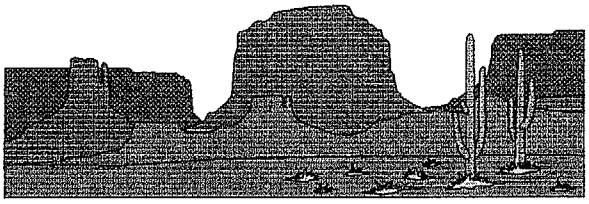
PLANS AND STAGING PROGRAMS



DOUGLAS MUNICIPAL AIRPORT MASTER PLAN

CHAPTER X: PLANS AND STAGING PROGRAMS

10.0 INTRODUCTION

In Chapters V and VI, "Facility Requirements" and "Development Alternatives", an evaluation was made of future options for airside and landside development. This effort resulted in the selection of alternatives for future airport improvements that could accommodate previously identified requirements needed at Douglas Municipal Airport. The purpose of this section is to describe (in narrative and graphic form), the recommended development through the 20-year planning period.

A set of plans, referred to as the Airport Layout Plan Drawing Set, has been prepared to graphically depict the recommendations for airfield layout, disposition of obstructions, and future use of land in the vicinity of the airport. This set of plans includes:

- Figure 10-1, Cover Sheet
- Figure 10-2, Airport Layout Plan
- Figure 10-3, Data Sheet
- Figure 10-4, Terminal Area Layout Plan
- Figure 10-5, Runway 3 Runway Protection Zone and Approach Surface Plans and Profiles
- Figure 10-6, Runway 21 Runway Protection Zone and Approach Surface Plans and Profiles
- Figure 10-7, Runway 18/36 Runway Protection Zone and Approach Surface Plans and Profiles
- Figure 10-8, Runway 13/31 Runway Protection Zone and Approach Surface Plans and Profiles
- Figure 10-9, Part "77" Airspace

10.1 DESIGN STANDARDS

Douglas Municipal Airport has been identified as a general aviation facility that should be designed to accommodate the aircraft in Airport Reference Code (ARC) B-II which weigh 12,500 pounds or less for future development, and B-II weighing less than 25,000 pounds for ultimate

development for Runway 3/21. The existing dirt crosswind Runway 12/30 will be replaced with a new, paved crosswind Runway 18/36. Runway 18/36 will have an ARC of B-I which weigh 12,500 pounds or less. Advisory Circulars published by the FAA have been used to provide general guidance in the overall planning effort. These guidelines are designed to provide flexibility in application to ensure the safe, economic, and efficient use of the airport.

In order to meet the needs of Douglas Municipal Airport, the design standards selected were based upon different categories of aircraft and their specific needs. Ultimately, Runway 3/21 and Runway 18/36 will meet FAA standards for the respective role, elevation, and climatic conditions which are unique at Douglas, Arizona.

10.2 AIRPORT LAYOUT PLAN

The Airport Layout Plan (ALP), Figure 10-2, graphically presents the existing, future and ultimate airport layout and depicts the recommended improvements which will enable the airport to meet forecasted aviation demand. Detailed airport and runway data are provided on the ALP to facilitate the interpretation of the Master Plan recommendations.

10.3 TERMINAL AREA LAYOUT PLAN

The Terminal Area Layout Plan, Figure 10-4, represents a refinement of the selected development landside configuration and provides a plan for construction of facilities such as hangars to meet forecasted aviation demand. The recommended terminal area development plan will accommodate future needs without disrupting current airport operations.

10.4 RUNWAY PROTECTION ZONE AND APPROACH SURFACE PLANS AND PROFILES

The Runway Protection Zone Profiles on Figures 10-5 through 10-8 facilitate identification of obstructions, roadways, and buildings that lie within the confines of the RPZ located at the end of each existing and future runway.

The Approach Surface Profiles on each of these drawings are a profile representation of the approach surfaces of each runway end. The plans depict the physical features in the vicinity of each runway end, including topographic changes, roadways, drainage ditches, and trees. The dimensions and slopes of approach surfaces are functions of the runway service category and the approach classification.

10.5 PART "77" AIRSPACE

Figure 10-9 provides a plan view of the FAR Part 77 Imaginary Surfaces which surround the Douglas Municipal Airport. Any penetrations to these surfaces are also indicated on this drawing by a shaded area.

DOUGLAS MUNICIPAL AIRPORT
DOUGLAS, ARIZONA
AIRPORT LAYOUT PLANS

ARMSTRONG PROJECT NO. 935451

INDEX

DESCRIPTION	SHEET
COVER SHEET	*1*
AIRPORT LAYOUT PLAN	*2*
DATA SHEET	*3*
TERMINAL AREA LAYOUT PLAN	*4*
RUNWAY 03 PART "77" APPROACH SURFACE & PRZ PLAN & PROFILE	*5*
RUNWAY 21 PART "77" APPROACH SURFACE & RPZ PLAN & PROFILE	*6*
RUNWAY 18/36 PART "77" APPROACH SURFACE & PRZ PLAN & PROFILE	*7*
RUNWAY 13/31 PART "77" APPROACH SURFACE & RPZ PLAN & PROFILE	*8*
PART "77" AIRSPACE DRAWING	*9*
AERIAL PHOTO	*10*

