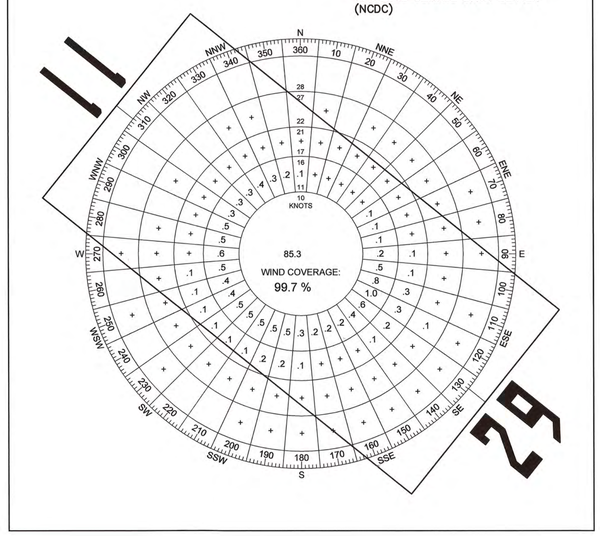
SAN MANUEL AIRPORT

AIRPORT LAYOUT PLAN

ALL WEATHER WIND ROSE

SOURCE:
ALL-WEATHER WIND DATA RECORDS FOR
TUCSON INTERNATIONAL AIRPORT
NOVEMBER 12, 2004-NOVEMBER 2013
95,911 RECORDS
NATIONAL CLIMATE DATA CENTER
(NCDC)



ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots 12 MPH	13 Knots 15MPH	16 Knots 18MPH	20 Knots 23MPH
Runway 11-29	94.62%	96.90%	98.87%	99.70%

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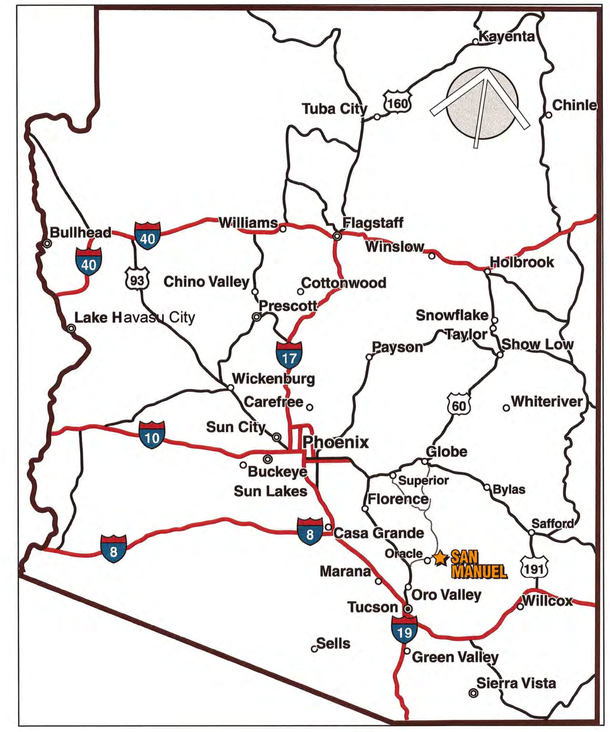
3 . . . AIRPORT AIRSPACE LAYOUT - FAR PART 77
4 . . . RUNWAY 11 INNER APPROACH SURFACE PLAN AND PROFILE (EXISTING)
5 . . . RUNWAY 29 INNER APPROACH SURFACE PLAN AND PROFILE (EXISTING)
6 . . . RUNWAY 11 INNER APPROACH SURFACE PLAN AND PROFILE (ULTIMATE)
7 . . . RUNWAY 29 INNER APPROACH SURFACE PLAN AND PROFILE (ULTIMATE)
8 . . . TERMINAL AREA PLAN - NORTHWEST
9 . . . TERMINAL AREA PLAN - SOUTHEAST
10 . . . AIRPORT PROPERTY MAP AND HORIZONTAL/VERTICAL CONTROL
11 . . . ON-SITE LAND USE DRAWING

LEGEND - ALL SHEETS

EXISTING	ULTIMATE	
EXPL	UPL	AIRPORT PROPERTY LINE
		EASEMENT LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
BRL	SAME	BUILDING RESTRICTION LINE (BRL)
X X	SAME	FENCING
PAPI-2	SAME	PRECISION APPROACH PATH INDICATOR (2 lights)
	SAME	RWY END IDENTIFICATION LIGHTS (REIL)
	SAME	RWY EDGE LIGHTS (MIRL)
	SAME	RWY THRESHOLD LIGHTS
	SAME	SECTION CORNER
1050	SAME	TOPOGRAPHIC CONTOURS
	SAME	WIND INDICATOR (Lighted)
		APPROACH SURFACE
		RUNWAY SAFETY AREA (RSA)
		RUNWAY PROTECTION ZONE (RPZ)
		OBJECT FREE AREA (OFA)
		OBSTACLE FREE ZONE (OFZ)
		BUILDING
		PAVEMENT TO BE REMOVED
	SAME	AIRPORT CONTROL STATION (PAC/SAC)

VICINITY MAP



AIRPORT DATA

CITY: SAN MANUEL, ARIZONA RANGE: R16E and R17E TOWNSHIP: T9S		COUNTY: PINAL COUNTY, ARIZONA	
		EXISTING	FUTURE
AIRPORT SERVICE LEVEL		GENERAL AVIATION	GENERAL AVIATION
AIRPORT REFERENCE CODE		B-I	B-II
DESIGN AIRCRAFT		Cessna 414A	Cessna Citation 560 Excel
AIRPORT ELEVATION (In feet-MSL)		3271.77	3278.34
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		97° F (JULY)	97° F (JULY)
AIRPORT REFERENCE POINT (ARP) COORDINATES	Latitude	32° 38' 11.17279" N	32° 38' 16.13656" N
	Longitude	110° 38' 50.21292" W	110° 38' 58.94975" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON	ROTATING BEACON

HORIZONTAL DATUM IS NAD83. VERTICAL DATUM IS NAVD88.
SURVEY DATUM IS ARIZONA STATE PLANE.

FAA APPROVAL

Approved conditionally June 4, 2015
Subject to comments contained in our letter dated: June 4, 2015
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By
Manager / Assistant Manager - Phoenix/ADO

SPONSOR APPROVAL

BY
5-28-2015
DATE

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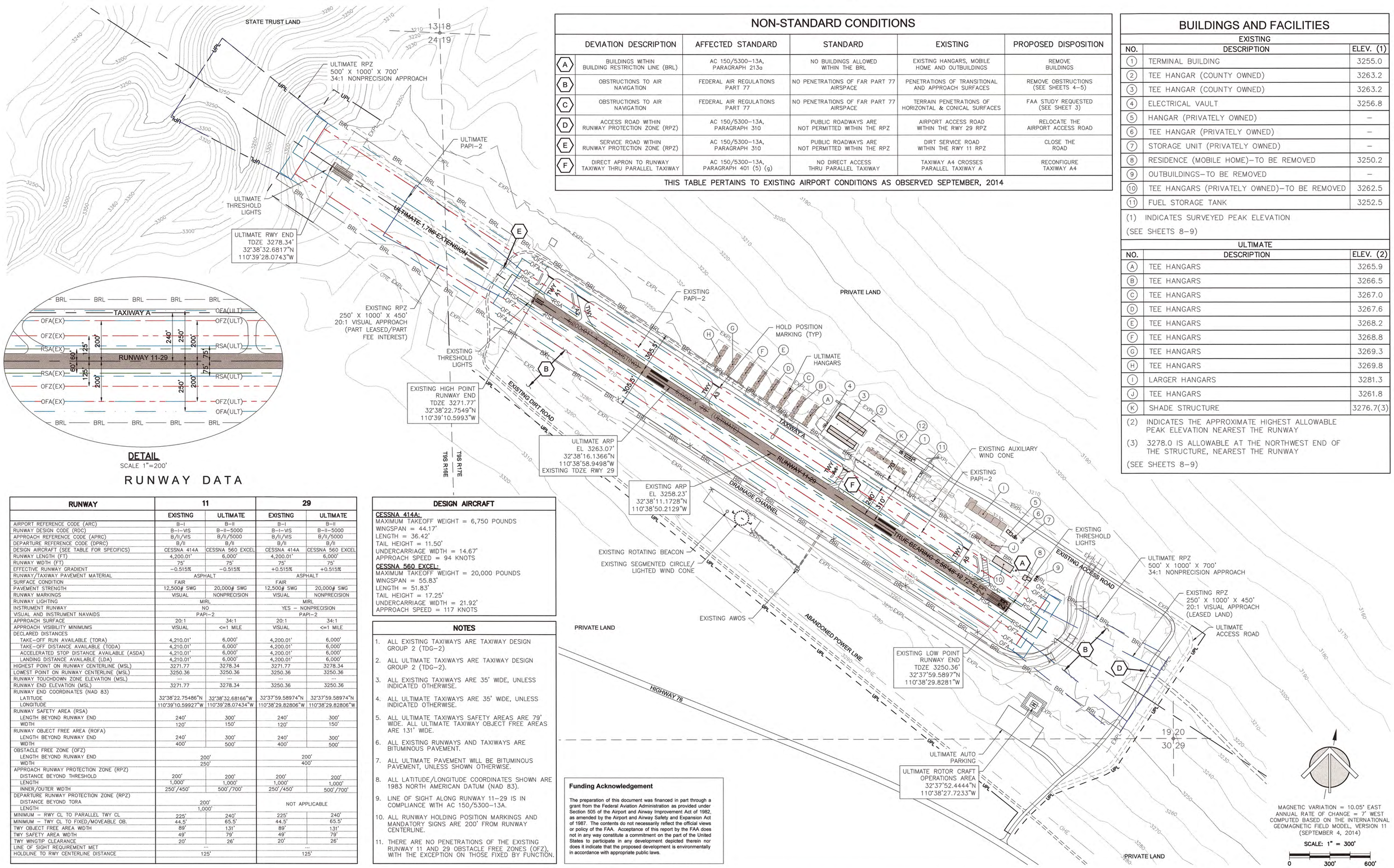
REVISION	DATE

TITLE SHEET

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN:	NJP
DRAWN:	DSO
CHECK:	NJP
Date:	4/08/2015

SHEET 1 of 11



DETAIL

SCALE 1"=200'

