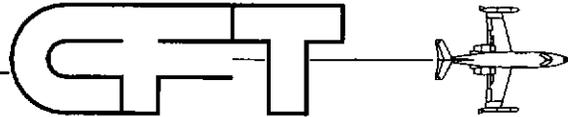


Greenlee County Airport Master Plan

(2000-2020)

Chapter 7 Airport Plans
June, 2002



Stantec

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Introduction

This chapter provides a narrative to accompany the set of airport plans prepared for Greenlee County Airport. Airport plans graphically depict the proposed improvements for the Airport for the 20-year planning period and beyond. These drawings, commonly referred to as the Airport Layout Plan (ALP) set, provide the physical details of the long-term development plan. Chapter 8, Financial and Implementation Plan, identifies the phasing of this development. Projects eligible to receive federal funding under the Airport Improvement Program (AIP) must be shown on an approved Airport Layout Plan in order to qualify for assistance.

The primary drawing of the Plan set is the Airport Layout Plan (ALP) sheet, which is the overall development plan for the airport, showing both existing and proposed facilities. Other drawings in the set show existing and future airport conditions in terms of airspace, land use, and property ownership. The ALP set is an important tool for airport development. All ALP set drawings should be reviewed and revised, as appropriate, upon completion of airport improvement projects. Each ALP set submitted for FAA review should include a completed ALP checklist (see Appendix G). A reduced version of the ALP set is included at the end of this chapter. Drawings developed in the ALP set for Greenlee County Airport include the following:

- Title Sheet and Index
- Airport Layout Plan
- Terminal Area Plan
- Airspace Plan/Part 77
- Runway 7-25 Approach Plan and Profile
- Runway 18-36 Approach Plan and Profile
- On-Airport Land Use Plan
- Off-Airport Land Use Plan /Noise Contour Map 2000/Proposed AIA
- Off-Airport Land Use Plan /Noise Contour Map 2020/Proposed AIA
- Airport Property Map

A brief description of the purpose of each drawing follows.

Title Sheet and Index

The Title Sheet and Index serve as an introduction to the ALP set of drawings. This sheet outlines the title and exhibit number of each drawing within the set and identifies the grant numbers associated with federal and state funding.

Airport Layout Plan

The Greenlee County Airport Layout Plan reflects all projects recommended in the Master Plan Update through the year 2020. In addition, development beyond demand is included for long-term planning and contingency purposes. Some of the key 20-year planning period projects for Greenlee County include the extension of Runway 7-25, the installation of new security fencing, construction of a parallel taxiway system for the east and west ends of Runway 7-25 to the apron area, land acquisition, and installation of an AWOS. Key contingency scenario development projects (described in previous chapters) include the construction of new Runway 18-36 (in two phases) and associated federal prison facility development.

The ALP is incomplete without several other required pieces of information related to the drawings. The Airport Data Table, All-Weather Wind Rose, Runway Data Table, Buildings/Facilities Table, and the Legend are all included on the ALP. Much of this data is illustrated directly on the drawing. This information is given for the existing and future conditions. Data and development issues requiring additional detail are addressed in the general notes.

The Airport Data Table includes information related to the airport overall such as airport elevation, airport reference point (ARP) coordinates, mean maximum daily temperature, and airport reference code. The airport reference code (ARC) is defined in FAA AC 150/5300-13, Airport Design, as a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport. The designation "B-II" indicates that aircraft using Greenlee County Airport are in Approach Category B, and Airplane Design Group II. Approach Category relates to aircraft approach speed, and Design Group relates to aircraft wingspan. However, the contingency scenario, which calls for the construction of Runway 18-36, includes C-III aircraft.

The Runway Data Table presents the information for each runway such as runway end elevations, approach category, aircraft design group, runway dimensions, runway surface and pavement strength, runway instrumentation, runway lighting and marking, approach aids, and runway safety area dimensions.

The all-weather wind rose, also shown on the ALP sheet, covers wind conditions under all weather conditions. The all-weather wind rose indicates by compass sector the frequencies at which winds in a given velocity range occur. Runway orientation is superimposed on the wind rose and the percentage of wind coverage for the all-weather condition is provided. For Greenlee County, crosswind coverage is in excess of 95 percent at 12 mph and 98 percent at 15 mph on Runway 7-25. However, these wind coverage statistics are based on the limited data compiled by ADOT Aeronautics' wind data recorder previously located at the airport between April and December 2001.

A vicinity map and location map are also shown on the ALP sheet. The location map shows the general geographic location of the Airport relative to surrounding cities and towns in the State of Arizona. The vicinity map shows the location of the airport in relation to major roadways, the Towns of Clifton and Duncan, the City of Safford, as well as Three Way.

Terminal Area Plan

The Terminal Area Plan represents a large-scale plan view of facilities such as the terminal building, aircraft apron and associated tiedowns, auto parking areas, and tenant facilities. This plan serves to provide additional detail on the terminal area beyond that included on the ALP sheet. In particular, this drawing reflects the potential impacts to landside facilities if future Runway 18-36 is constructed – many of the existing buildings will fall inside the building restriction line (BRL).

Airspace Plan

Ideally, airports should be located so that the surrounding airspace is free and clear of obstructions that could be hazardous to aircraft. It is necessary to keep the surrounding airspace free from obstacles by preventing, where possible, the development and growth of obstructions that could interfere with the navigation of aircraft.

The regulations for the protection of airspace in the vicinity of airports are established by the definition of a set of "imaginary surfaces" penetration of which is an obstruction affecting navigable airspace. The geometry of these imaginary surfaces is governed by the regulations set forth in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace.

The Airspace Plan depicts the airspace for Greenlee County Airport, showing imaginary surfaces described in FAR Part 77. It is important to illustrate the airspace for the ultimate airport development condition in order to prevent introduction of obstructions that would inhibit realization of the plan. Greenlee County should submit a completed FAA Form 7460-1, Notice of Proposed Construction (see Appendix D), for any future development on and around the airport to allow the FAA the opportunity to review its potential adverse impact on the airspace surrounding the airport.

The principal imaginary surfaces shown in the airspace plan are:

- Primary Surface
- Approach Surface
- Horizontal Surface
- Transitional Surface
- Conical Surface

Primary Surface

The primary surface is a surface longitudinally centered on a runway. When the runway has a prepared hard surface, the primary surface extends 200 feet beyond each end of the runway. Existing Runway 7-25 is a visual runway. However, future Runway 7-25 and Contingency Runway 18-36 are runways with proposed non-precision approaches. Based on the instrumentation and type of aircraft served, the primary surface width is 500 feet.

Approach Surface

The approach surface is a surface longitudinally centered on the extended runway centerline, which extends outward and upward from each end of the primary surface. Approach slope and dimensions are determined for each runway end based on the type of approach.

Runway 7-25, is categorized as a non-precision runway and requires a 34:1 approach slope out a horizontal length of 10,000 feet. The approach surface measures 500 feet at the inner edge, where it matches the primary surface for this runway.

Horizontal Surface

The horizontal surface is a horizontal plane 150 feet above the established airport elevation. Greenlee County Airport is at an elevation of 3,797 feet MSL. However, the ultimate elevation of the airport (if the contingency runway is constructed) is estimated to be 3,852 feet MSL. Therefore, the horizontal surface is at an elevation of 4002 feet MSL. The plan dimensions of the horizontal surface are set forth by arcs of specified dimensions from the end of the primary surface. A tangent line connects the arcs. These arcs correspond with the approach surface length described earlier.

