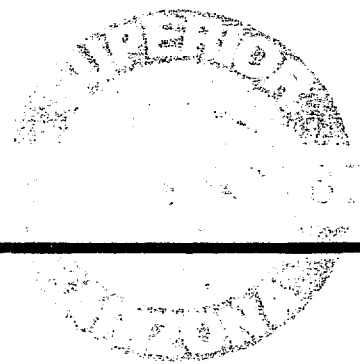


SECTION 6
AIRPORT LAYOUT PLAN

SUPERIOR AIRPORT MASTER PLAN - 2001



SECTION 6:

AIRPORT LAYOUT AND DEVELOPMENT PHASING PLAN

SUPERIOR AIRPORT MASTER PLAN - 2001



PREPARATION OF THE AIRPORT LAYOUT PLAN (ALP)

The Airport Layout Plan (ALP) is a set of scaled drawings that depict the existing and ultimate proposed airport land and facilities.

All airport development carried out at Federally obligated airports (generally those which have received federal funding assistance grants within the past twenty years) must be done in accordance with an FAA-approved ALP.

A typical ALP drawing set consists of the following elements:

- ▶ the Title Sheet, including location and vicinity maps, the airport wind rose and wind data summary, standard Airport Data table, and approval blocks.
- ▶ the Airport Layout Drawing, which consists of a graphic depiction of the entire airport illustrating both the existing and ultimate development features.
- ▶ the Terminal Area Layout(s), which is a larger scale detail of the airport's terminal area.
- ▶ the Runway RPZ Area Plan & Profile sheets, consisting of detail drawings of each runway, extended to show the inner approach surfaces of each existing and ultimate runway end. The runways and approaches are depicted in both plan and profile, and any existing or ultimate obstructions to FAR Part 77 airspace are indicated.
- ▶ the Airport Airspace Drawing(s), which depicts all of the airport's ultimate FAR Part 77 "imaginary surfaces". Any existing or ultimate obstructions are indicated.
- ▶ the Airport Property Map (or "Land Inventory Map"), which depicts the existing airport property along with any planned ultimate land acquisitions.
- ▶ the Airport Land Use Drawing, consisting of a map showing the land uses and/or zoning in the area within the airport's traffic pattern area. Existing and recommended ultimate land uses are shown.

The Airport Layout Plan set prepared for the Superior Airport includes all of the above listed elements. The Airport Land Inventory Map also includes specific horizontal and vertical control for the airport property and new runway geometry.

The ALP was prepared based on the selected development alternate, located at "Site #11".

The Airport Layout Plan set (8 sheets) is included at the end of this section in reduced format. The full size (24" x 36") FAA-approved drawings are considered the official ALP, and a part of this Master Plan document.

The ALP drawing set was prepared using AutoCad 2000.

DEVIATIONS FROM FAA STANDARDS

For federally funded airports, all existing facilities, as well as future improvements shown on the ALP, must conform to the FAA design standards that existed at the time of plan approval, unless specific waivers are granted.

Because the ALP illustrates a new airport facility, design and layout of all facilities is in accordance with the most current FAA standards.

DEVELOPMENT PHASING PLAN

A general schedule of recommended improvements was presented in Section 3: Facility Requirements. This general development program was broken down into two general development phases, as follows:

- ▶ Short Term Recommendations (2005-2010)
- ▶ Ultimate Term Recommendations (2011-2025)

In this section, these two general development phases have been further broken down as follows:

- ▶ Short Term Recommendations - Initial Airport Development (2005-2008)
- ▶ Ultimate Term (Intermediate Range) Development Plan (2009-2015)
- ▶ Ultimate Term (Long Range) Development Plan (2016-2025)

Airport Layout and Development Phasing Plan

Each of the development plan schedules have been broken down into annual projects. This recommended detailed development program is described on the following pages.

Estimated costs for the recommended development are presented in Section 7: Financial Plan.

It is assumed that an Environmental Assessment (EA) will be prepared and that a Finding of No Significant Impact (FONSI) will be issued by the year 2005.