NON-STANDARD CONDITIONS

	DEVIATION DESCRIPTION	AFFECTED STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
A	BUILDINGS WITHIN BUILDING RESTRICTION LINE (BRL)	AC 150/5300-13A, PARAGRAPH 213a	NO BUILDINGS ALLOWED WITHIN THE BRL	EXISTING HANGARS, MOBILE HOME AND OUTBUILDINGS	REMOVE BUILDINGS
B	OBSTRUCTIONS TO AIR NAVIGATION	FEDERAL AIR REGULATIONS PART 77	NO PENETRATIONS OF FAR PART 77 AIRSPACE	PENETRATIONS OF TRANSITIONAL AND APPROACH SURFACES	REMOVE OBSTRUCTIONS (SEE SHEETS 4-5)
C	OBSTRUCTIONS TO AIR NAVIGATION	FEDERAL AIR REGULATIONS PART 77	NO PENETRATIONS OF FAR PART 77 AIRSPACE	TERRAIN PENETRATIONS OF HORIZONTAL & CONICAL SURFACES	FAA STUDY REQUESTED (SEE SHEET 3)
D	ACCESS ROAD WITHIN RUNWAY PROTECTION ZONE (RPZ)	AC 150/5300-13A, PARAGRAPH 310	PUBLIC ROADWAYS ARE NOT PERMITTED WITHIN THE RPZ	AIRPORT ACCESS ROAD WITHIN THE RWY 29 RPZ	RELOCATE THE AIRPORT ACCESS ROAD
E	SERVICE ROAD WITHIN RUNWAY PROTECTION ZONE (RPZ)	AC 150/5300-13A, PARAGRAPH 310	PUBLIC ROADWAYS ARE NOT PERMITTED WITHIN THE RPZ	DIRT SERVICE ROAD WITHIN THE RWY 11 RPZ	CLOSE THE ROAD
F	DIRECT APRON TO RUNWAY TAXIWAY THRU PARALLEL TAXIWAY	AC 150/5300-13A, PARAGRAPH 401 (5) (g)	NO DIRECT ACCESS THRU PARALLEL TAXIWAY	TAXIWAY A4 CROSSES PARALLEL TAXIWAY A	RECONFIGURE TAXIWAY A4

THIS TABLE PERTAINS TO EXISTING AIRPORT CONDITIONS AS OBSERVED SEPTEMBER, 2014

BUILDINGS AND FACILITIES

EXISTING

NO.	DESCRIPTION	ELEV. (1)
1	TERMINAL BUILDING	3255.0
2	TEE HANGAR (COUNTY OWNED)	3263.2
3	TEE HANGAR (COUNTY OWNED)	3263.2
4	ELECTRICAL VAULT	3256.8
5	HANGAR (PRIVATELY OWNED)	–
6	TEE HANGAR (PRIVATELY OWNED)	–
7	STORAGE UNIT (PRIVATELY OWNED)	–
8	RESIDENCE (MOBILE HOME)–TO BE REMOVED	3250.2
9	OUTBUILDINGS–TO BE REMOVED	–
10	TEE HANGARS (PRIVATELY OWNED)–TO BE REMOVED	3262.5
11	FUEL STORAGE TANK	3252.5

(1) INDICATES SURVEYED PEAK ELEVATION

(SEE SHEETS 8–9)

ULTIMATE

NO.	DESCRIPTION	ELEV. (2)
A	TEE HANGARS	3265.9
B	TEE HANGARS	3266.5
C	TEE HANGARS	3267.0
D	TEE HANGARS	3267.6
E	TEE HANGARS	3268.2
F	TEE HANGARS	3268.8
G	TEE HANGARS	3269.3
H	TEE HANGARS	3269.8
I	LARGER HANGARS	3281.3
J	TEE HANGARS	3261.8
K	SHADE STRUCTURE	3276.7(3)

(2) INDICATES THE APPROXIMATE HIGHEST ALLOWABLE PEAK ELEVATION NEAREST THE RUNWAY

(3) 3278.0 IS ALLOWABLE AT THE NORTHWEST END OF THE STRUCTURE, NEAREST THE RUNWAY

(SEE SHEETS 8–9)

RUNWAY DATA

RUNWAY	11		29	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	B-I	B-II	B-I	B-II
RUNWAY DESIGN CODE (RDC)	B-I-VIS	B-II-5000	B-I-VIS	B-II-5000
APPROACH REFERENCE CODE (APRC)	B/ii/VIS	B/ii/5000	B/ii/VIS	B/ii/5000
DEPARTURE REFERENCE CODE (DPRC)	B/II	B/II	B/II	B/II
DESIGN AIRCRAFT (SEE TABLE FOR SPECIFICS)	CESSNA 414A	CESSNA 560 EXCEL	CESSNA 414A	CESSNA 560 EXCEL
RUNWAY LENGTH (FT)	4,200.01'	6,000'	4,200.01'	6,000'
RUNWAY WIDTH (FT)	75'	75'	75'	75'
EFFECTIVE RUNWAY GRADIENT	-0.515%	-0.515%	+0.515%	+0.515%
RUNWAY/TAXIWAY PAVEMENT MATERIAL	ASPHALT		ASPHALT	
SURFACE CONDITION	FAIR		FAIR	
PAVEMENT STRENGTH	12,500# SWG	20,000# SWG	12,500# SWG	20,000# SWG
RUNWAY MARKINGS	VISUAL	NONPRECISION	VISUAL	NONPRECISION
RUNWAY LIGHTING	MIRL		MIRL	
INSTRUMENT RUNWAY	NO		YES – NONPRECISION	
VISUAL AND INSTRUMENT NAVAIDS	PAPI-2		PAPI-2	
APPROACH SURFACE	20:1	34:1	20:1	34:1
APPROACH VISIBILITY MINIMUMS	VISUAL	<=1 MILE	VISUAL	<=1 MILE
DECLARED DISTANCES				
TAKE-OFF RUN AVAILABLE (TORA)	4,210.01'	6,000'	4,200.01'	6,000'
TAKE-OFF DISTANCE AVAILABLE (TODA)	4,210.01'	6,000'	4,200.01'	6,000'
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	4,210.01'	6,000'	4,200.01'	6,000'
LANDING DISTANCE AVAILABLE (LDA)	4,210.01'	6,000'	4,200.01'	6,000'
HIGHEST POINT ON RUNWAY CENTERLINE (MSL)	3271.77	3278.34	3271.77	3278.34
LOWEST POINT ON RUNWAY CENTERLINE (MSL)	3250.36	3250.36	3250.36	3250.36
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	...	...	...	...
RUNWAY END ELEVATION (MSL)	3271.77	3278.34	3250.36	3250.36
RUNWAY END COORDINATES (NAD 83)				
LATITUDE	32°38'22.75486"N	32°38'32.68166"W	32°37'59.58974"N	32°37'59.58974"N
LONGITUDE	110°39'10.59927"W	110°39'28.07434"W	110°38'29.82806"W	110°38'29.82806"W
RUNWAY SAFETY AREA (RSA)				
LENGTH BEYOND RUNWAY END	240'	300'	240'	300'
WIDTH	120'	150'	120'	150'
RUNWAY OBJECT FREE AREA (ROFA)				
LENGTH BEYOND RUNWAY END	240'	300'	240'	300'
WIDTH	400'	500'	400'	500'
OBSTACLE FREE ZONE (OFZ)				
LENGTH BEYOND RUNWAY END	200'		200'	
WIDTH	250'		400'	
APPROACH RUNWAY PROTECTION ZONE (RPZ)				
DISTANCE BEYOND THRESHOLD	200'	200'	200'	200'
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER/OUTER WIDTH	250'/450'	500'/700'	250'/450'	500'/700'
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)				
DISTANCE BEYOND TORA	200'		NOT APPLICABLE	
LENGTH	1,000'			
MINIMUM – RWY CL TO PARALLEL TWY CL	225'	240'	225'	240'
MINIMUM – TWY CL TO FIXED/MOVEABLE OB.	44.5'	65.5'	44.5'	65.5'
TWY OBJECT FREE AREA WIDTH	89'	131'	89'	131'
TWY SAFETY AREA WIDTH	49'	79'	49'	79'
TWY WINGTIP CLEARANCE	20'	26'	20'	26'
LINE OF SIGHT REQUIREMENT MET	...		...	
HOLDLINE TO RWY CENTERLINE DISTANCE	125'		125'	

DESIGN AIRCRAFT

CESSNA 414A:
MAXIMUM TAKEOFF WEIGHT = 6,750 POUNDS
WINGSPAN = 44.17'
LENGTH = 36.42'
TAIL HEIGHT = 11.50'
UNDERCARRIAGE WIDTH = 14.67'
APPROACH SPEED = 94 KNOTS

CESSNA 560 EXCEL:
MAXIMUM TAKEOFF WEIGHT = 20,000 POUNDS
WINGSPAN = 55.83'
LENGTH = 51.83'
TAIL HEIGHT = 17.25'
UNDERCARRIAGE WIDTH = 21.92'
APPROACH SPEED = 117 KNOTS

NOTES

1. ALL EXISTING TAXIWAYS ARE TAXIWAY DESIGN GROUP 2 (TDG-2)
2. ALL ULTIMATE TAXIWAYS ARE TAXIWAY DESIGN GROUP 2 (TDG-2).
3. ALL EXISTING TAXIWAYS ARE 35' WIDE, UNLESS INDICATED OTHERWISE.
4. ALL ULTIMATE TAXIWAYS ARE 35' WIDE, UNLESS INDICATED OTHERWISE.
5. ALL ULTIMATE TAXIWAYS SAFETY AREAS ARE 79' WIDE. ALL ULTIMATE TAXIWAY OBJECT FREE AREAS ARE 131' WIDE.
6. ALL EXISTING RUNWAYS AND TAXIWAYS ARE BITUMINOUS PAVEMENT.
7. ALL ULTIMATE PAVEMENT WILL BE BITUMINOUS PAVEMENT, UNLESS SHOWN OTHERWISE.
8. ALL LATITUDE/LONGITUDE COORDINATES SHOWN ARE 1983 NORTH AMERICAN DATUM (NAD 83).
9. LINE OF SIGHT ALONG RUNWAY 11–29 IS IN COMPLIANCE WITH AC 150/5300–13A.
10. ALL RUNWAY HOLDING POSITION MARKINGS AND MANDATORY SIGNS ARE 200' FROM RUNWAY CENTERLINE.
11. THERE ARE NO PENETRATIONS OF THE EXISTING RUNWAY 11 AND 29 OBSTACLE FREE ZONES (OFZ), WITH THE EXCEPTION ON THOSE FIXED BY FUNCTION.

Funding Acknowledgement

The preparation of this document was financed in part through a grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended by the Airport and Airway Safety and Expansion Act of 1987. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally in accordance with appropriate public laws.