Transitional Surface

The transitional surface is an inclined plane with a slope of 7:1 extending upward and outward from the primary and approach surfaces, terminating at the point where they intersect with the horizontal surface or any other surface where more critical restrictions are intercepted. This surface is used in part for establishing the building restriction line at the airport.

Conical Surface

The conical surface is an inclined plane extending upward and outward from the outer boundary of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The top of the conical surface is at a height of 350 feet above the airport elevation, which is 4,202 feet MSL for Greenlee County.

Approach Plan And Profiles

The Approach Plan and Profiles Drawing provides a detailed look at the physical features near each runway's extended centerline including topography, roads, obstructions and incompatible objects in these critical areas. There are no significant obstructions in the approaches to Runway 7-25 and contingency Runway 18-36 other than the terrain obstructions to the northeast noted on the profiles and airspace plan.

On-Airport Land Use Plan

The On-Airport Land Use Plan prepared for Greenlee County reflects recommended land uses in support of the preferred development plan. Land uses, as described previously in Chapter 7, include airfield operations area; helicopter operations area; general aviation (GA); terminal area; FBO; industrial area; and Federal Prison area. The 20-year master planning window proposes limited development in the airfield operations,

GA, and terminal area land uses. Development in other land use designations is anticipated only under circumstances involving unanticipated demand or economic development efforts such as the Federal Prison scenario. Earlier discussion of these land uses and associated proposed development is presented in Chapter 5.

Off-Airport Land Use Plan/ Noise Map/Proposed AIA

The Off-Airport Land Use Plan/Noise Map/Proposed AIA drawings illustrate the boundaries of the airport property, designated off-airport land use as identified by Greenlee County, noise contours for 2000 and 2020, and the proposed airport influence area (AIA). As shown on the drawings and discussed in Chapter 6, nearly all noise contours modeled remain on airport for the 2000 and 2020 conditions. Further, all contours are contained well inside the proposed Airport Influence Area (AIA). Noise contours are not presented for Runway 18-36 since this is a contingency-driven project only.

An AIA is an area designated by the airport traffic pattern or similar area influenced by aircraft overflight. Although residential encroachment adjacent to the airport has not occurred, it is recommended that Greenlee County adopt an AIA to provide continued protection of the airport's viability. AIA's were defined ARS Title 28, Chapter 25, Article 7 (see Appendix H) effective October 1, 1997. The legislation gave airport owners the ability to designate an area around the airport which is exposed to noise and overflights as determined by the airport owner or operator. Arizona Department of Transportation, Aeronautics Division, recommends that this area be based on the airport traffic patterns as defined in FAA guidance. The proposed AIA shown on the Off-airport Land Use Plans apply this FAA guidance to establish an AIA associated with Runway 7-25 for the Greenlee County Airport. For long-term planning consideration, a second contingency AIA for contingency Runway 18-36 is also shown. If the County intends to pursue the development of Runway 18-36 in the future, this second AIA should be integrated into the primary and be adopted by the County.

Airport Property Map

The Airport Property Map is the last drawing of the ALP set. This drawing is provided to show details on how the various parcels of land within the boundaries of the airport were acquired. All of the documents recording the land acquisitions are described in a table as well as the type of instrument used to acquire the property. The Property Map also reflects future acquisitions, easements, and/ or use agreements. For Greenlee County, two parcels of land totaling nearly 16 acres are proposed for acquisition in fee simple along the north boundary of the airport during the planning period. In addition, aviation easement parcels totaling 5 acres are proposed for acquisition for the runway protection zones on Runway 7-25 during the planning period. Additional property acquisition shown is for contingency development only and is designated as such in the Property Table. Contingency acquisitions total 136 acres along with 36 acres of aviation easements.

GREENLEE COUNTY AIRPORT

CLIFTON / MORENCI, ARIZONA

AIRPORT MASTER PLAN UPDATE

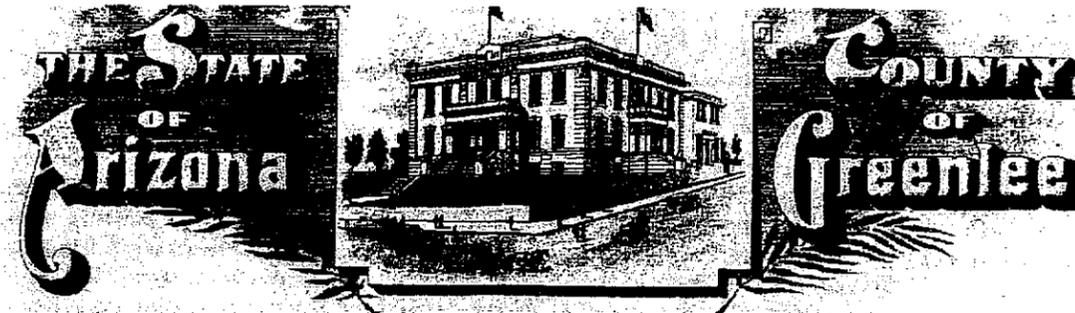
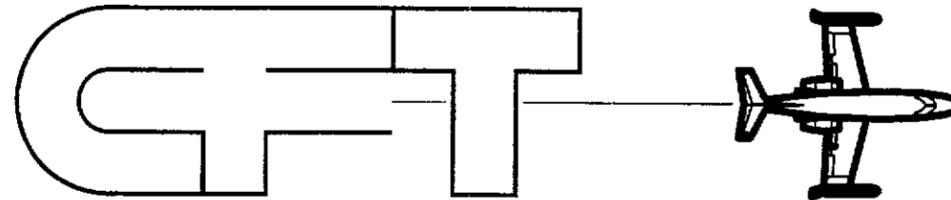
AIRPORT LAYOUT PLANS

AIP NUMBER: 03-04-0009-03

ADOT GRANT NUMBER: E0139

SHEET INDEX

NO.	DESCRIPTION
1	COVER SHEET
2	AIRPORT LAYOUT PLAN
3	TERMINAL AREA PLAN
4	PART 77 AIRSPACE PLAN
5	RUNWAY 7-25 APPROACH PLAN AND PROFILE
6	RUNWAY 18-36 APPROACH PLAN AND PROFILE
7	ON - AIRPORT LAND USE PLAN
8	OFF - AIRPORT LAND USE/ 2000 NOISE MAP
9	OFF - AIRPORT LAND USE/ 2020 NOISE MAP
10	AIRPORT PROPERTY MAP





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Revision	By	Appd.	Date
2. Master Plan and ALP Update	RC	WR	02.15.01
1. Master Plan and ALP Update	RC	WR	00.08.10