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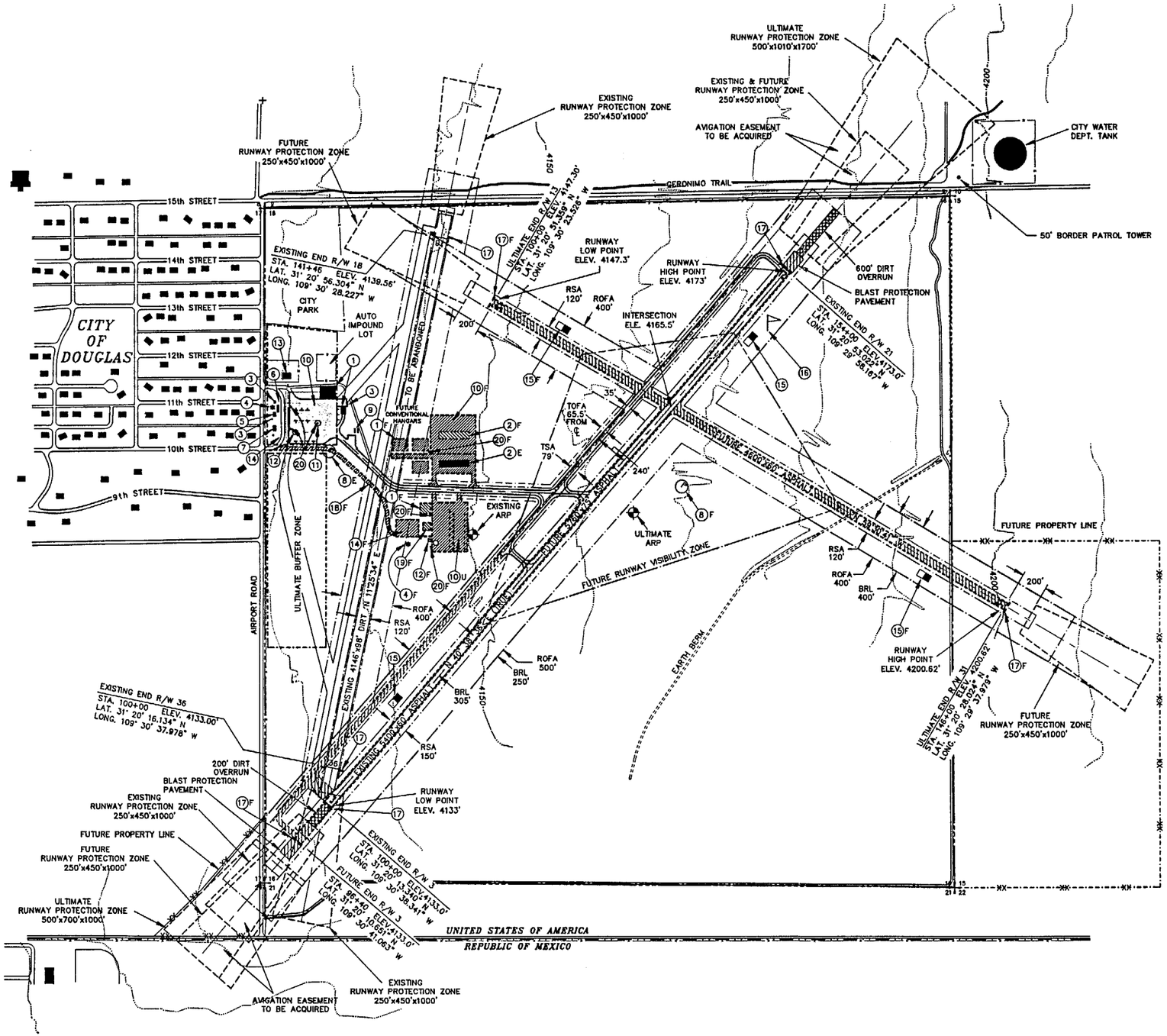
FIGURE 10-1

NOTE:
CURRENT WIND DATA FOR THE DOUGLAS MUNICIPAL AIRPORT AREA DOES NOT EXIST. THE CITY OF DOUGLAS SHOULD ACQUIRE AN AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS) OR OTHER WIND RECORDING EQUIPMENT AS SOON AS POSSIBLE TO ESTABLISH ACCURATE RUNWAY WIND COVERAGE.



AIRPORT FACILITIES LIST

(E) = EXISTING (F) = FUTURE (U) = ULTIMATE

1. CONVENTIONAL HANGARS (E)(F)
2. T-HANGARS (E)(F)
3. STORAGE BUILDINGS
4. ROTATING BEACON (E)(F)
5. OFFICE/LOUNGE/RESTROOM
6. FBO OFFICE/LOUNGE
7. HOUSE
8. SEGMENTED CIRCLE/LIGHTED WIND CONE (E)(F)
9. FUEL TANKS
10. AIRCRAFT PARKING APRON (E)(F)(U)
11. FUELING AREA
12. U.S. CUSTOMS INSPECTION AREA (E)(F)
13. AIR MUSEUM
14. AUTO PARKING (E)(F)
15. PRECISION APPROACH PATH INDICATORS (PAPI'S)
16. SUPPLEMENTAL WIND CONE
17. THRESHOLD LIGHTS
18. ACCESS ROAD (F)
19. TERMINAL BUILDING/OFFICES (F)
20. APRON LIGHT POLES (E)(F)

12°40' mag. declination 1994 SOURCE: ACI

ARMSTRONG CONSULTANTS

GRAPHIC SCALE

1 INCH = 400FT.

APPROVED BY:

MANAGER, CITY OF DOUGLAS DATE

LEGEND

- EXISTING DEVELOPMENT
- FUTURE DEVELOPMENT
- EXISTING PROPERTY LINE
- FUTURE PROPERTY LINE
- RUNWAY OBJECT FREE AREA (ROFA)
- TAXIWAY OBJECT FREE AREA (TOFA)
- RUNWAY SAFETY AREA (RSA)
- BUILDING RESTRICTION LINE (BRL)
- RUNWAY PROTECTION ZONE (RPZ)
- EXISTING FENCE
- FUTURE FENCE
- TAXIWAY SAFETY AREA (TSA)
- EXISTING BUILDING
- FUTURE BUILDING
- AIRPORT REFERENCE POINT (ARP)
- SEGMENTED CIRCLE AND WIND CONE
- SECTION CORNER
- PRECISION APPROACH PATH INDICATOR (PAPI'S)
- DIRT OVERRUN

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DOUGLAS, ARIZONA
AIRPORT LAYOUT PLANS

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Drawn: JLW
Checked: SLH
Approved: KEK

AIRPORT LAYOUT PLAN

Sheet: 2 of: 10

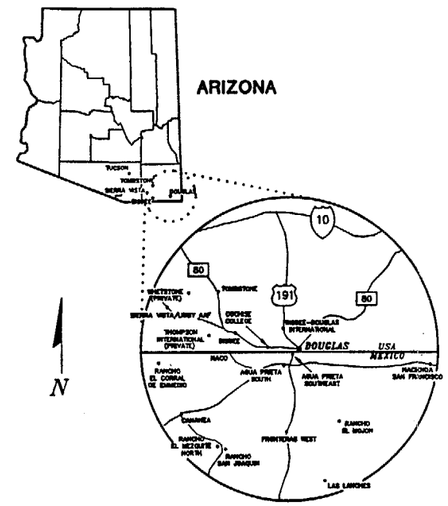
FIGURE 10-2

AIRPORT DATA

		EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION		4173'	4173'	4200.62'
AIRPORT REFERENCE POINT	LAT	31°20'33.370" N	31°20'31.860" N	31°20'35.030" N
(ARP) COORDINATES	LONG	109°30'23.236" W	109°29'59.976" W	109°30'8.436" W
MEAN MAX. TEMP–HOTTEST MONTH		93.9° F	93.9° F	93.9° F
AIRPORT & TERMINAL NAVIGATIONAL AIDS		BEACON/PAPI's	BEACON/PAPI's REIL's/NDB	BEACON/PAPI's REIL's/NDB
AIRPORT REFERENCE CODE		B–II	B–II	B–II
NPIAS (AIRPORT TYPE)		NOT LISTED IN NPIAS		
AIRCRAFT DESIGN GROUP		II	II	II
DESIGN AIRCRAFT		BEECH KING AIR C–90	CESSNA CITATION II	CESSNA CITATION II
MAGNETIC VARIATION		12° 40' E (1994)	12° 40' E (1994)	12° 40' E (1994)