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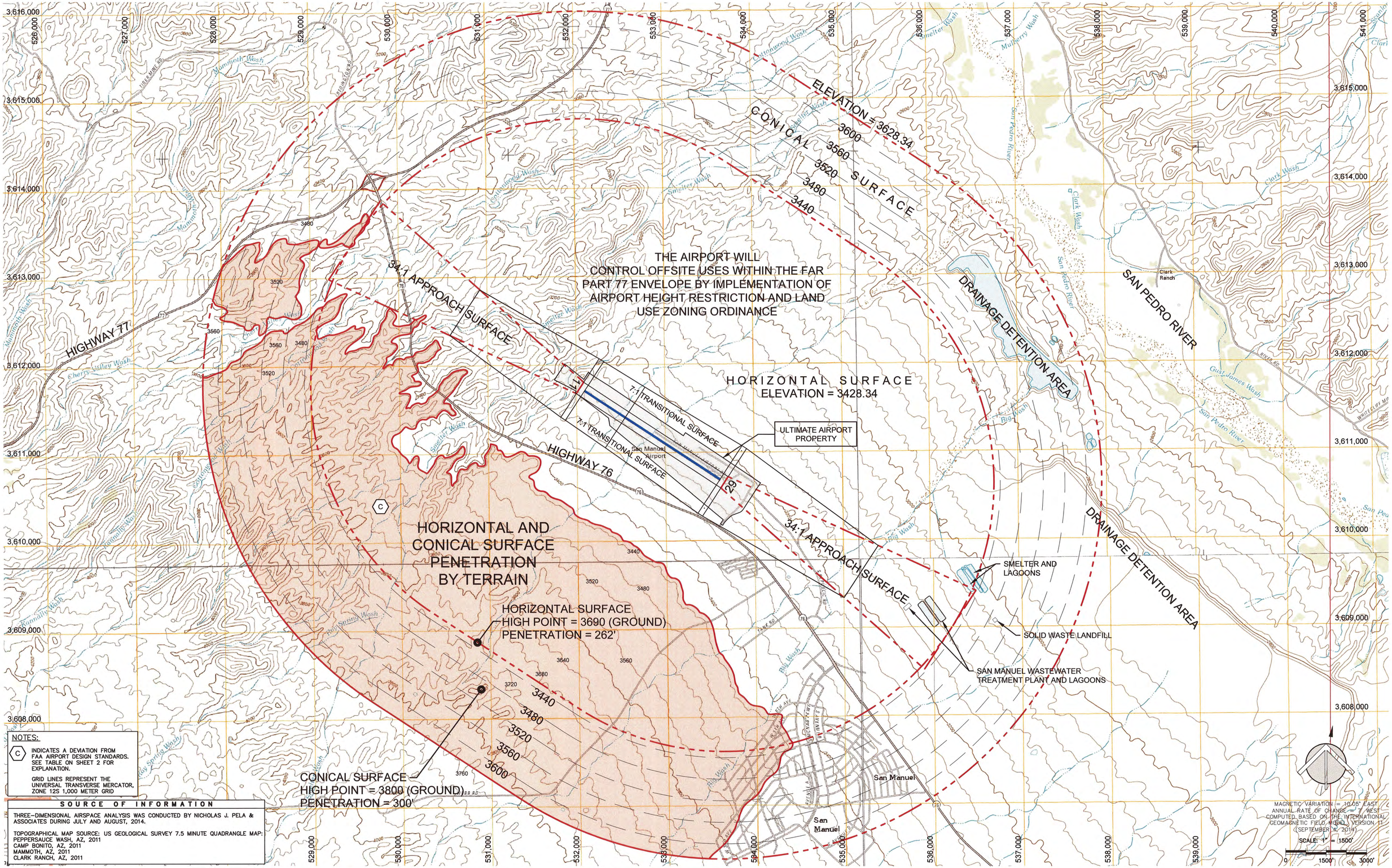
	REVISION	DATE

AIRPORT LAYOUT DRAWING

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN: NJP
DRAWN: DSO
CHECK: NJP
Date: 4/08/2015



NOTES:

(C) INDICATES A DEVIATION FROM FAA AIRPORT DESIGN STANDARDS. SEE TABLE ON SHEET 2 FOR EXPLANATION.

GRID LINES REPRESENT THE UNIVERSAL TRANSVERSE MERCATOR, ZONE 12S 1,000 METER GRID

SOURCE OF INFORMATION

THREE-DIMENSIONAL AIRSPACE ANALYSIS WAS CONDUCTED BY NICHOLAS J. PELA & ASSOCIATES DURING JULY AND AUGUST, 2014.

TOPOGRAPHICAL MAP SOURCE: US GEOLOGICAL SURVEY 7.5 MINUTE QUADRANGLE MAP:
PEPPERSAUCE WASH, AZ, 2011
CAMP BONITO, AZ, 2011
MAMMOTH, AZ, 2011
CLARK RANCH, AZ, 2011

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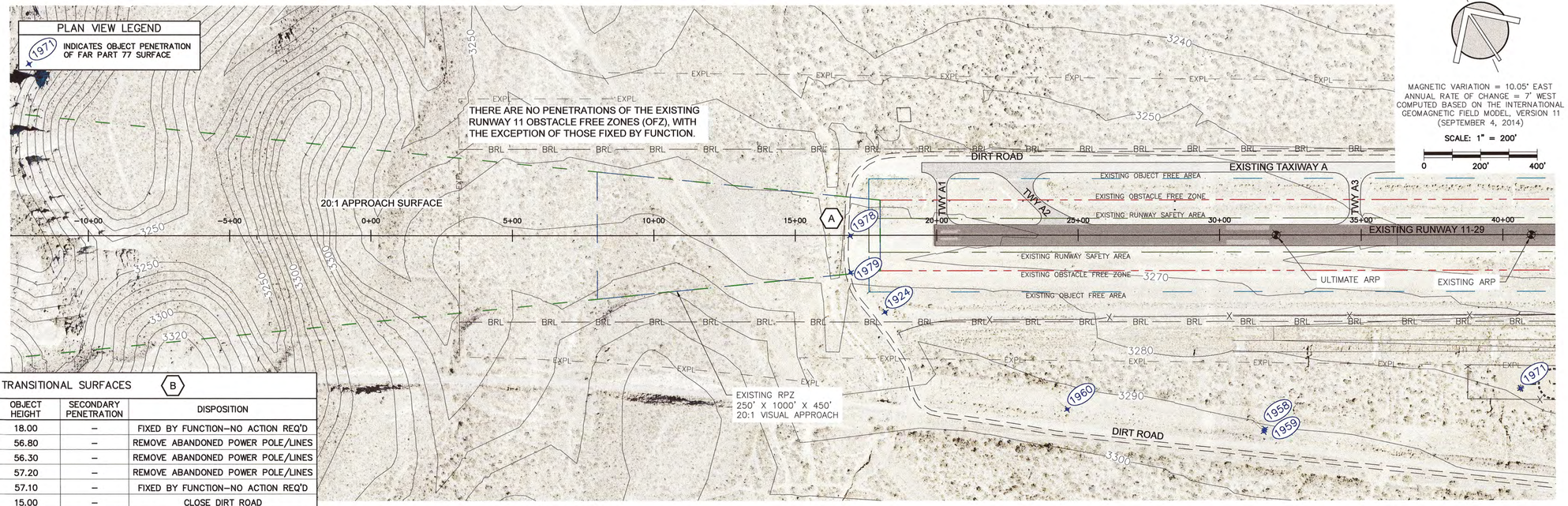
△	REVISION	DATE

AIRPORT AIRSPACE LAYOUT - FAR PART 77

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN:	NJP
DRAWN:	DSO
CHECK:	NJP
Date:	4/08/2015

SHEET 3 of 11



MAGNETIC VARIATION = 10.05° EAST
ANNUAL RATE OF CHANGE = 7' WEST
COMPUTED BASED ON THE INTERNATIONAL GEOMAGNETIC FIELD MODEL, VERSION 11
(SEPTEMBER 4, 2014)

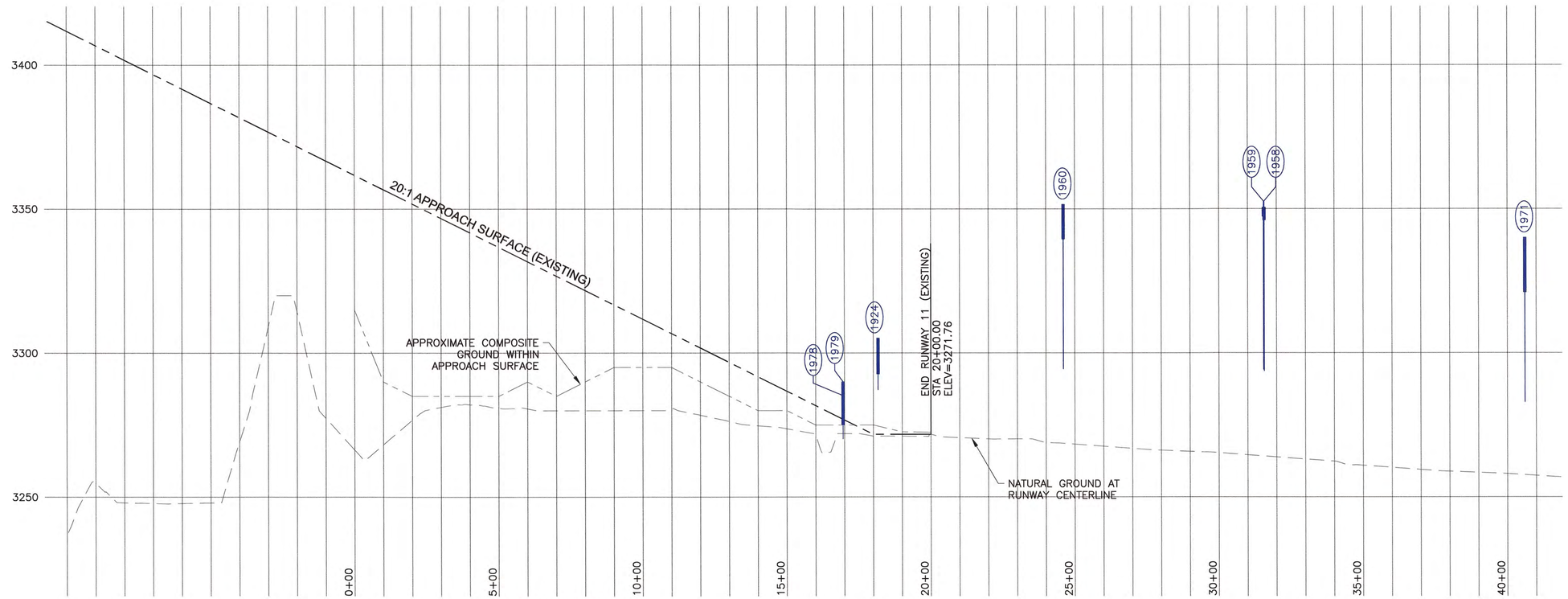
SCALE: 1" = 200'

