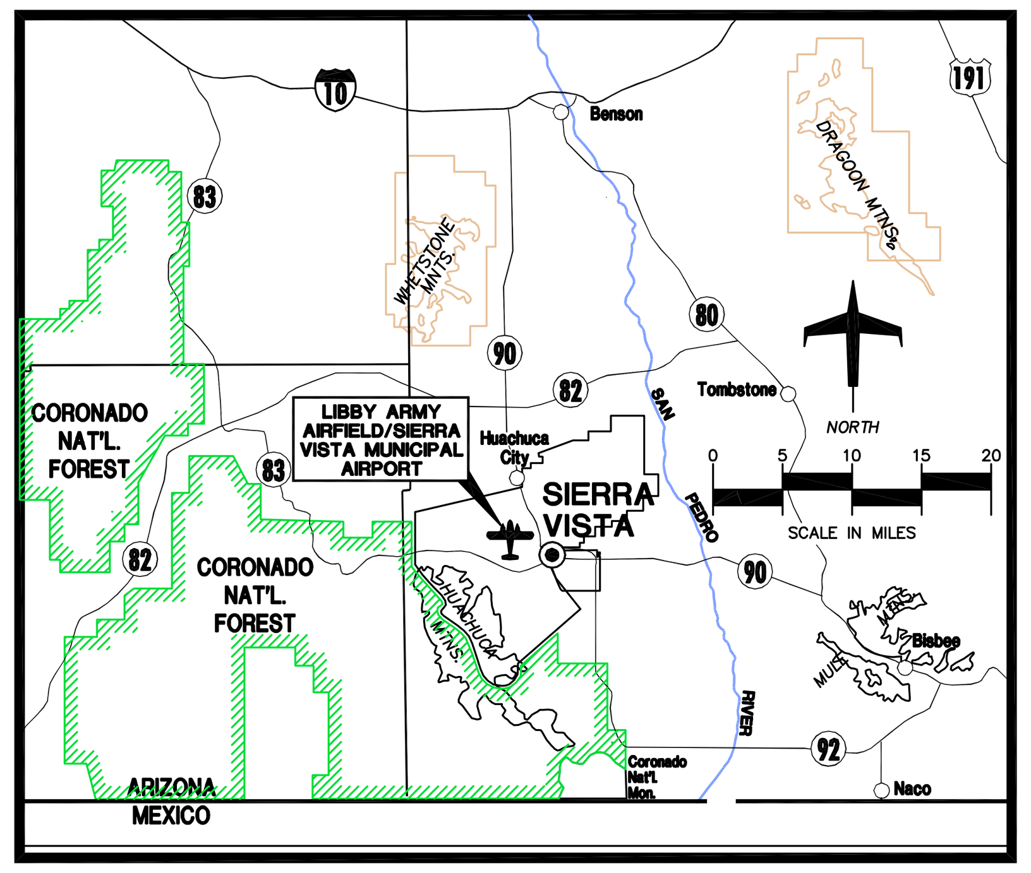
RUNWAY DATA

RUNWAY DATA	RUNWAY 8-26				RUNWAY 12-30				RUNWAY 3-21			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	8	26	8	26	12	30	12	30	3	21	3	21
RUNWAY DESIGN CODE/MILITARY CLASS	E-V-4000		E-V-4000		C-III-VIS		C-III-NP1		B-II-VIS		SAME	
CRITICAL AIRCRAFT	F16/C-17		SAME		B-737-300/C-130		SAME		KING AIR 200		SAME	
CRITICAL AIRCRAFT WINGSPAN (FEET)	172		SAME		94.75		SAME		50.2		SAME	
CRITICAL AIRCRAFT UNDERCARRIAGE WIDTH (FEET)	33.7		SAME		14.3'		SAME		12.7		SAME	
CRITICAL AIRCRAFT APPROACH SPEED (KNOTS)	> 166		SAME		135		SAME		100		SAME	
CRITICAL AIRCRAFT MAXIMUM CETIFIED TAKEOFF WEIGHT (1,000 LBS.)	585		SAME		139.5		SAME		9.65		SAME	
APPROACH VISIBILITY MINIMUMS (LOWEST)	3/4 MILE	3/4 MILE	SAME	1/2 MILE	VISUAL	VISUAL	>=1 MILE	>=1 MILE	VISUAL	VISUAL	SAME	SAME
F.A.R. PART 77 CATEGORY	NON-PREC	PRECISION	SAME	SAME	NON-PREC	NON-PREC	SAME	SAME	UTILITY	UTILITY	SAME	SAME
PERCENTAGE OF WIND COVERAGE (ALL WEATHER IN MPH)	SEE THE ALL WEATHER AND IFR WINDROSE											
LINE OF SIGHT REQUIREMENT MET	YES		SAME		YES		SAME		YES		SAME	
MAXIMUM ELEVATION (ABOVE MSL) (NAVD 88)	4719.1'		SAME		4619.6'		SAME		4670.5'		SAME	
LOWEST ELEVATION (ABOVE MSL) (NAVD 88)	4599.0'		SAME		4611.6'		4600.0'		4585.2		SAME	
RUNWAY DIMENSIONS	12,001' x 150'		SAME		5,366' x 100'		8,000' x 100'		4,285' x 75'		SAME	
RUNWAY BEARING (TRUE BEARING - DECIMAL DEGREES)	89.88	269.90	SAME	SAME	126.68	306.69	SAME	SAME	36.69	216.69	SAME	SAME
