SECTION 1
BACKGROUND AND INVENTORY

SUPERIOR AIRPORT MASTER PLAN - 2001

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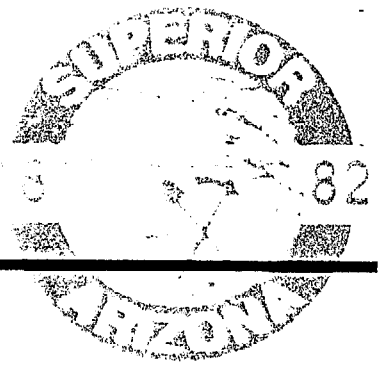


INTRODUCTION

The Town of Superior is located in northeastern Pinal County, about 63 miles east of the Phoenix metropolitan area, at the junction of U.S. Highway 60 and State Highway 177. The Town is at an elevation of 2,880 feet, about 1,400 feet above Phoenix. The terrain immediately to the east of Superior rises rapidly to elevations of over 6,000 feet.

Silver was discovered in the Superior area in the late 1890's. This led to a rapid proliferation of mining claims in the area. The Town of Superior was originally laid out in 1900 by George Lobb, who named the new community "Hastings". The town was founded to provide services to the numerous mines in the area.

One of the most successful local mines was owned by a group of investors from Michigan. They named their mine the "Lake Superior and Arizona". Because of the tremendous economic contribution of this mine in the first decade of the 1900's, the community's name was changed to Superior.

Another very successful mining operation was the Silver Queen Mine. When its silver deposits were depleted it became one of the greatest copper producers in the area. The Magma Copper Company was established in 1910 to run the Silver Queen operation and the Magma Copper Company Mine. A smelter was constructed by Magma Copper in 1924 which remained in operation for 47 years.

The Town of Superior was incorporated in 1976.

Current major employment sectors in Superior include mining and service industries. Agricultural and ranching activities are conducted in the flatlands to the west of Superior.

Tourism is also becoming a major economic activity in the area. Scenic attractions in the vicinity of Superior include the Boyce Thompson Southwestern Arboretum, located just west of town. The Queen Creek Bridge and Tunnel are located east of town on U.S. 60. The Magma Copper Company Mine, located on the edge of town, is the largest underground mine in the state. Apache Leap Mountain is also nearby. Legend has it

that this is the site where Apache Indians jumped rather than surrender to U.S. troops.

Camping is available at the Oak Flats campground, which is located east of Apache Leap Mountain.

The home of the sixth Governor of Arizona, Bob Jones, is located in Superior. The Superior Historical Society maintains the home as a museum. There are three historic districts with eleven historic buildings within the Town of Superior.

Greater Pinal County encompasses 5,371 square miles. Eastern Pinal County is characterized by mountains and high terrain to elevations of over 6,000 feet. The western portion of the county is primarily low desert valleys with irrigated agriculture. The county's economy has been diversifying from its traditional mining and agricultural base to manufacturing, trade and services. This change is taking place as the county is influenced by growth of the Phoenix/Mesa metropolitan area.

The largest land holder in Pinal County is the State of Arizona, with 35.3%. Indian reservations comprise 20.3% of the county. The U.S. Forest Service and Bureau of Land Management own 17.5%, and other public lands account for 1.2%. Private individuals and corporations hold 25.7% of the county's land area.

INVENTORY OF EXISTING AIRPORT FACILITIES

The existing Superior Airport (E81) is located about ½ mile west of the Town of Superior, on U.S. Highway 60. Existing airport facilities include a graded dirt runway that is about 3,500 feet in length and about 150 feet in width. There is an existing hangar building with a roof-mounted wind cone on the airport property. The airport property is surrounded by a 4-strand barbed wire fence with steel posts. A graded area near the northeast end of the runway serves as an aircraft parking apron.

An aerial photograph of the existing airfield is included at the end of this section (see Figure 1-1).

The airport property contains about 265 acres. Discussion of the property and current encumbrances is included later in this section.

Access to the airfield is off of U.S. Highway 60, by a paved road at the north end of the property. This road continues to the south to the Town's wastewater treatment facility, located about ¼ mile south of the highway. Access to the airport property is controlled by a locked gate.

In the following narrative, each existing feature of the airport has been assigned a general condition rating of "Good", "Fair", or "Poor". A facility rated as "Good" may be assumed to be substantially adequate throughout the 20-year time frame of this study, assuming only normal maintenance. A rating of "Fair" means that the item will probably require major upgrade or replacement at some time during the planning period, but is at least serviceable at the present time. A rating of "Poor" indicates that the item is not adequate for its intended use at the present time.

Runway 4/22:

The present runway is aligned to an approximate true bearing of N 56° E. This equates to a magnetic bearing of about 044°, based on the magnetic variation of -12°E at the San Carlos Apache Airport at Globe. Runway numeric designation is based on approximate magnetic bearing, rounded to the nearest 10 degrees and reduced to two significant digits (044° rounded = 040° = 04). Therefore, the existing runway will be referred to as "Runway 4/22".

The surface of the runway contains some vegetation, but has a relatively smooth graded surface. The runway is aligned such that departures to the southwest are toward fairly

rapidly rising terrain. This may constitute a safety hazard for lower powered aircraft departing the field on hot summer days (see the discussion on "Existing Site Suitability", below). The runway is not lighted.

Runway 4/22 has been classified as being in Poor condition, and in need of improvement.

Taxiways and Parking Apron:

There are no defined taxiways at the existing airport. A graded area at the north end of the airport property serves as an aircraft parking apron. There are several old tiedown anchors scattered over this area.

The parking apron is classified as Poor.

