

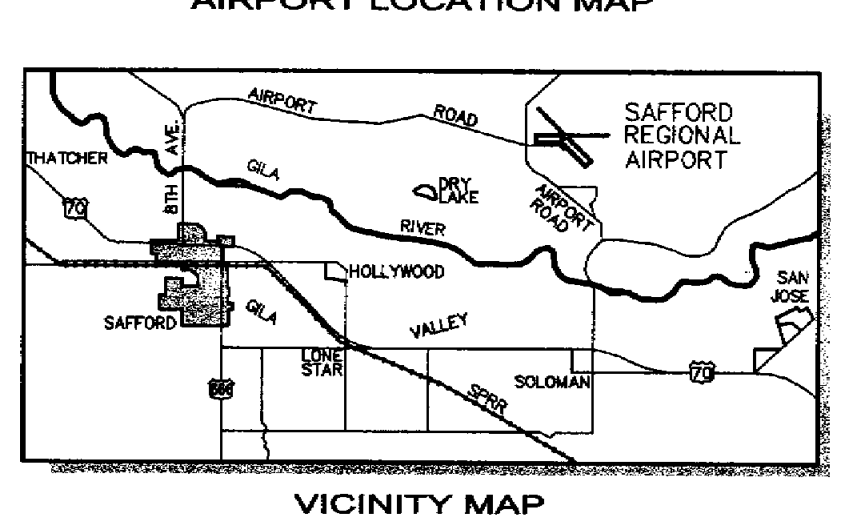
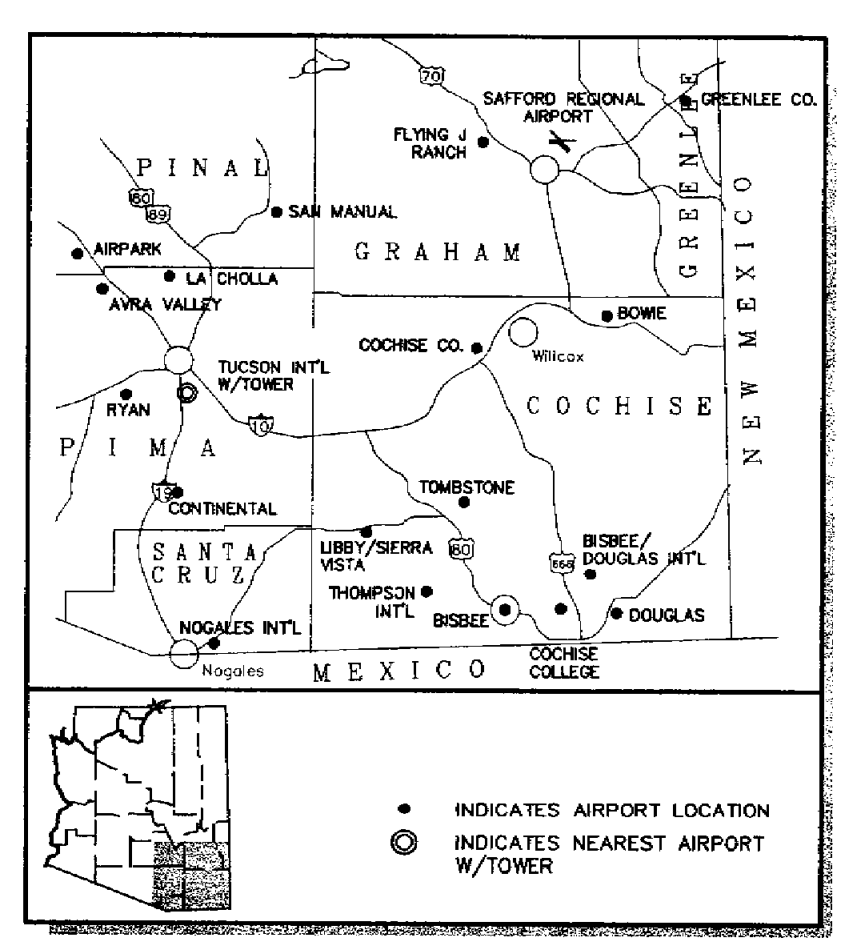
| DATA ELEMENTS | RWY 12/30 | | RWY 08/26 | |
|--|--|---------------------------|------------------------------------|---------------------------|
| | EXISTING (E) | FUTURE (F) | EXISTING (E) | FUTURE (F) |
| RUNWAY CATEGORY/DESIGN GROUP CODE | B-II | SAME | B-II | SAME |
| RUNWAY AZIMUTH | 146°51'55"/ 326°51'55" | 146°30'55"/ 326°30'55" | 101°07'28"/ 281°07'28" | 100°46'28"/ 280°46'28" |
| RUNWAY BEARING (TRUE) | N 44°35'11" W | SAME | N 89°40'22" E | SAME |
| MAXIMUM RUNWAY ELEVATION (MSL) | 3163'/3167' | SAME | 3158'/3174' | SAME |
| WIND COVERAGE (%) | 12 MPH: 99.3% 15 MPH: 99.7% 18 MPH: 100% | SAME | 99.6% 100% 100% | SAME |
| RUNWAY DIMENSIONS | WIDTH: 100' LENGTH: 6000' | SAME | WIDTH: 75' LENGTH: 4800' | SAME |
| RUNWAY INSTRUMENTATION | NP/NP | SAME | VISUAL/VISUAL | SAME |
| APPROACH SLOPE | 34:1 | SAME | 20:1 | SAME |
| APPROACH VISIBILITY MINIMUMS | 1 MILE | SAME | 3 MILES | SAME |
| THRESHOLD DISPLACEMENT | NONE | SAME | NONE | SAME |
| RUNWAY STOPWAY | WIDTH: NONE LENGTH: NONE | SAME | WIDTH: NONE LENGTH: NONE | SAME |
| RUNWAY SAFETY AREA (RSA) | DIMENSIONS: 150' X 6600' | SAME | DIMENSIONS: 150' X 5400' | SAME |
| OBJECT FREE AREA (OFA) | DIMENSIONS: 300' X 6600' | SAME | DIMENSIONS: 300' X 5400' | SAME |
| OBSTACLE FREE ZONE (OFZ) | DIMENSIONS: 400' X 6400' | SAME | DIMENSIONS: 250' X 5200' | SAME |
| TAKEOFF RUN AVAILABLE (TORA) | 6000' | SAME | 4800' | SAME |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 6000' | SAME | 4800' | SAME |
| LANDING DISTANCE AVAILABLE (LDA) | 6000' | SAME | 4800' | SAME |
| PAVEMENT STRENGTH | POUNDS (1000): 30 TYPE: ASPHALT | SAME | POUNDS (1000): 23 TYPE: ASPHALT | SAME |
| RUNWAY SURFACE TREATMENT | COAL TAR | SAME | MICROSURFACE | SAME |
| RUNWAY MARKING | BASIC | SAME | BASIC | SAME |
| RUNWAY EFFECTIVE GRADIENT (%) | 0.1% | SAME | 0.4% | SAME |
| RUNWAY LIGHTING (URL, MRL, HIRL) | MIRL | SAME | MIRL | SAME |
| RUNWAY APPROACH LIGHTING (ODALS, MALSAR, ETC.) | NONE | SAME | NONE | SAME |
| NAVAIDS (ILS, NDB, GPS) | GPS, VOR | SAME | NONE | SAME |
| VISUAL AIDS (GVL, REL, ETC.) | VAS, (NOTE 5) | SAME | PAPI | SAME |
| FAR PART 77 CATEGORY | NP/NP | SAME | VISUAL/VISUAL | SAME |