RUNWAY APPROACH SURFACES (F.A.R. PART 77)	34:1	50:1	SAME	SAME	34:1	34:1	SAME	SAME	20:1	20:1	SAME	SAME
RUNWAY END ELEVATION (NAVD 88)	4719.1'	4599.0'	SAME	SAME	4611.6'	4614.5'	4600.0'	SAME	4670.5'	4585.2'	SAME	SAME
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	SAME	SAME	0'	0'	SAME	SAME	1253'	0'	SAME	SAME
RUNWAY THRESHOLD SITING REQUIREMENTS (APPENDIX 2, CATEGORY)	6	6	SAME	SAME	1	1	SAME	SAME	1	1	SAME	SAME
RUNWAY STOPWAY	0'	0'	SAME	SAME	0'	0'	SAME	SAME	0'	0'	SAME	SAME
RUNWAY SAFETY AREA WIDTH (RSA)	500'		SAME		500'		SAME		150'		SAME	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1000'	1000'	SAME	SAME	1000'	1000'	SAME	SAME	300'	300'	SAME	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)	400'		SAME		400'		SAME		250'		SAME	
RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END	200'	200'	SAME	SAME	200'	200'	SAME	SAME	200'	200'	SAME	SAME
RUNWAY OBJECT FREE AREA WIDTH (OFA)	800'		SAME		800'		SAME		500'		SAME	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	1,000'	1,000'	SAME		1000'	1000'	SAME	SAME	300'	300'	SAME	SAME
RUNWAY PAVEMENT SURFACE MATERIAL	ASPHALT/CONCRETE		SAME		ASPHALT/CONCRETE		SAME		ASPHALT/CONCRETE		SAME	
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.)[1]	75(S)/200(D)/450(DT)/700(DDT)		SAME		46(S)/106(D)/137(DT)/172(DDT)		SAME		UNKNOWN		12.5(S)	
RUNWAY EFFECTIVE GRADIENT	1.0%		SAME		0.1%		SAME		2.0%		SAME	
RUNWAY MAXIMUM GRADIENT	0.58%		SAME		0.48%		SAME		0.48%		SAME	
RUNWAY TOUCHDOWN ZONE ELEVATION (ABOVE MSL)	4719.1	4629.0	SAME	SAME	4618.6	4619.6	SAME	SAME	4648.0	4647.4	SAME	SAME