Superior Airport SHORT TERM RECOMMENDATIONS - INITIAL AIRPORT DEVELOPMENT (2005-2008)

- 2005 Acquire land for airport development.
- Implement airport area land use and height limitation zoning.
- 2006 Prepare engineering and architectural construction plans for initial airport development.
- 2008 Construct paved 4,500' x 75' runway, marked for visual operations (12,500 pound SWG design).
- Provide 1,000' x 250' x 450' Runway Protection Zones (RPZ's)
- Construct a full 35' wide parallel taxiway to serve the initial 4,500' long runway, as well as connector taxiways to the apron and runup areas at each runway end.
- Construct a paved and lighted aircraft parking apron to accommodate 27 aircraft.
- Set aside land area for development of 44 aircraft storage hangars.
- Construct an 1,125 square foot Terminal Building, expandable to 1,500 square feet.
- Construct a paved automobile parking area able to accommodate 29 cars.
- Provide a paved access road to the auto parking area.
- Install Medium Intensity Runway Lights (MIRL) on the new 4,500' long runway.

Airport Layout and Development Phasing Plan

Provide retroreflective taxiway edge markers on parallel, connector and runup taxiways.

Install Rotating Beacon.

Install an above-ground package storage and deliver system that provides 100LL aviation fuel, Jet-A and auto fuel.

Construct barbed wire property line fencing.

Construct terminal area chain link security fencing with card controlled gate access to aircraft operations and parking areas.

Install new 3-phase electric service, telephone service, sanitary sewer and water service.

Superior Airport ULTIMATE TERM (INTERMEDIATE RANGE) RECOMMENDATIONS (2009-2015)

2009 Prepare engineering and architectural plans for hangar development area.

2010 Commission a nonprecision GPS instrument approach.

Provide 1,000' x 500' x 700' Runway Protection Zones (RPZ's)

Construct hangar development area.

Prepare an Airport Master Plan Update.

2011 Prepare engineering plans for taxiway lighting (MITL) and visual aids (PAPI).

2012 Install Precision Approach Path Indicators (PAPI) on both runway ends.

Install Medium Intensity Taxiway Lights (MITL) on all taxiways, including parallel, connector and runup taxiways.

Extend utilities as necessary to accommodate future airport development.

Airport Layout and Development Phasing Plan

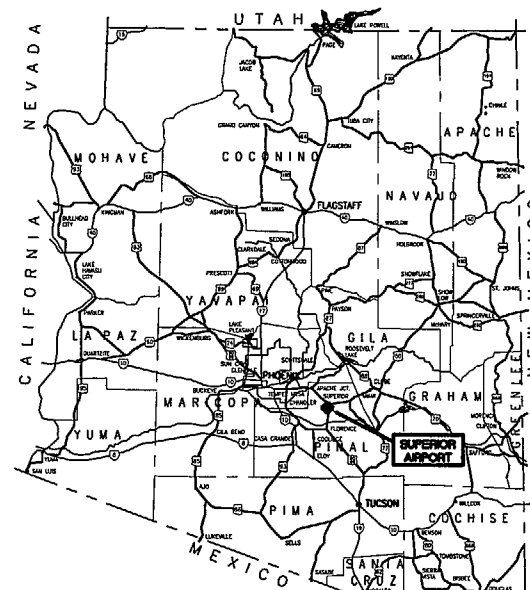
Superior Airport ULTIMATE TERM (LONG RANGE) RECOMMENDATIONS (2016-2025)

