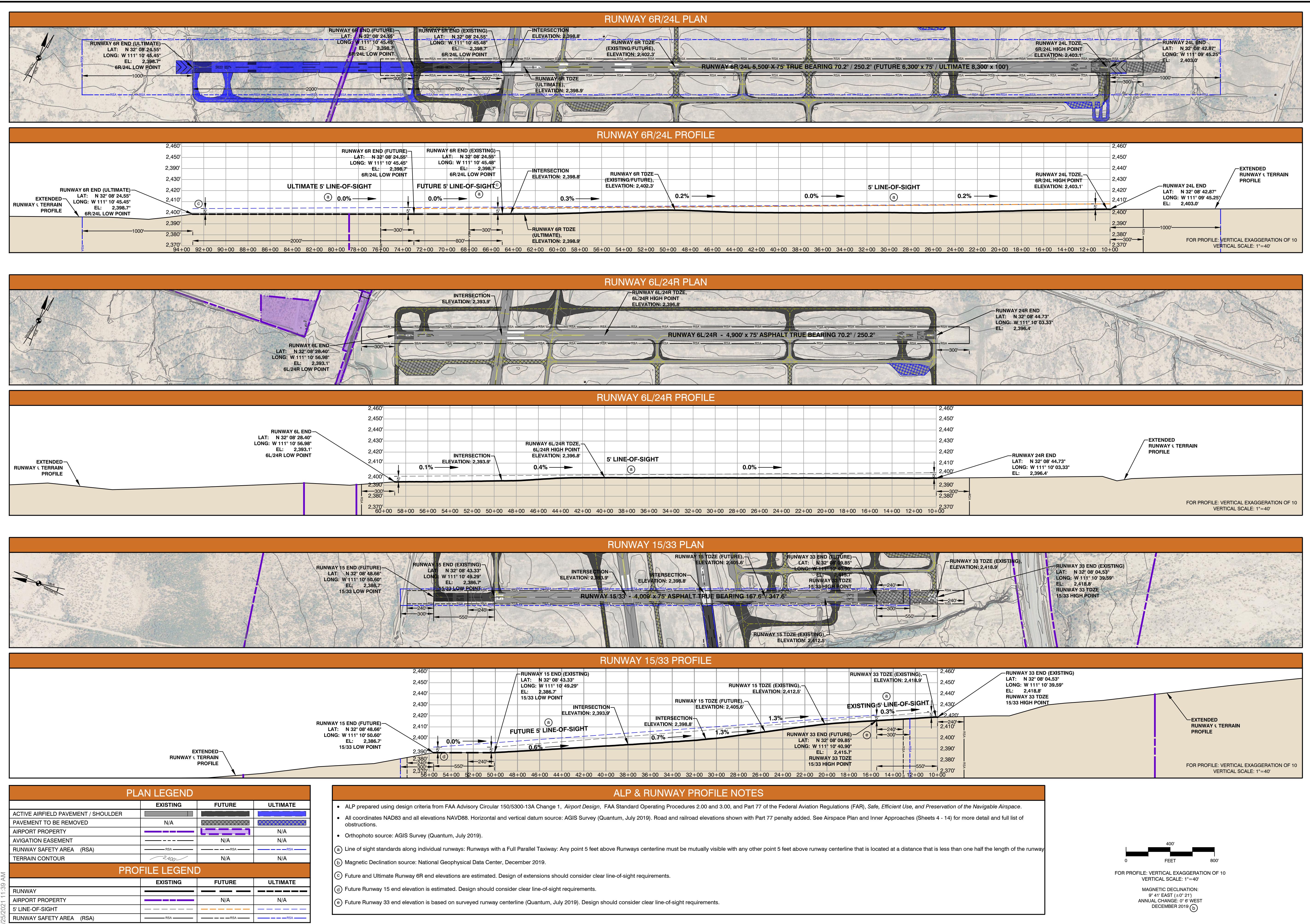
TUCSON AIRPORT AUTHORITY RYAN AIRFIELD AIRPORT LAYOUT PLAN

968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE: 06/15/20
BY: M&H
REVISIONS:
DESCRIPTION: ALP Update
1 Master Plan ALP

M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
RUNWAY CENTERLINE PROFILES
SHEET NO. 20 of 24
NOT FOR CONSTRUCTION



TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN
968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE 06/15/20