RUNWAY END COORDINATES

RUNWAY	LATITUDE	LONGITUDE
3 (EXISTING)	31° 20' 13.340" N	109° 30' 38.341" W
3 (FUTURE)	31° 20' 10.651" N	109° 30' 41.063" W
21 (EXISTING)	31° 20' 53.022" N	109° 29' 58.167" W
18 (EXISTING)	31° 20' 56.304" N	109° 30' 28.227" W
36 (EXISTING)	31° 20' 16.134" N	109° 30' 37.978" W
13 (FUTURE)	31° 20' 51.359" N	109° 30' 23.526" W
31 (FUTURE)	31° 20' 28.024" N	109° 29' 37.979" W



VICINITY MAP

N.T.S.

RUNWAY DATA

RUNWAY DATA	RUNWAY 3/21			RUNWAY 18/36		RUNWAY 13/31
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE
EFFECTIVE GRADIENT (IN%)	0.74	0.69	0.69	0.16	RUNWAY TO BE ABANDONED	1.16
%WIND COVERAGE	UNKNOWN *	UNKNOWN	UNKNOWN	UNKNOWN		UNKNOWN
INSTRUMENT RUNWAY	NO	VISUAL	NONPRECISION	NO		NO
MAXIMUM ELEV. ABOVE MSL	4173'	4173'	4173'	4139.56'		4200.62'
APPROACH SLOPE SURFACES	3 – 20:1 21 – 20:1	3 – 20:1 21 – 20:1	3 – 20:1 21 – 34:1	18 – 20:1 36 – 20:1		13 – 20:1 31 – 20:1
RUNWAY LIGHTING	MIRL	MIRL	MIRL	LIRL		MIRL
RUNWAY MARKING	BASIC	VISUAL	NONPRECISION	NONE		BASIC
NAVIGATIONAL AIDS AND VISUAL AIDS	BEACON PAPI's	BEACON PAPI's/REIL's	BEACON/NDB PAPI's/REIL's	BEACON		BEACON PAPI's/REIL's
RUNWAY LENGTH	5400'	5760'	5760'	4146'		4600'
RUNWAY WIDTH	60'	75'	75'	98'		60'
RUNWAY PAVEMENT	ASPHALT	ASPHALT	ASPHALT	DIRT		ASPHALT
RUNWAY STRENGTH (IN LBS)	6,000lbs. SWG	12,500lbs. SWG	25,000lbs. SWG	N/A		12,500lbs. SWG
RUNWAY SAFETY AREA WIDTH	150'	150'	150'	120'		120'
RUNWAY SAFTY AREA LENGTH BEYOND RUNWAY ENDS	300'	300'	300'	240'		240'
RUNWAY OBJECT FREE AREA WIDTH	500'	500'	500'	400'		400'
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	600'	600'	600'	500'		500'
FAR PART 77 CATEGORY	3 – VISUAL 21 – VISUAL	3 – VISUAL 21 – VISUAL	3 – VISUAL 21– NONPRECISION	18–VISUAL/UTILITY 36–VISUAL/UTILITY		13–VISUAL/UTILITY 31–VISUAL/UTILITY
TAXIWAY LIGHTING	MITL	MITL	MITL	NONE		N/A

*NOTE:
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METRIC CONVERSIONS

1 MILE = 1.6093 Km
1 YARD = 0.9144 METER
1 FOOT = 0.3048 METER
1 INCH = 2.54 CENTIMETERS

STRUCTURE HEIGHTS

NO.	DESCRIPTION	HEIGHT	HEIGHT ABOVE MSL (TOP ELEVATION)
1	CONVENTIONAL HANGAR	35'	4170'
2	T–HANGAR	25'	4172'
3	STORAGE BUILDING	16'	4151'
4	BEACON	50'	4179'
5	OFFICE/LOUNGGE/RESTROOM	15'	4144'
6	FBO OFFICE/LOUNGE	12'	4141'
7	HOUSE	17'	4146'
13	AIR MUSEUM	18'	4148'
20	APRON LIGHT POLES	27'	4157'

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AIRPORT LAYOUT PLANS

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File Name: DATA

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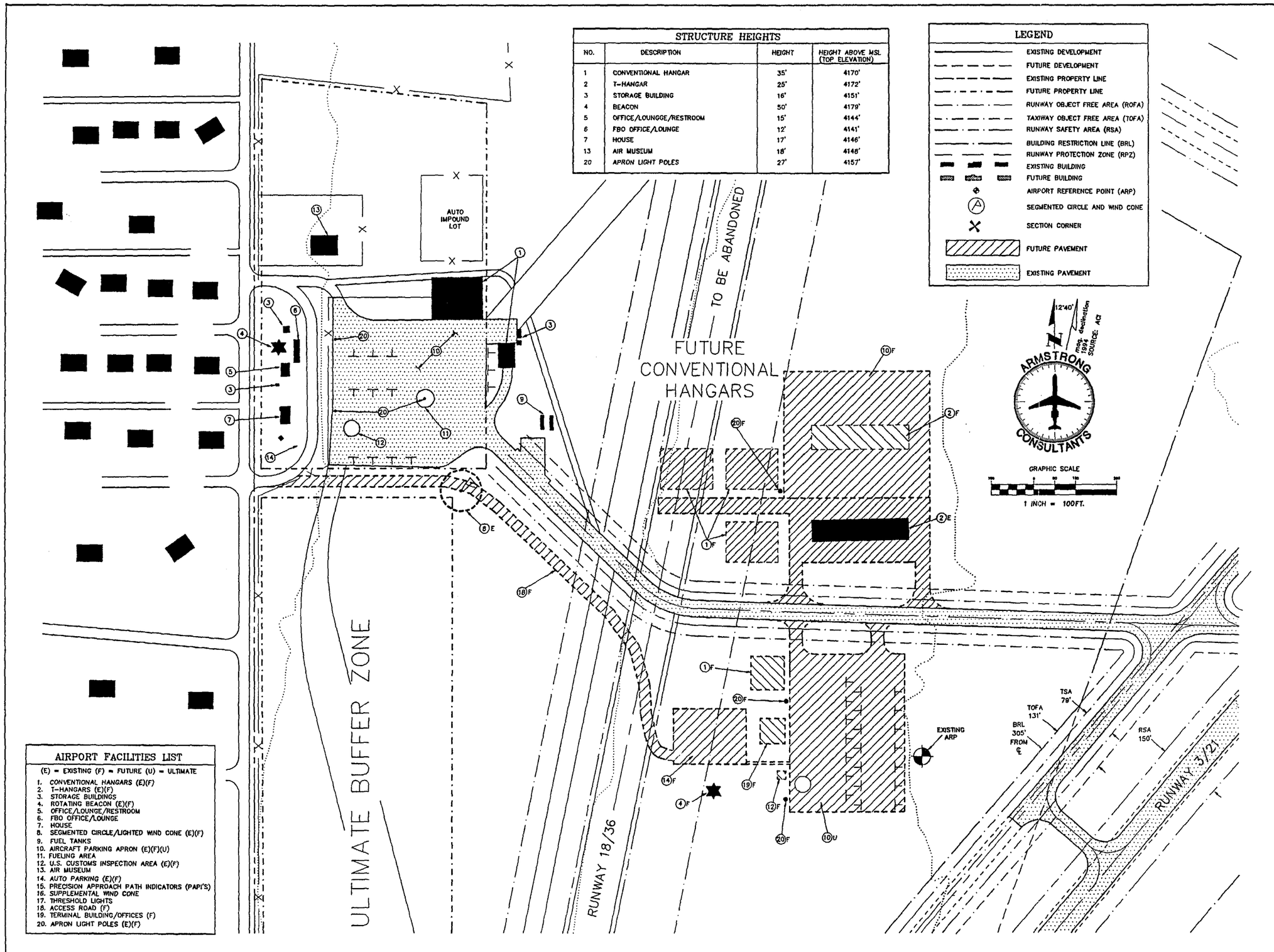
Checked: SLH
Approved: KEK