RUNWAY MARKING	PRECISION	PRECISION	SAME	SAME	NON-PREC	NON-PREC	SAME	SAME	VISUAL	VISUAL	SAME	SAME
RUNWAY LIGHTING	HIRL		SAME		MIRL		SAME		MIRL		SAME	
RUNWAY APPROACH LIGHTING	NONE	NONE	SAME	MALSR	NONE	NONE	SAME	SAME	NONE	NONE	SAME	SAME
RUNWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)	1035'-1050'		SAME		1025'		SAME		1170'		SAME	
RUNWAY HOLD LINE POSITION (FROM RUNWAY CENTERLINE)	175'-318'		328'		175'-250'		250'		250'		SAME	
TAXIWAY TO TAXILANE SEPARATION (FROM CENTERLINE TO CENTERLINE)	267'		SAME		152'		SAME		105'		SAME	
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT	160'		SAME		93'		SAME		65.5'		SAME	
TAXIWAY LIGHTING	MITL/REFLECTORS		SAME		MITL/REFLECTORS		SAME		MITL/REFLECTORS		SAME	
TAXIWAY MARKING	CENTERLINE/EDGE		SAME		CENTERLINE/EDGE		SAME		CENTERLINE/EDGE		SAME	
TAXIWAY SURFACE MATERIAL	ASPHALT/CONCRETE		SAME		ASPHALT/CONCRETE		SAME		ASPHALT/CONCRETE		SAME	
TAXIWAY WINGTIP CLEARANCE	53'		SAME		34'		SAME		26'		SAME	
TAXIWAY WIDTH	75'		SAME		50'-75'		SAME		50'-75'		SAME	
TAXIWAY SAFETY AREA WIDTH	214'		SAME		118'		SAME		79'		SAME	
TAXIWAY OBJECT FREE AREA WIDTH	320'		SAME		186'		SAME		131'		SAME	
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4 REIL --	PAPI-4 REIL --	SAME DIFFERENTIAL UNIT --	SAME MALSR	PAPI-4 REIL --	PAPI-4 REIL --	SAME SAME SAME	SAME SAME SAME	NONE NONE	NONE NONE	PAPI-2 REIL	PAPI-2 REIL
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	GPS ASR/PAR TACAN --	GPS ASR/PAR ILS/LOC NDB	GPS SAME SAME SAME	GPS ILS SAME SAME MALSR			GPS	GPS				