Airport Property Line Fencing:

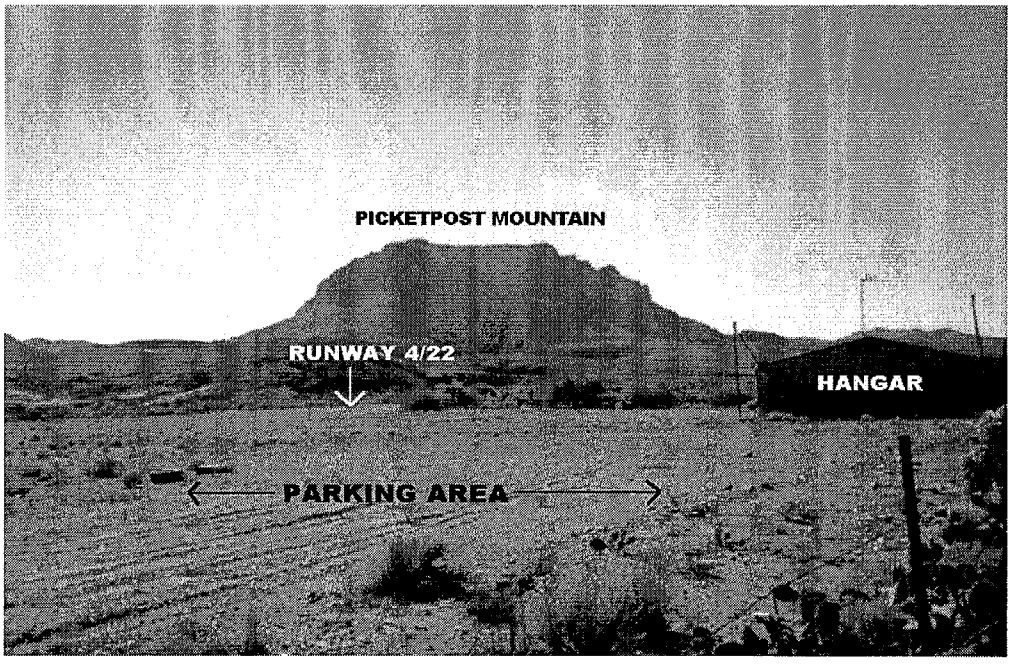
The existing property is enclosed with a 4-strand barbed wire fence with steel posts. Access to the property is through a vehicular gate at the north end of the airfield. The fencing is in Fair to Poor condition. The gate is in Poor condition.

Existing Hangar:

The existing hangar building is of wood frame construction with corrugated steel siding and roofing. The building is currently used for storage (there are no based aircraft at Superior). It was found to be in Poor condition, in need of extensive rehabilitation if it is to be used for aircraft storage.

The existing roof-mounted wind cone is in Good condition.

Detail of Existing Hangar Building



Superior Airport - Existing Site looking Southwest

EXISTING SITE SUITABILITY

The existing Superior Municipal Airport site may be inadequate in several areas of safety and utility. Some of these are summarized below. Each will be discussed in detail in following sections of this document.

Noise Exposure:

The airport's location and Northeast/Southwest runway orientation makes it necessary for arriving and departing aircraft to fly over the most populated areas of town. As aircraft activity increases, the town's exposure to noise will also increase.

Proximity to Incompatible Land Uses:

The airport's proximity to the Town's wastewater plant is a potential environmental issue. Any waste disposal facility which is located within a 5 mile radius of any runway end "*that attracts or sustains hazardous bird movements from feeding, water or roosting areas into, or across the runways and/or approach and departure patterns of aircraft*" is considered to be incompatible. This determination is contained in paragraph 5 of FAA Order

5200.5A, FAA Guidance Concerning Sanitary Landfills On or Near Airports. Reference to this potential hazard is also made in 40 CFR Part 257, Criteria for Classification of Solid Waste Disposal Facilities, section 257.3-8.

In addition, any solid waste disposal facility (i.e., sanitary landfill, transfer station, etc.) which is located within 5,000 feet of all runways planned to be used by piston-powered aircraft, or within 10,000 feet of all runways planned to be used by turbine-powered aircraft is considered by the FAA to be an incompatible land use because of the potential for conflicts between bird habitat and low-flying aircraft.

Operational Safety:

Because of rapidly rising terrain (Picketpost Mountain), departures to the southwest by lower powered or heavily loaded aircraft may be hazardous. This is further complicated during summer months, when high temperatures rob aircraft engines of available takeoff and climb power.

The following is an example of the increased runway length needed for a typical single engine propeller aircraft (a Cessna 172) as temperatures increase. The calculations are based on Superior Municipal Airport's elevation of 2,646' MSL, no wind and dry, level, graded runway conditions (note that the existing runway is only about 3,500' long).

APPROXIMATE RUNWAY REQUIREMENTS FOR A CESSNA 172 OPERATING AT SUPERIOR MUNICIPAL AIRPORT

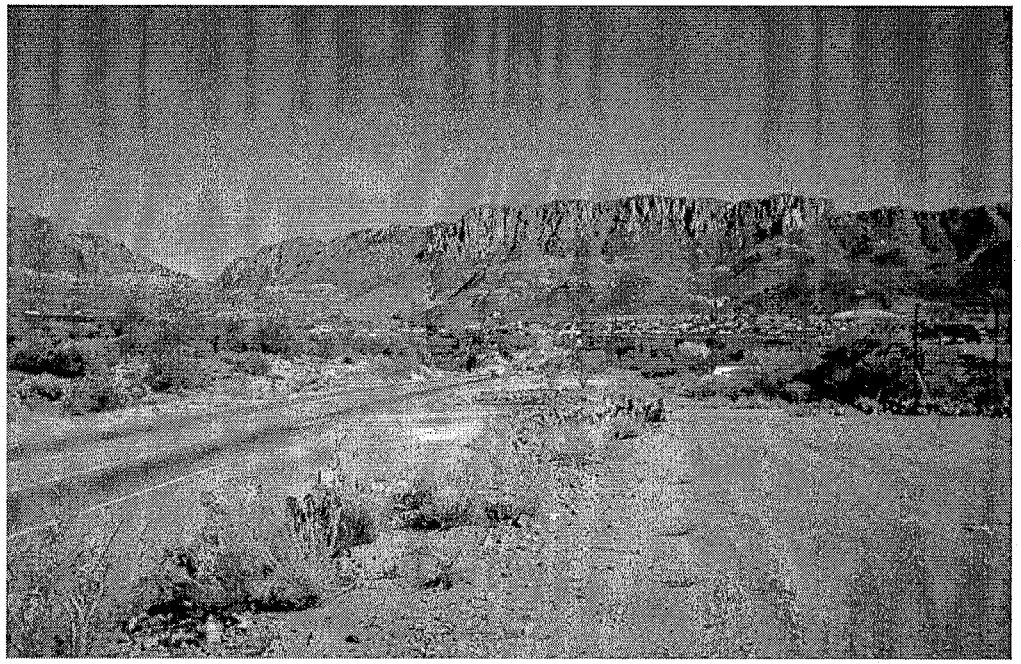
Temperature (° F)	Runway Length Required for Takeoff
70°	2,600'
80°	2,730'
90°	2,880'
100°	3,080'
110°	3,280'

In the above calculations, it was assumed that the airplane is operating at maximum gross takeoff weight.