DATA SHEET

Sheet: 3 of: 10

FIGURE 10-3



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LEGEND

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- RUNWAY PROTECTION ZONE (RPZ)
- EXISTING BUILDING
- FUTURE BUILDING
- AIRPORT REFERENCE POINT (ARP)
- SEGMENTED CIRCLE AND WIND CONE
- SECTION CORNER
- FUTURE PAVEMENT
- EXISTING PAVEMENT

AIRPORT FACILITIES LIST

(E) = EXISTING (F) = FUTURE (U) = ULTIMATE

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6. FBO OFFICE/LOUNGE
7. HOUSE
8. SEGMENTED CIRCLE/LIGHTED WIND CONE (E)(F)
9. FUEL TANKS
10. AIRCRAFT PARKING APRON (E)(F)(U)
11. FUELING AREA
12. U.S. CUSTOMS INSPECTION AREA (E)(F)
13. AIR MUSEUM
14. AUTO PARKING (E)(F)
15. PRECISION APPROACH PATH INDICATORS (PAPI'S)
16. SUPPLEMENTAL WIND CONE
17. THRESHOLD LIGHTS
18. ACCESS ROAD (F)
19. TERMINAL BUILDING/OFFICES (F)
20. APRON LIGHT POLES (E)(F)

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TERMINAL AREA LAYOUT PLAN

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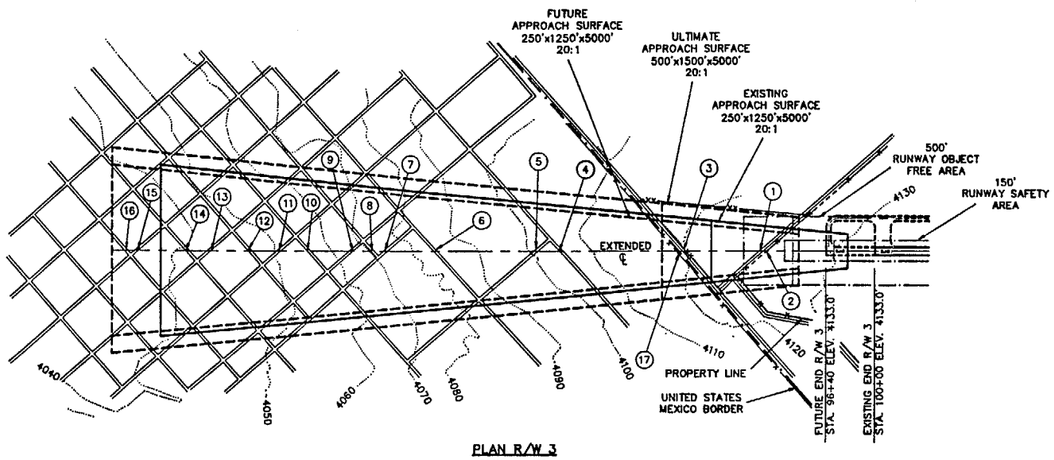
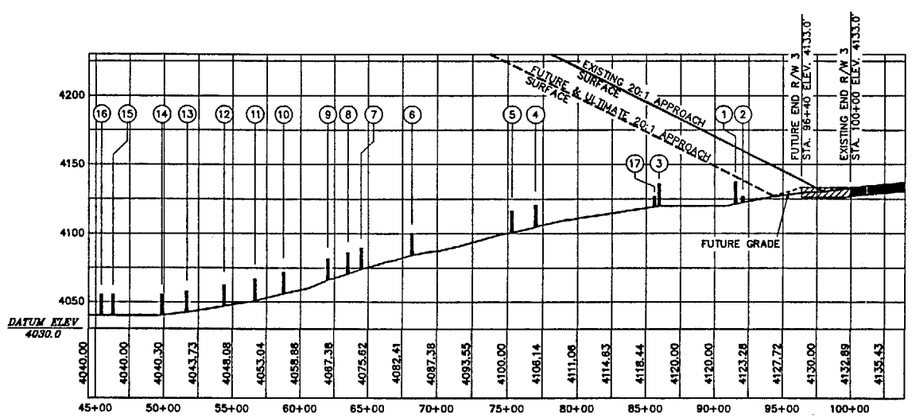
FIGURE 10-4



PLAN R/W 3

SCALE: 1"=400'



PROFILE R/W 3

HORIZ. SCALE: 1"=400'
VERT. SCALE: 1"=40'

• NOTE:

NUMEROUS RESIDENTIAL HOMES ARE LOCATED WITHIN THE AREA OUTLINED BY THE PART "77" APPROACH SURFACES. HOWEVER, THE TOP ELEVATIONS OF THESE HOMES PLUS A 15 FOOT CLEARANCE DOES NOT PENETRATE ANY OF THE APPROACH SURFACES.