File Name	RC	RC	00.08.10
Dwn.	Degn.	Degn.	Date
1-Gre-Cover.dwg	RC	RC	00.08.10

Title: COVER SHEET
 GREENLEE COUNTY AIRPORT
 CLIFTON/MORENCI, ARIZONA

Project No. 81400902

Drawing No.	Sheet	Revision
1	1 of 10	2

DATA ELEMENTS	RUNWAY DATA TABLE			
	EXISTING (E)	FUTURE (F)	CONTRAST (C)	CONTRAST (D)
RUNWAY CATEGORY/DESIGN GROUP CODE	B-1	SAE	C-1	SAE
RUNWAY WIDTH	84'00" 15"	SAE	100'00" 00"	SAE
RUNWAY BEARING (TRUE)	N 84°00'15" E	SAE	N 100°00'00" E	N 100°00'00" E
MAXIMUM RUNWAY ELEVATION (MSL)	3787	3801	3787	3818
WIND COVERAGE (X)	12 MPH 86.03%	SAE	15 MPH 90.39%	SAE
	15 MPH 86.75%	SAE	17 MPH 97.07%	SAE
	18 MPH 86.84%	SAE	19 MPH 98.41%	SAE
RUNWAY DIMENSIONS	WIDTH 75'	SAE	150'	SAE
	LENGTH 4877'	5290'	5080'	8700'
RUNWAY INSTRUMENTATION	NONE	NP1	NP1	SAE
APPROACH SLOPE	20:1	34:1	34:1	SAE
APPROACH VISIBILITY MINIMUMS	3 MILE	1 1/4 MILE	1 1/4 MILE	SAE
THRESHOLD DEPLOYMENT	N/A	N/A	N/A	N/A
RUNWAY STOPWAY	NONE	NONE	NONE	NONE
	LENGTH NONE	NONE	NONE	NONE
RUNWAY SAFETY AREA (RSA)	(N/A) DIMENSIONS 150' X 4300'	5000'	500' X 7000'	500' X 10,300'
	LENGTH BEYOND RUNWAY END 300'	SAE	1000'	1000'
OBJECT FREE AREA (OFA)	(N/A) DIMENSIONS 500' X 4300'	5000'	500' X 7000'	500' X 10,300'
	LENGTH BEYOND RUNWAY END 300'	SAE	1000'	SAE
OBSTACLE FREE ZONE (OFZ)	(N/A) DIMENSIONS 400' X 4187'	5000'	400'	SAE
	LENGTH BEYOND RUNWAY END 300'	SAE	300'	SAE
TAKEOFF RUN AVAILABLE (TORA)	4877'	5290'	5000'	8700'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4877'	5290'	5000'	8700'
LANDING DISTANCE AVAILABLE (LDA)	4877'	5290'	5000'	8700'
PAVEMENT STRENGTH	POUNDS (1000) 24	SAE	300	300
	TYPE NONE	SAE	300	300
RUNWAY SURFACE TYPE	ASPHALT	SAE	ASPHALT	SAE
PAVEMENT SURFACE TREATMENT	N/A	SAE	SAE	SAE
RUNWAY MARKING	BASIC	NP	N/P	SAE
RUNWAY EFFECTIVE GRADIENT (X)	1.50%	SAE	0.88%	SAE
RUNWAY LIGHTING (LRL, MRL, NTL)	MRL	SAE	MRL	SAE
RUNWAY APPROACH LIGHTING (COALS, MALSR, ETC.)	NONE	SAE	SAE	SAE
MARKERS (L.S., MSL, OPS)	NONE	OPS	OPS	SAE
VISUAL AIDS (SAR, RCL, ETC.)	NONE	PAP	PAP	REL
FAA PART 77 CATEGORY	VISUAL	NP1	NP1	SAE

DATA ELEMENTS	LEGEND	
	EXISTING (E)	FUTURE (F)
APPROACH CENTERLINE	PL	PL
APPROACH CENTERLINE POINT	CP	CP
APPROACH CENTERLINE BEACON	CB	CB
BUILDINGS	■	■
SEMI-CIRCULAR	○	○
ARCS	□	□
PAPI	□	□
RUNWAY LIGHTS (MRL)	□	□
RUNWAY LIGHTS (N)	□	□
TOPOGRAPHIC CONTOURS	—	—
BUILDING RESTRICTION LINE (BRL)	—	—
OBJECT FREE AREA (OFA)	—	—
RUNWAY SAFETY AREA (RSA)	—	—
OBSTACLE FREE ZONE (OFZ)	—	—
RUNWAY VISIBILITY ZONE (RVZ)	—	—
SECTION CORNERS	+	+
ADJACENT EASEMENT	—	—
NEW RUNWAY / TAXIWAY	—	—

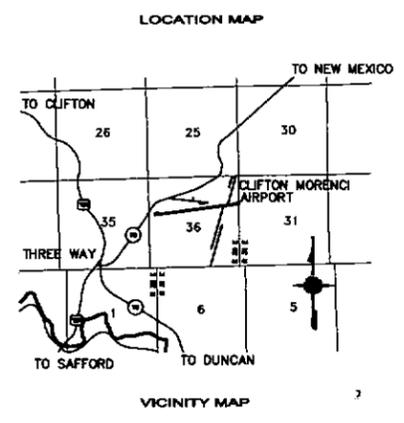
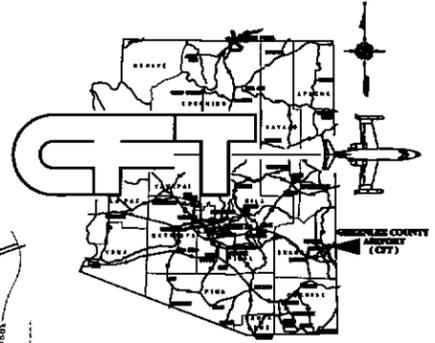
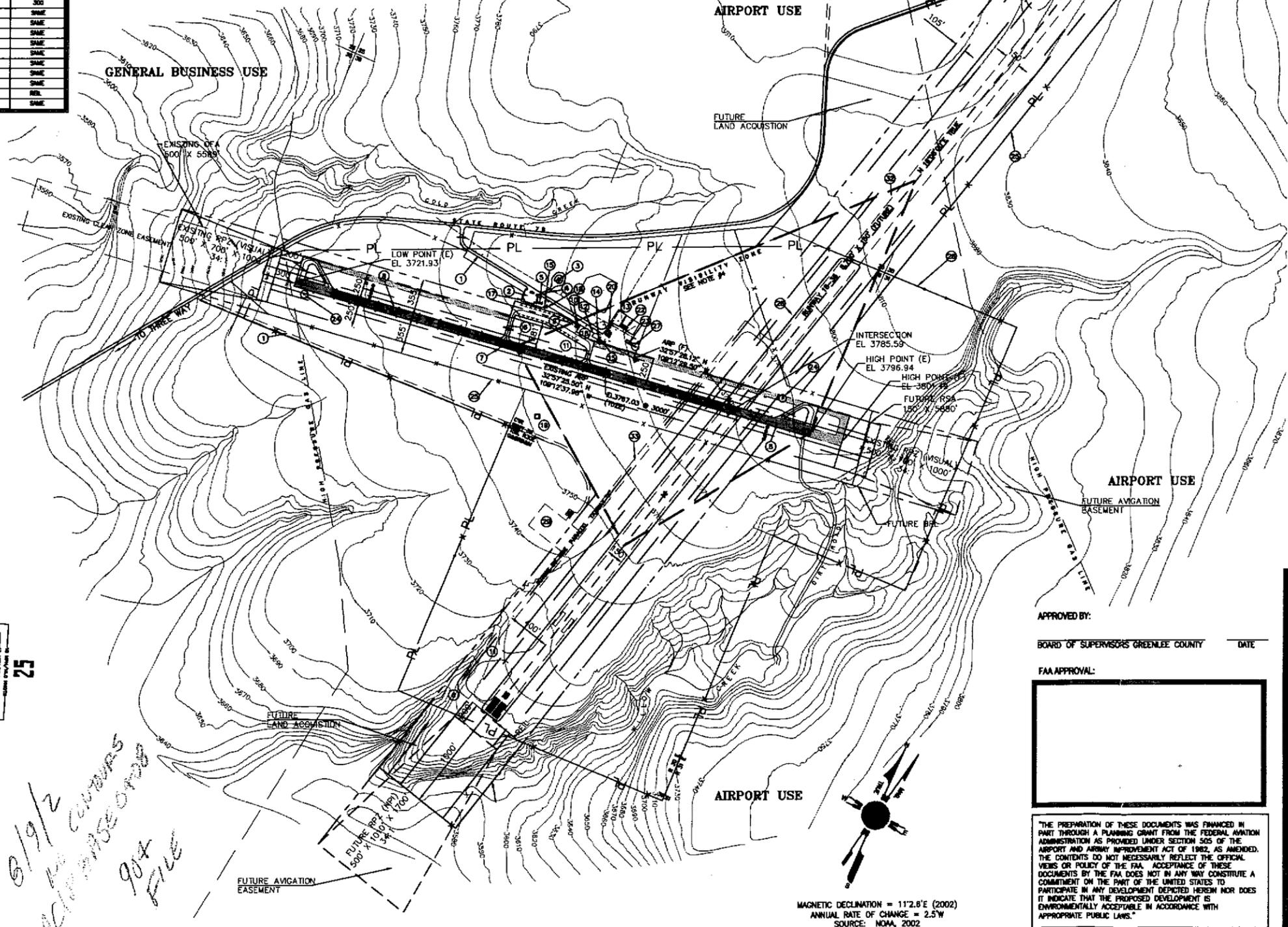
DATA ELEMENTS	TAXIWAY DATA TABLE	
	EXISTING (E)	FUTURE (F)
TAXIWAY SURFACE TYPE	A.C.	SAE
TAXIWAY MARKING	CENTERLINE	SAE
TAXIWAY LIGHTING (REFLECTORS, MTL)	REFLECTORS	MTL
DATA ELEMENTS	1/4" X 40' WIDE	
TAXIWAY SURFACE TYPE	EXISTING (E)	FUTURE (F)
TAXIWAY MARKING	A.C.	SAE
TAXIWAY LIGHTING (REFLECTORS, MTL)	REFLECTORS	MTL