After liftoff, climb performance suffers in a similar fashion. A minimum safe rate of climb out of the Superior Airport to provide adequate terrain clearance is about 400-500 feet per minute. A heavy or lower powered aircraft on a hot summer day may not be able to attain this rate, or any rate of climb at all after leaving ground effect. An immediate turn towards the northwest would need to be initiated soon after liftoff, which will further erode climb performance.

"Best Use" of Land:

The existing airport site's location immediately adjacent to U.S. Highway 60, and its proximity to the Superior business district and industrial park make it attractive for development as a commercial or industrial area. This may be a better use for this site, if a more suitable and available airport development site could be found.



Looking East along U.S. 60 from the airport towards the Town of Superior

FAA Aircraft and Airport Classifications

The FAA classifies airports according to the type of aircraft they are able to accommodate. Airports that are designed to serve larger and/or faster aircraft are subject to different (stricter) design criteria than those that will serve only smaller aircraft. The various applicable design criteria are contained in FAA Advisory Circulars (AC's), as well as Federal Air Regulations (FAR's).

Aircraft Classifications:

Aircraft are grouped by the FAA by wingspan into six *Airplane Design Groups*, and by approach speed into four *Approach Categories*. The airport design criteria and dimensional standards for airport facilities are related to the Airplane Design Groups, Approach Categories, and type of approaches offered based on the minimum visibility required to legally execute an approach to landing, as follows:

- Visual;
- Instrument with visibility minimums of ¾ mile or greater;
- Instrument with visibility minimums less than ¾ mile.

The six Airplane Design Groups (ADG) and the five Aircraft Approach Categories are categorized in the tables on the following page.

Airport Classifications:

The FAA classifies airports by the type of traffic they experience, or are designed to accommodate. Each airport is assigned an *Airport Reference Code* (or ARC), which is a coding system used to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the airport.

The ARC is a two-component code. The first component, depicted by a letter between A and E, corresponds to the Aircraft Approach Category of the design aircraft for that airport (see the table above). The second component, depicted by a Roman numeral between I and VI, corresponds to the Airplane Design Group (ADG) of the design aircraft (see the tables below).

FAA Airplane Design Groups (ADG's)

ADG I	Wingspan up to but not including 49' (ie. Cessna 177, Cessna 210, Piper Cheyenne).
ADG II	Wingspan from 49', up to but not including 79' (ie. Cessna Citation II, Gulfstream II, III).
ADG III	Wingspan from 79', up to but not including 118'(ie. Boeing 737, Convair 580, Fairchild F-27).
ADG IV	Wingspan from 118', up to but not including 171' (ie. Convair 880, Boeing 707).
ADG V	Wingspan from 171', up to but not including 197' (ie. Boeing 747).
ADG VI	Wingspan from 197', up to but not including 262' (ie. Lockheed C-5A).

FAA Aircraft Approach Categories

Category A	Approach speed less than 91 knots (ie. Cessna 182, Beechcraft Bonanza).
Category B	Approach speed 91 knots or more but less than 121 knots (ie. Piper Cheyenne, Cessna Citation).
Category C	Approach speed 121 knots or more but less than 141 knots (ie. Learjet 25, Rockwell Sabre 75A).
Category D	Approach speed 141 knots or more but less than 166 knots (ie. Learjet 35A, Grumman Gulfstream II).
Category E	Approach speed 166 knots or more (pertains only to military types).

Source: FAA AC 150/5300-13

WIND AND WEATHER DATA

Wind Analysis

The overall operational safety of an airport is affected by the direction of its runways in relationship to the prevailing wind. In general terms, smaller aircraft are affected more by wind, although wind conditions will affect operation of any aircraft to some degree. Crosswinds are often a contributing factor in light aircraft accidents. Therefore, orientation of the runway such that it is aligned with the prevailing wind for the greatest percentage of the time will add substantially to the safety and usefulness of an airport.

The *crosswind component* of wind direction and velocity is defined as the resultant vector which acts at right angles to the runway centerline, and is equal to the wind velocity multiplied by the sine of the angle between the wind direction and the runway direction.

Wind coverage is defined as the percentage of the time that the crosswind components are below an acceptable velocity, considered on an annual basis. These acceptable velocities vary with the airport's design Airport Reference Code (ARC), as follows:

Acceptable Crosswind Components for Various Airport Reference Codes (ARC)

ARC A-IV through D-VI	20.0 knots
ARC A-III, B-III, and C-I through D-III	16.0 knots
ARC A-II and B-II	13.0 knots
ARC A-I and B-I	10.5 knots

Source: FAA AC 150/5300-13, Appendix 1

The most desirable runway orientation based on wind is the one which has the greatest wind coverage. The FAA recommends a minimum wind coverage of 95%. If a single runway cannot meet this criteria, a crosswind runway is recommended, aligned such that the total combined wind coverage for the two runways will be at least 95%.

No wind record information for the Superior Airport site is available. In order to analyze the Superior site for wind coverage, a search for nearby wind record data was made. The National Climatic Data Center in Asheville, North Carolina was contacted to determine the nearest official wind data collection center. The nearest official station is the Phoenix Sky Harbor Airport, some 60 miles to the west. Airport management at Mesa's Falcon Field airport were also contacted. The current Airport Layout Plan for Falcon Field indicates that the Phoenix Sky Harbor data was used. Because of the significant topographic changes that occur between the Phoenix metropolitan area and Superior, it was determined that the Phoenix wind data is probably not applicable to the Superior site.