OBJECTS WITHIN THE RUNWAY 3 RPZ
AND OBJECTS ON THE EXTENDED R/W
CENTERLINE

NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE (TO APPROACH SURFACE)	PROPOSED ACTION
1	AIRPORT ROAD	4122'+15'	-4'	
2	PERIMETER FENCE	4130'+4'	-16'	
3	COUNTY ROAD	4120'+15'	-34'	
4	AGUA PRIETA STREET	4105'+15'	-94'	
5	AGUA PRIETA STREET	4101'+15'	-106'	
6	AGUA PRIETA STREET	4084'+15'	-159'	
7	AGUA PRIETA STREET	4074'+15'	-187'	
8	AGUA PRIETA STREET	4070'+15'	-195'	
9	AGUA PRIETA STREET	4067'+15'	-207'	
10	AGUA PRIETA STREET	4058'+15'	-233'	
11	AGUA PRIETA STREET	4050'+15'	-249'	
12	AGUA PRIETA STREET	4046'+15'	-264'	
13	AGUA PRIETA STREET	4042'+15'	-282'	
14	AGUA PRIETA STREET	4040'+15'	-294'	
15	AGUA PRIETA STREET	4040'+15'	-312'	
16	AGUA PRIETA STREET	4040'+15'	-316'	
17	BORDER FENCE	4119'+7'	-43'	

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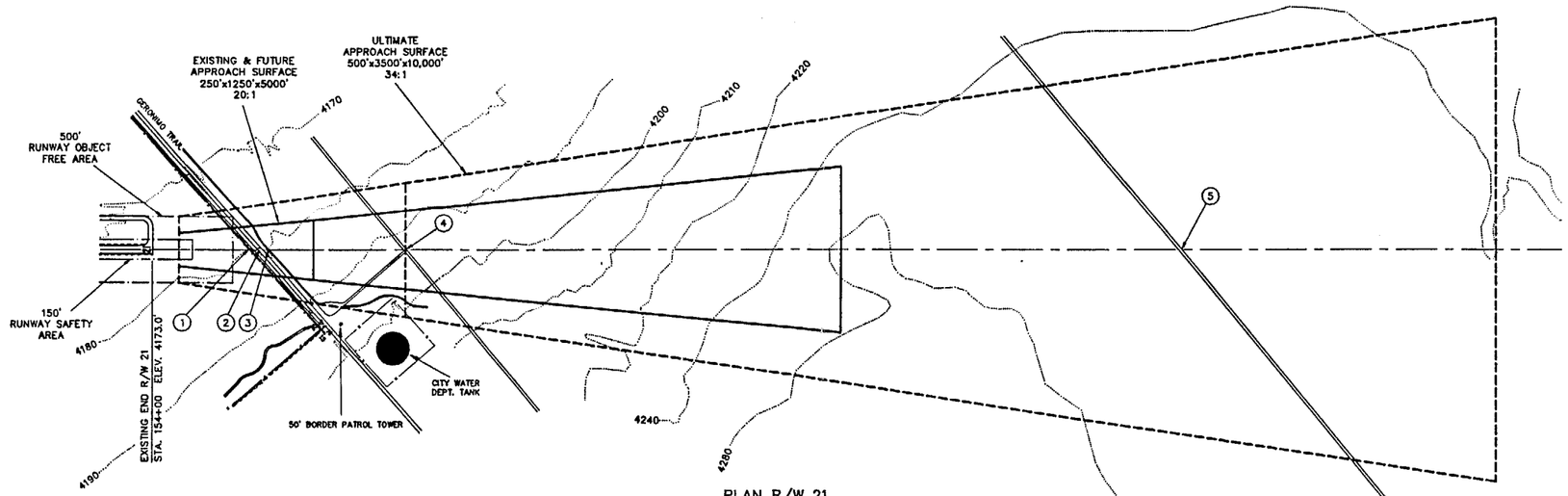
Approved: KEK

R/W 3
PLAN &
PROFILE

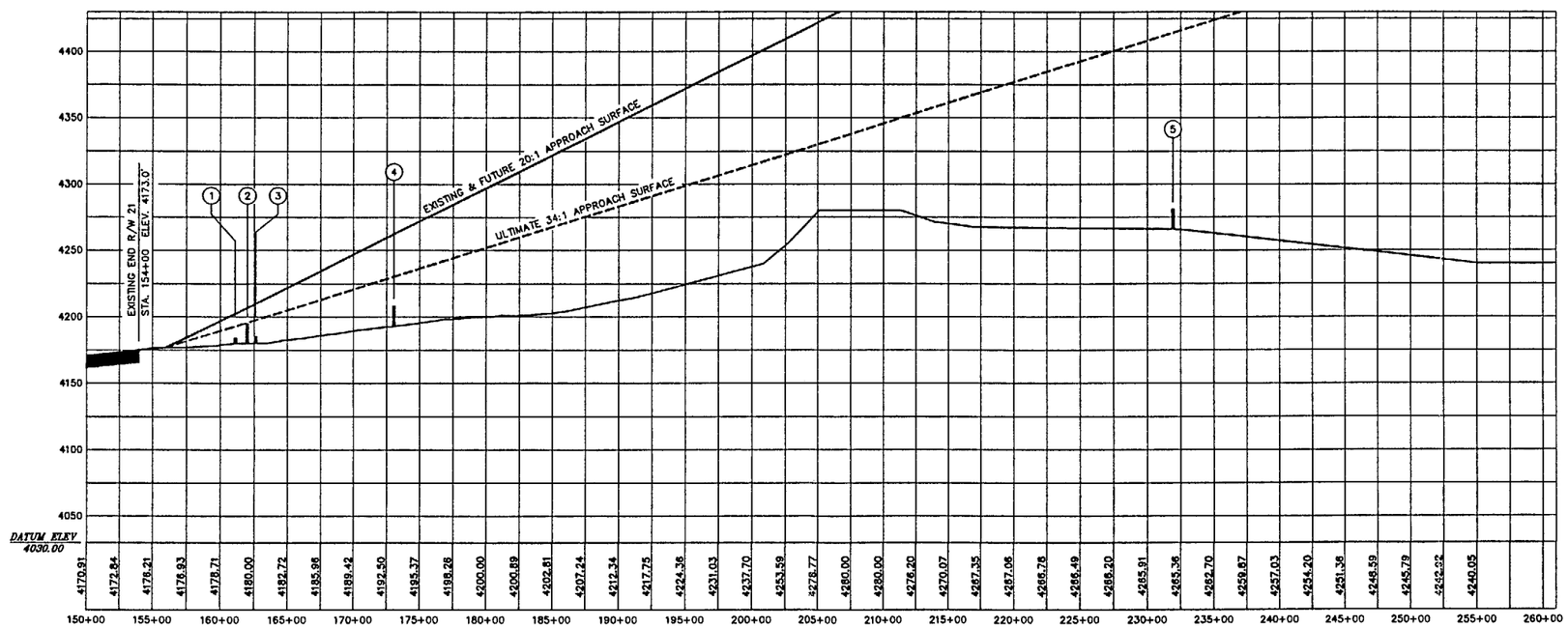
Sheet: 5 of: 10

FIGURE 10-5



PLAN R/W 21

SCALE: 1"=500'