0 200' 400'

EXISTING APPROACH, PRIMARY AND TRANSITIONAL SURFACES (B)							
POINT	DESCRIPTION	OBJECT PENETRATION	TOP ELEVATION	GROUND ELEVATION	OBJECT HEIGHT	SECONDARY PENETRATION	DISPOSITION
1924	WINDSOCK	12.55	3305.20	3287.20	18.00	–	FIXED BY FUNCTION–NO ACTION REQ'D
1958	POWER POLE (ABANDONED)	4.49	3350.50	3293.70	56.80	–	REMOVE ABANDONED POWER POLE/LINES
1959	POWER POLE (ABANDONED)	3.22	3350.50	3294.20	56.30	–	REMOVE ABANDONED POWER POLE/LINES
1960	POWER POLE (ABANDONED)	12.18	3351.60	3294.40	57.20	–	REMOVE ABANDONED POWER POLE/LINES
1971	ROTATING BEACON	19.04	3340.00	3282.90	57.10	–	FIXED BY FUNCTION–NO ACTION REQ'D
1978	DIRT ROAD	8.18	3285.20	3270.20	15.00	–	CLOSE DIRT ROAD
1979	DIRT ROAD	12.98	3290.00	3275.00	15.00	–	CLOSE DIRT ROAD

RWY 11 - PLAN

SCALE = 1:200



RWY 11 - PROFILE

SCALE (HORIZ.) = 1:200

SCALE (VERT.) = 1:20

PROFILE VIEW LEGEND

1950 INDICATES OBJECT PENETRATION OF PART 77 SURFACE

TOP OF OBJECT

POINT OF PENETRATION

GROUND

NOTES:

A INDICATES A DEVIATION FROM FAA AIRPORT DESIGN STANDARDS. SEE TABLE ON SHEET 2 FOR EXPLANATION.

SOURCE OF INFORMATION

OBJECTS WERE LOCATED BASED ON AN OBSTRUCTION SURVEY CONDUCTED BY DIBBLE ENGINEERING DURING APRIL–JUNE, 2014.

THREE–DIMENSIONAL AIRSPACE ANALYSIS WAS CONDUCTED BY NICHOLAS J. PELA & ASSOCIATES DURING JULY AND AUGUST, 2014.

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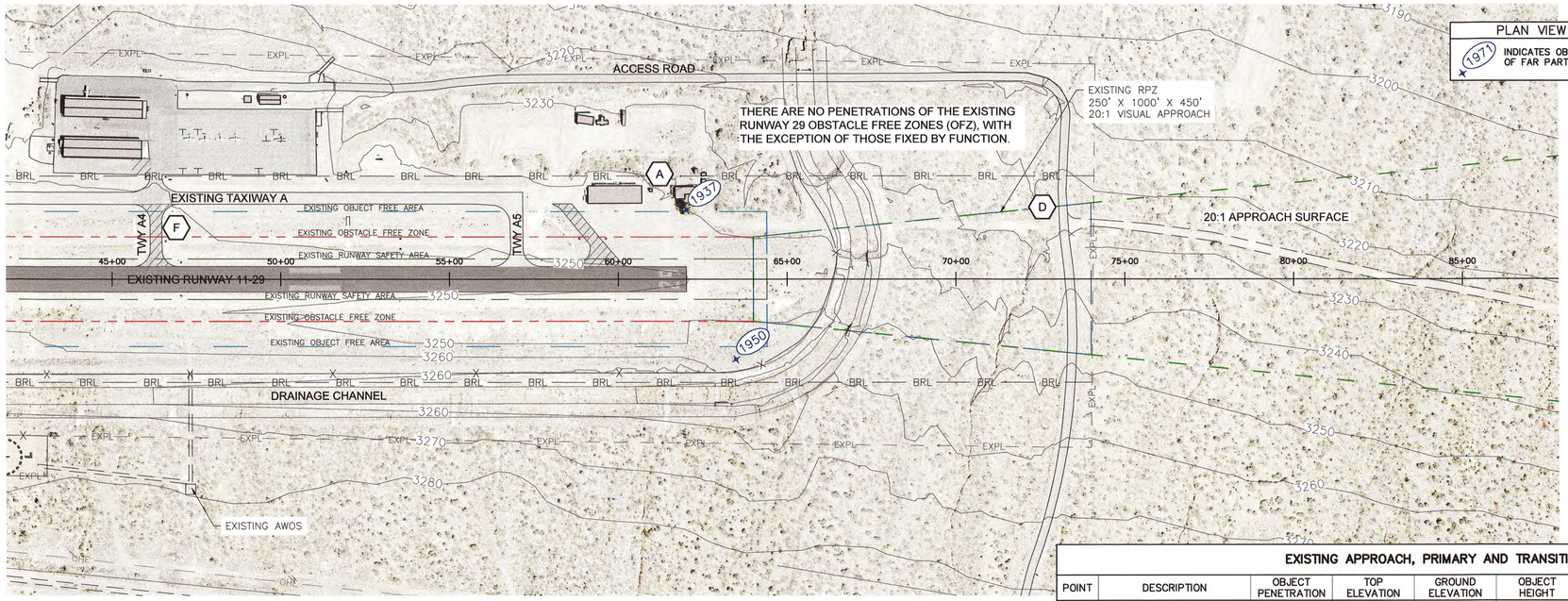
RW 11 - INNER APPROACH SURFACE PLAN & PROFILE (EXISTING)

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN: NJP
DRAWN: DSO
CHECK: NJP
Date: 4/08/2015

SHEET 4 of 11



RWY 29 - PLAN

SCALE = 1:200

PLAN VIEW LEGEND

1971 INDICATES OBJECT PENETRATION OF FAR PART 77 SURFACE

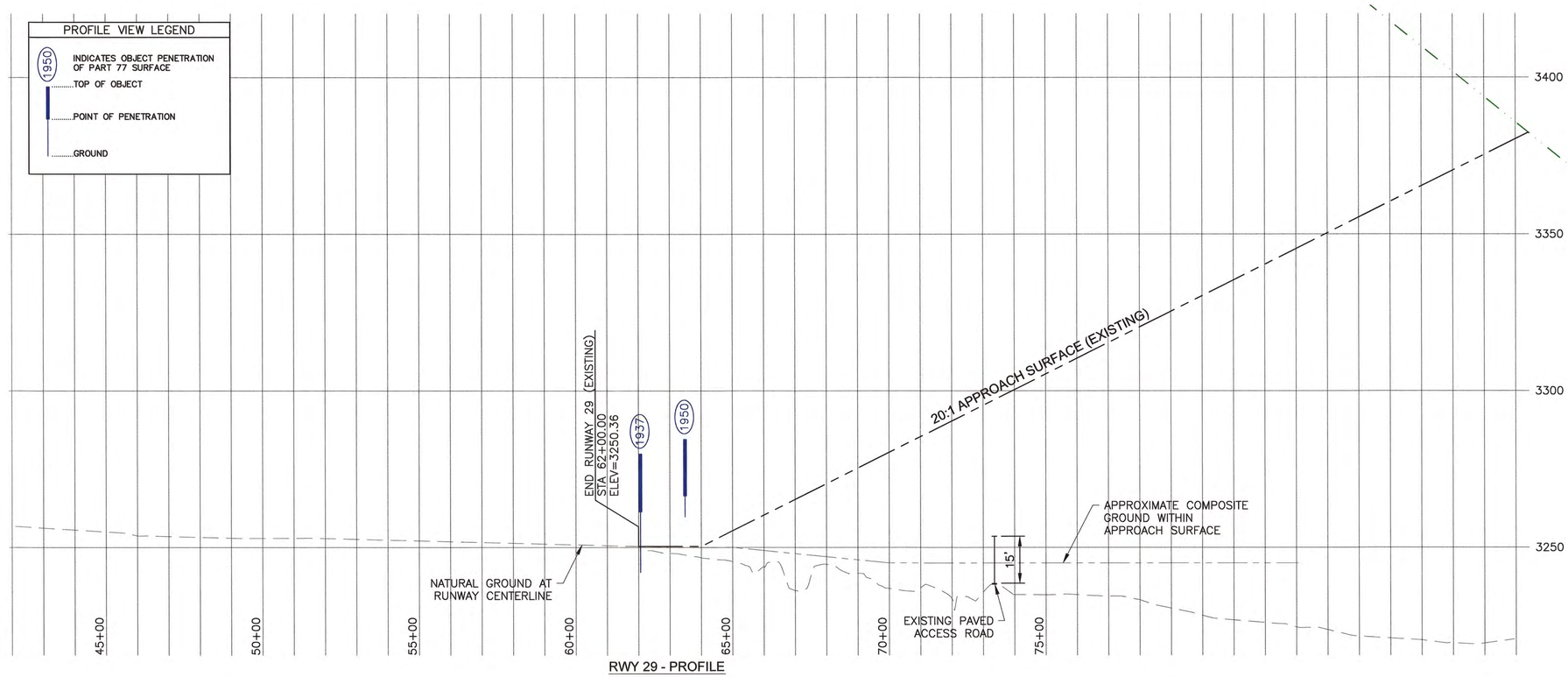
MAGNETIC VARIATION = 10.05° EAST
ANNUAL RATE OF CHANGE = 7' WEST
COMPUTED BASED ON THE INTERNATIONAL GEOMAGNETIC FIELD MODEL, VERSION 11
(SEPTEMBER 4, 2014)

SCALE: 1" = 200'

0 200' 400'

EXISTING APPROACH, PRIMARY AND TRANSITIONAL SURFACES (B)

POINT	DESCRIPTION	OBJECT PENETRATION	TOP ELEVATION	GROUND ELEVATION	OBJECT HEIGHT	SECONDARY PENETRATION	DISPOSITION
1937	TREE	18.62	3279.90	3242.00	37.90	–	REMOVE TREE
1950	WINDSOCK	18.08	3284.50	3259.80	24.70	–	FIXED BY FUNCTION–NO ACTION REQUIRED



RWY 29 - PROFILE

SCALE (HORIZ.) = 1:200
SCALE (VERT.) = 1:20

NOTES:

(A) INDICATES A DEVIATION FROM FAA AIRPORT DESIGN STANDARDS. SEE TABLE ON SHEET 2 FOR EXPLANATION.

SOURCE OF INFORMATION

OBJECTS WERE LOCATED BASED ON AN OBSTRUCTION SURVEY CONDUCTED BY DIBBLE ENGINEERING DURING APRIL–JUNE, 2014.