ITEM	STANDARD	DEVIATION/COMMENTS
RSA	AIRPORT CONTROLLED	NO EASEMENT
RFZ	AIRPORT CONTROLLED	NO EASEMENT

RUNWAYS	RUNWAY END COORDINATES	
	EXISTING	FUTURE
RUNWAY 7	LAT: 32°57'23" N LONG: 108°13'07" W	SAE
RUNWAY 25	LAT: 32°57'26" N LONG: 108°12'08" W	SAE
RUNWAY 18	LAT: 32°57'25" N LONG: 108°12'35" W	SAE
RUNWAY 36	LAT: 32°58'15" N LONG: 108°12'01" W	SAE

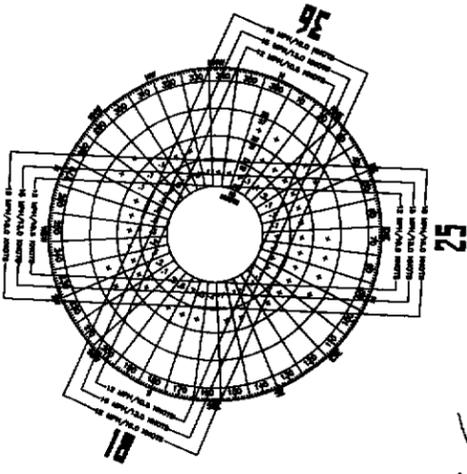
ABBREVIATIONS	
APP	AIRPORT REFERENCE POINT
BRL	BUILDING RESTRICTION LINE
CP	GLOBAL POSITIONING SYSTEM
DWL	DUAL WHEEL LOAD
MIL	MEDIUM INTENSITY RUNWAY LIGHTING
NP1	NON-PRECISION INSTRUMENT
OFA	OBJECT FREE AREA
PAPI	PRECISION APPROACH PATH INDICATOR
RFZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
SIG	SINGLE WHEEL LOAD
STA	STATION
DPS	GLOBAL POSITIONING SYSTEM
REL	RUNWAY END, INDICATOR LIGHTS
AWOS	AUTOMATED WEATHER OBSERVATION
BRN	BRN

AIRPORT BUILDINGS/FACILITIES	
01	AIRPORT ACCESS ROAD
02	TERMINAL AUTO PARKING
03	GAZON
04	ELECTRICAL SERVICE (OVERHEAD)
05	TERMINAL BUILDING
06	TAXIWAY 1-1 40'
07	RUNWAY LIGHTING (MRL)
08	RUNWAY 07-25
09	PRIMARY AIRCRAFT PARKING APRON
10	HANGAR (PRIVATELY OWNED)
11	TAXIWAY 1-2 40'
12	TERMINAL AUTO PARKING AREA
13	DECONTAMINATION FACILITY AUTO PARKING
14	RESTROOM BLDG. (CLOSED)
15	ELECTRICAL MOUNT (OLD & NEW)
16	SECONDARY PARKING APRON (NOT IN USE)
17	TERMINAL AREA FENCING
18	ROUNDRUN BEACON AND TOWER
19	WATER SUPPLY SYSTEM
20	TELEPHONE SERVICE (UNDERGROUND)
21	ALPHABETIC IDENTIFICATION FACILITY
22	AIRPORT OPERATIONS RESIDENCE
23	UNLIGHTED WIND CONE
24	RUNWAY FENCING
25	RUNWAY 18-36 (APPROXIMATED)
26	LIGHTED WIND CONE & SEMI-CIRCULAR
27	AIRPORT BOUNDARY
28	AIR CARRIER RAMP
29	PRIVATE HOLDING FACILITY
30	AUTO PARKING (FEDERAL PRISON)
31	RUNWAY 18-36
32	TAXIWAY 1-3
33	TAXIWAY 1-3



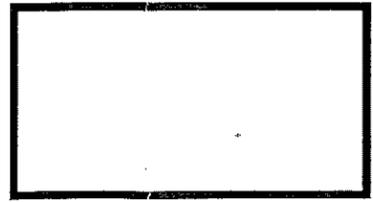
AIRPORT DATA TABLE	
AIRPORT NAME AND TOWNSHIP	GREENLEE COUNTY AIRPORT R. 30 E/T 5 S
COUNTY	GREENLEE COUNTY
STATE	ARIZONA
DATA ELEMENTS	EXISTING (E) FUTURE (F)
AIRPORT CATEGORY	SAE
DESIGN CATEGORY	MULTI-COURSE
DESIGN REFERENCE CODE	B-1
AIRPORT ELEVATION (FEET/MSL)	3787
MEAN MAXIMUM TEMPERATURE (HIGHEST MONTH)	101° F
AIRPORT REFERENCE POINT (APP)	LAT: 32°57'23.00" N LONG: 108°12'37.00" W
AIRPORT & TERMINAL TYPES (L.S., M.S.L., OPS)	BEACON
INSTRUMENT APPROACH TYPES (GPS, VOR, ILS, ETC.)	NONE

- GENERAL NOTES
- NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFICATIONS.
 - ORIGINAL CROSSING RUNWAY 18-36 WAS REMOVED DUE TO SOIL DEGRADATION AND SPORADIC LONGITUDINAL ROUGHNESS. CONTINGENCY RUNWAY 18-36 SHOWN FOR LONG TERM PLANNING PURPOSES TO ACCOMMODATE AN ANTICIPATED DEMAND FOR FEDERAL PRISON SCAFFOLD ONLY.
 - MRL BASED ON A 16 FOOT BUILDING HEIGHT.
 - RFZ REFLECTED IS BASED ON CONTINGENCY RUNWAY 18-36 CONSTRUCTION AND REQUIRES RELOCATION OR REMOVAL OF CERTAIN FACILITIES.