A search of Internet sources and the consultant's records of prior planning work in the Superior/Pinal County area was made to attempt to secure any available wind data from un unofficial station. A viable wind data source was discovered in an airport master plan for the San Carlos Apache Airport at Globe (then called the Globe-San Carlos Regional Air Facility), prepared in 1980. The Inspiration Consolidated Copper Company provided wind records collected at Miami, Arizona for the preparation of this plan. The records were taken on a 24-hour basis for a 13 month period.

The present Superior Airport is limited to serving only small single engine aircraft in the ARC A-I category. However, if improved the airfield could be used by a wide range of aircraft types, including those in the ARC A-II, B-I and B-II categories.

Wind will potentially have the greatest effect on the safety of operations of the lighter aircraft, but all will be affected to some extent.

No comment about 10 years required by FAA and whether collection should be wind data. continued

In order to evaluate the suitability of the existing runway alignment in terms of wind, the wind coverages for ARC A-I through B-II for the present runway alignment of approximately 56° (true) were computed using the wind data for Miami, Arizona.

The results of the computations are tabulated on the following page. Based strictly upon the FAA guidelines, wind coverage is adequate to serve ARC A-I through B-II category aircraft, because Runway 04/22 has 13-knot coverage of at least 95%.

Weather

Following the wind data tabulation on the following page is a summary of the average temperature and precipitation experienced in Superior. The information is from the Arizona Department of Commerce's Community Profile - Superior, Arizona, dated June, 1999.

Superior Airport - Existing Site
Wind Data Analysis

Runway	Azimuth (True)	13-Knot (15 mph) Wind Coverage	10.5-Knot (12 mph) Wind Coverage
04	56°	46.9 %	45.5 %
22	236°	79.3 %	79.0 %
04/22 Combined Coverage		**96.7 %**	**95.0 %**

Wind Data Source: Records for Miami, Arizona for 13 months in 1979-1980, by Inspiration Consolidated Copper Company.
(Calculations made using Gannett Fleming Software)

General Weather Conditions at Superior, Arizona

Month	Average Temperature (°F) Daily Maximum	Daily Minimum	Average Total Precipitation
January	60.4°	43.7°	2.15"
February	63.5°	44.9°	1.40"
March	67.3°	48.1°	1.85"
April	76.1°	54.8°	0.76"
May	85.7°	62.9°	0.29"
June	94.6°	71.5°	0.19"
July	97.2°	75.9°	1.77"
August	94.6°	73.9°	2.72"
September	91.5°	71.4°	1.32"
October	82.7°	62.6°	1.10"
November	70.1°	52.1°	1.23"
December	62.2°	45.3°	2.28"
Year	78.8°	58.9°	17.06"

Source?

DEVELOPMENT POTENTIAL OF EXISTING SITE

The present Superior Airport site has several property constraints that will limit its potential for development. The property available for airport development is bounded on the north side by U.S. Highway 60. The Town's wastewater plant is located immediately to the southeast of the airport, and a deep wash (Queen Creek) is located immediately south of the site.

Additional topographic and geographic constraints include the proximity to rising terrain to the southwest of the airfield (Picketpost Mountain, less than two miles from the airport site). The Town of Superior lies less than ¼ mile to the east of the airport, and beyond that are the Pinal Mountains, which rise to over 7,800 feet within 18 miles of the site. The mountains to the north in the Superstition Wilderness Area reach elevations of over 6,200 feet within 13 miles of the airport.

The illustration at the end of this section (Figure 1-2) is a depiction of the maximum development potential of the existing airport site. The recommended improvements depicted are based on FAA design criteria for a Visual Flight Rules (VFR) only airfield that will accommodate small aircraft (those with takeoff weights under 12,500 pounds).

A paved runway with a length of 3,500 feet and a width of 60 or 75 feet could be developed near the present runway's alignment, with some adjustment necessary to clear the Highway 60 right-of-way and to allow the Runway Object Free Areas (OFA's) to remain within the airport property. A future paved parallel taxiway could be constructed at a 240' offset from the runway center line. By locating the terminal area near the runway midpoint, most of the land along the highway could be reserved for commercial use.

Avigation easements would have to be acquired for the trapezoidal 250' x 1,000' x 450' Runway Protection Zones (RPZ's). Each runway approach surface would be at a slope of 20:1 (in accordance with Federal Air Regulations (FAR) Part 77.

The present access road that serves both the airport and the wastewater facility would have to be relocated such that a 15' minimum vehicular clearance beneath the approach surface for Runway 22 would exist.

Existing Property and Encumbrances

The airport property was originally deeded to Pinal County by the U.S. Government acting through the Secretary of Agriculture on June 3, 1952, and was approved by President Harry S. Truman on August 8, 1952. The existing airport property consists of the following land, as described in the original deed:

The North ½ of the Southwest 1/4, and the Southwest 1/4 of the Southwest 1/4, and the West ½ of the Southeast 1/4 of the Southwest 1/4, and the North ½ of the Northeast 1/4 of the Southeast 1/4 of the Southwest 1/4 of Section 4, Township 2 South, Range 12 East, G&SRB&M, and ...

the South ½ of the North ½ of the Southeast 1/4 and the South ½ of the Southeast 1/4 of Section 5, Township 2 South, Range 12 East, G&SRB&M,

containing 265 acres, more or less.

Pursuant to Executive Order No. 9908, rights to uranium, thorium, and other materials determined to be *"peculiarly essential to the production of fissionable material"* are retained by the U.S. government.

A right-of-way for highway purposes lying 200 feet north and 300 feet south of the center of Highway 60 and 70 is also reserved, as well as easements for an electric line and for telephone lines.

The original deed requires that the property be maintained as a public airport *"in perpetuity"*, and indicates that the property interest will revert to the Federal government *"...in the event that the lands ... are not developed, or cease to be used, for airport purposes"*. The determination as to whether the land has not been developed or is not being used as an airport is to made by the *"Administrator of Civil Aeronautics, United States Department of Commerce, or his successor in function"*, which may now be interpreted to be the Federal Aviation Administration (FAA).

In summary, the conditions and covenants contained in the deed state the following:

1. The County (or its successors or assigns) will develop the land as an airport.

2. The airport will be operated as a public use facility *"on fair and reasonable terms and without unjust discrimination"*.