[1] Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT) and Double Dual Tandem(DDT) wheel loading capacities.

RUNWAY END COORDINATES (NAD 83)

		Existing	Ultimate
RUNWAY 8	Latitude	31° 35' 15.2281" N	SAME
	Longitude	110° 22' 01.3797" W	SAME
RUNWAY 26	Latitude	31° 35' 15.4464" N	SAME
	Longitude	110° 19' 42.6768" W	SAME
RUNWAY 12	Latitude	31° 35' 34.3510" N	31°35'49.9200" N
	Longitude	110° 20' 35.7654" W	110°21'00.1944" W
RUNWAY 30	Latitude	31° 35' 02.6253" N	SAME
	Longitude	110° 19' 46.0296" W	SAME
RUNWAY 3	Latitude	31° 35' 10.1480" N	SAME
	Longitude	110° 20' 56.2906" W	SAME
RUNWAY 3 (displaced threshold)	Latitude	31° 35' 20.0878" N	SAME
	Longitude	110° 20' 47.6401" W	SAME
RUNWAY 21	Latitude	31° 35' 44.1424" N	SAME
	Longitude	110° 20' 26.7031" W	SAME



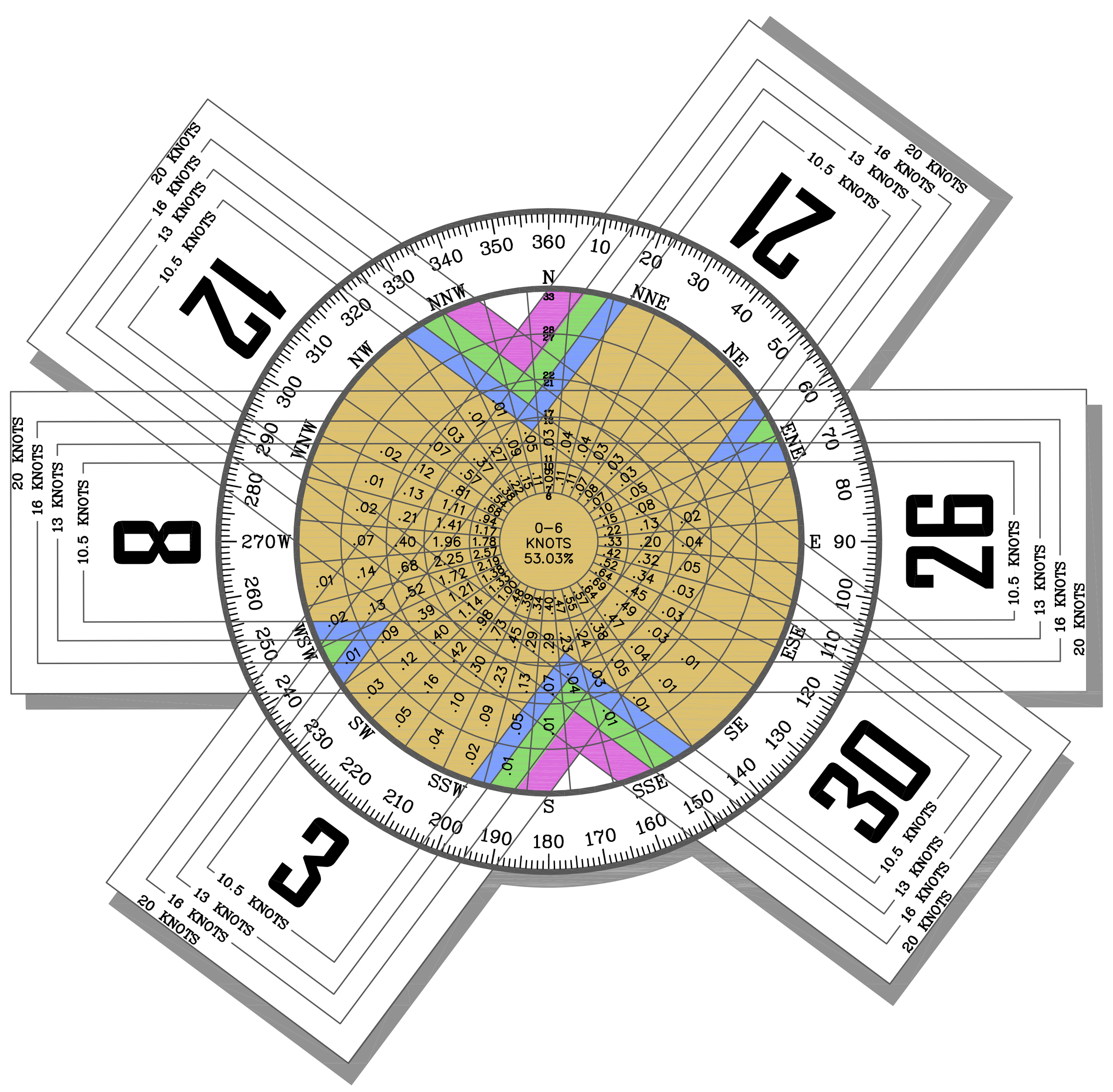
LOCATION MAP

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	88.44%	93.99%	98.59%	99.75%
Runway 8-26	93.29%	96.36%	98.48%	99.47%
Runway 12-30	88.02%	92.68%	96.63%	98.74%
Combined	99.70%	99.94%	99.99%	100.00%