ALL WEATHER WIND COVERAGE*			
RUNWAY	12 MPH	15 MPH	18 MPH
07-25	86.75%	90.39%	98.41%
18-36	86.84%	97.07%	98.41%
COMBINED	86.75%	90.39%	98.41%

APPROVED BY: _____
 BOARD OF SUPERVISORS GREENLEE COUNTY DATE: _____
 FAA APPROVAL: _____



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.

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3. MASTER PLAN AND ALP UPDATE	LT	PT	02.15.01
2. MASTER PLAN AND ALP UPDATE	GJG	RC	01.02.23
1. MASTER PLAN AND ALP UPDATE	RC	WR	00.06.28

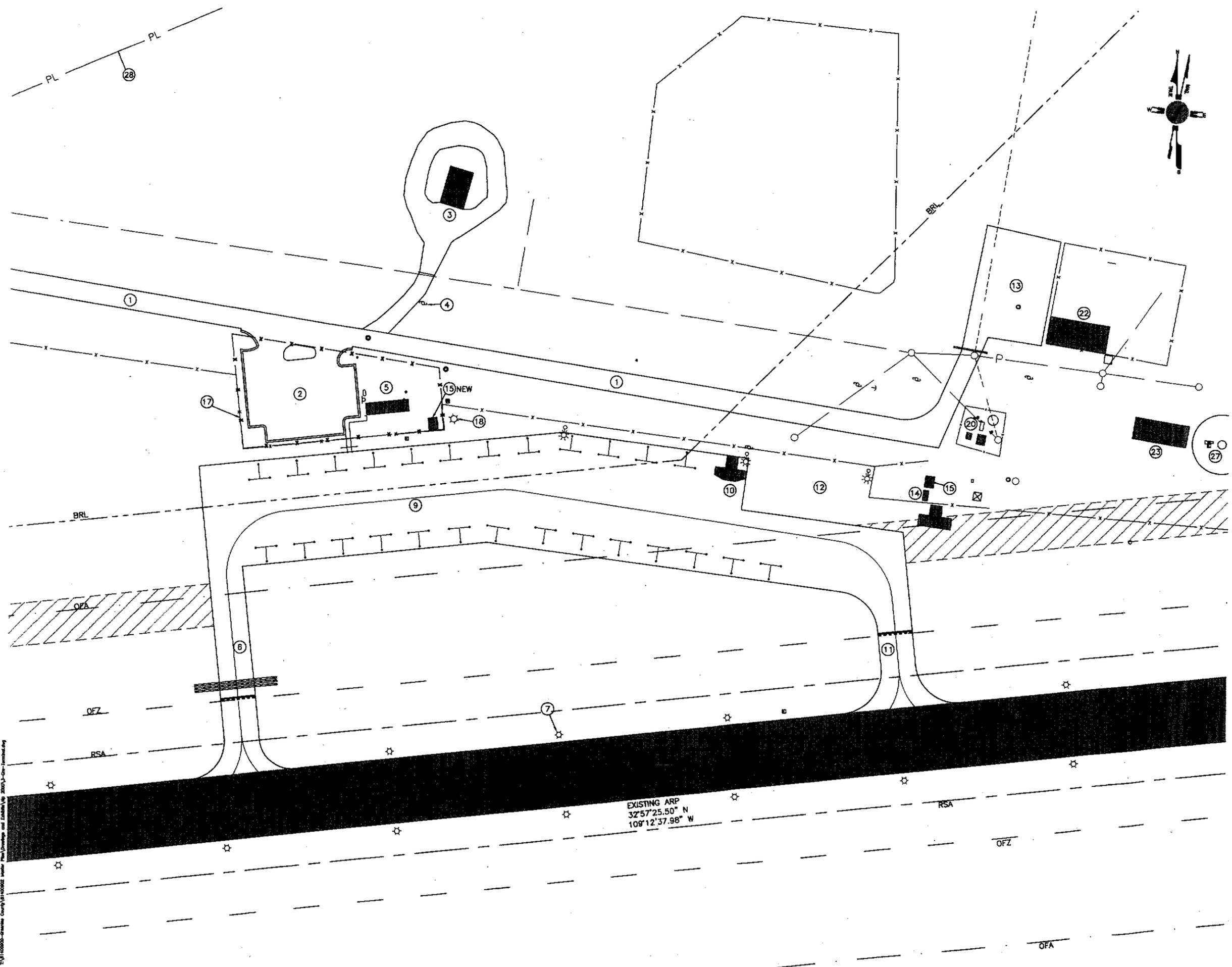
Revision: _____
 File Name: 2-6ra-Alp.dwg
 GJG GJG 01.02.23
 Dwn. Dgn. Date

Title: AIRPORT LAYOUT PLAN
 GREENLEE COUNTY AIRPORT
 CLIFTON/MORENCI, ARIZONA

Project No. 81400802
 Scale: 1" = 400'
 Drawing No. 2 Sheet 2 of 10 Revision 2

TV 18100000-Greenlee County Airport Master Plan/Drawings and Exhibits Map 2000-1-01-01-01-01

* 58,817 ALL WEATHER OBSERVATIONS



LEGEND		
DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE	PL	PL
AIRPORT REFERENCE POINT	⊕	
AIRPORT ROTATING BEACON	⊕	
BUILDINGS	■	■
SEGMENTED CIRCLE	⊙	
PIV		⊙
RUNWAY LIGHTS (MRL)	⊕	
FENCING		
TOPGRAPHIC CONTOURS	750	750
BUILDING RESTRICTION LINE (BRL)		
OBSTACLE FREE AREA (OFA)		
RUNWAY SAFETY AREA (RSA)		
OBSTACLE FREE ZONE (OFZ)		
RUNWAY VISIBILITY ZONE (RVZ)		
SECTION CORNERS	⊕	
AMPHIBIAN EASEMENT	///	
FUTURE/ALTERNATE DEVELOPMENT TO BE ABANDONED	///	///
SECURITY LIGHT	⊕	⊕

AIRPORT BUILDINGS/FACILITIES		
EXISTING (E)	FUTURE (F)	DESCRIPTION
⊕	⊕	01 AIRPORT ACCESS ROAD
⊕	⊕	02 TERMINAL AUTO PARKING
⊕	⊕	03 BRIDGE
⊕	⊕	04 ELECTRICAL SERVICE (OVERHEAD)
⊕	⊕	05 TERMINAL BUILDING
⊕	⊕	06 DOBBY T-1 40'
⊕	⊕	07 RUNWAY LIGHTING (M.L.L.)
⊕	⊕	08 RUNWAY 07-25
⊕	⊕	09 PRIMARY AIRCRAFT PARKING APRON
⊕	⊕	10 HANGAR (PRIVATELY OWNED)
⊕	⊕	11 DOBBY T-2 40'
⊕	⊕	13 DETENTION FACILITY AUTO PARKING
⊕	⊕	14 RESTROOM BUILDING (CLOSED)
⊕	⊕	15 ELECTRICAL WALK (OLD & NEW)
⊕	⊕	16 SECONDARY PARKING APRON (NOT IN USE)
⊕	⊕	17 TERMINAL AREA FENCING AND LIGHTING
⊕	⊕	18 ROTATING BEACON AND TOWER
⊕	⊕	20 WATER SUPPLY SYSTEM
⊕	⊕	4 TELEPHONE SERVICE (UNDERGROUND)
⊕	⊕	22 AMPHIBIAN DETENTION FACILITY
⊕	⊕	23 AIRPORT OPERATOR'S RESIDENCE
⊕	⊕	24 UNLIGHTED WIND CONE
⊕	⊕	25 RUNWAY FENCING
⊕	⊕	26 RUNWAY 16-36 (ABANDONED)
⊕	⊕	27 LIGHTED WIND CONE & SEGMENTED CIRCLE
⊕	⊕	28 AIRPORT BOUNDARY (PROPERTY LINE)
⊕	⊕	29 AIR CARRIER RAMP
⊕	⊕	30 PASSENGER HOLDING FACILITY
⊕	⊕	31 AUTO PARKING (FEDERAL PRISON)
⊕	⊕	32 RUNWAY 18-38
⊕	⊕	33 DOBBY T-3

GENERAL NOTES
 1. NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFICATIONS.