| DATA ELEMENTS | EXISTING (E) | FUTURE (F) |
|-------------------------------------|-----------------------|------------|
| | AIRPORT PROPERTY LINE | --- |
| AIRPORT REFERENCE POINT | + | + |
| AIRPORT ROTATING BEACON | ○ | ○ |
| BUILDINGS/FACILITIES | ▭ | ▭ |
| SEGMENTED CIRCLE | ○ | ○ |
| ASOS | □ | □ |
| RUNWAY THRESHOLD LIGHTS | — | — |
| RUNWAY END IDENTIFIER LIGHTS (REIL) | •••• | •••• |
| PAPI | •••• | •••• |
| VASI | •• | •• |
| RUNWAY LIGHTS | * | * |
| FENCING | — | — |
| TOPOGRAPHIC CONTOURS | — | — |
| BUILDING RESTRICTION LINE (BRL) | --- | --- |
| OBJECT FREE AREA (OFA) | --- | --- |
| RUNWAY SAFETY AREA (RSA) | --- | --- |
| OBSTACLE FREE ZONE (OFZ) | --- | --- |
| RUNWAY VISIBILITY ZONE | --- | --- |
| SECTION CORNERS | + | + |
| TO BE ABANDONED | --- | --- |
| TO BE ACQUIRED | --- | --- |