BY M&H

REVISIONS

DESCRIPTION

1 Master Plan ALP Update

M&H NO: 4559200-171677.01

DATE: March - 2021

DESIGNED BY: DL, CH

DRAWN BY: DL

CHECKED BY: BM

DO NOT SCALE DRAWINGS

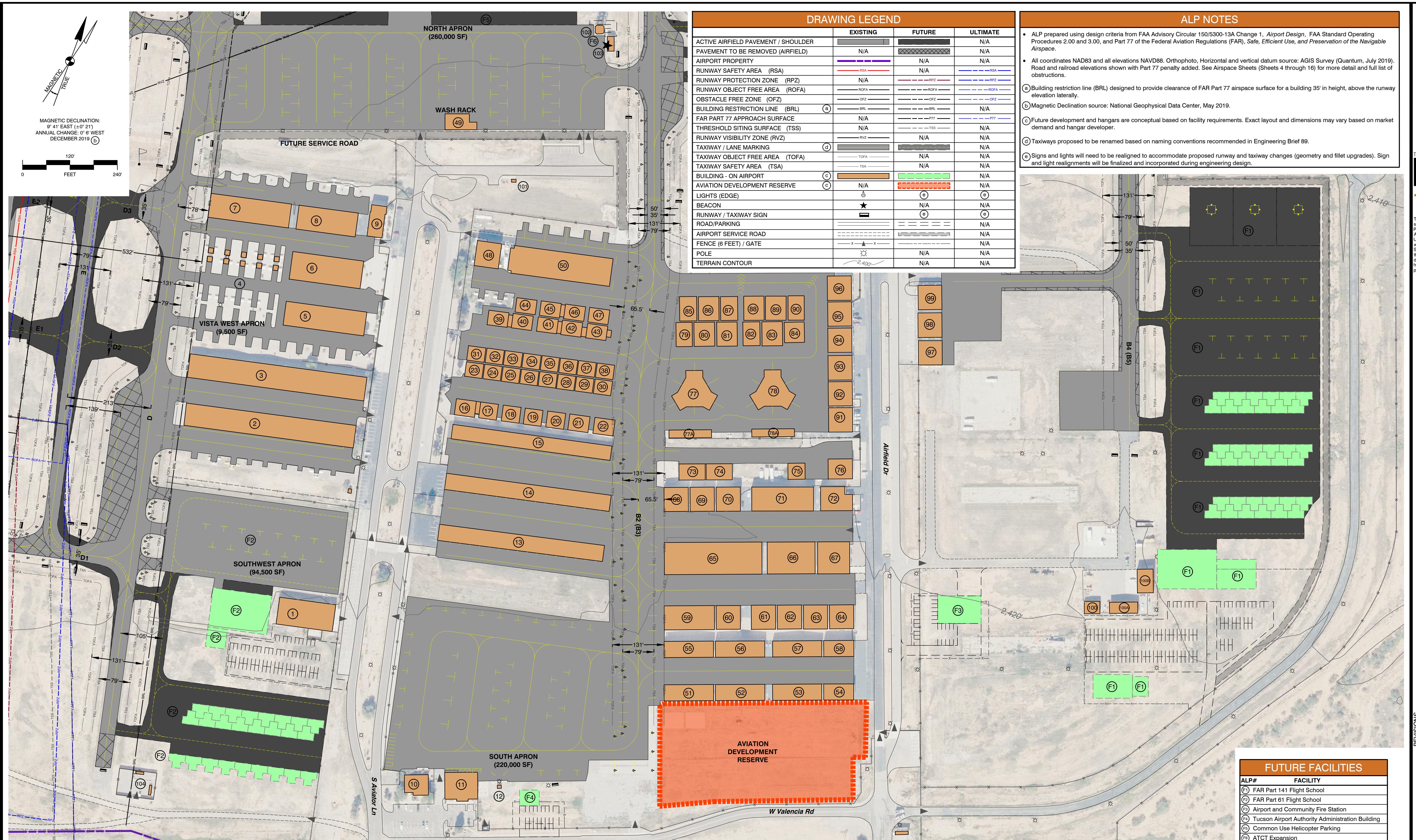
SHEET CONTENTS

BUILDING AREA PLAN

SHEET NO.