IFR WIND COVERAGE

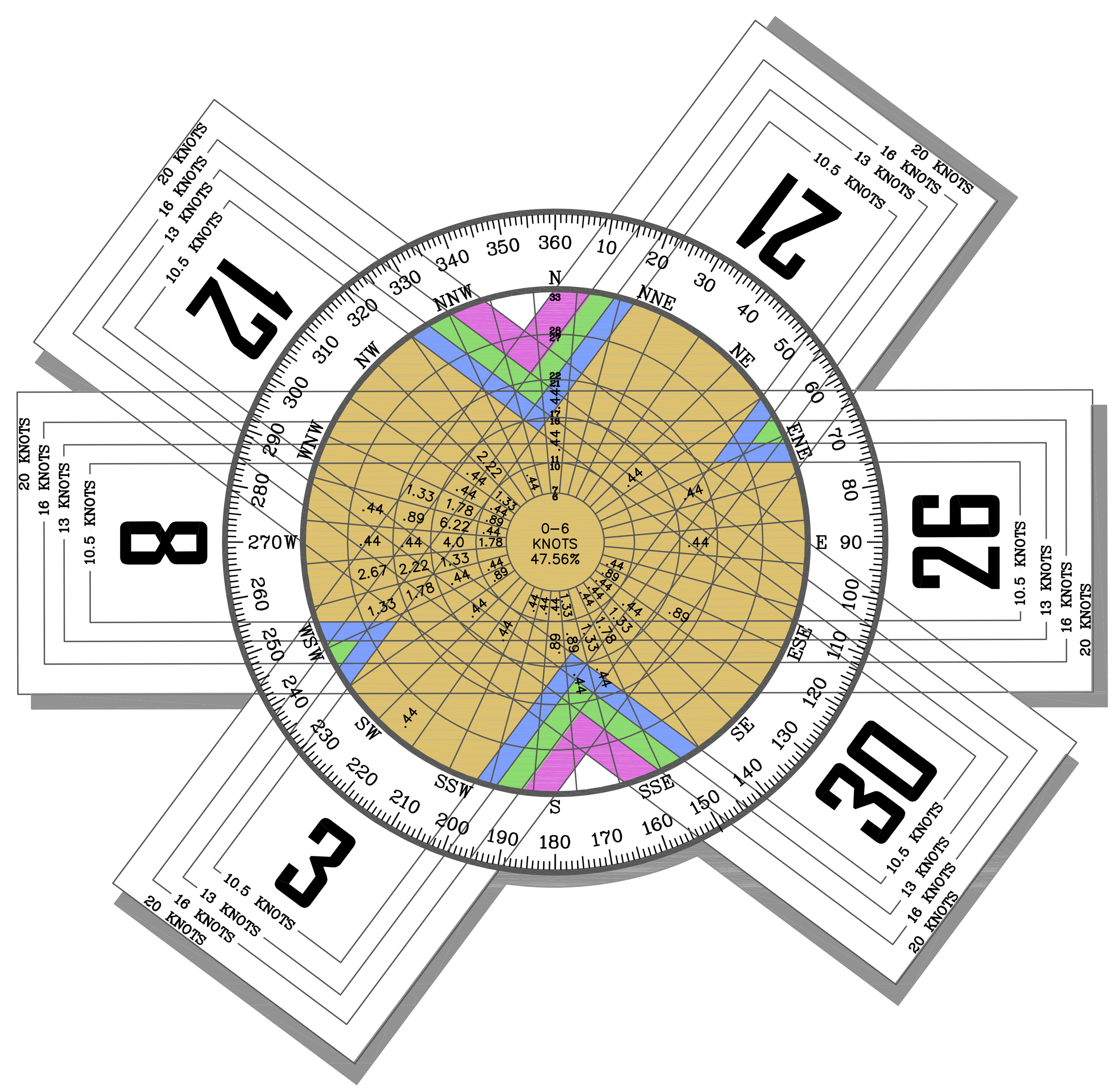
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	69.49%	82.18%	93.64%	98.96%
Runway 8-26	90.83%	95.47%	98.09%	99.27%
Runway 12-30	85.37%	89.54%	94.34%	98.48%
Combined	98.75%	99.75%	100.00%	100.00%

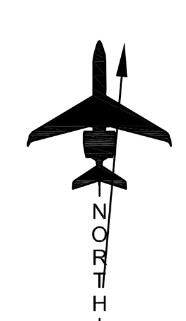


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ft. Huachuca (FHU)
Ft. Huachuca, Arizona

OBSERVATIONS:
54,892 All Weather Observations
2001-2011

225 IFR Observations
2001-2011





Magnetic Declination
10° 02' 12" East (June 2012)
Annual Rate of Change
00° 06.3' West (June 2012)

AIRPORT DATA

SIERRA VISTA MUNICIPAL AIRPORT, LIBBY ARMY AIRFIELD (FHU)