N/A - NOT APPLICABLE

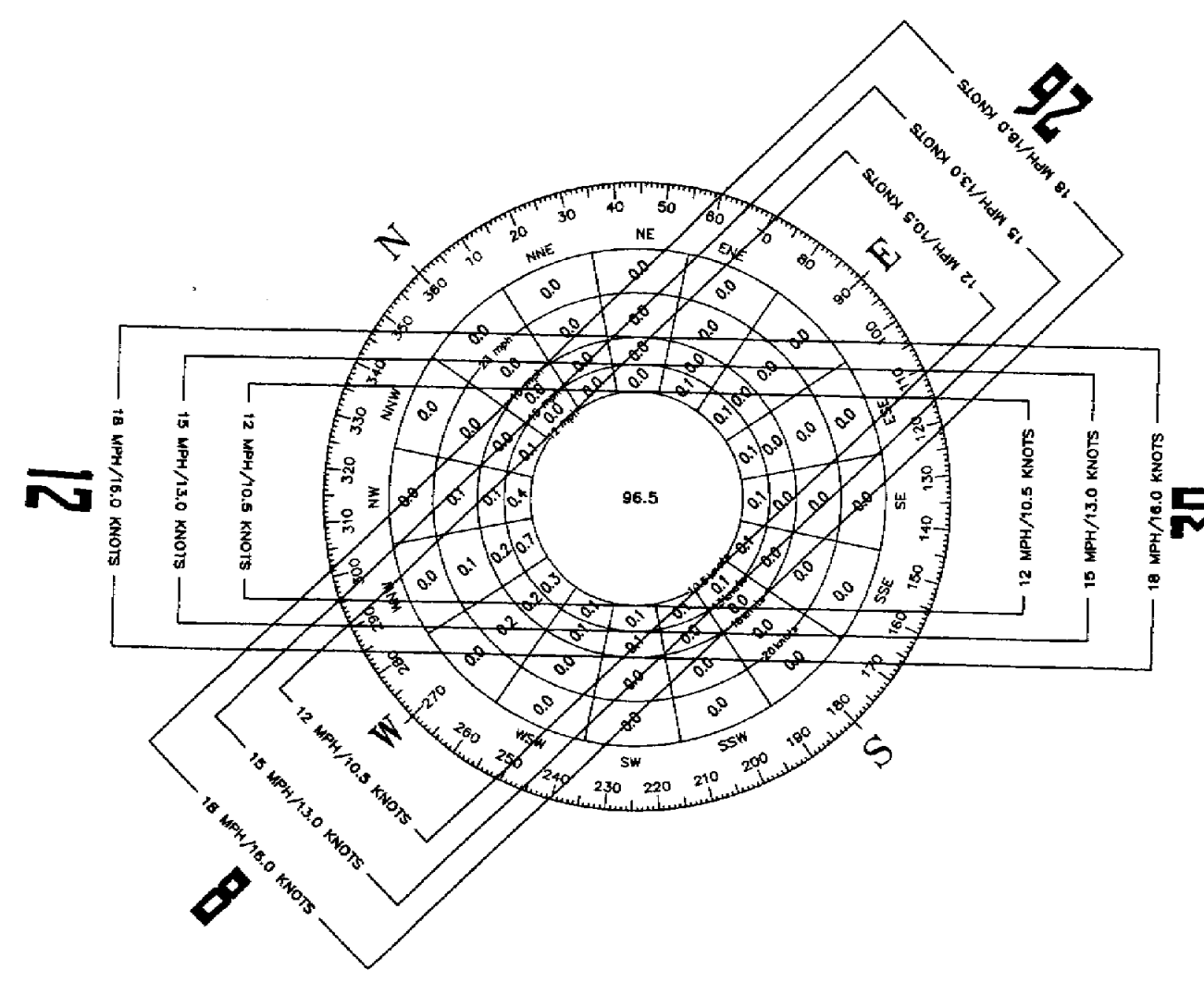
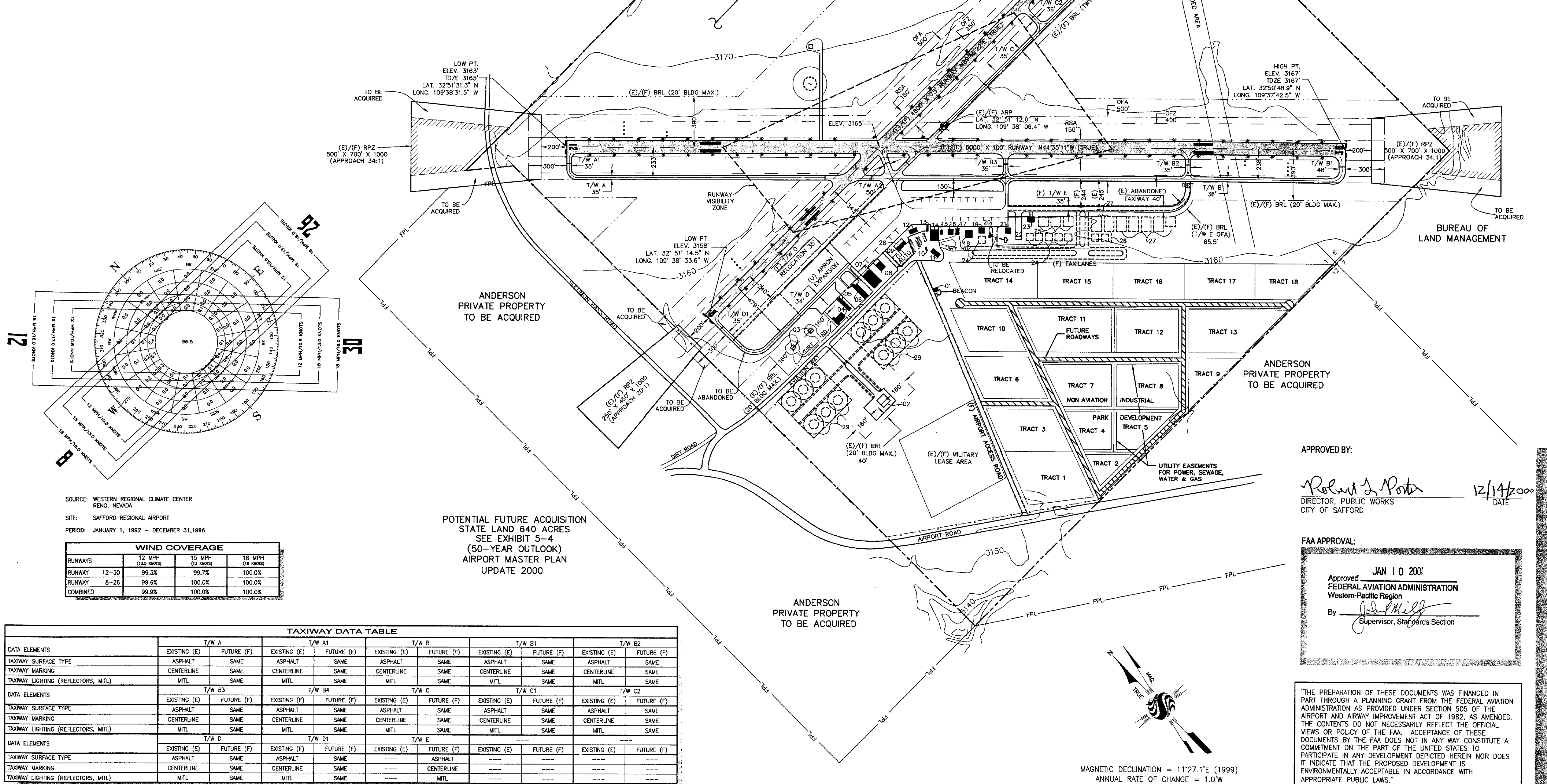
| RUNWAYS | EXISTING (E) | | FUTURE (F) | |
|-----------|---------------|----------------|------------|-------|
| | LAT. | LONG. | LAT. | LONG. |
| RUNWAY 12 | 32°51'31.3" N | 109°38'31.5" W | SAME | SAME |
| RUNWAY 30 | 32°50'48.9" N | 109°37'42.5" W | SAME | SAME |
| RUNWAY 08 | 32°51'14.5" N | 109°38'33.6" W | SAME | SAME |
| RUNWAY 26 | 32°51'14.0" N | 109°37'37.3" W | SAME | SAME |