21 of 24

NOT FOR CONSTRUCTION



ALP#	BLDG#	MSL HEIGHT	FACILITY NAME	ALP#	BLDG#	MSL HEIGHT	FACILITY NAME	ALP#	BLDG#	MSL HEIGHT	FACILITY NAME	ALP#	BLDG#	MSL HEIGHT	FACILITY NAME	ALP#	BLDG#	MSL HEIGHT	FACILITY NAME	ALP#	BLDG#	MSL HEIGHT	FACILITY NAME			
(1) E-101	2,435.8	Flight School	(13) E-113	2,432.0	Shade Hangars	(25) E-125	2,431.07	Hanger Office	(27) E-137	2,430.4	Wash Rack	(39) E-149	2,432.2	Conventional Hangar	(53) E-173	2,434.6	Box Hangar	(55) E-195	2,435.7	Conventional Hangar	(57) E-183	2,434.7	Conventional Hangar	(59) E-195	2,435.5	Conventional Hangar
(2) E-102	2,435.8	T-Hangars	(14) E-114	2,433.2	Shade Hangars	(26) E-126	2,431.07	Hanger Office	(38) E-138	2,431.9	Hanger Office	(50) E-150	2,432.7	Hanger Office	(54) E-162	2,443.1	Conventional Hangar	(56) E-174	2,440.7	Box Hangar	(58) E-184	2,434.8	Conventional Hangar	(60) E-196	2,435.0	Conventional Hangar
(3) E-103	2,443.7	Conventional Hangar	(15) E-115	2,441.8	Conventional Hangar	(27) E-127	2,430.9	Hanger Office	(39) E-139	2,430.9	Hanger Office	(51) E-151	2,447.1	Conventional Hangar	(53) E-163	2,443.3	Conventional Hangar	(55) E-175	2,434.6	Box Hangar	(57) E-185	2,432.8	Conventional Hangar	(59) E-197	2,434.1	Hanger Office
(4) E-104	2,420.7	Nose Shade Hangars	(16) E-116	2,433.5	Hanger Office	(28) E-128	2,430.9	Hanger Office	(40) E-140	2,432.4	Conventional Hangar	(52) E-152	2,448.0	Hanger Office	(56) E-164	2,443.5	Conventional Hangar	(58) E-176	2,439.8	Box Hangar	(60) E-186	2,432.7	Conventional Hangar	(62) E-198	2,433.1	Hanger Office
(5) E-105	2,430.4	Hanger Office	(17) E-117	2,433.5	Hanger Office	(29) E-129	2,431.3	Hanger Office	(41) E-141	2,432.3	Conventional Hangar	(53) E-153	2,445.4	Hanger Office	(57) E-165	2,441.6	Conventional Hangar	(59) E-177	2,436.9	T-Hangars	(61) E-187	2,432.7	Conventional Hangar	(63) E-199	2,431.7	Hanger Office
(6) E-106	2,431.3	Hanger Office	(18) E-118	2,433.5	Hanger Office	(30) E-130	2,431.31	Hanger Office	(42) E-142	2,432.7	Conventional Hangar	(54) E-154	2,446.5	Conventional Hangar	(58) E-166	2,446.6	Car Port	(60) E-177A	2,425.0	Conventional Hangar	(62) E-188	2,432.7	Conventional Hangar	(64) E-200	2,434.3	Maintenance Facilities
(7) E-107	2,427.5	Hanger Office	(19) E-119	2,433.5	Hanger Office	(31) E-131	2,429.8	Hanger Office	(43) E-143	2,432.7	Conventional Hangar	(55) E-155	2,447.2	Hanger Office	(59) E-167	2,444.3	Conventional Hangar	(61) E-178	2,436.6	T-Hangars	(63) E-189	2,432.2	Conventional Hangar	(65) E-200A	2,439.8	Maintenance Facilities
(8) E-108	2,433.0	Hanger Office	(20) E-120	2,433.5	Hanger Office	(32) E-132	2,429.8	Hanger Office	(44) E-144	2,431.21	Conventional Hangar	(56) E-156	2,447.9	Hanger Office	(60) E-168	2,441.2	Conventional Hangar	(62) E-178A	2,424.9	Car Port	(64) E-190	2,440.8	Maintenance Facilities	(66) E-200B	2,440.8	Maintenance Facilities
(9) E-109	2,433.4	Office Building	(21) E-121	2,434.2	Hanger Office	(33) E-133	2,429.8	Hanger Office	(45) E-145	2,431.6	Conventional Hangar	(57) E-157	2,445.0	Conventional Hangar	(61) E-169	2,441.2	Conventional Hangar	(63) E-179	2,436.8	Conventional Hangar	(65) E-191	2,438.9	Conventional Hangar	(67) E-201	N/A	Electrical Vault
(10) E-110	2,442.3	Restaurant	(22) E-122	2,434.4	Hanger Office	(34) E-134	2,429.8	Hanger Office	(46) E-146	2,423.0	Conventional Hangar	(58) E-158	2,445.9	Conventional Hangar	(62) E-170	2,441.2	Conventional Hangar	(64) E-180	2,434.7	Conventional Hangar	(66) E-192	2,439.1	Conventional Hangar	(68) E-205	2,488.3	Air Traffic Control Tower
(11) E-111	2,443.6	Ryan Administration Building	(23) E-123	2,430.2	Hanger Office	(35) E-135	2,429.8	Hanger Office	(47) E-147	2,431.5	Conventional Hangar	(59) E-159	2,444.4	Conventional Hangar	(63) E-171	2,446.5	Conventional Hangar	(65) E-181	2,434.7	Conventional Hangar	(67) E-193	2,439.7	Conventional Hangar	(69) H-103	2,421.4	Airport Beacon
(12) E-112	2,433.0	Self-Serve Fueling Facility	(24) E-124	2,430.5	Hanger Office	(36) E-136	2,429.4	Hanger Office	(48) E-148	2,438.8	Hanger Office	(60) E-160	2,442.4	Conventional Hangar	(64) E-172	2,441.7	Conventional Hangar	(66) E-182	2,434.7	Conventional Hangar	(68) E-194	2,438.3	Tucson Water Well Site	(70) F-100	2,433.3	Tucson Water Well Site