CITY: SIERRA VISTA — COUNTY: COCHISE, ARIZONA

RANGE: R 20E — TOWNSHIP: T 21S — CIVIL TOWNSHIP: N/A

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		COMMERCIAL	SAME
AIRPORT REFERENCE CODE		E-V	SAME
DESIGN AIRCRAFT		MILITARY (E-V) F-16/C-17 CIVILIAN (D-IV) BOEING 767	SAME SAME
AIRPORT ELEVATION (NAVD 88)		4719.1' (MSL)	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		93°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	31°35'18.5000" N	31°35'21.02" N
	Longitude	110°20'39.8000'W	110°20'40.65" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ILS (26) VOR NDB BEACON ASR/PAR GPS	SAME SAME SAME SAME SAME SAME

NON STANDARD TABLE

NON-STANDARD CONDITION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	ACTION
WINDCONE A, B AND F IN RSA	RUNWAY SAFETY AREA (RSA)	OUTSIDE OF RSA	INSIDE RSA	RELOCATE WINDCONE OUTSIDE OF RSA
AWOS ACCESS ROAD INSIDE RSA	RUNWAY SAFETY AREA (RSA)	OUTSIDE OF RSA	INSIDE RSA	RELOCATE AWOS ROAD OUTSIDE OF RSA
HOLD POSITION MARKINGS ON TAXIWAYS A, B, D1 AND F	LOCATION DISTANCES FOR HOLD MARKINGS FOR APPROACH CATEGORY "E"	250' + 1' FOR EVERY 100' ABOVE SEA LEVEL	TWY A AND F 275' TWY B AND D1 175'	RELOCATE HOLD MARKINGS
HOLD POSITION SIGNS ON TAXIWAYS A, B, D1 AND F	LOCATION DISTANCES FOR HOLD SIGNS FOR APPROACH CATEGORY "E"	250' + 1' FOR EVERY 100' ABOVE SEA LEVEL	TWY A AND F 275' TWY B AND D1 175'	RELOCATE HOLD POSITION SIGNS
HOLD POSITION MARKINGS ON TAXIWAY S	LOCATION DISTANCES FOR HOLD MARKINGS FOR APPROACH CATEGORY "C"	250'	TWY S 175'	RELOCATE HOLD MARKINGS

No.	REVISIONS	DATE	BY	APP'D.
2	-	-	-	
1	FAA APPROVED ALP	7-28-11	JMH	8-19-11

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. 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 LAWS."

SIERRA VISTA MUNICIPAL AIRPORT
LIBBY ARMY AIRFIELD

AIRPORT DATA SHEET

SIERRA VISTA, ARIZONA

PLANNED BY: Matt Quick
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris P.E.

January 31, 2014 — SHEET 1 OF 15

Coffman Associates
Airport Consultants
www.coffmanassociates.com

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AWOS LEASE BOUNDARY
		BUILDING RESTRICTION LINE
32/33 5/4	32/33 5/4	SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (IF APPLICABLE)
		BUILDING ON AIRPORT
N/A		ABANDON/REMOVE
		BLOCK FENCE
		WIRE FENCE
		AIRPORT PAVEMENT
		HOLD MARKING
OFZ	OFZ	OBSTACLE FREE ZONE
RSA	RSA(U)	RUNWAY SAFETY AREA
OFA	OFA	OBJECT FREE AREA
		PRECISION OBSTACLE FREE ZONE
		WINDSOCK
		RUNWAY PROTECTION ZONE
PAPI-4	PAPI-4	PAPI
		RUNWAY THRESHOLD LIGHTS & REIL
		TIEDOWNS
6650	6650	TOPOGRAPHY
		JOINT USE RWY/TWY AREA
H	H	HELIPAD
		AUTOMATED WEATHER OBSERVATION STATION (AWOS)
		MALS
		PRIMARY AIRPORT CONTROL STATION (PACS)
		SECONDARY AIRPORT CONTROL STATION (SACS)

ULTIMATE BUILDINGS/FACILITIES

ULTIMATE	DESCRIPTION
30	BOX HANGARS
31	CONVENTIONAL HANGARS
32	HELICOPTER EMS TRANSPORT OPERATOR
33	TERMINAL ADDITION
34	T-HANGARS/LINEAR BOX HANGARS