THREE–DIMENSIONAL AIRSPACE ANALYSIS WAS CONDUCTED BY NICHOLAS J. PELA & ASSOCIATES DURING JULY AND AUGUST, 2014.

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	REVISION	DATE

RW 29 - INNER APPROACH SURFACE PLAN & PROFILE (EXISTING)

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN: NJP
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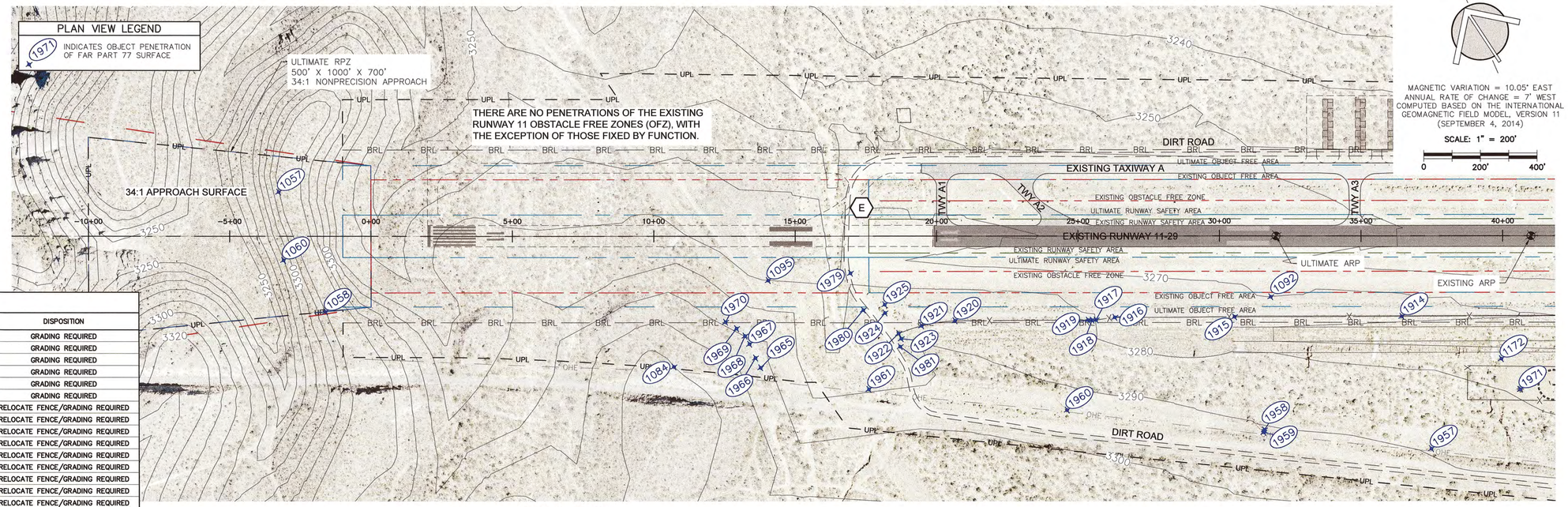
CHECK: NJP
Date: 4/08/2015



MAGNETIC VARIATION = 10.05° EAST
ANNUAL RATE OF CHANGE = 7' WEST
COMPUTED BASED ON THE INTERNATIONAL GEOMAGNETIC FIELD MODEL, VERSION 11
(SEPTEMBER 4, 2014)

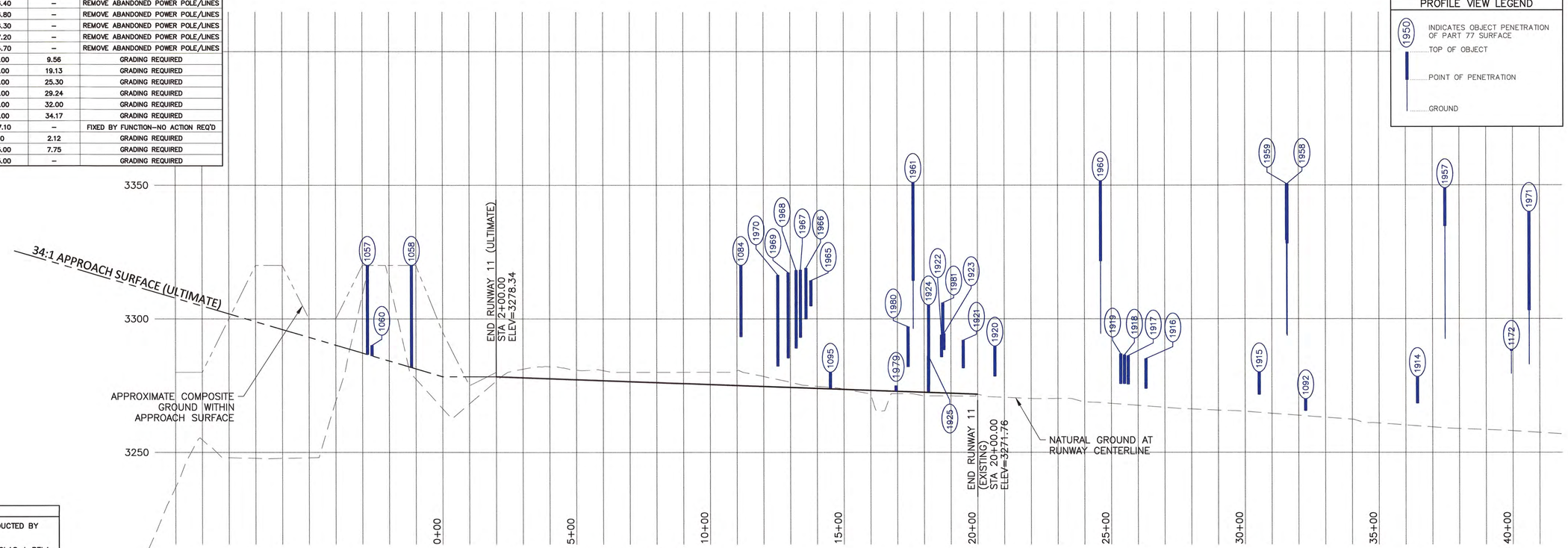
SCALE: 1" = 200'

0 200' 400'

RWY 11 - PLAN

SCALE = 1:200

EXISTING APPROACH, PRIMARY AND TRANSITIONAL SURFACES							
POINT	DESCRIPTION	OBJECT PENETRATION	TOP ELEVATION	GROUND ELEVATION	OBJECT HEIGHT	SECONDARY PENETRATION	DISPOSITION
1057	NATURAL GROUND	32.06	3320.00	3320.00	0.00	32.06	GRADING REQUIRED
1058	NATURAL GROUND	36.90	3320.00	3320.00	0.00	36.90	GRADING REQUIRED
1060	NATURAL GROUND	2.55	3290.00	3290.00	0.00	2.55	GRADING REQUIRED
1084	NATURAL GROUND	14.59	3320.00	3320.00	0.00	14.59	GRADING REQUIRED
1092	NATURAL GROUND	4.25	3270.00	3270.00	0.00	4.25	GRADING REQUIRED
1095	NATURAL GROUND	6.06	3280.00	3280.00	0.00	6.06	GRADING REQUIRED
1172	CHAIN LINK FENCE	0.49	3288.42	3279.42	9.00	–	RELOCATE FENCE/GRADING REQUIRED
1914	BARBED WIRE FENCE	10.00	3278.30	3274.30	4.00	6.00	RELOCATE FENCE/GRADING REQUIRED
1915	BARBED WIRE FENCE	8.49	3280.05	3276.05	4.00	4.49	RELOCATE FENCE/GRADING REQUIRED
1916	BARBED WIRE FENCE	11.20	3285.07	3281.07	4.00	7.20	RELOCATE FENCE/GRADING REQUIRED
1917	BARBED WIRE FENCE	10.67	3286.17	3282.17	4.00	6.67	RELOCATE FENCE/GRADING REQUIRED
1918	GATE	10.76	3286.47	3282.47	4.00	6.76	RELOCATE FENCE/GRADING REQUIRED
1919	BARBED WIRE FENCE	11.20	3286.89	3282.89	4.00	7.20	RELOCATE FENCE/GRADING REQUIRED
1920	BARBED WIRE FENCE	11.29	3289.75	3285.75	4.00	7.29	RELOCATE FENCE/GRADING REQUIRED
1921	BARBED WIRE FENCE	10.42	3291.94	3287.94	4.00	6.42	RELOCATE FENCE/GRADING REQUIRED
1922	BARBED WIRE FENCE	8.22	3293.90	3289.90	4.00	4.22	RELOCATE FENCE/GRADING REQUIRED
1923	BARBED WIRE FENCE	6.17	3294.47	3290.47	4.00	2.17	RELOCATE FENCE/GRADING REQUIRED
1924	WINDSOCK	29.75	3305.20	3287.20	18.00	11.75	FIXED BY FUNCTION–NO ACTION REQ'D
1925	SM–B1	13.58	3286.02	3286.02	0.00	13.58	GRADING REQUIRED
1957	POWER POLE (ABANDONED)	14.26	3348.90	3292.50	56.40	–	REMOVE ABANDONED POWER POLE/LINES
1958	POWER POLE (ABANDONED)	22.35	3350.50	3293.70	56.80	–	REMOVE ABANDONED POWER POLE/LINES
1959	POWER POLE (ABANDONED)	21.08	3350.50	3294.20	56.30	–	REMOVE ABANDONED POWER POLE/LINES
1960	POWER POLE (ABANDONED)	30.04	3351.60	3294.40	57.20	–	REMOVE ABANDONED POWER POLE/LINES
1961	POWER POLE (ABANDONED)	36.73	3351.00	3296.30	54.70	–	REMOVE ABANDONED POWER POLE/LINES
1965	NATURAL GROUND	9.56	3314.30	3314.30	0.00	9.56	GRADING REQUIRED
1966	NATURAL GROUND	19.13	3319.00	3319.00	0.00	19.13	GRADING REQUIRED
1967	NATURAL GROUND	25.30	3318.30	3318.30	0.00	25.30	GRADING REQUIRED
1968	NATURAL GROUND	29.24	3318.20	3318.20	0.00	29.24	GRADING REQUIRED
1969	NATURAL GROUND	32.00	3317.30	3317.30	0.00	32.00	GRADING REQUIRED
1970	NATURAL GROUND	34.17	3316.40	3316.40	0.00	34.17	GRADING REQUIRED
1971	ROTATING BEACON	36.90	3340.00	3282.90	57.10	–	FIXED BY FUNCTION–NO ACTION REQ'D
1979	OLD CLOSED DIRT ROAD	2.12	3275.00	3275.00	0	2.12	GRADING REQUIRED
1980	DIRT ROAD	22.75	3297.00	3282.00	15.00	7.75	GRADING REQUIRED
1981	DIRT ROAD	13.66	3306.00	3291.00	15.00	–	GRADING REQUIRED



RWY 11 - PROFILE

SCALE (HORIZ.) = 1:200
SCALE (VERT.) = 1:20

NOTES:

(A) INDICATES A DEVIATION FROM FAA AIRPORT DESIGN STANDARDS. SEE TABLE ON SHEET 2 FOR EXPLANATION.