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration under Title IV, Section 403(g), U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to provide funds in any amount or to accept therein nor does it indicate that the proposed development is environmentally acceptable or would receive justification in accordance with appropriate public laws.

TUCSON AIRPORT AUTHORITY RYAN AIRFIELD AIRPORT LAYOUT PLAN

968 West Ajo Highway
Tucson, AZ 85735
June 2020

REVISIONS		DATE	BY
#	DESCRIPTION		
1	Master Plan ALP Update	06/15/20	M&H

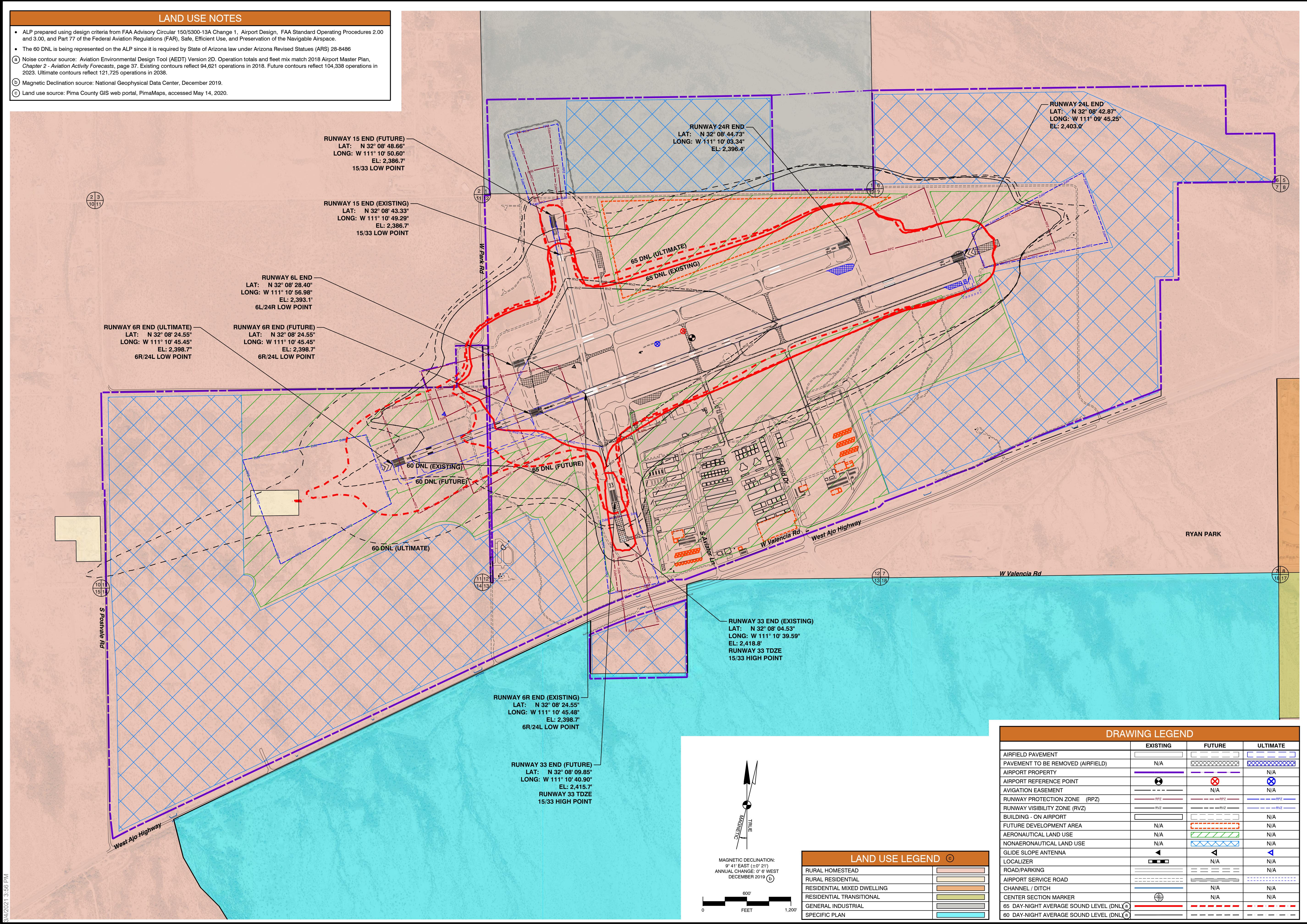
M&H NO.: 4559200-171677.01
DATE: March - 2021
DESIGNED BY: DL, CH
DRAWN BY: DL
CHECKED BY: BM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