3. The U.S. department of Agriculture will be allowed to use all airport facilities

developed with Federal aid *"at all times without charge"*.

4. All reservations, conditions, and covenants contained in the deed will apply to any subsequent transfer of the property interest.

5. Breach of any condition of the deed will be grounds for the property interest to revert back to the Federal government.

6. Upon breach of any condition of the deed, if demanded by the FAA, the County (or its successor) will take appropriate action *"including prosecution of suit, or execute such instruments"* as may be necessary to transfer property interest back to the Federal government.

Recent federal legislation modifies the conditions of the original deed as it relates to withdrawal of land for non-airport uses. Section 750 of the Wendel H. Ford Aviation Investment and Reform Act for the 21st Century (H.R. 1000-120), entitled "Authority to Waive Terms of Deed of Conveyance, Pinal County, Arizona", modifies the conditions of the 1952 deed of conveyance as follows:

(a) IN GENERAL. — Not withstanding the Federal Airport Act (as in effect June 3, 1952) or sections 47125 and 47153 of title 49, United States Code, and subject to this section, the Secretary of Transportation may waive any term contained in the deed of conveyance dated June 3, 1952, by which the United States conveyed lands to the County of Pinal, Arizona, for use by the county for airport purposes.

(b) LIMITATION. — No waiver may be granted under subsection (a) if the waiver would result in the closure of an airport.

(c) CONDITION. — The County of Pinal, Arizona, shall agree that, in leasing or conveying any interest in property to which the deed of conveyance described in subsection (a) relates, the county will receive an amount that is equal to the fair lease value or the fair market value, as the case may be, as determined pursuant to regulations issued by the Secretary.

On September 18, 1989, Pinal County entered into a 25-year lease with Superstition Foothills, Inc. The lease will terminate on September 17, 2014. Under the terms of the lease, Superstition Foothills agreed to the following (note that numbers do not necessarily follow the paragraph numbers in the lease):

1. Superstition Foothills will maintain the landing area in a *"good and serviceable condition"* during the term of the lease.

2. Superstition Foothills will properly maintain the premises, and to hold the Lessor harmless from any obligation for maintenance or repair of the premises.

3. All improvements constructed by Superstition Foothills during the term of the lease will become the unencumbered property of the Lessor at the termination of the lease.

4. Superstition Foothills agreed to advise the Lessor each year in writing of all planned improvements to be undertaken in the following year, and of all improvements completed in the previous year.

5. In the event of damage to the premises, Superstition Foothills will repair or restore the facilities at no expense to the Lessor.

6. Superstition Foothills agreed to maintain the premises as a public airport and to permit the use of the facilities by the public *"without discrimination and upon reasonable terms"*.

7. The lease is subject to all of the provisions of the original deed.

8. The Lessor agreed to allow Superstition Foothills to *"reasonably change, alter or modify, remodel, construct and/or reconstruct"* the airport facilities. However, any *"unreasonable"* modification will require written approval by the Lessor. (The terms are not defined or quantified, nor does the lease state who will define or quantify the terms should the question arise).

9. Superstition Foothills agreed to submit an airport Development Plan within one year of the execution of the lease. The Plan may be modified from time to time, and modifications will be maintained on file with the Pinal County Board of Supervisors.

10. Superstition Foothills agreed to provide and pay for all *"utilities, supplies, products, services, and materials"* used at the airport, and to provide *"reasonable security and reasonable fire protection"* for the property.

11. The Lessor maintains the right to make inspections of the property.

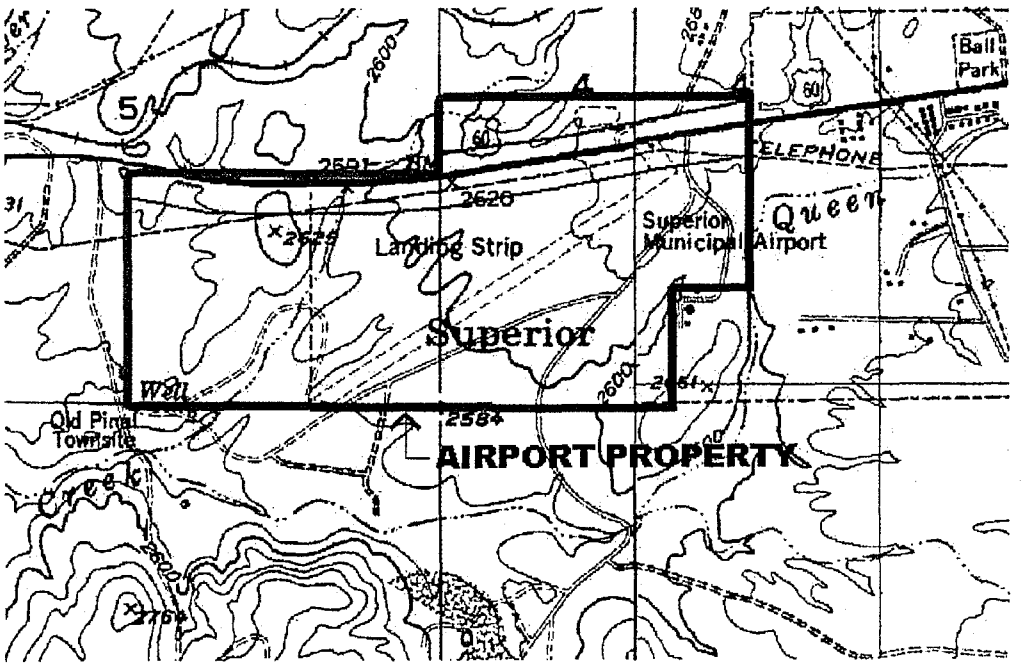
12. Superstition Foothills may sublet any and all parts of the property for any lawful purpose that is not prohibited by any other covenant, but may not assign the lease *"in toto"* without the written consent of the Lessor. Revenues received by Superstition Foothills for any sublease will be subject to a 5% payment to the Lessor.

13. Superstition Foothills will not *"create or permit to be created"* any nuisance or hazard on the airport property.

14. The Lessor is held harmless from any legal liability that may arise from activities at the airport. Superstition Foothills agreed to carry appropriate liability insurance and to notify the Lessor of any and all legal actions.

