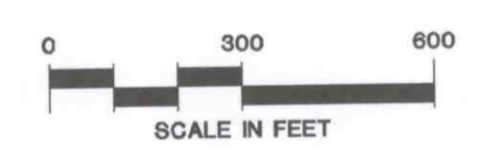


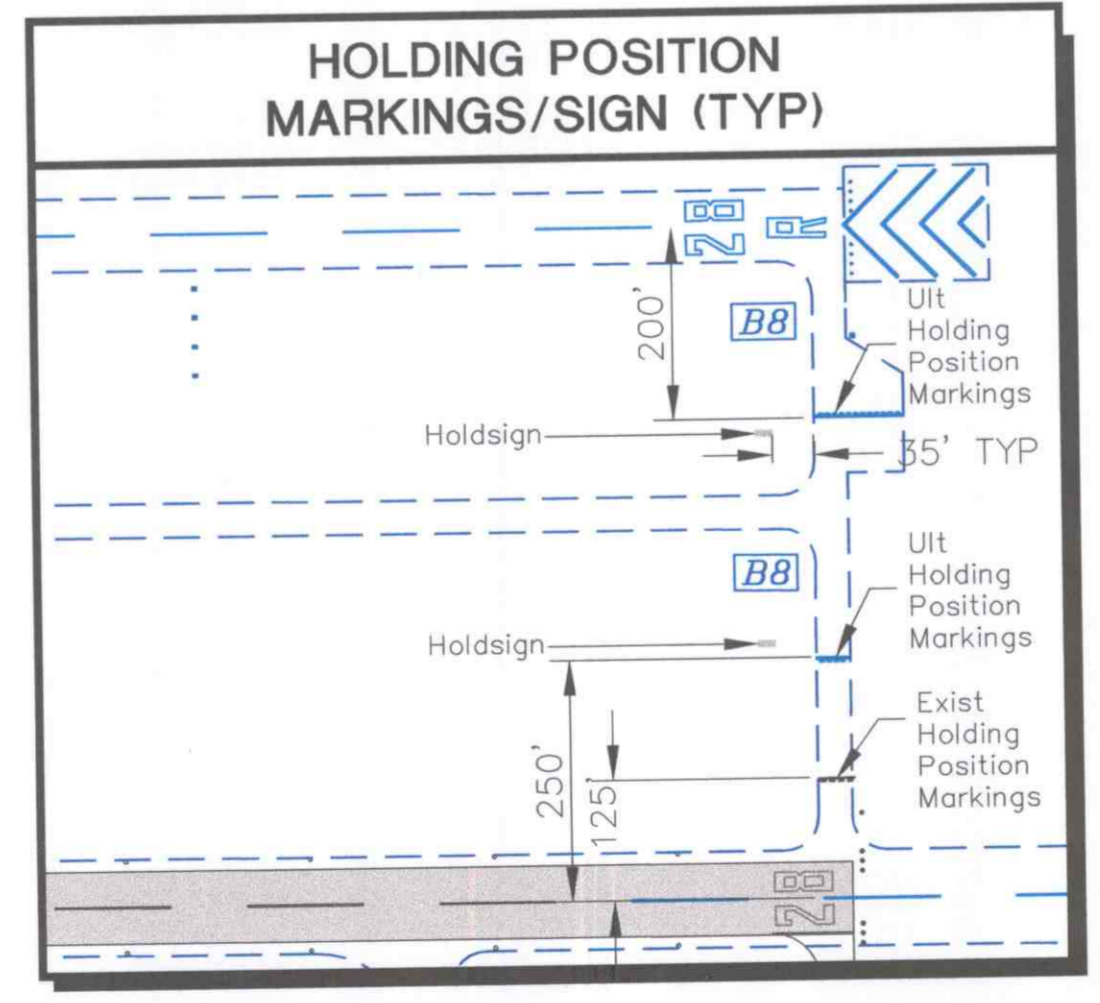
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
---	---	BUILDING AND FACILITIES
N/A	---	PAVEMENT TO BE REMOVED
BRL	---	BUILDING RESTRICTION LINE (BRL)
---	---	OBJECT FREE AREA (OFA)
---	---	RUNWAY SAFETY AREA (RSA)
---	---	OBSTACLE FREE ZONE (OFZ)
---	---	AIRPORT PAVEMENT
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	RUNWAY PROTECTION ZONE (RPZ)
---	---	SEGMENTED CIRCLE/LIGHTED WIND TEE
---	---	WIND INDICATOR
---	---	TOPOGRAPHIC CONTOURS
---	---	SECTION CORNER
---	---	TAXIWAY DESIGNATION
---	---	AUTOMATED WEATHER OBSERVATION STATION (AWOS)
---	---	HOLD POSITION MARKINGS
---	---	HELIPAD
---	---	RUNWAY LIGHTS