- 2016 Prepare Environmental Assessment for runway extension.
- 2017 Prepare engineering plans for runway, taxiway and lighting extension, and for pavement preservation.
- Crack Seal and Pavement Preservation Seal Coat - all pavement.
- 2018 Extend runway to an ultimate length of 5,100', marked for nonprecision instrument operations.
- Strengthen runway pavement to 60,000 pound SWG design.
- Extend the parallel taxiway concurrent with runway extension.
- Extend MIRL and MITL concurrent with runway extension to 5,100'.
- 2020 Prepare engineering plans for aircraft parking apron and auto parking area expansion, and architectural plans for Terminal Building expansion.
- 2021 Expand the aircraft parking apron to accommodate a total of 38 aircraft.
- Construct hangars as dictated by actual demand.
- Expand the Terminal Building to 1,500 square feet.
- Expand the automobile parking area such that it will accommodate a total of 39 cars.
- Expand terminal area security fencing as required to accommodate future airport development.
- Extend utilities as necessary to accommodate future airport development.
- 2023 *Prepare an Airport Master Plan Update.*
- 2024 Crack Seal and Pavement Preservation Seal Coat - all pavement

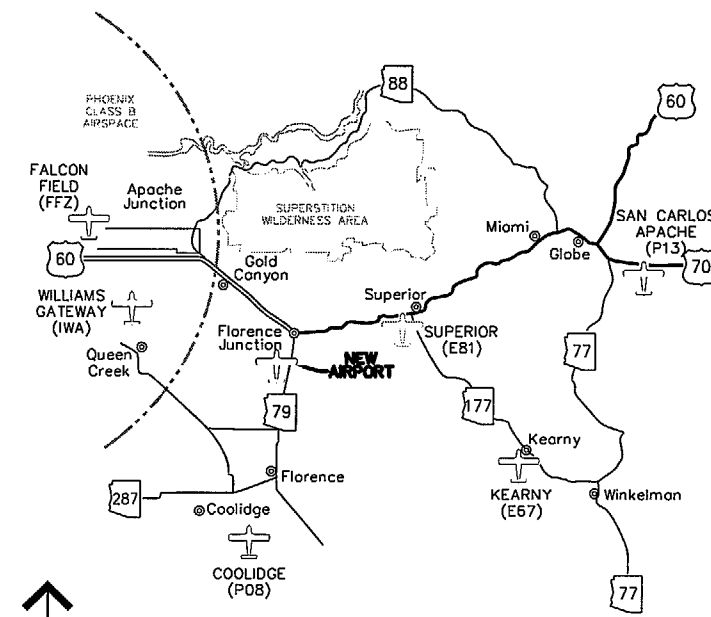
AIRPORT LAYOUT PLAN

SUPERIOR AIRPORT

PINAL COUNTY, ARIZONA

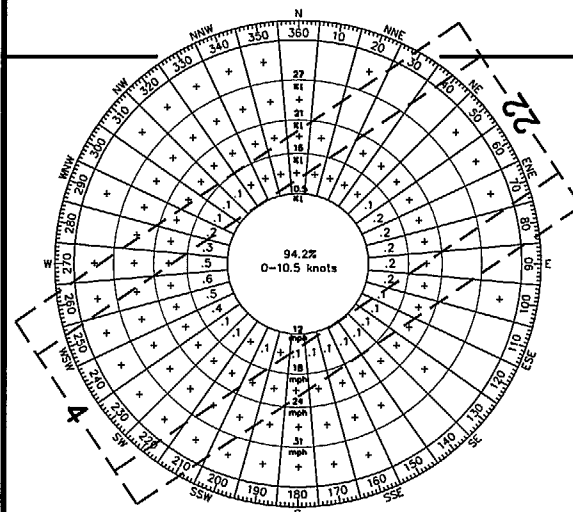


LOCATION MAP



NO SCALE

VICINITY MAP



WIND DATA ANALYSIS

WIND	16-KNOT (18 MPH) WIND COVERAGE	13-KNOT (15 MPH) WIND COVERAGE	10.5-KNOT (12 MPH) WIND COVERAGE
04	95.70%	95.47%	95.39%
22	97.80%	97.30%	97.04%
04/22 COMBINED COVERAGE	99.29%	98.58%	98.23%

~ SOURCE OF WIND COVERAGE DATA ~
NOAA National Climatic Center Asheville, N.C.
Phoenix Sky Harbor International Airport
Phoenix, Arizona
87,646 Observations 1982-1991