LAND USE

22 of 24

NOT FOR CONSTRUCTION



**TUCSON AIRPORT AUTHORITY
RYAN AIRFIELD
AIRPORT LAYOUT PLAN**
968 West Ajo Highway
Tucson, AZ 85735
June 2020

DATE

06/15/20

REVISIONS

1

M&H NO.: 4559200-171677.01
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SHEET CONTENTS

EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP

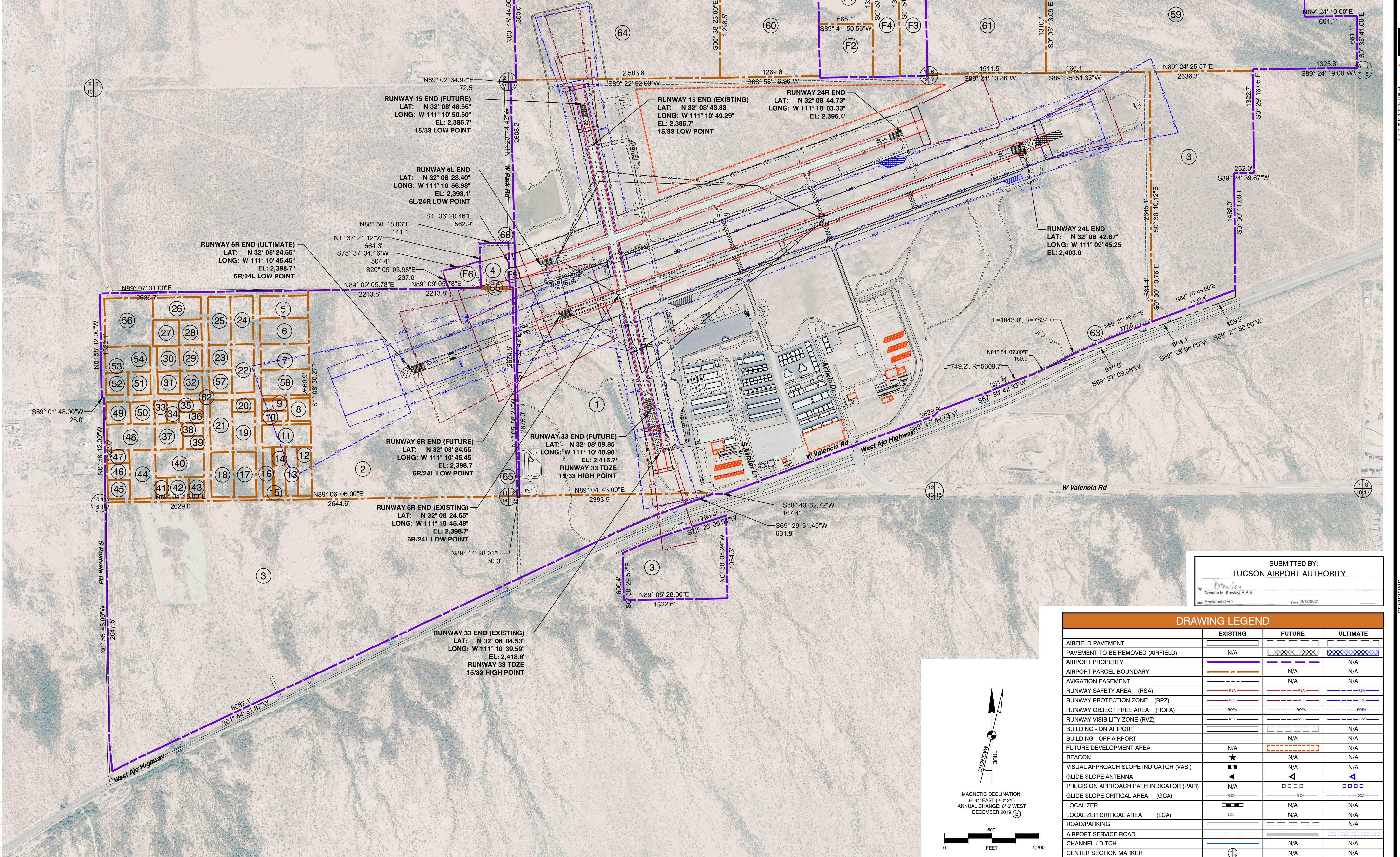
SHEET NO.