| AIRPORT BUILDINGS/FACILITIES | | |
|------------------------------|------------|--|
| EXISTING (E) | FUTURE (F) | DESCRIPTION |
| 01 | 01 | ASOS EQUIPMENT STORAGE |
| 02 | 02 | HELIPAD |
| 03 | 03 | PRIVATE HELIPADS-BLM (2) |
| 04 | 04 | FIRE FIGHTING FACILITIES & SHED-BLM |
| 05 | 05 | OFFICE BUILDING-BLM |
| 06 | 06 | T-HANGARS (4) |
| 07 | 07 | PRIVATE HANGAR-AIRCRAFT MAINT. & STORAGE |
| 08 | 08 | HANGAR-AIRCRAFT MAINT. & STORAGE |
| 09 | 09 | OFFICE BUILDING - HOUSE |
| 10 | 10 | WATER TANK |
| 11 | 11 | HOUSE (FBO RESIDENCE) |
| 12 | 12 | TERMINAL |
| 13 | 13 | EMERGENCY GENERATOR/ELECTRICAL VAULT |
| 14 | 14 | HANGAR-FBO AIRCRAFT MAINT. & STORAGE |
| 15 | 15 | SERVICE BUILDING-FBO |
| 16 | 16 | FUEL TRUCKS SHADE |
| 17 | 17 | FUEL TANKS (2) |
| 18 | 18 | HANGAR-ULTRA LIGHT |
| 19 | 19 | PRIVATE HANGAR |
| 20 | 20 | PRIVATE HANGAR-ULTRA LIGHT |
| 21 | 21 | PRIVATE HANGAR |
| 22 | 22 | HANGAR CONCRETE PAD (UNFINISHED) |
| 23 | 23 | COMMERCIAL HANGAR |
| 24 | 24 | HANGAR LEASE LOTS - FUTURE (6) |
| 25 | 25 | HANGAR LEASE LOTS - FUTURE (3) |
| 26 | 26 | HANGAR LEASE LOTS - ULTIMATE (2) |
| 27 | 27 | HANGAR LEASE LOTS - ULTIMATE (7) |
| 28 | 28 | NEW TERMINAL |
| 29 | 29 | HELICOPTER PARKING - FUTURE (12) |



| AIRPORT DATA TABLE | | |
|---|--|------------|
| DATA ELEMENTS | EXISTING (E) | FUTURE (F) |
| AIRPORT NPAS CATEGORY | GA | SAME |
| DESIGN AIRCRAFT | MULTI-ENGINE | SAME |
| AIRPORT REFERENCE CODE | B-II | SAME |
| AIRPORT ELEVATION (FEET/MSL) | 3176' | SAME |
| MEAN MAXIMUM TEMPERATURE (FAHRENHEIT/HOTTEST MONTH) | 100.3' F JULY | SAME |
| AIRPORT REFERENCE POINT (ARPP) | LAT. 32°51'12.0" N LONG. 109°38'06.4" W | SAME |
| AIRPORT & TERMINAL MAUNDS (ON- AND OFF-AIRPORT) | BEACON | SAME |
| INSTRUMENT APPROACH TYPES (GPS, VOR, ILS, ETC.) | GPS, VOR | SAME |