BUILDINGS/FACILITIES		
EXISTING	DESCRIPTION	TOP EL.
1	CONVENTIONAL HANGAR	3851'
2	ROTATING BEACON	3866'
3	WATER STORAGE TANKS	3854'
4	SOUTHWESTERN AVIATION (TO BE REMOVED)	3831'
5	T-HANGARS (10 UNITS)	3833'
6	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	±3840'

BUILDINGS/FACILITIES		
ULTIMATE	DESCRIPTION	TOP EL.
1	TERMINAL	±3837.0'
2	FBO/ CONVENTIONAL HANGAR	±3834.0'
3	CONVENTIONAL HANGARS	±3840.0'
4	BOX HANGARS	±3833.0'
5	T-HANGARS	±3845.0'
6	EXECUTIVE BOX HANGARS	±3850.0'
7	AIRCRAFT STORAGE PARCELS	NA
8	COMMERCIAL AVIATION DEVELOPMENT PARCELS	NA
9	REVENUE SUPPORT PARCELS	NA
10	HELIPAD	NA
11	AIRCRAFT WASH RACK	NA
12	FUEL FARM	NA
13	AWOS	±3820.0'

NOTE: ULTIMATE BUILDING ELEVATIONS WILL VARY DUE TO FINAL GRADING AND DRAINAGE PLANS



MAGNETIC DECLINATION = 11°21.2'E (2007)  
ANNUAL RATE OF CHANGE = 2.0'W

- GENERAL NOTES:**
1. Features and objects, including related elevations within the runway protection zones are depicted on the INNER APPROACH SURFACE DRAWING.
  2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLANS.
  3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
  4. Detail concerning airport property are depicted on the AIRPORT PROPERTY MAP.
  5. The Building Restriction Line (BRL) is established for the ultimate runway conditions and represents and estimate of the minimum distance from the runway centerline to an object 20 feet in height, and the BRL encompasses the runway protection zones, runway object free areas, and the runway visibility zone, navigational critical areas and areas required for terminal instrument procedures. A 14 CFR Part 77 obstruction analysis should be conducted prior to constructing any building or object.
  6. Base Map and Contours derived from aerial photography and USGS maps.
  7. Source for existing runway end coordinates is ASIS survey dated 9/29/2009. Ultimate runway end coordinates calculated using the ARP coordinates from ASIS.
  8. All elevations are in NAVD 88. All Horizontal coordinates are in NAD 83.
  9. The airport has not been surveyed in accordance with FAA standard 405.
  10. No threshold siting surface object penetrations.
  11. No OFZ object penetrations.
  12. On-site available wind data is limited to one year observed and reported.

SUBMITTED BY:  
**Coffman Associates**  
FOR APPROVAL BY:  
  
APPROVED BY: *[Signature]* ON THE DATE OF: *2/16/2010*  
Airport Manager

**FAA APPROVAL STAMP**  
FEB 23 2010  
Approved conditionally  
Subject to comments contained in our letter dated: FEB 23 2010  
FEDERAL AVIATION ADMINISTRATION  
Western-Pacific Region  
By: *[Signature]*  
Manager - LAX/ADO

**BENSON MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN  
BENSON, ARIZONA**

PLANNED BY: Eric Pfeifer  
DETAILED BY: Maggie Beaver  
APPROVED BY: James M. Harris P.E.

January 29, 2010 SHEET 2 OF 11

**Coffman Associates**  
Airport Consultants  
www.coffmanassociates.com

No.	REVISIONS	DATE	BY	APP'D.
	ALP UPDATE - CONSTR. OF TWY. A	03/07/00	PT	01/17/04
	ALP UPDATE	03/07/00	PT	03/15/02
	ALP UPDATE	03/07/00	WR	05/22/00

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