15. Superstition Foothills has the right of first refusal if, at the termination of the lease, the Lessor again offers the land for lease.

In the event of any claimed default of any of the lease provisions, the Lessor is required to give Superstition Foothills written notice of the claim. Superstition Foothills will then have sixty (60) days from the date of receipt of the notice to *"substantially correct such claimed default or enter into a satisfactory arrangement with Lessor to correct such claimed default"*. If the default is not corrected, or if other acceptable agreement is not made within the sixty day period, the lease will be considered terminated.



The Existing Superior Airport Property

The terms of the lease indicate that Superstition Foothills would pay according to a graduated scale, as follows:

1989 .. $ 1,200	1996 .. $ 9,600	2003 . $ 12,000	2010 . $ 12,000
1990 1,200	1997 ... 10,800	2004 ... 12,000	2011 ... 12,000
1991 3,600	1998 ... 12,000	2005 ... 12,000	2012 ... 12,000
1992 4,800	1999 ... 12,000	2006 ... 12,000	2013 ... 12,000
1993 6,000	2000 ... 12,000	2007 ... 12,000	2014 ... 12,000
1994 7,200	2001 ... 12,000	2008 ... 12,000	
1995 8,400	2002 ... 12,000	2009 ... 12,000	Total $ 256,800

On October 20, 1999, Pinal County transferred ownership of the Superior Airport property to the Town of Superior, and also assigned the lease with Superstition Foothills to the Town.

Revenues to Pinal County totaled $ 76,800 from 1989 through October of 1999. The remaining value of the lease to the Town of Superior is approximately $ 168,000 over the next 14 years (2000-2014).

Recommendation.

Examination of the existing airport property indicates that the lessee (Superstition Foothills) has not complied with the requirements of the lease. The following is evident:

- Superstition Foothills has not maintained the landing area in a *"good and serviceable condition"*. In fact, the airport constitutes a potentially hazardous situation because of the lack of maintenance and improvements.

- The Town (and previously, the County) has not been provided with annual improvement plans, or with reports of improvements completed during the previous year (in fact, no improvements have been made to the airport).

- Access to the airport for the use by the public has been restricted (the gate is kept locked by the lessee and access is discouraged).

- Superstition Foothills has not submitted an airport development plan. This was to have occurred within one year of execution of the lease.

- *"Reasonable security and reasonable fire protection"*, as required by the lease, have not been provided by the lessee.

It is recommended that written notice of default be given to Superstition Foothills through the Town attorney as soon as is practical.

EXISTING AIRSPACE SYSTEM

The existing airspace system in the vicinity of Superior Airport is illustrated in Figure 1-3 at the end of this section.

The Superior Airport is located beneath the Outlaw Military Operations Area (MOA), which includes airspace vertically from 8000' MSL or 3,000' AGL (whichever is higher) up to, but not including, 18,000' MSL (Flight Level 180). The MOA is active Monday through Friday from 0700 until 1800 GMT, 1800 until 2200 GMT on Monday through Friday, and intermittently on weekends, by issue of a Notice to Airman (NOTAM).

MOA's are designed to confine military training operations within a specific area. They are not restricted airspace. Therefore, civilian pilots may transit an MOA, but should maintain radio communications with the controlling entity (Albuquerque Center in this case).

Restricted Areas may not be entered by civilian aircraft without specific permission from the controlling entity.

The R-2310 A, B and C Restricted Areas are located about 7 miles southwest of the Superior Airport. R-2310A includes the airspace from the surface to 10,000' MSL. Area R-2310B includes the airspace from 10,000' to 17,000' MSL. R-2310C includes the airspace from 17,000' to 35,000' MSL. Use of these areas is intermittent by issue of a NOTAM, 48 hours in advance of use.

Two military visual training routes transit the area. VR 267-268-269 runs in a westerly direction about 10 miles south of the airport. VR 241 is located about 5 to the east of the airport. Most of the military training activity on these routes is from the Davis Monthan (Tucson), and Luke (Phoenix) Air Force Bases. This activity will most probably continue throughout the time frame of this study, but will not significantly affect operations at Superior.

Victor Airway V190 passes about 30 miles north of Superior. V190 is the main route between the Phoenix (PXR) and the St. Johns (SJN) VORTAC transmitters, carrying both general aviation and airline traffic.

No apparent conflicts between the existing activity at Superior and the present airspace structure and use have been noted.

AIRPORT VICINITY LAND USE ZONING

The present land uses and zoning of the land immediately adjacent to the airport are shown in summary on Figure 1-4, Existing Land Use Zoning at the end of this section. The source of this information is the Town of Superior Zoning Map, dated January 19, 2000.

As discussed in a previous section, all of the existing airport property is currently leased to Superstition Foothills, Inc., and must remain a public-use airport according to the terms of the original deed as transferred from the U.S. government to Pinal County in 1952, and as modified by H.R. 1000-120. The airport property south of Highway 60 is zoned "I-1 (Garden Industrial)". The portion of the airport property located north of Highway 60 is zoned "I-2 (General Industrial)". The Town wastewater plant, located adjacent to and southeast of the airport property, is also zoned "I-2". Adjacent land south of Highway 60 is zoned "C-2 (General Commercial)". Land immediately to the east of the airport is zoned "R1-190 (Residential - 5 acres / dwelling unit). Land to the southeast is zoned "R1-43 (Residential - 1 acre / dwelling unit).

The land immediately to the west, south and north of the airport property is not zoned, and is outside of the Town of Superior's municipal boundary.

Based on the existing runway alignment no existing incompatible land uses are evident, with the exception of the adjacent wastewater treatment facility.