- GENERAL NOTES**
- NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFICATIONS.
 - THE BUILDING RESTRICTION LINE (BRL) IS ESTABLISHED BASED ON PART 77 CLEARANCE FOR A 20-FT HIGH OBJECT, TAXIWAY OFA, RUNWAY VISIBILITY ZONE, AND APRON EDGE.
 - THERE ARE NO OFZ PENETRATIONS.
 - BASE MAP AND CONTOUR DATA FROM PREVIOUS AIRPORT LAYOUT PLAN (1993). UPDATED INFORMATION PROVIDED BY CITY OF SAFFORD AND ON-SITE INVENTORY.
 - RUNWAY 12-30 HAS REELS AT EACH RUNWAY END. HOWEVER, THEY HAVE BEEN DEACTIVATED BY THE FAA.
 - AIRPORT DEVELOPMENT IDENTIFIED FOR THE PLANNING PERIOD IS REFERRED TO AS FUTURE (F) DEVELOPMENT VERSUS ULTIMATE (U), WHICH REFERS TO DEVELOPMENT PROJECTED BEYOND THE PLANNING PERIOD.
 - SEE THE 1999 SAFFORD REGIONAL AIRPORT MASTER PLAN'S "50 YEAR OUTLOOK" FOR ADDITIONAL DETAILS ON DEVELOPMENT BEYOND THE YEAR 2020 INCLUDING THE RELOCATION AND EXTENSION OF FUTURE PRIMARY RUNWAY 8-26 TO THE NORTH. THE PROPOSED RUNWAY RELOCATION ANTICIPATES INSTRUMENT APPROACH VISIBILITY MINIMUMS AS LOW AS 3/4 MILE COUPLED WITH REGULAR C-II AIRCRAFT OPERATIONS. RUNWAY 12-30 WOULD BE THE SECONDARY/CROSSWIND RUNWAY.



SOURCE: WESTERN REGIONAL CLIMATE CENTER
RENO, NEVADA

SITE: SAFFORD REGIONAL AIRPORT

PERIOD: JANUARY 1, 1992 - DECEMBER 31, 1996

| RUNWAYS | WIND COVERAGE | | |
|--------------|-------------------|-------------------|-------------------|
| | 12 MPH (10 knots) | 15 MPH (13 knots) | 18 MPH (16 knots) |
| RUNWAY 12-30 | 99.3% | 99.7% | 100.0% |
| RUNWAY 8-26 | 99.6% | 100.0% | 100.0% |
| COMBINED | 99.9% | 100.0% | 100.0% |

POTENTIAL FUTURE ACQUISITION
STATE LAND 640 ACRES
SEE EXHIBIT 5-4
(50-YEAR OUTLOOK)
AIRPORT MASTER PLAN
UPDATE 2000

APPROVED BY:
Robert J. Potts
DIRECTOR, PUBLIC WORKS
CITY OF SAFFORD

DATE: 12/14/2000

FAA APPROVAL:
Approved JAN 10 2001
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By *John Miller*
Supervisor, Standards Section

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1. MASTER PLAN AND ALP UPDATE AM WR 12/7/00
By Appd. Date

File Name: 2_sad_alp.dwg TS/AM AM 12/7/00
Dwn. Dsgn. Dsgn. Date

Title: AIRPORT LAYOUT PLAN
SAFFORD REGIONAL AIRPORT
SAFFORD, ARIZONA

Project No. 81440007 Scale 0 400' 600' 800'
1:4000

Drawing No. Sheet Revision

P1 2 of 10 1

MAGNETIC DECLINATION = 11°27.1'E (1999)
ANNUAL RATE OF CHANGE = 1.0"W
SOURCE: NOAA, 1999