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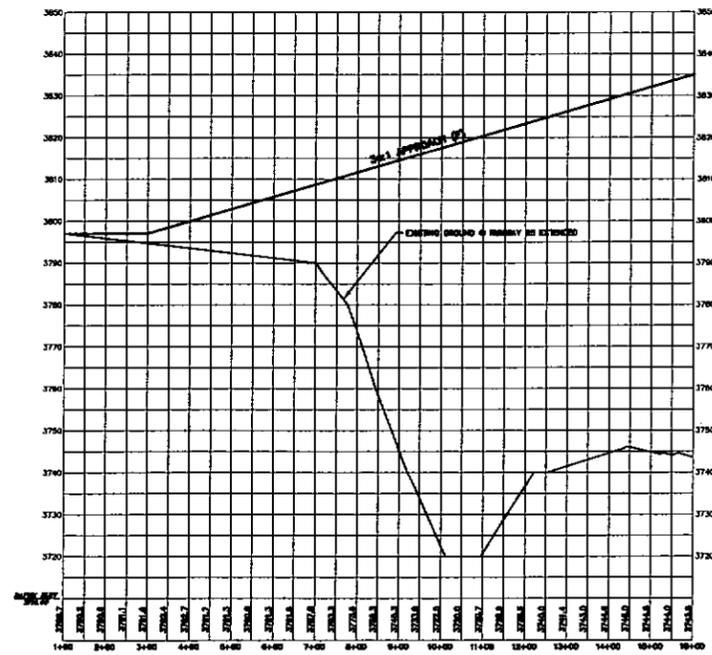
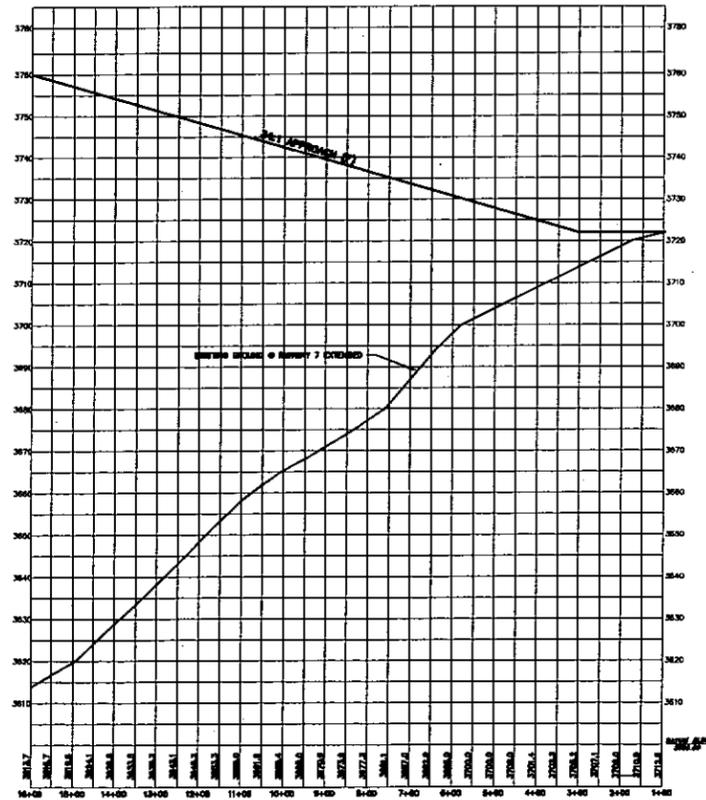
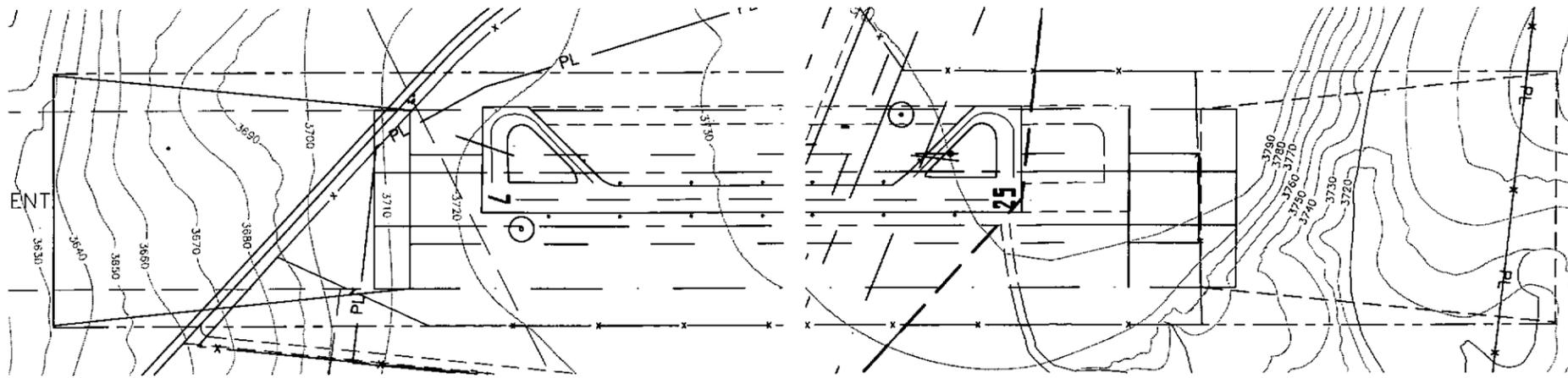
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1. MASTER PLAN AND ALP UPDATE	RC	WR	00.08.10
Revision	By	Appd.	Date

File Name: 3-Gre-Terminal.dwg RC RC 00.08.11
 Own. Desgn. Desgn. Date

Title
**TERMINAL AREA PLAN
 GREENLEE COUNTY AIRPORT
 CLIFTON/MORENCI, ARIZONA**

Project No. 81400902 Scale 1" = 100'-0"
 Drawing No. 3 Sheet 3 of 10 Revision 2

2011/08/08 - Phoenix, AZ - Greenlee County Airport Master Plan Update and Exhibit 10 2011-08-08



GENERAL NOTES
 1. NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFIERS.