PROFILE R/W 21

HORIZ. SCALE: 1"=500'
VERT. SCALE: 1"=50'

OBJECTS WITHIN THE RUNWAY 3 RPZ AND OBJECTS ON THE EXTENDED R/W CENTERLINE

NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE (TO APPROACH SURFACE)	PROPOSED ACTION	NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE (TO APPROACH SURFACE)	PROPOSED ACTION
1	PERIMETER FENCE	4180'+4'	−9'		4	DIRT ROAD	4183'+15'	−22'	
2	COUNTY ROAD	4180'+15'	−7'		5	DIRT ROAD	4265'+15'	−133'	
3	GERONIMO TRAIL	4180'+10'	−12'						

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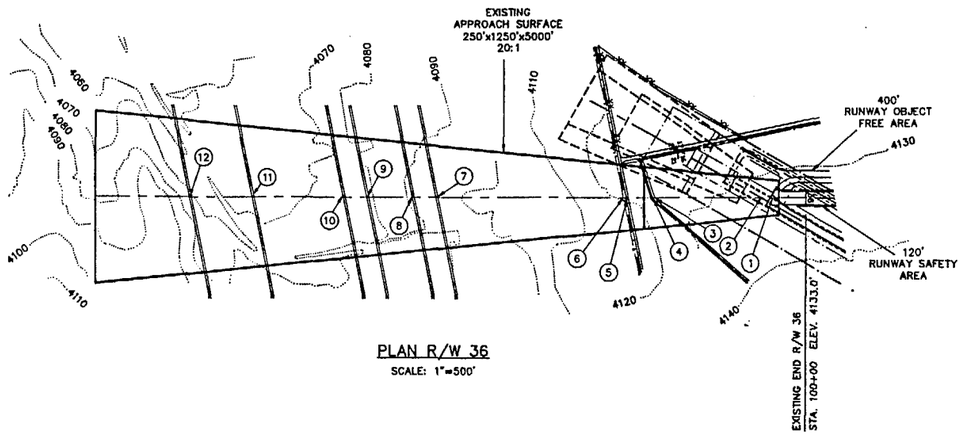
R/W 21
PLAN &
PROFILE

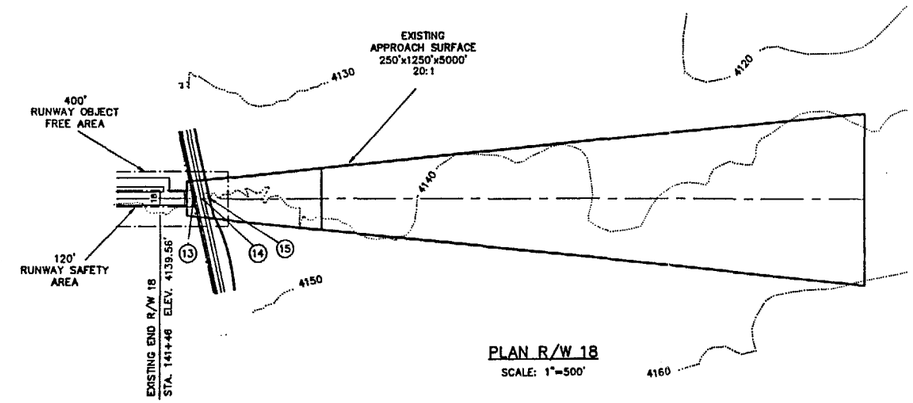
Sheet: 6 of 10

FIGURE 10-6



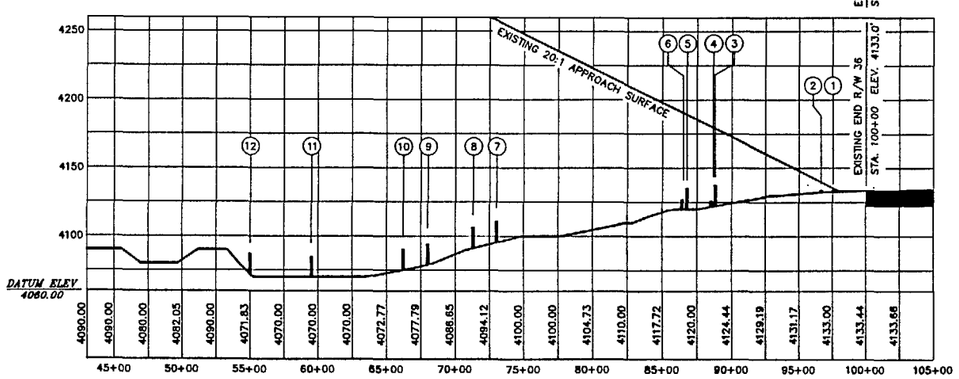
PLAN R/W 36

SCALE: 1"=500'



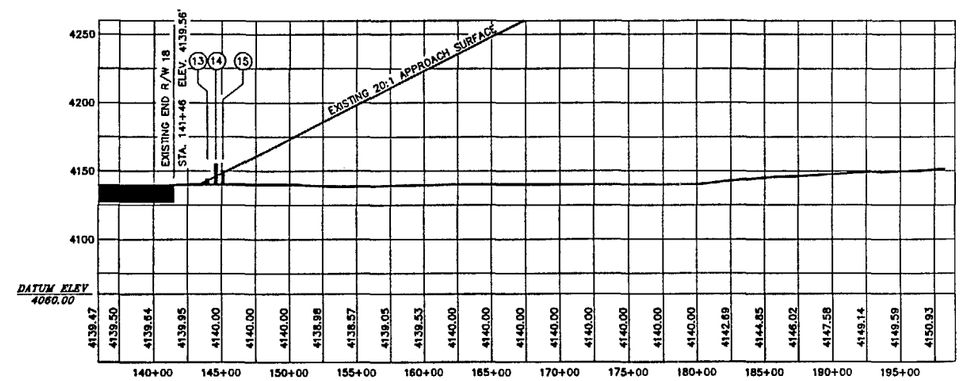
PLAN R/W 18

SCALE: 1"=500'



