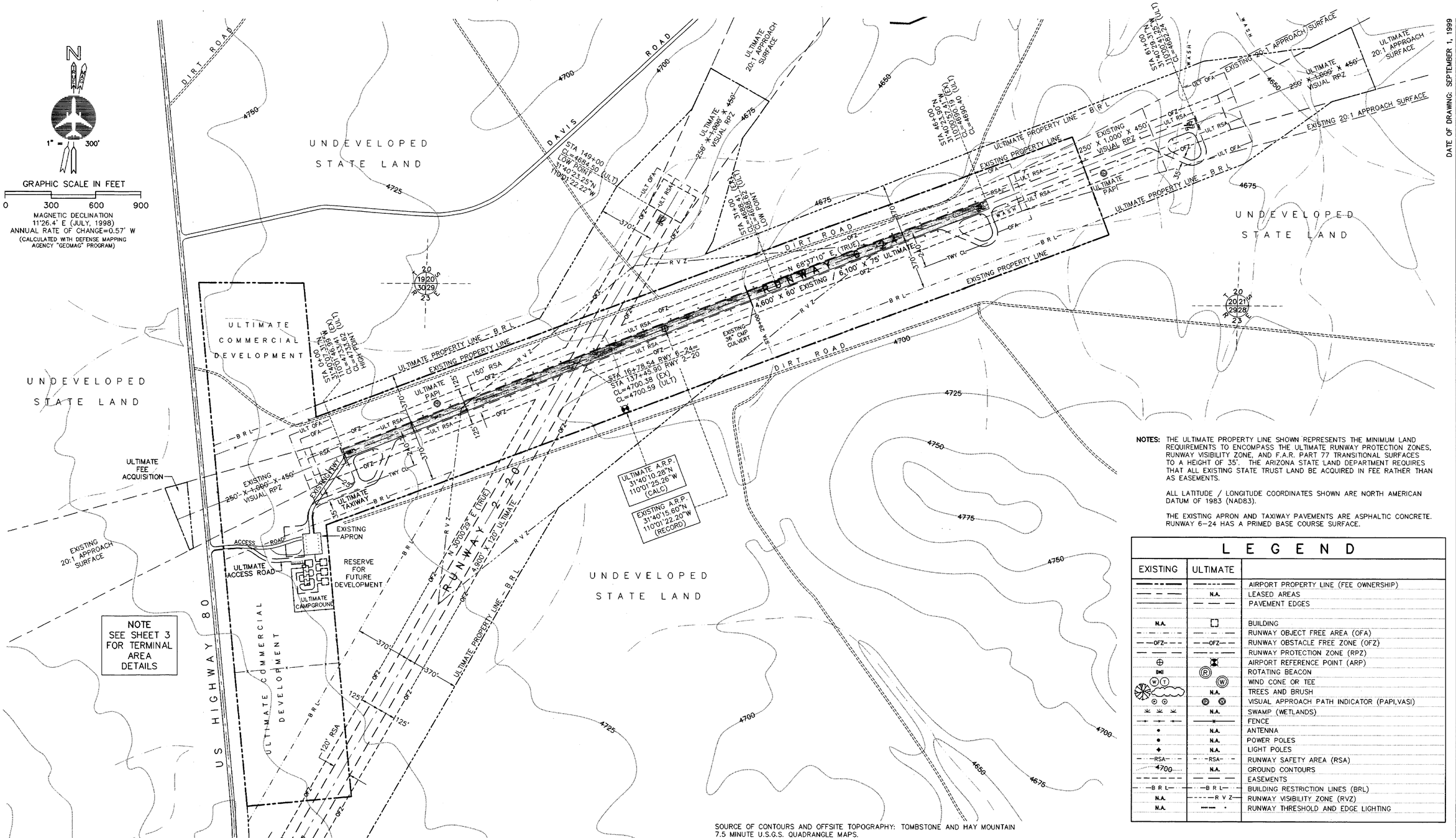

NOTES: THE ULTIMATE PROPERTY LINE SHOWN REPRESENTS THE MINIMUM LAND REQUIREMENTS TO ENCOMPASS THE ULTIMATE RUNWAY PROTECTION ZONES, RUNWAY VISIBILITY ZONE, AND F.A.R. PART 77 TRANSITIONAL SURFACES TO A HEIGHT OF 35'. THE ARIZONA STATE LAND DEPARTMENT REQUIRES THAT ALL EXISTING STATE TRUST LAND BE ACQUIRED IN FEE RATHER THAN AS EASEMENTS.

ALL LATITUDE / LONGITUDE COORDINATES SHOWN ARE NORTH AMERICAN DATUM OF 1983 (NAD83).

THE EXISTING APRON AND TAXIWAY PAVEMENTS ARE ASPHALTIC CONCRETE. RUNWAY 6–24 HAS A PRIMED BASE COURSE SURFACE.