23 of 24

NOT FOR CONSTRUCTION

EXHIBIT "A" NOTES

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.
- Airport property boundary source: Airport property boundary provided by Tucson Airport Authority. Airport boundary is not surveyed and therefore should not be considered a precise legal description.
- Exhibit 'A' data for parcels is listed on Sheet 21.
- Parcel source: Pima County Assessor records. Inner Parcel boundaries based on digital line work from 2011 ALP update.
- Magnetic Declination source: National Geophysical Data Center, December 2019.
- Bearings, metes and bounds source: Based on digital line work and should not be considered a precise legal description.



EXISTING AIRPORT PARCEL DATA													
Parcel	Acreage	Type of Interest	Grantor	Grantee	Acquisition Date	Liber/book and page of recording	Type of Conveyance Instrument	Federal Grant	State Grant	Assessor Parcel Number	Purpose of Acquisition	Remarks	TAA Project Number
1	905.72	Fee Simple	State of Arizona - State Land Department	City of Tucson	12/24/1959	Docket: 1537 Page 19, No. Pages 2, 12/24/1959 @ 09:12	Quit Claim Deed	Original Airport	N/A	20914001C, 21014002A	Original airport boundary established by US Government.	Acreage based on Quit Claim Deed document.	N/A
2	158.18	Fee Simple	Albert Frelich	TAA	9/27/1983	Docket: 7125 Page: 581, No. Pages 1, 9/27/1983 @ 08:00	Final Order of Condemnation	N/A	N/A	20915006E, 20915006B, 20915006F, 21014001D	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
3	408.00	Fee Simple	Arizona Board of Regents	City of Tucson	1/10/1997	Sequence: 97039949, Docket 10504, Page 2245, No. Pages: 10, 3/18/1997 @ 16:18	Quit Claim Deed	N/A	N/A	20916006E, 20915006B, 20915006F, 21014001D	Land Trade	Acreage based on 2011 RYN ALP. Unsure if revised legal description from March 1997 matches acreage identified in January 1997	N/A
4	4.75	Fee Simple	Olan F. Hill, Michael O. Hill, and James W. Hill	TAA	5/18/1994	Sequence: 94009793, Docket 9795, Page 1212, No. Pages: 5, 5/18/1994 @ 14:48	Warranty Deed	AIP 08	ADOT N419	209130028	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
5	4.02	Fee Simple	Marian L. Mikesell	TAA	5/2/1997	Sequence: 97068368, Docket 10537, Page 3035, No. Pages: 5, 5/2/1997 @ 16:56	Warranty Deed	N/A	ADOT N617	209130070	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
6	4.66	Fee Simple	Larry Coulson	TAA	5/2/1996	Sequence: 96074463, Docket 10286, Page 2325, No. Pages: 4, 5/2/1996 @ 16:46	Warranty Deed	N/A	ADOT N617	209130080	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
7	4.66	Fee Simple	James Harmon Tate, Jr.	TAA	7/21/1998	Sequence: 19981190777, Docket 10842, Page 2434, No. Pages: 4, 7/21/1998 @ 17:35	Warranty Deed	AIP 10	ADOT N557	209130090	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
8	2.02	Fee Simple	Isaac G. Zazueta	TAA	1/19/1995	Sequence: 95008490, Docket 9962, Page 1173, No. Pages: 4, 1/19/1995 @ 15:47	Warranty Deed	AIP 07	ADOT N218/N318	20913047C	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
9	1.00	Fee Simple	Jenoveva A. Zazueta	TAA	7/18/1994	Sequence: 94141441, Docket 9836, Page 1946, No. Pages: 4, 7/18/1994 @ 16:21	Warranty Deed	AIP 07	ADOT N218/N318	20913047D	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