OBSTACLE FREE ZONE (OFZ) PENETRATIONS

NO.	OBJECT	ACTION
1	EXISTING OFZ RWY 3-21 AND 12-30 PENETRATED BY AWOS ACCESS RD.	RELOCATE AWOS ACCESS RD. OUTSIDE OF EXISTING RWY OF

EXISTING BUILDINGS/FACILITIES

EXISTING	DESCRIPTION	EL.
1	ADMINISTRATION/TERMINAL BUILDING	4606.0'
2	FIXED BASE OPERATION HANGAR	4590.9'
3	LINEAR BOX HANGAR	4602.9'
4	LINEAR BOX HANGAR	4604.2'
5	LINEAR BOX HANGAR	4599.9'
6	LINEAR BOX HANGAR	4596.5'
7	LINEAR BOX HANGAR	4595.8'
8	LINEAR BOX HANGAR	4597.4'
9	FUEL FACILITY (ABOVE GROUND)	4595.4'
10	WATER WELL/STORAGE TANK AND PUMP UNIT	4688.9'
11	CIVIL AIR PATROL	4576.8'
12	HELIPORT AREA	AT GRADE
13	WASH RACK/DEICING AREA	AT GRADE
14	AWOS Data Collection Package (DCP) #1	4630.0'
15	AWOS Data Collection Package (DCP) #2	4730.0'
16	AWOS Data Collection Package (DCP) #3	4650.0'
17	SELF FUELING STATION	4498.0'

GENERAL NOTES:

1. Libby Army Airfield located on Fort Huachuca is a Joint-Use facility
2. Details concerning development and scheduling of airport improvements are illustrated on the TERMINAL AREA PLAN, sheet 3 of 15, of these plans.
3. Base Map and Contours derived from March 29, 2008 aerial photography and planimetric mapping surveyed by Z&H Engineering/Aerial Mapping Inc..
4. All existing taxiways are paved.
5. Civilian aircraft parking aprons and ramp space are limited to the areas within Sierra Vista Municipal Airport Property Line boundary, while military aircraft parking areas and ramp space are confined to the area south of the Libby Army Airfield Property Line (Joint Use Area).
6. All elevations are in NAVD 88 and all horizontal coordinates are in NAD 83.
7. All survey monuments enclosed in concrete casings.
8. Taxiway CL to fixed or moveable object 129.5'.
9. The Ultimate Runway 12-30, Taxiway "K" and Taxiway "J" Extensions wil not be eligible for Airport Improvement Program (AIP) funding until it is included in the expanded Joint-Use Area.
10. There are no Non-aeronautical uses on civilian airport land.
11. An Environmental Assessment (EA) will be conducted prior to expanding the Joint Use Easement Area for the construction of Ultimate Runway 12-30, Taxiway "K" and Taxiway "J".
12. The City of Sierra Vista will provide the appropriate level of environmental documentation to the FAA for the existing 500-foot AWOS radius area and the existing and future AWOS access road.
13. The entire length of Taxiway "P", including Taxiways "A" and "F" are included in the Joint Use Area. The Taxiway Object Free Areas for each of these taxiways is also included in the Joint Use Area.
14. The City of Sierra Vista has entered into a site license agreement (DACA09-3-13-0100) with the U.S. Army for the installation of the AWOS and future AWOS access road.

FAA APPROVAL STAMP

Approved conditionally April 8, 2014
Subject to comments contained in our letter dated: 4-8-2014
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By [signature]
Manager / Assistant Manager – Phoenix/ADO

SUBMITTED BY:
Coffman Associates

FOR APPROVAL BY:

APPROVED BY: [signature] Scott Dooley, P.E. Director of Public Works/Airport Director

ON THE DATE OF: 3.7.14

No.	REVISIONS	DATE	BY	APP'D.
2	–	–	–	–
1	FAA APPROVED ALP	7-28-11	JMH	8-19-11

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SIERRA VISTA MUNICIPAL AIRPORT
LIBBY ARMY AIRFIELD

AIRPORT LAYOUT PLAN

SIERRA VISTA, ARIZONA

PLANNED BY: Matt Quick
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris P.E.
January 31, 2014 SHEET 2 OF 15

Coffman Associates Airport Consultants www.coffmanassociates.com