LEGEND

EXISTING	ULTIMATE	
		AIRPORT PROPERTY LINE (FEE OWNERSHIP)
	N.A.	LEASED AREAS
		PAVEMENT EDGES
N.A.		BUILDING
		RUNWAY OBJECT FREE AREA (OFA)
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE (OFZ)
		RUNWAY PROTECTION ZONE (RPZ)
		AIRPORT REFERENCE POINT (ARP)
		ROTATING BEACON
		WIND CONE OR TEE
	N.A.	TREES AND BRUSH
		VISUAL APPROACH PATH INDICATOR (PAPI,VASI)
	N.A.	SWAMP (WETLANDS)
		FENCE
	N.A.	ANTENNA
	N.A.	POWER POLES
	N.A.	LIGHT POLES
RSA	RSA	RUNWAY SAFETY AREA (RSA)
4700	N.A.	GROUND CONTOURS
		EASEMENTS
BRL	BRL	BUILDING RESTRICTION LINES (BRL)
N.A.	RVZ	RUNWAY VISIBILITY ZONE (RVZ)
N.A.		RUNWAY THRESHOLD AND EDGE LIGHTING

SOURCE OF CONTOURS AND OFFSITE TOPOGRAPHY: TOMBSTONE AND HAY MOUNTAIN 7.5 MINUTE U.S.G.S. QUADRANGLE MAPS.

FAA APPROVAL

Approved conditionally SEP 29 1999
Subject to comments contained in our letter dated: SEP 29 1999
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By _____
Supervisor, Standards Section

APPROVED William J. Beck
City of Tombstone
Date 9/30/99

APPROVED Richard Levy
Planning Advisory Committee
Date 9/13/99

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

No.	BY	DATE	CHANGE
4			
3			
2			
1			

REVISIONS

RUNWAY DATA TABLE

	RUNWAY 6–24		RUNWAY 2–20	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
DESIGN CATEGORY (ARC)	ARC A–I (e)	ARC B–II (f)	– – –	ARC A–I (e)
RUNWAY DIMENSIONS (g)	4,600' X 60' (h)	6,100' X 75'	– – –	4,900' X 120'
RUNWAY TRUE BEARING	N 68°37'10" E	N 68°37'10" E	– – –	N 30°00'29" E
PAVEMENT STRENGTH	(h)	12,500# SWG (a)	– – –	GRADED
RUNWAY SAFETY AREA (RSA) (g)	5,080' X 120'	6,800' X 150'	– – –	5,380' X 120'
RSA LENGTH BEYOND RUNWAY END	240'	300'	– – –	240'
OBJECT FREE AREA (OFA)	400'W X 240'L	500'W X 300'L	– – –	400'W X 240'L
OBSTACLE FREE ZONE (OFZ)	250'W X 200'L	250'W X 200'L	– – –	250'W X 200'L
RUNWAY LIGHTING	NONE	MIRL	– – –	NONE
RUNWAY MARKING	NONE	BASIC / VISUAL	– – –	(DIRT STRIP)
EFFECTIVE GRADIENT (%)	0.94%	0.84%	– – –	1.75%
TYPE OF APPROACH	VISUAL	VISUAL	– – –	VISUAL
APPROACH SLOPES	6=20:1 24=20:1	6=20:1 24=20:1	– – –	2=20:1 20=20:1
MAXIMUM ELEVATION ABOVE MSL	4733.41	4733.62	– – –	4770.00
RUNWAY NAVAIDS AND VISUAL AIDS	NONE	PAPI	– – –	NONE
FAR PART 77 CATEGORY (c)	6=V / 24=V	6=V / 24=V	– – –	2=V / 20=V
WIND COVERAGE (10.5 KNOT) (d)	90.79%	90.79%	– – –	87.40%
WIND COVERAGE (13 KNOT) (d)	95.19%	95.19%	– – –	92.30%

(a) SWG = SINGLE WHEEL GEAR
(b) DWG = DUAL WHEEL GEAR
(c) P=Precision(GPS) /NP=Nonprecision(VOR/GPS) /V=Visual
(d) 10.5 KNOTS = 12 MPH / 13 KNOTS = 15 MPH
(e) EXISTING CRITICAL AIRCRAFT = B–65 QUEEN AIR
(f) ULTIMATE CRITICAL AIRCRAFT = B–200 KING AIR
(g) LENGTHS ARE ROUNDED TO NEAREST FOOT
(h) NOT PAVED (PRIMED BASE COURSE SURFACE)

DATE OF DRAWING: SEPTEMBER 1, 1999

PLANNER 09/01/99
ENGINEER 09/01/99

SHEET 2 OF 8

AIRPORT LAYOUT DRAWING
TOMBSTONE MUNICIPAL AIRPORT
Tombstone, Arizona

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