10	1.00	Fee Simple	Christopher L. Kyle and Vicki L. Kyle	TAA	11/19/1993	Sequence: 93204911, Docket 9672, Page 2141, No. Pages: 4, 11/19/1993 @ 13:28	Warranty Deed	AIP 07	ADOT N218/N318	20913047B	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
11	4.02	Fee Simple	Delfida F. Lopez and George Lopez	TAA	11/13/1992	Sequence: 92170292, Docket 9417, Page 1344, No. Pages: 4, 11/13/1992 @ 14:14	Warranty Deed	AIP 07	ADOT N218/N318	209130480	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
12	2.29	Fee Simple	Japsen Pettit and Dorothy Pettit	TAA	9/31/1993	Sequence: 93162120, Docket 9637, Page 4681, No. Pages: 4, 9/29/1993 @ 17:14	Warranty Deed	AIP 08	ADOT N419	209130530	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
13	2.03	Fee Simple	Martin B. Caise and Linda K. Caise	TAA	9/5/1991	Sequence: 9112464, Docket 9117, Page 553, No. Pages: 3, 9/5/1991 @ 9:45	Warranty Deed	N/A	ADOT N915	209130520	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
14	1.87	Fee Simple	Joseph F. Miacco Jr. and Margaret L. Maiocco	TAA	1/19/1994	Sequence: 94019004, Docket 9711, Page 28, No. Pages: 5, 1/19/1994 @ 08:00	Warranty Deed	AIP 07	ADOT N218/N318	209130510	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
15	0.29	Fee Simple	Herman Pate and Shirley Pate 1/2 & Johnny L. Rippetoe and Barbara J. Rippetoe	TAA	3/29/1994	Sequence: 94062660, Docket 9759, Page 3238, No. Pages: 4, 3/29/1994 @ 16:08	Warranty Deed	AIP 07	ADOT N218/N318	209130500	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
16	1.57	Fee Simple	Johnny L. Rippetoe and Barbara J. Rippetoe	TAA	3/29/1994	Sequence: 94062660, Docket 9759, Page 3238, No. Pages: 4, 3/29/1994 @ 16:08	Warranty Deed	AIP 07	ADOT N218/N318	209130490	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
17	3.73	Fee Simple	Richard S. Sas and Teressa Marie Sas	TAA	6/27/1994	Sequence: 94162604, Docket 9711, Page 457, No. Pages: 4, 6/27/1994 @ 14:55	Warranty Deed	AIP 07	ADOT N218/N318	209130430	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
18	3.73	Fee Simple	Curtis B. James and Shirley James	TAA	12/3/1998	Sequence: 19982102627, Docket 10935, Page 1940, No. Pages: 4, 12/3/1998 @ 16:39	Warranty Deed	AIP 10	ADOT N557	209130420	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
19	3.00	Fee Simple	Lyn Sheckler Scott	TAA	7/14/1998	Sequence: 19981140597, Docket 10837, Page 2768, No. Pages: 1, 7/14/1998 @ 17:35	Warranty Deed	AIP 10	ADOT N557	209130450	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
20	1.02	Fee Simple	Richard H. Engle and Larita M. Engle	TAA	12/24/1991	Sequence: 91162120, Docket 9192, Page 735, No. Pages: 2, 12/24/1991 @ 10:52	Warranty Deed	N/A	ADOT N915	209130460	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
21	4.02	Fee Simple	Joseph L. Melton and Frances A. Melton	TAA	12/7/1994	Sequence: 94221938, Docket 9934, Page 33, No. Pages: 4, 12/07/1994 @ 8:00	Warranty Deed	AIP 09	ADOT N419	209130440	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
22	4.02	Fee Simple	Ronald G. Swann and Sherry Swann	TAA	2/24/1995	Sequence: 95025298, Docket 9987, Page 219, No. Pages: 5, 2/24/1995 @ 8:24	Warranty Deed	AIP 09	ADOT N419	209130110	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
23	2.16	Fee Simple	James M. Robertson	TAA	3/28/1995	Sequence: 95042852, Docket 10000, Page 1138, No. Pages: 5, 3/28/1995 @ 15:05	Warranty Deed	AIP 08	ADOT N419	209130120	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