SOURCE OF INFORMATION

OBJECTS WERE LOCATED BASED ON AN OBSTRUCTION SURVEY CONDUCTED BY DIBBLE ENGINEERING DURING APRIL–JUNE, 2014.

THREE–DIMENSIONAL AIRSPACE ANALYSIS WAS CONDUCTED BY NICHOLAS J. PELA & ASSOCIATES DURING JULY AND AUGUST, 2014.

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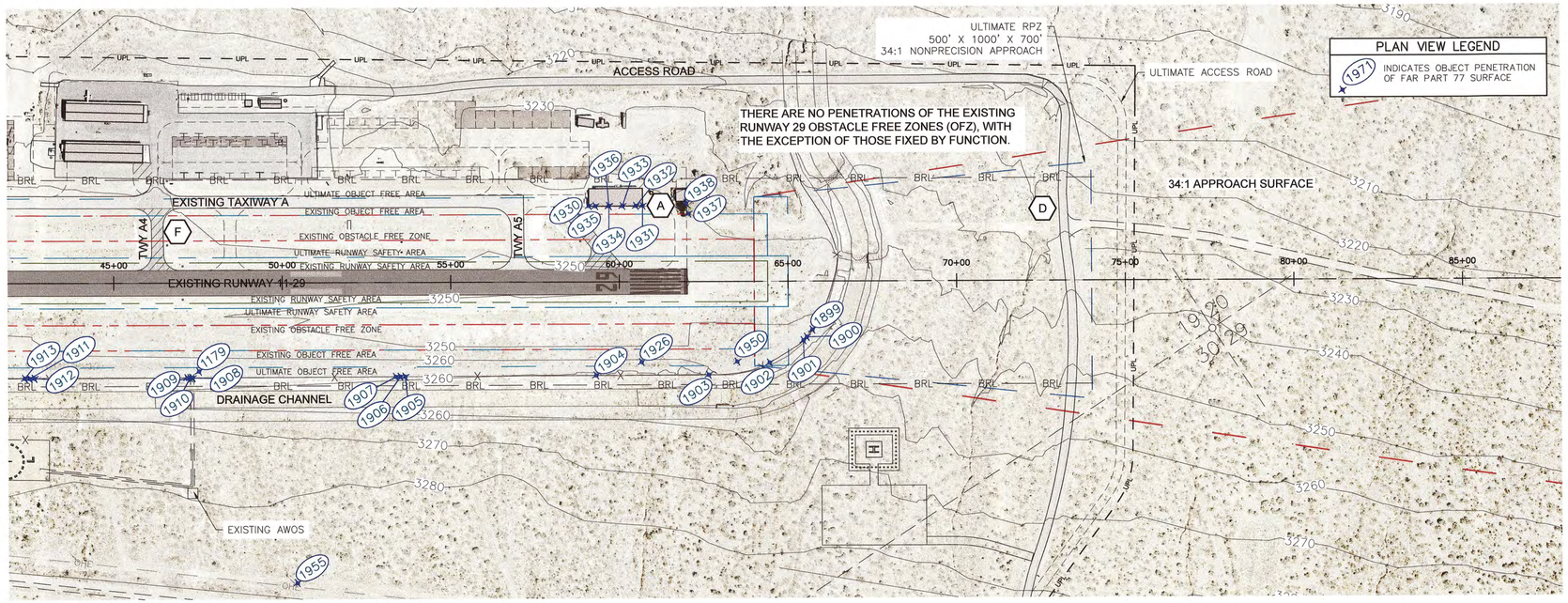
REVISION	DATE

RW 11 - INNER APPROACH SURFACE PLAN & PROFILE (ULTIMATE)

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN: NJP
DRAWN: DSO
CHECK: NJP
Date: 4/08/2015

SHEET 6 of 11



MAGNETIC VARIATION = 10.05° EAST
ANNUAL RATE OF CHANGE = 7' WEST
COMPUTED BASED ON THE INTERNATIONAL GEOMAGNETIC FIELD MODEL, VERSION 11
(SEPTEMBER 4, 2014)

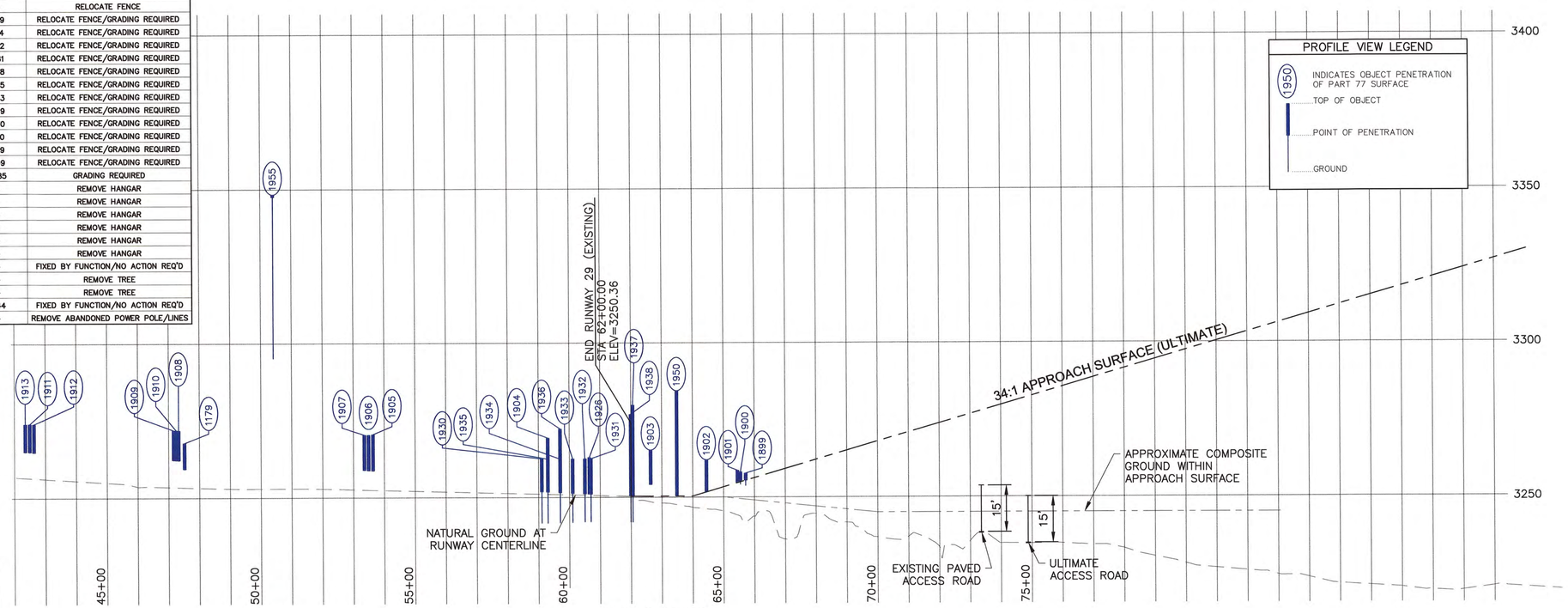
SCALE: 1" = 200'

0 200' 400'

RWY 29 - PLAN

SCALE = 1:200

EXISTING APPROACH, PRIMARY AND TRANSITIONAL SURFACES							
POINT	DESCRIPTION	OBJECT PENETRATION	TOP ELEVATION	GROUND ELEVATION	OBJECT HEIGHT	SECONDARY PENETRATION	DISPOSITION
1179	FND-NAIL PCHD	8.49	3267.86	3267.86	0.00	8.49	GRADING REQUIRED
1899	BARBED WIRE FENCE	2.31	3257.72	3253.72	4.00	–	RELOCATE FENCE
1900	GATE	3.24	3258.16	3254.16	4.00	–	RELOCATE FENCE
1901	BARBED WIRE FENCE	3.96	3258.60	3254.60	4.00	–	RELOCATE FENCE
1902	BARBED WIRE FENCE	10.39	3262.06	3258.06	4.00	6.39	RELOCATE FENCE/GRADING REQUIRED
1903	BARBED WIRE FENCE	11.14	3265.26	3261.26	4.00	7.14	RELOCATE FENCE/GRADING REQUIRED
1904	BARBED WIRE FENCE	13.62	3269.26	3265.26	4.00	9.62	RELOCATE FENCE/GRADING REQUIRED
1905	BARBED WIRE FENCE	11.81	3270.56	3266.56	4.00	7.81	RELOCATE FENCE/GRADING REQUIRED
1906	GATE	11.58	3270.38	3266.38	4.00	7.58	RELOCATE FENCE/GRADING REQUIRED
1907	BARBED WIRE FENCE	11.45	3270.37	3266.37	4.00	7.45	RELOCATE FENCE/GRADING REQUIRED
1908	BARBED WIRE FENCE	9.73	3271.93	3267.93	4.00	5.73	RELOCATE FENCE/GRADING REQUIRED
1909	BARBED WIRE FENCE	9.69	3271.99	3267.99	4.00	5.69	RELOCATE FENCE/GRADING REQUIRED
1910	GATE	9.70	3271.99	3267.99	4.00	5.70	RELOCATE FENCE/GRADING REQUIRED
1911	GATE	9.10	3274.05	3270.05	4.00	5.10	RELOCATE FENCE/GRADING REQUIRED
1912	BARBED WIRE FENCE	9.19	3274.01	3270.01	4.00	5.19	RELOCATE FENCE/GRADING REQUIRED
1913	BARBED WIRE FENCE	8.99	3273.98	3269.98	4.00	4.99	RELOCATE FENCE/GRADING REQUIRED
1926	SM-B2	11.85	3262.90	3262.90	0.00	11.85	GRADING REQUIRED
1930	BUILDING	10.66	3262.50	3241.74	20.76	–	REMOVE HANGAR
1931	BUILDING	11.48	3262.50	3242.12	20.38	–	REMOVE HANGAR
1932	HANGARS	11.38	3262.50	3242.10	20.40	–	REMOVE HANGAR
1933	HANGARS	11.17	3262.50	3241.90	20.60	–	REMOVE HANGAR
1934	HANGARS	10.87	3262.40	3241.80	20.60	–	REMOVE HANGAR
1935	HANGARS	10.66	3262.40	3241.70	20.70	–	REMOVE HANGAR
1936	WINDSOCK	20.67	3272.20	3241.90	30.30	–	FIXED BY FUNCTION/NO ACTION REQ'D
1937	TREE	29.54	3279.90	3242.00	37.90	–	REMOVE TREE
1938	TREE	26.54	3276.90	3242.00	34.90	–	REMOVE TREE
1950	WINDSOCK	34.14	3284.50	3259.80	24.70	9.44	FIXED BY FUNCTION/NO ACTION REQ'D
1955	POWER POLE (ABANDONED)	0.79	3348.30	3295.20	53.10	–	REMOVE ABANDONED POWER POLE/LINES