REVISED: NOVEMBER 12, 2001

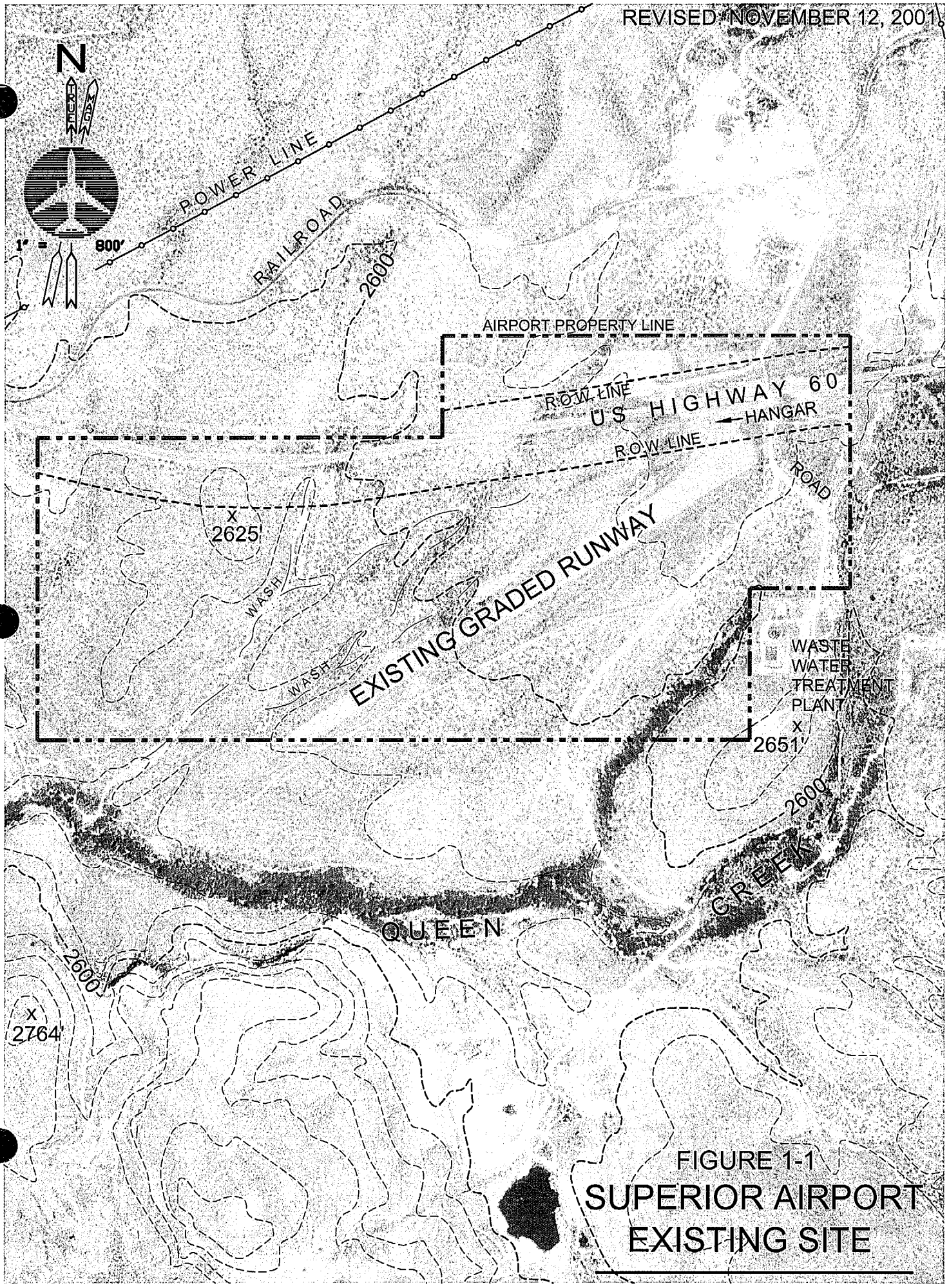


FIGURE 1-1

SUPERIOR AIRPORT EXISTING SITE

REVISED: NOVEMBER 12, 2001

N

1" = 800'

POWER LINE

RAILROAD

2600'

AIRPORT PROPERTY LINE

R.O.W. LINE

US HIGHWAY 60

R.O.W. LINE

APRON

ULTIMATE 3,500' x 75' PAVED RUNWAY

250' x 1,000' x 450' RPZ

20:1 APPROACH SURFACE

SLAG DUMP

BALL PARK

20:1 APPROACH SURFACE

1,000' x 450' RPZ

250'

ROAD RELOCATION

SUPERIOR

WASH

X 2625'

PICKETPOST INN

WASTE WATER TREATMENT PLANT

CEMETERY

POWER LINE

OLD PINAL TOWNSITE

X 2651'

2600'

QUEEN CREEK

20:1 APPROACH SURFACE

2600'

X 2764'