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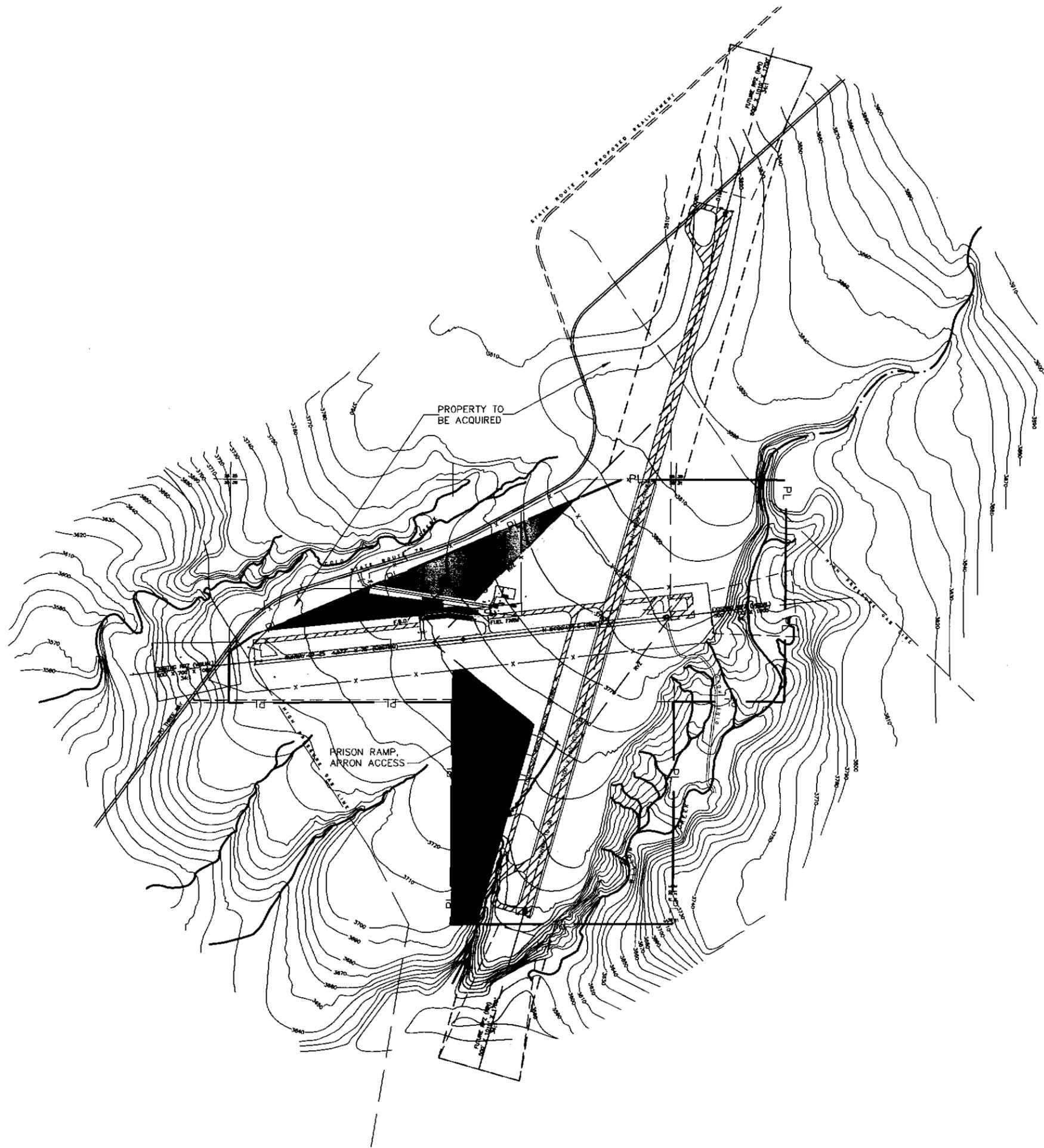


2. MASTER PLAN AND ALP UPDATE	LT	PT	02.15.01
1. MASTER PLAN AND ALP UPDATE	AM	WR	00.08.26
Revision	By	Appd.	Date
File Name: 5-Gre-ry7-25-prf.dwg	RC	RC	00.06.26
	Desn.	Deqn.	Date

Title
RUNWAY 7-25 APPROACH PLAN AND PROFILE
GREENLEE COUNTY AIRPORT
CLIFTON/MORENCI, ARIZONA

Project No. 81451310
 Scale 1" = 200'
 Drawing No. 5
 Sheet 5 of 10
 Revision 2

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LAND USE TABLE	
LAND USE	KEY
AIRFIELD OPERATIONS AREA	369 ACRES
HELICOPTER OPERATIONS AREA	[Hatched pattern]
AVIATION / NON-AVIATION INDUSTRIAL AREA	[Hatched pattern]
GENERAL AVIATION	[Hatched pattern]
TERMINAL AREA	[Hatched pattern]
FBO	[Hatched pattern]
FEDERAL PRISON AREA	[Hatched pattern]
OPEN AREA RESERVED	[Hatched pattern]

AIRFIELD IMPROVEMENTS	
	KEY
TAXIWAY & RUNWAY 18-36	[Hatched pattern]
TAXIWAY & RUNWAY 7-25	[Hatched pattern]

GENERAL NOTES

- NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFICATIONS.



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Revision	By	Appd.	Date
2. MASTER PLAN AND ALP UPDATE	LT	PT	02.15.01
1. MASTER PLAN AND ALP UPDATE	AM	WR	00.06.26

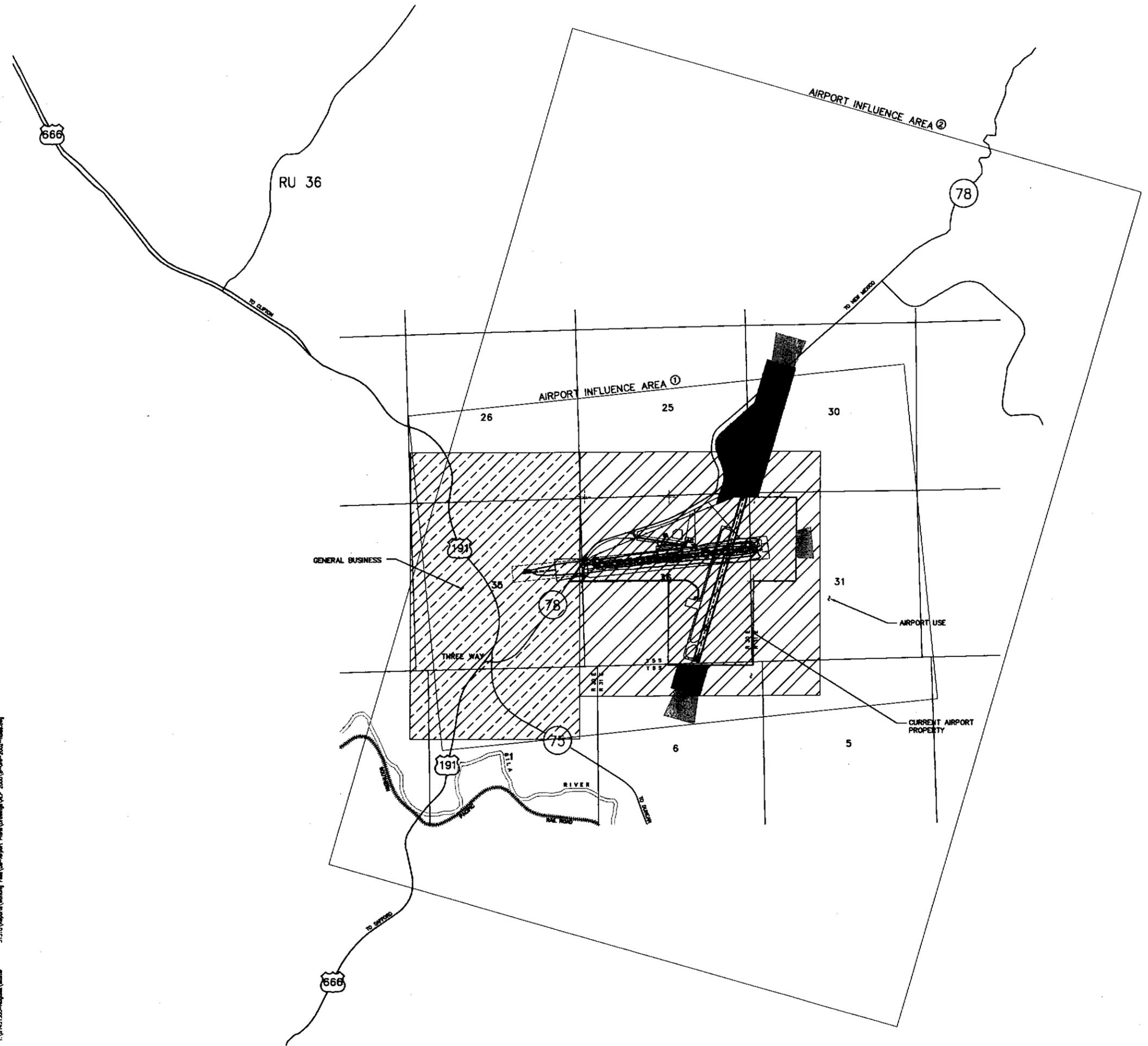
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Dwn. Dsgn. Dsgn. Date