RWY 29 - PROFILE

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SCALE (VERT.) = 1:20

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REVISION	DATE

RW 29 - INNER APPROACH SURFACE PLAN & PROFILE (ULTIMATE)

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN: NJP
DRAWN: DSO
CHECK: NJP
Date: 4/08/2015

EXISTING LEASE BOUNDARY
(ULTIMATE FEE ACQUISITION)

EXPL

3220

3230

3240

3250

3260

3270

EXISTING TEE HANGARS (COUNTY OWNED) 3263.2 (1)

EXISTING TEE HANGARS (COUNTY OWNED) 3263.2 (1)

ULTIMATE TEE HANGARS 3269.8 (2)

ULTIMATE TEE HANGARS 3269.3 (2)

ULTIMATE TEE HANGARS 3268.8 (2)

ULTIMATE TEE HANGARS 3268.2 (2)

ULTIMATE TEE HANGARS 3267.6 (2)

ULTIMATE TEE HANGARS 3267.0 (2)

ULTIMATE TEE HANGARS 3266.5 (2)

ULTIMATE TEE HANGARS 3265.9 (2)

BRL

EXISTING DIRT ROAD

EXISTING ELECTRICAL VAULT 3256.8 (1)

65.5'

ULTIMATE OBJECT FREE AREA

EXISTING TAXIWAY A

EXISTING OBJECT FREE AREA
ULTIMATE OBSTACLE FREE ZONE

EXISTING STORM DRAIN CULVERT

EXISTING TWY A3

EXISTING TWY A4

F

250'

200'

240'

305.5'

EXISTING OBSTACLE FREE ZONE

ULTIMATE RUNWAY SAFETY AREA

EXISTING RUNWAY SAFETY AREA

125'

75'

60'

EXISTING ARP

EXISTING RUNWAY 11-29

EXISTING RUNWAY SAFETY AREA

ULTIMATE RUNWAY SAFETY AREA

EXISTING OBSTACLE FREE ZONE

EXISTING OBJECT FREE ZONE
ULTIMATE OBSTACLE FREE ZONE

ULTIMATE OBJECT FREE AREA

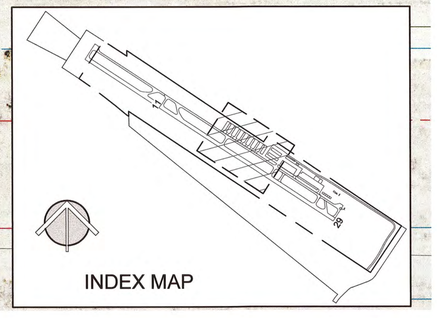
NOTES:

(A) INDICATES A DEVIATION FROM FAA AIRPORT DESIGN STANDARDS. SEE TABLE ON SHEET 2 FOR EXPLANATION.

(1) INDICATES SURVEYED PEAK ELEVATION – LOCATION SHOWN ON DRAWING

(2) INDICATES THE APPROXIMATE HIGHEST ALLOWABLE PEAK ELEVATION NEAREST THE RUNWAY

(3) 3278.0 IS THE HIGHEST ALLOWABLE PEAK AT THE NORTHWEST END OF THE STRUCTURE, NEAREST THE RUNWAY



INDEX MAP

MAGNETIC VARIATION = 10.05° EAST
ANNUAL RATE OF CHANGE = 7' WEST
COMPUTED BASED ON THE INTERNATIONAL GEOMAGNETIC FIELD MODEL, VERSION 11
(SEPTEMBER 4, 2014)

SCALE: 1" = 50'

0 50' 100'

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	REVISION	DATE

TERMINAL AREA PLAN - NORTHWEST

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN:	NJP
DRAWN:	DSO
CHECK:	NJP
Date:	4/08/2015

EXISTING LEASE BOUNDARY
(ULTIMATE FEE ACQUISITION)

EXPL

EXISTING STEEL ROOFED PICNIC AREA

EXISTING TERMINAL BUILDING 3255.0 (1)

EXISTING TANK

EXISTING FUEL STORAGE TANK 3252.5 (1)

EXISTING AIRPORT ACCESS ROAD

ULTIMATE LARGER HANGARS 3281.3 (2)

EXISTING HANGAR (PRIVATELY OWNED)

EXISTING TEE HANGAR (PRIVATELY OWNED)

EXISTING STORAGE UNIT (PRIVATELY OWNED)

ULTIMATE SHADE STRUCTURE 3276.7 (3)

EXISTING AUXILIARY WINDCONE

ULTIMATE HANGARS 3261.8 (2)

EXISTING OUTBUILDINGS TO BE REMOVED

EXISTING RESIDENCE (MOBILE HOME) TO BE REMOVED 3250.2 (1)

BRL

3230

3220

3240

3250

3260

ULTIMATE OBJECT FREE AREA

EXISTING TAXIWAY A

EXISTING OBJECT FREE AREA
ULTIMATE OBSTACLE FREE ZONE

EXISTING OBSTACLE FREE ZONE

ULTIMATE RUNWAY SAFETY AREA

EXISTING RUNWAY SAFETY AREA

EXISTING TWY A5

EXISTING TEE HANGARS (PRIVATELY OWNED) TO BE REMOVED 3262.5 (1)

EXISTING RUNWAY 11-29

240'

305.5'

250'

200'

125'

75'

60'

A

F

NOTES:

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(1) INDICATES SURVEYED PEAK ELEVATION – LOCATION SHOWN ON DRAWING

(2) INDICATES THE APPROXIMATE HIGHEST ALLOWABLE PEAK ELEVATION NEAREST THE RUNWAY

(3) 3278.0 IS THE HIGHEST ALLOWABLE PEAK AT THE NORTHWEST END OF THE STRUCTURE, NEAREST THE RUNWAY

INDEX MAP

MAGNETIC VARIATION = 10.05° EAST
ANNUAL RATE OF CHANGE = 7' WEST
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(SEPTEMBER 4, 2014)

SCALE: 1" = 50'

0 50' 100'

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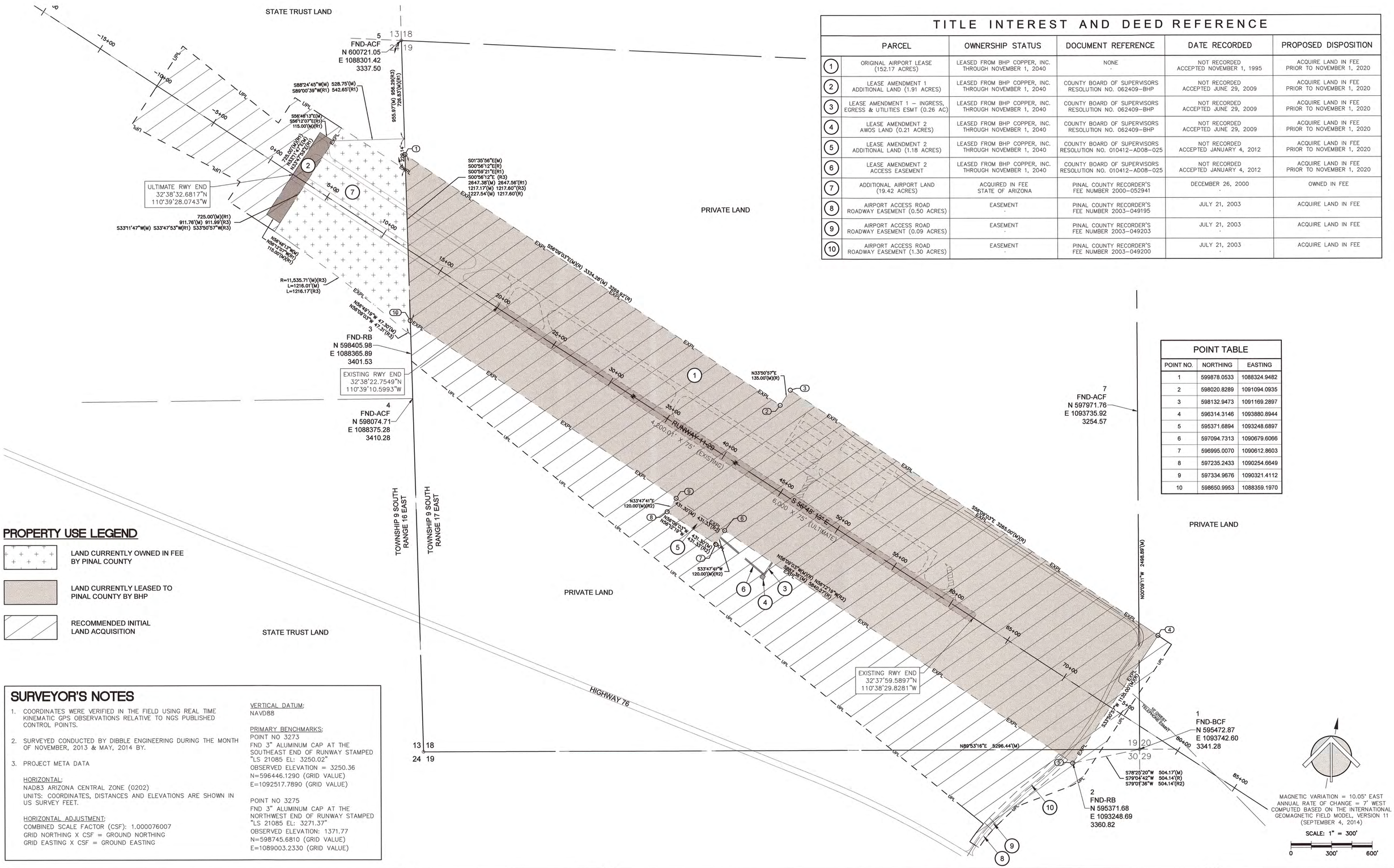
REVISION	DATE

TERMINAL AREA PLAN - SOUTHEAST

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN:	NJP
DRAWN:	DSO
CHECK:	NJP
Date:	4/08/2015