FIGURE 1-2

SUPERIOR AIRPORT EXISTING SITE

MAXIMUM RECOMMENDED DEVELOPMENT

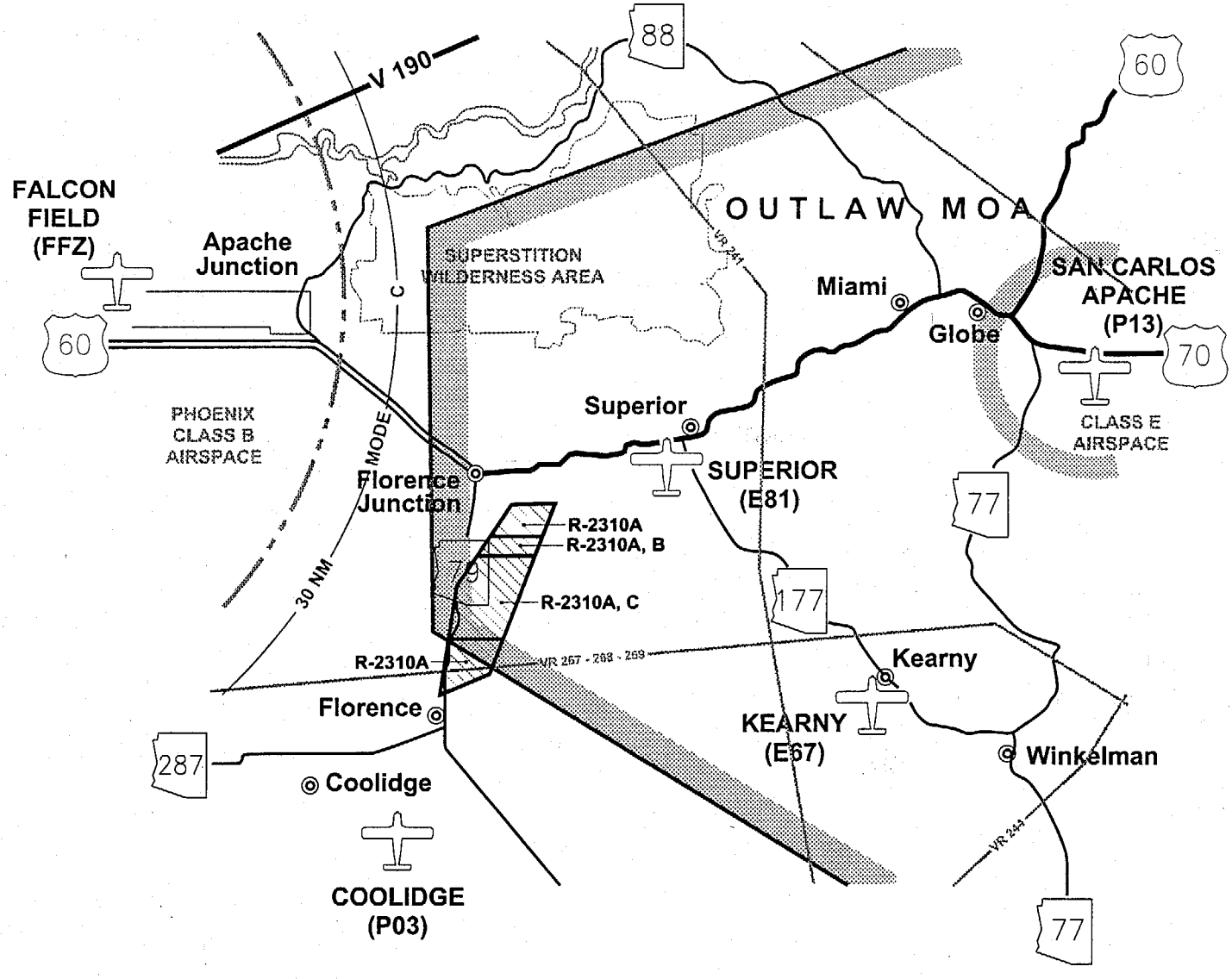


FIGURE 1-3

SUPERIOR AIRPORT

Existing Airspace Map

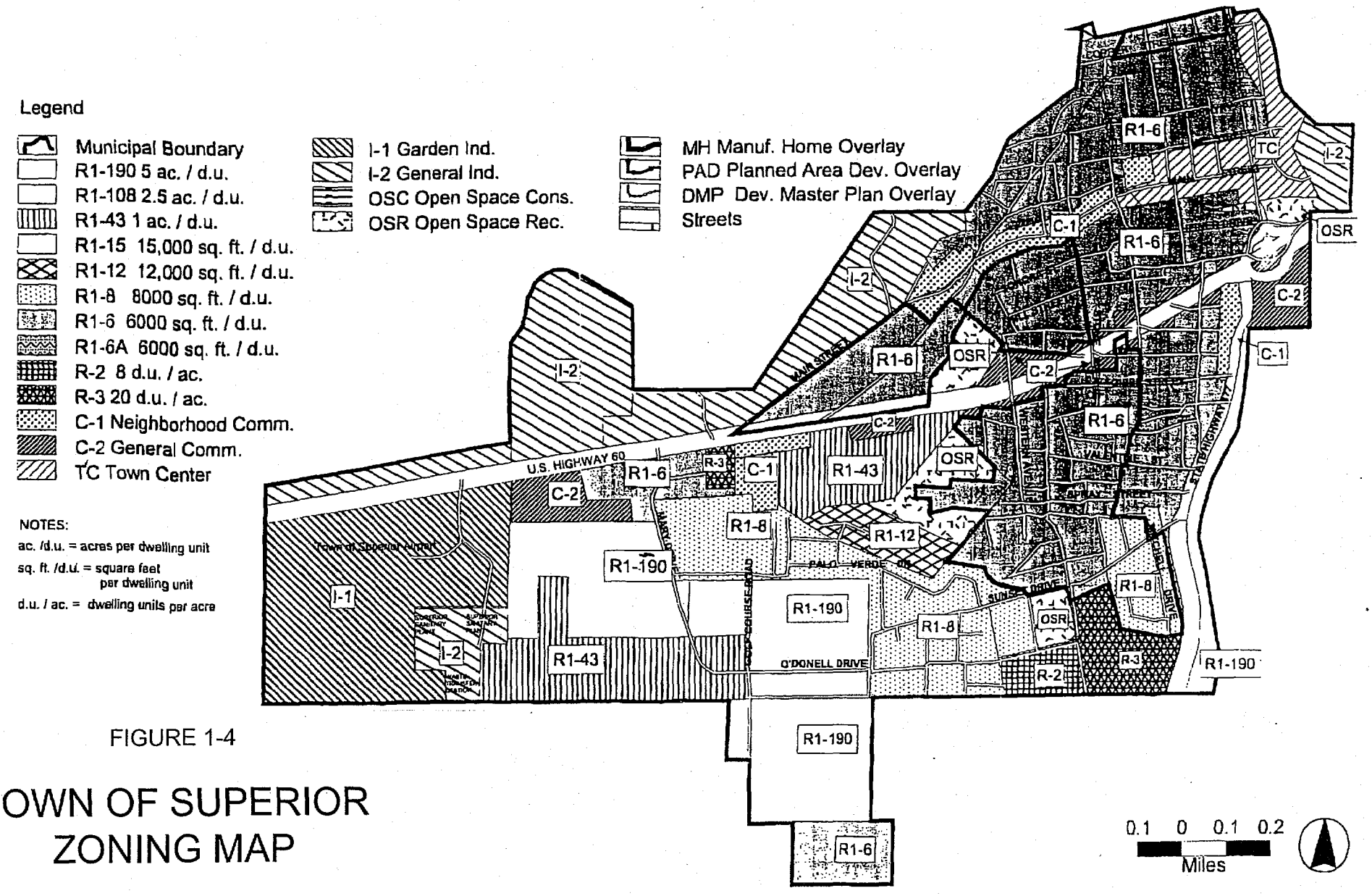


FIGURE 1-4

TOWN OF SUPERIOR ZONING MAP

January 19, 2000