24	4.02	Fee Simple	Otto Nihof	TAA	10/27/1997	Sequence: 97175811, Docket 10659, Page 1858, No. Pages: 4, 10/27/1997 @ 16:50	Warranty Deed	N/A	ADOT N719	209130060	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
25	4.02	Fee Simple	Jose Juan Montiel and Josefina E. Montiel	TAA	8/22/1994	Sequence: 94162970, Docket 9861, Page 1940, No. Pages: 4, 8/22/1994 @ 16:13	Warranty Deed	AIP 09	ADOT N419	209130050	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
26	4.02	Fee Simple	Lorenzo Martinez	TAA	11/29/1995	Sequence: 95181881, Docket 10179, Page 515, No. Pages: 5, 11/29/1995 @ 12:04	Warranty Deed	AIP 08	ADOT N419	209130040	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
27	2.50	Fee Simple	John Boyd Whiteley and Wilma Marie Whiteley	TAA	8/28/1997	Sequence: 97139533, Docket 10619, Page 3532, No. Pages: 4, 8/28/1997 @ 17:06	Warranty Deed	N/A	ADOT N719	20913017A	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
28	2.16	Fee Simple	Gregory M. Campos and Irene S. Campos	TAA	9/16/1994	Sequence: 9417852, Docket 9879, Page 1651, No. Pages: 4, 9/16/1994 @ 15:07	Warranty Deed	AIP 09	ADOT N419	209130160	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
29	2.16	Fee Simple	Kenneth H. Saner and Linda K. Saner	TAA	10/3/1995	Sequence: 95151233, Docket 10141, Page 1614, No. Pages: 4, 10/3/1995 @ 15:26	Warranty Deed	AIP 08	ADOT N419	209130150	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
30	2.16	Fee Simple	Charles E. Coleman, Jr. and Lois L. Coleman	TAA	6/3/1994	Sequence: 94112154, Docket 9806, Page 1515, No. Pages: 4, 6/3/1994 @ 14:57	Warranty Deed	AIP 09	ADOT N419	209130180	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
31	1.86	Fee Simple	Thomas W. White and Catherine L. White	TAA	6/4/1992	Sequence: 92080088, Docket 9305, Page 1880, No. Pages: 4, 6/4/1992 @ 16:19	Warranty Deed	N/A	ADOT N915	209130190	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
32	1.86	Fee Simple	Christine E. Sullivan	TAA	6/30/1998	Sequence: 1998105319, Docket 10828, Page 1051, No. Pages: 5, 6/30/1998 @ 13:16	Warranty Deed	AIP 08	ADOT N419	209130104	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
33	1.01	Fee Simple	Charles M. Cheskela Jr.	TAA	5/19/1998	Sequence: 199810760942, Docket 10799, Page 2184, No. Pages: 5, 5/19/1998 @ 16:28	Warranty Deed	AIP 10	ADOT N557	209130260	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
34	1.00	Fee Simple	Randy Glass	TAA	3/27/1998	Sequence: 1998039008, Docket 10762, Page 288, No. Pages: 5, 3/27/1998 @ 10:28	Warranty Deed	AIP 10	ADOT N557	209130270	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
35	1.00	Fee Simple	James Andrew Repiniec and Peggy Repiniec	TAA	11/4/1994	Sequence: 94205464, Docket 9913, Page 1138, No. Pages: 4, 11/4/1994 @ 14:37	Warranty Deed	AIP 09	ADOT N419	209130280	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
36	1.00	Fee Simple	Faustina Rodriguez and Maria A. Rodriguez	TAA	10/16/1996	Sequence: 96177103, Docket 10401, Page 1407, No. Pages: 4, 10/16/1996 @ 15:16	Warranty Deed	AIP 09	ADOT N419	209130290	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
37	2.66	Fee Simple	Geraldo V. Bedoy and Teresa P. Bedoy	TAA	10/9/1996	Sequence: 96173867, Docket 10397, Page 1756, No. Pages: 4, 10/9/1996 @ 16:03	Warranty Deed	AIP 09	ADOT N419	209130310	Future Development	Acreage based on Pima County Assessor record for parcel.	N/A
3													