Title
**ON-AIRPORT LANDUSE PLAN
GREENLEE COUNTY AIRPORT
CLIFTON/MORENCI, ARIZONA**

Project No. 81451310 Scale 0 500 1000 1200
Drawing No. 7 Sheet 7 of 10 Revision 2



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RU 36

RU 36

- NOTE:**
- ① AIRPORT INFLUENCE AREA (AIA) IS PROPOSED FOR GREENLEE COUNTY REVIEW AND ADOPTION.
 - ② CONTINGENCY AIA SHOWN IS BASED ON CONSTRUCTION OF CONTINGENCY RUNWAY 1B-36 ONLY.

- AA - AIRPORT USE
- A - CURRENT AIRPORT PROPERTY
- GB - GENERAL BUSINESS
- RU - 36 RESIDENTIAL (1 UNIT PER 36 ACRES)

GENERAL NOTES

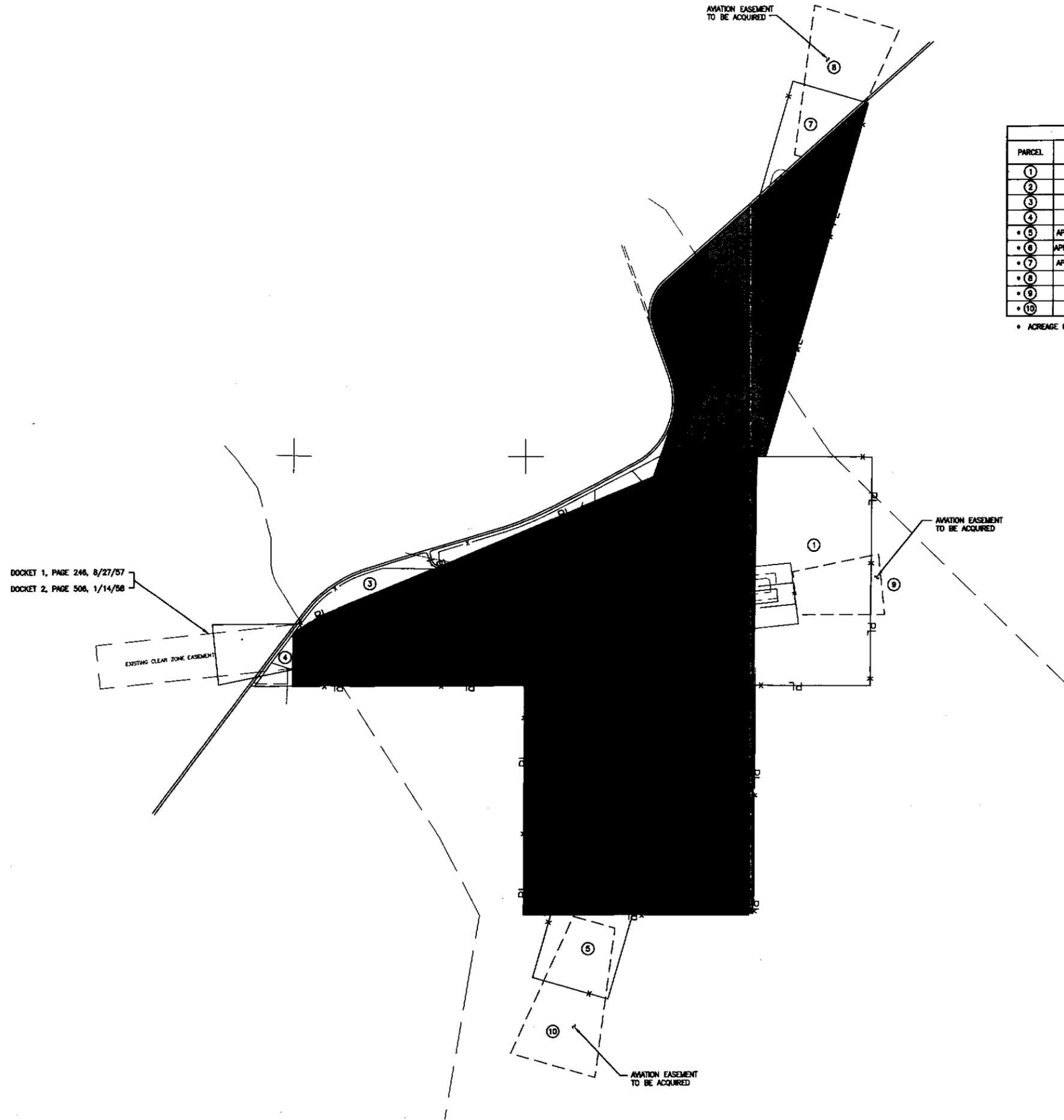
1. NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG COORDINATES.

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2. MASTER PLAN AND ALP UPDATE	LT	PT	02.15.01
1. MASTER PLAN AND ALP UPDATE	AM	WR	00.08.28
Revision	By	Appd.	Date
File Name: 8-Gre-2002-noise.dwg	RC	RC	00.08.28
	Desn.	Desn.	Date
Title			
OFF-AIRPORT LANDUSE/2002 NOISE MAP/AIA			
GREENEE COUNTY AIRPORT			
CLIFTON/MORENCI, ARIZONA			
Project No.	Scale		
81451310	1"=100'		
Drawing No.	Sheet	Revision	
8	8 of 10	2	

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 1/18/01 10:00 - Haghighi/Moeller



PROPERTY TABLE			
PARCEL	ACRES	ACQUISITION	DATE
①	79.04	DOCKET 7, PAGE 597	9/20/80
②	377.77	DOCKET 1, PAGE 184	8/28/57
③	13.75	TO BE ACQUIRED	-
④	2.14	TO BE ACQUIRED	-
* ⑤	APPROX. 20	TO BE ACQUIRED	-
* ⑥	APPROX. 116	TO BE ACQUIRED	-
* ⑦	APPROX. 15	TO BE ACQUIRED	-
* ⑧	18	TO BE ACQUIRED	-
* ⑨	5	TO BE ACQUIRED	-
* ⑩	8	TO BE ACQUIRED	-

* ACREAGE QUANTITY SCALED

GENERAL NOTES
 1. NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFICATIONS.

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Revision	By	Appd.	Date
2. MASTER PLAN AND ALP UPDATE	LT	PT	02.15.01
1. MASTER PLAN AND ALP UPDATE	AM	WR	00.06.26
File Name: 10-Cre-propmap.dwg	RC	RC	00.06.26
	Dwn.	Dagn.	Dagn.

Title
 AIRPORT PROPERTY MAP
 GREENLEE COUNTY AIRPORT
 CLIFTON/MORENCI, ARIZONA

Project No.	Scale	
81451310	1" = 100'	
Drawing No.	Sheet	Revision
10	10 of 10	2