PROFILE R/W 36

HORIZ. SCALE: 1"=500'
VERT. SCALE: 1"=50'



PROFILE R/W 18

HORIZ. SCALE: 1"=500'
VERT. SCALE: 1"=50'

OBJECTS WITHIN THE RUNWAY 3 RPZ AND OBJECTS ON THE EXTENDED R/W CENTERLINE

NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE (TO APPROACH SURFACE)	PROPOSED ACTION
1	EXISTING R/W 3	4133'+15'	-2'	
2	FUTURE R/W 3	4133'+15'	-6'	
3	DIRT ROAD	4122'+15'	-42'	
4	PERIMETER FENCE	4122'+4'	-55'	
5	COUNTY ROAD	4120'+15'	-55'	
6	BORDER FENCE	4120'+7'	-64'	
7	AGUA PRIETA STREET	4097'+15'	-146'	
8	AGUA PRIETA STREET	4090'+15'	-159'	
9	AGUA PRIETA STREET	4080'+15'	-188'	
10	AGUA PRIETA STREET	4074'+15'	-200'	
11	AGUA PRIETA STREET	4070'+15'	-239'	
12	AGUA PRIETA STREET	4071'+15'	-259'	
13	PERIMETER FENCE	4140'+4'	+2'	R/W TO BE ABANDONED
14	COUNTY ROAD	4140'+15'	+9'	R/W TO BE ABANDONED
15	GERONIMO TRAIL	4140'+10'	+2'	R/W TO BE ABANDONED

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GEOTECHNICAL ENGINEERS

DOUGLAS MUNICIPAL AIRPORT
DOUGLAS, ARIZONA

AIRPORT LAYOUT PLANS

Revisions:

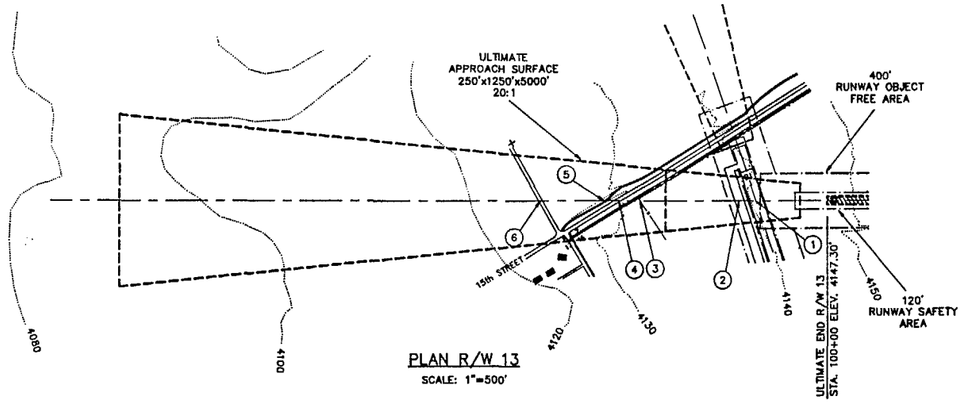
Project No: 935451
Date:
File Name: ASP1836

Drawn: JLW
Checked: SLH
Approved: KEK

R/W 18/36 PLANS & PROFILES

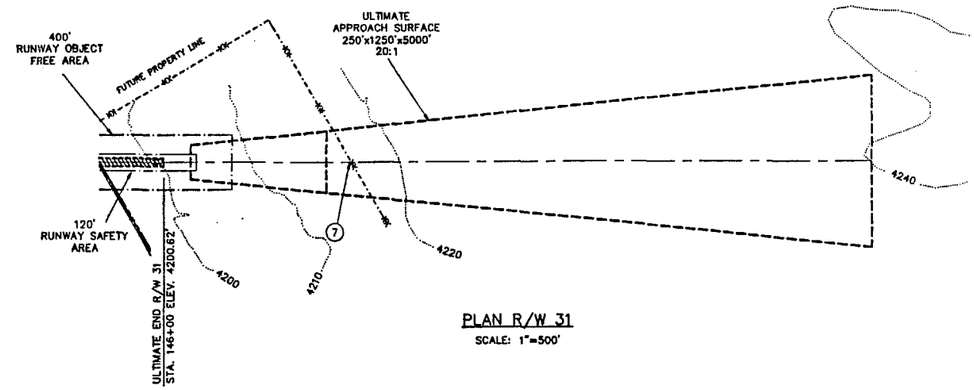
Sheet: 7 of: 10

FIGURE 10-7



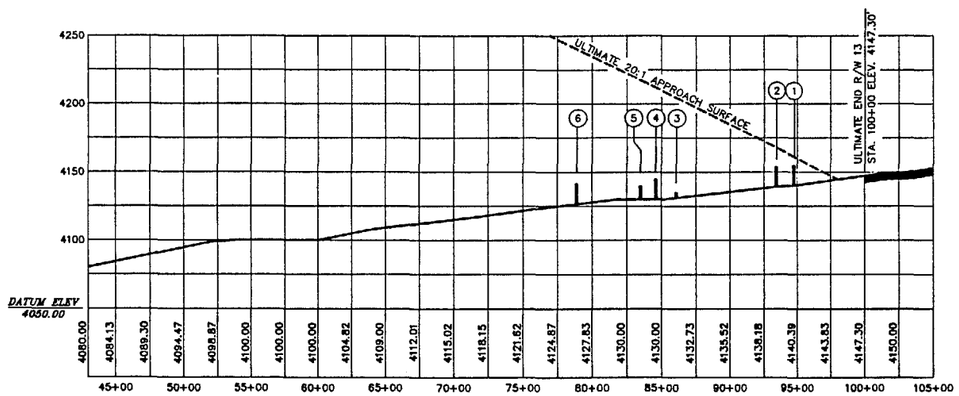
PLAN R/W 13

SCALE: 1"=500'