No.	BY	DATE	CHANGE
7			
6			
5			
4			
3			
2			
1			
REVISIONS			

AIRPORT DATA

EXISTING		ULTIMATE
AIRPORT ELEVATION ABOVE MSL		1835
AIRPORT REFERENCE POINT (NAD 83)		35°13'50.624" N (2)
LATITUDE		111°21'05.882" W
LONGITUDE		
AIRPORT AND TERMINAL NAVAIDS		NONE
AIRPORT VISUAL AIDS		BEACON, PAPI, REL
MEAN MAX. TEMP. OF HOTTEST MONTH		97.2° JULY (1)
AIRPORT REFERENCE CODE (ARC)		ARC B-II
GPS APPROACH (NON PRECISION)		YES
DESIGN AIRCRAFT		FALCON 50
RUNWAY END COORDINATES (NAD 83)		EXISTING
RUNWAY 04 - END AND THRESHOLD		33°13'35.293" N (2)
LATITUDE		111°21'29.731" W
LONGITUDE		1796
ELEVATION		33°14'05.955" N (2)
LATITUDE		111°20'42.033" W
LONGITUDE		1835
ELEVATION		

- (1) SOURCE: ARIZONA DEPARTMENT OF COMMERCE'S COMMUNITY PROFILE - SUPERIOR ARIZONA DATED JUNE 1999.
(2) SOURCE: CALCULATED FROM NGS SURVEY CONTROL POINT PID DU2058 TAKEN FROM NGS DATA SHEET (WITHIN SECTION 29, T. 02S., R. 10 E., G. & S. R. B. & M.)

SUBMITTED *Richard J. [Signature]* APPROVED _____ MAYOR
Date _____
Date _____
SUBMITTED *Ronald D. Schreier, P.E.* APPROVED _____ Planning Advisory Committee
Date _____
Date _____