SHEET 9 of 11



TITLE INTEREST AND DEED REFERENCE

	PARCEL	OWNERSHIP STATUS	DOCUMENT REFERENCE	DATE RECORDED	PROPOSED DISPOSITION
1	ORIGINAL AIRPORT LEASE (152.17 ACRES)	LEASED FROM BHP COPPER, INC. THROUGH NOVEMBER 1, 2040	NONE ·	NOT RECORDED ACCEPTED NOVEMBER 1, 1995	ACQUIRE LAND IN FEE PRIOR TO NOVEMBER 1, 2020
2	LEASE AMENDMENT 1 ADDITIONAL LAND (1.91 ACRES)	LEASED FROM BHP COPPER, INC. THROUGH NOVEMBER 1, 2040	COUNTY BOARD OF SUPERVISORS RESOLUTION NO. 062409–BHP	NOT RECORDED ACCEPTED JUNE 29, 2009	ACQUIRE LAND IN FEE PRIOR TO NOVEMBER 1, 2020
3	LEASE AMENDMENT 1 – INGRESS, EGRESS & UTILITIES ESMT (0.26 AC)	LEASED FROM BHP COPPER, INC. THROUGH NOVEMBER 1, 2040	COUNTY BOARD OF SUPERVISORS RESOLUTION NO. 062409–BHP	NOT RECORDED ACCEPTED JUNE 29, 2009	ACQUIRE LAND IN FEE PRIOR TO NOVEMBER 1, 2020
4	LEASE AMENDMENT 2 AWOS LAND (0.21 ACRES)	LEASED FROM BHP COPPER, INC. THROUGH NOVEMBER 1, 2040	COUNTY BOARD OF SUPERVISORS RESOLUTION NO. 062409–BHP	NOT RECORDED ACCEPTED JUNE 29, 2009	ACQUIRE LAND IN FEE PRIOR TO NOVEMBER 1, 2020
5	LEASE AMENDMENT 2 ADDITIONAL LAND (1.18 ACRES)	LEASED FROM BHP COPPER, INC. THROUGH NOVEMBER 1, 2040	COUNTY BOARD OF SUPERVISORS RESOLUTION NO. 010412–AD08–025	NOT RECORDED ACCEPTED JANUARY 4, 2012	ACQUIRE LAND IN FEE PRIOR TO NOVEMBER 1, 2020
6	LEASE AMENDMENT 2 ACCESS EASEMENT	LEASED FROM BHP COPPER, INC. THROUGH NOVEMBER 1, 2040	COUNTY BOARD OF SUPERVISORS RESOLUTION NO. 010412–AD08–025	NOT RECORDED ACCEPTED JANUARY 4, 2012	ACQUIRE LAND IN FEE PRIOR TO NOVEMBER 1, 2020
7	ADDITIONAL AIRPORT LAND (19.42 ACRES)	ACQUIRED IN FEE STATE OF ARIZONA	PINAL COUNTY RECORDER'S FEE NUMBER 2000–052941	DECEMBER 26, 2000 ·	OWNED IN FEE ·
8	AIRPORT ACCESS ROAD ROADWAY EASEMENT (0.50 ACRES)	EASEMENT ·	PINAL COUNTY RECORDER'S FEE NUMBER 2003–049195	JULY 21, 2003 ·	ACQUIRE LAND IN FEE ·
9	AIRPORT ACCESS ROAD ROADWAY EASEMENT (0.09 ACRES)	EASEMENT ·	PINAL COUNTY RECORDER'S FEE NUMBER 2003–049203	JULY 21, 2003 ·	ACQUIRE LAND IN FEE ·
10	AIRPORT ACCESS ROAD ROADWAY EASEMENT (1.30 ACRES)	EASEMENT ·	PINAL COUNTY RECORDER'S FEE NUMBER 2003–049200	JULY 21, 2003 ·	ACQUIRE LAND IN FEE ·

POINT TABLE

POINT NO.	NORTHING	EASTING
1	599878.0533	1088324.9482
2	598020.8289	1091094.0935
3	598132.9473	1091169.2897
4	596314.3146	1093880.8944
5	595371.6894	1093248.6897
6	597094.7313	1090679.6066
7	596995.0070	1090612.8603
8	597235.2433	1090254.6649
9	597334.9676	1090321.4112
10	598650.9953	1088359.1970

PROPERTY USE LEGEND

- LAND CURRENTLY OWNED IN FEE BY PINAL COUNTY
- LAND CURRENTLY LEASED TO PINAL COUNTY BY BHP
- RECOMMENDED INITIAL LAND ACQUISITION

SURVEYOR'S NOTES

1. COORDINATES WERE VERIFIED IN THE FIELD USING REAL TIME KINEMATIC GPS OBSERVATIONS RELATIVE TO NGS PUBLISHED CONTROL POINTS.
2. SURVEYED CONDUCTED BY DIBBLE ENGINEERING DURING THE MONTH OF NOVEMBER, 2013 & MAY, 2014 BY.
3. PROJECT META DATA

HORIZONTAL:
NAD83 ARIZONA CENTRAL ZONE (0202)
UNITS: COORDINATES, DISTANCES AND ELEVATIONS ARE SHOWN IN US SURVEY FEET.

HORIZONTAL ADJUSTMENT:
COMBINED SCALE FACTOR (CSF): 1.000076007
GRID NORTHING X CSF = GROUND NORTHING
GRID EASTING X CSF = GROUND EASTING

VERTICAL DATUM:
NAVD88

PRIMARY BENCHMARKS:
POINT NO 3273
FND 3" ALUMINUM CAP AT THE SOUTHEAST END OF RUNWAY STAMPED "LS 21085 EL: 3250.02"
OBSERVED ELEVATION = 3250.36
N=596446.1290 (GRID VALUE)
E=1092517.7890 (GRID VALUE)

POINT NO 3275
FND 3" ALUMINUM CAP AT THE NORTHWEST END OF RUNWAY STAMPED "LS 21085 EL: 3271.37"
OBSERVED ELEVATION: 1371.77
N=598745.6810 (GRID VALUE)
E=1089003.2330 (GRID VALUE)

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SCALE: 1" = 300'
0 300' 600'

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△	REVISION	DATE

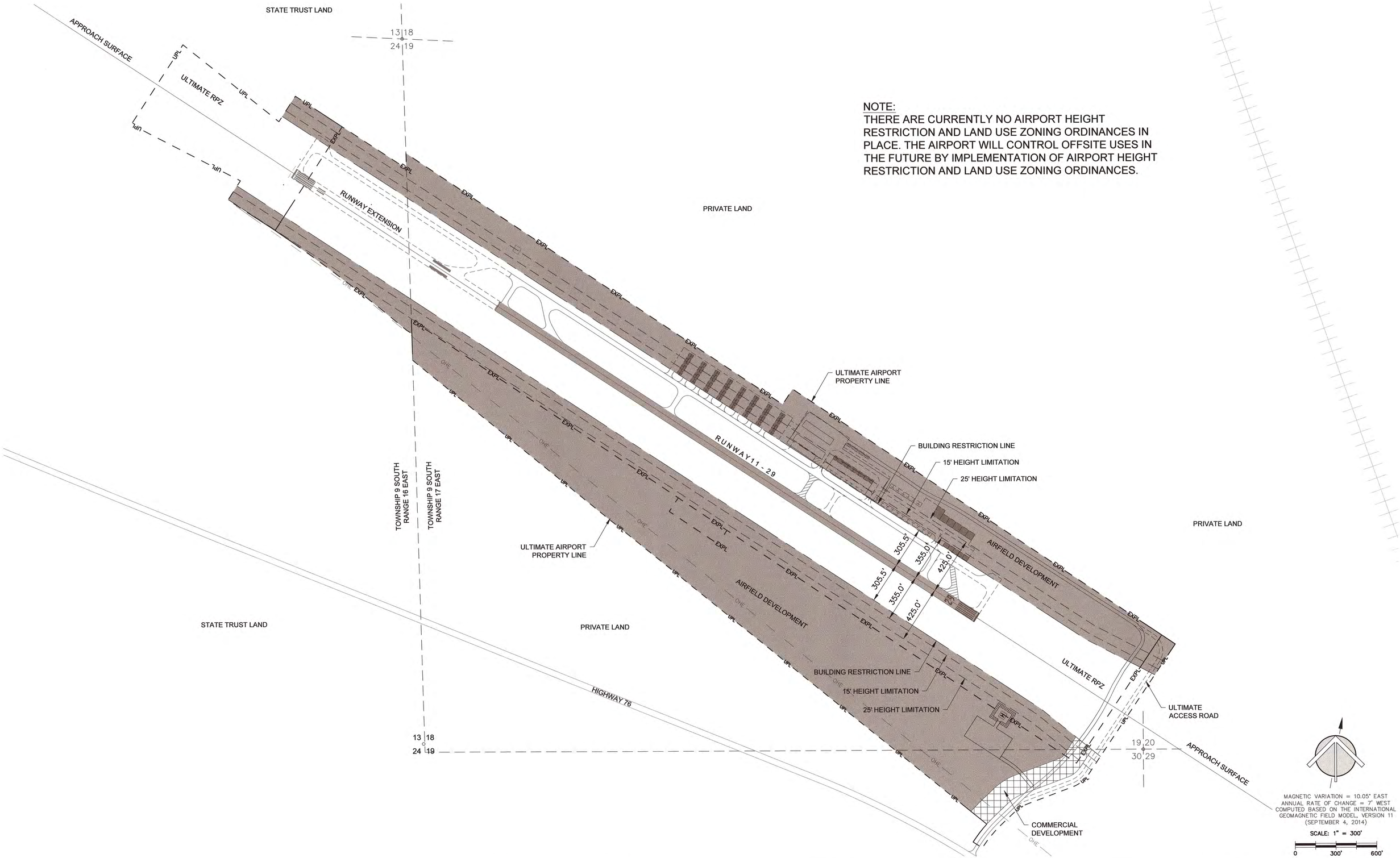
AIRPORT PROPERTY MAP - EXHIBIT "A"

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN: NJP
DRAWN: DSO
CHECK: NJP
Date: 4/08/2015

SHEET 10 of 11

NOTE:
THERE ARE CURRENTLY NO AIRPORT HEIGHT RESTRICTION AND LAND USE ZONING ORDINANCES IN PLACE. THE AIRPORT WILL CONTROL OFFSITE USES IN THE FUTURE BY IMPLEMENTATION OF AIRPORT HEIGHT RESTRICTION AND LAND USE ZONING ORDINANCES.



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LAND USE MAP

SAN MANUEL AIRPORT - SAN MANUEL, ARIZONA

DESIGN:	NJP
DRAWN:	DSO
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SHEET 11 of 11