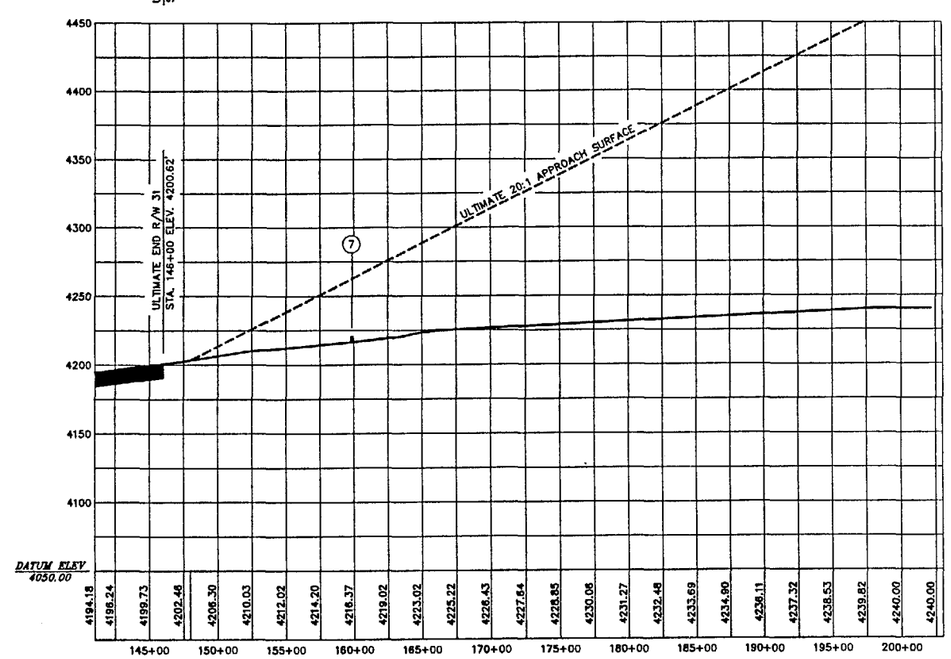
PLAN R/W 31

SCALE: 1"=500'



PROFILE R/W 13

HORIZ. SCALE: 1"=500'
VERT. SCALE: 1"=50'



PROFILE R/W 31

HORIZ. SCALE: 1"=500'
VERT. SCALE: 1"=50'

OBJECTS WITHIN THE RUNWAY 3 RPZ AND OBJECTS ON THE EXTENDED R/W CENTERLINE

NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE (TO APPROACH SURFACE)	PROPOSED ACTION
1	R/W 18	4140'+15'	-5'	
2	TAXIWAY RUNWAY 18	4139'+15'	-13'	
3	PERIMETER FENCE	4131'+4'	-69'	
4	COUNTY ROAD	4130'+15'	-67'	
5	GERONIMO TRAIL	4130'+10'	-77'	
6	COUNTY ROAD	4127'+15'	-98'	
7	ULTIMATE PERIMETER FENCE	4216'+4'	-42'	

ARMSTRONG CONSULTANTS, INC.

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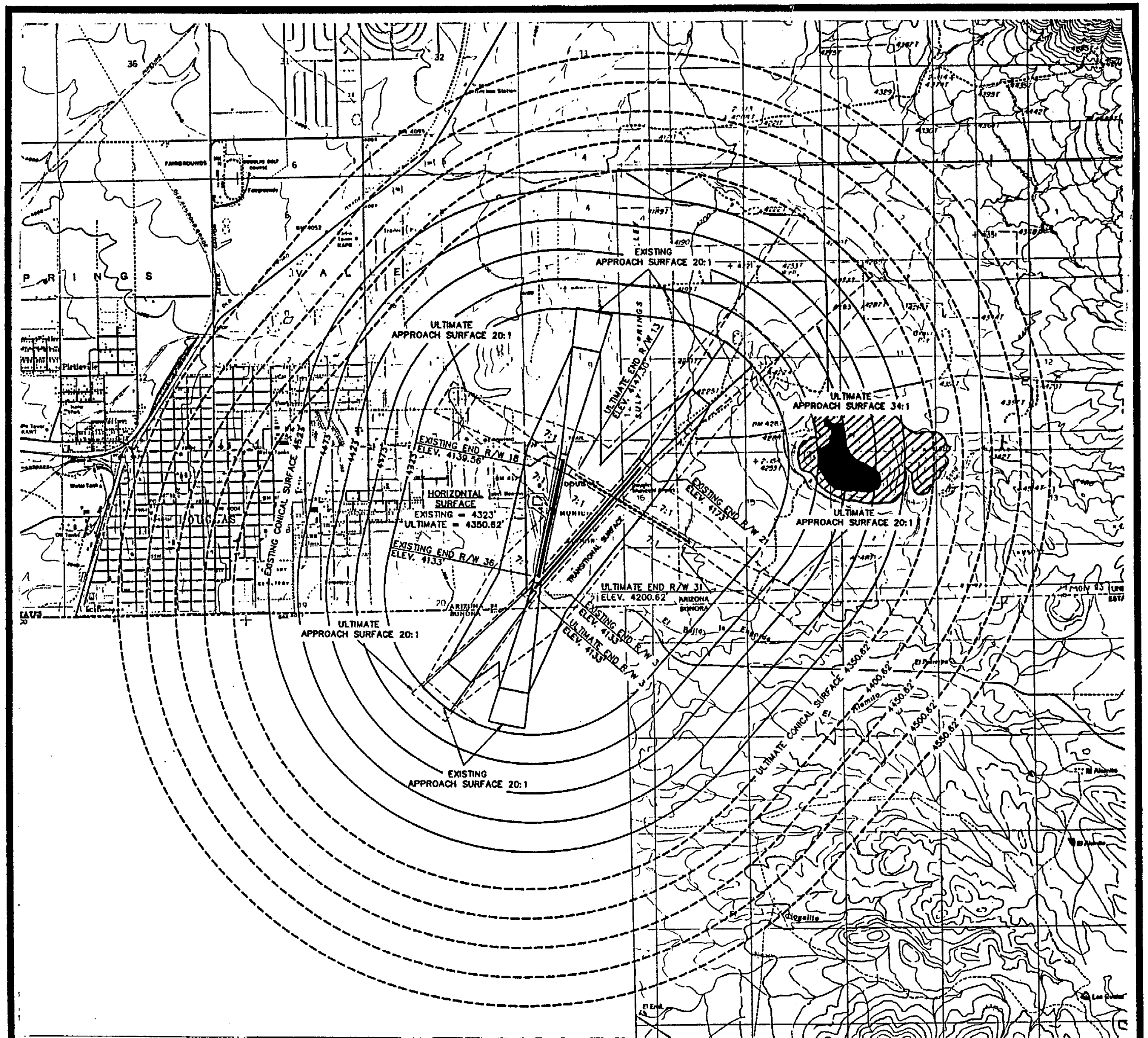
R/W 13/31 PLANS & PROFILES

Sheet: 8 of: 10

FIGURE 10-8



LEGEND

EXISTING SURFACES

ULTIMATE SURFACES

EXISTING PENETRATIONS

ULTIMATE PENETRATIONS

GRAPHIC SCALE

1 INCH = 2000FT.

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PART "77" AIRSPACE DRAWING

Sheet: 9 of: 10

FIGURE 10-9