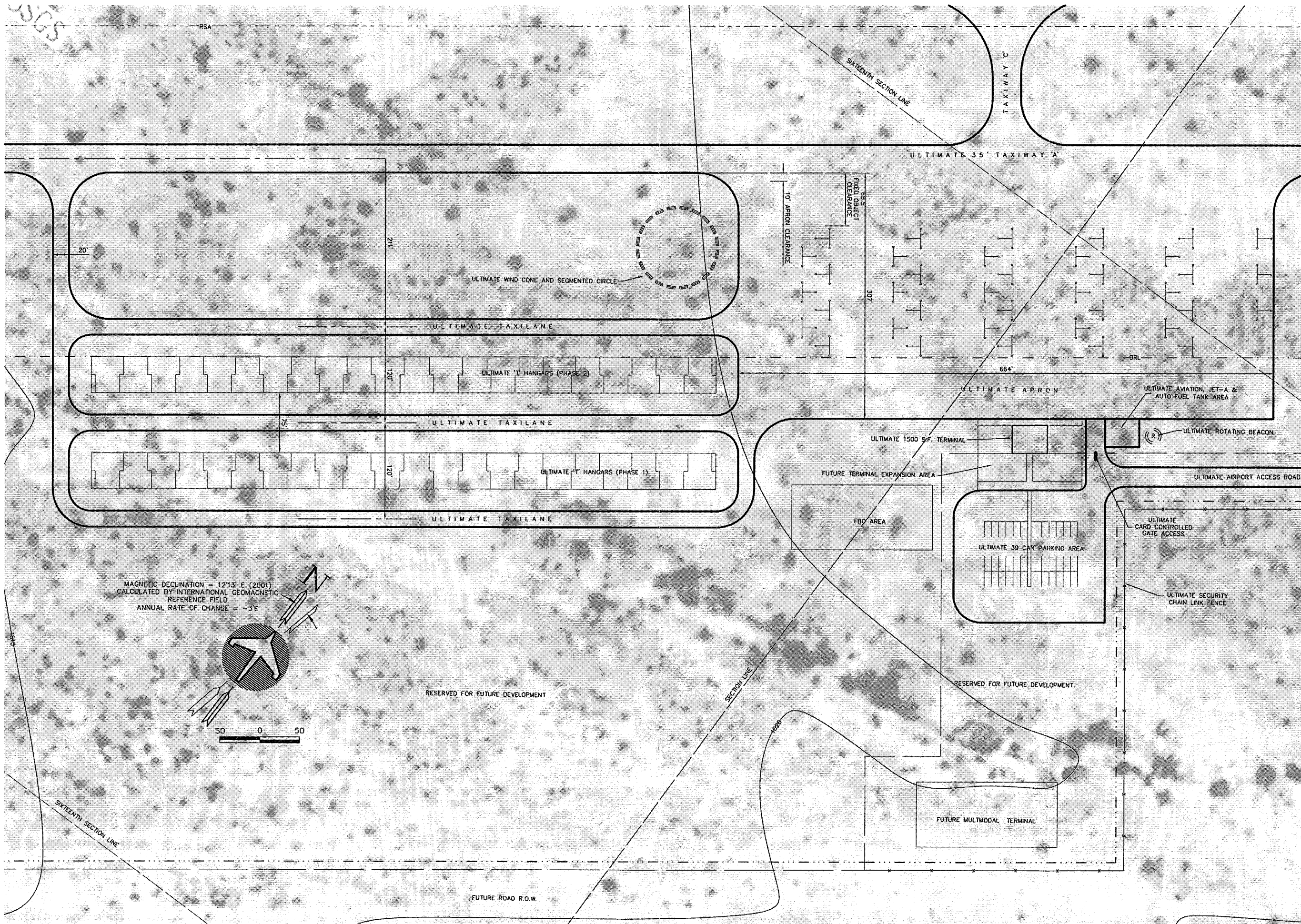
FAA APPROVAL

Prepared by:

Gannett Fleming

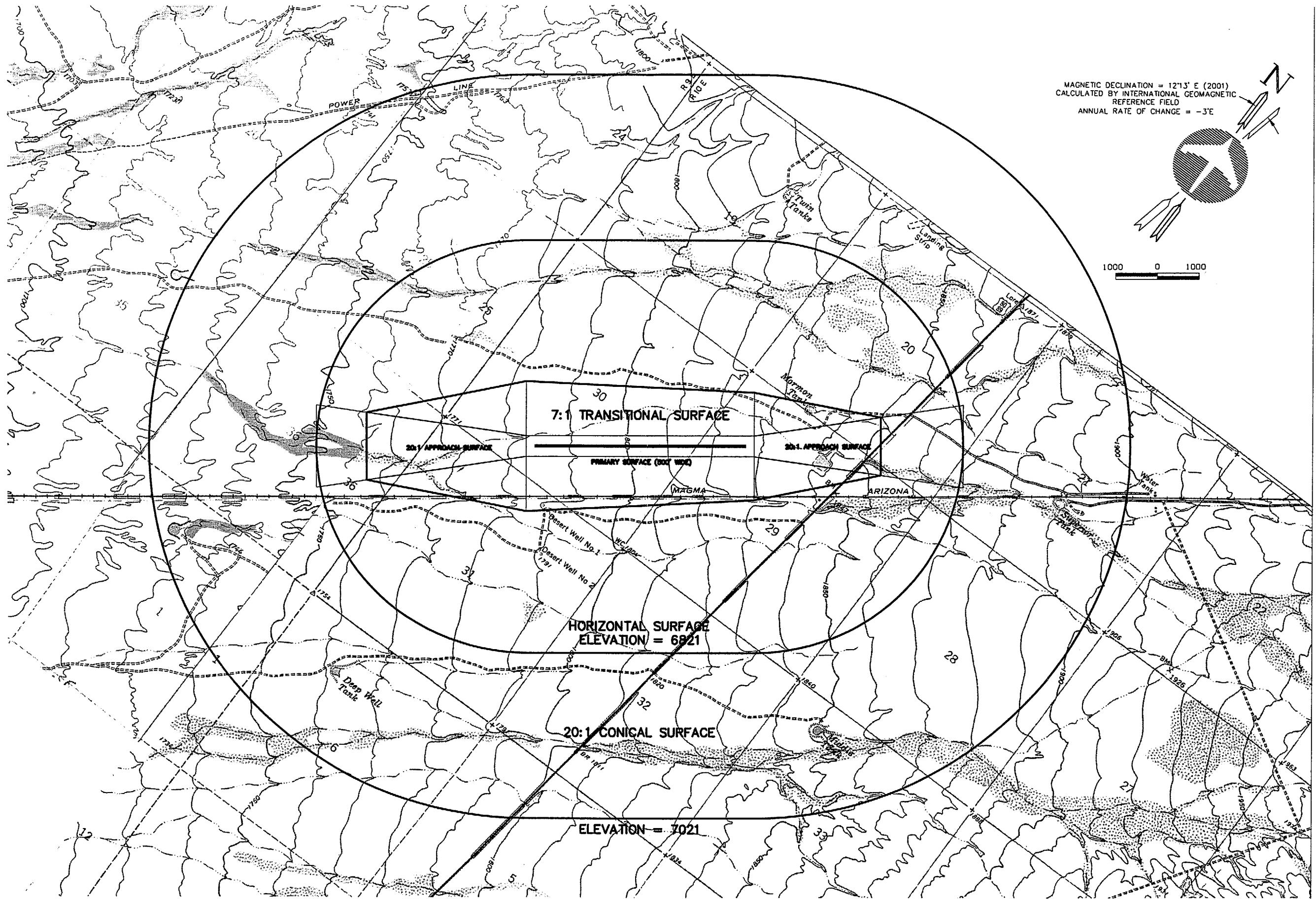
DATE OF DRAWING: MAY 18, 2001

SHEET 1 OF 6



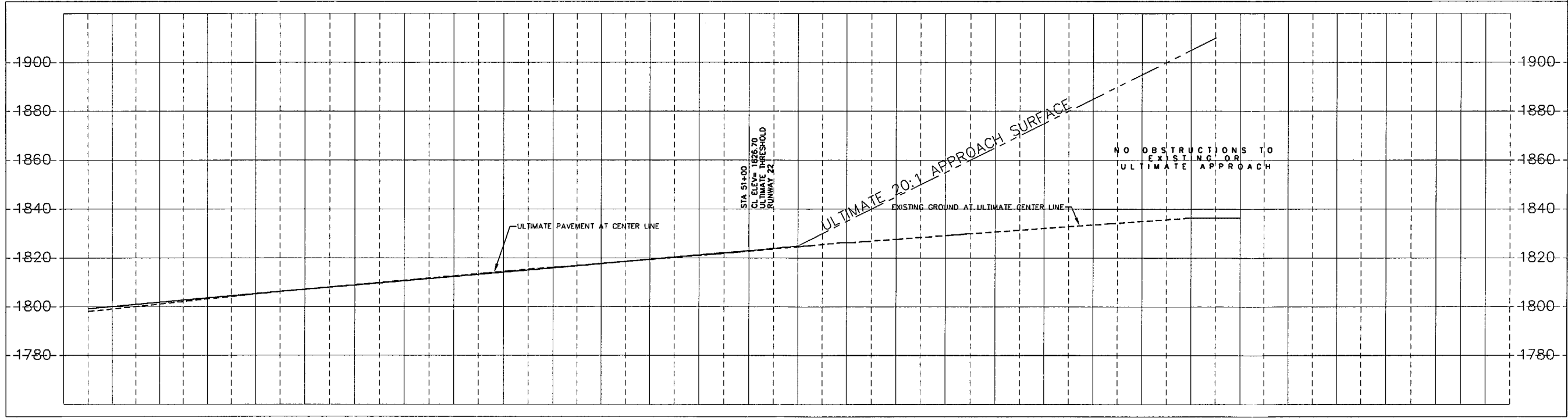
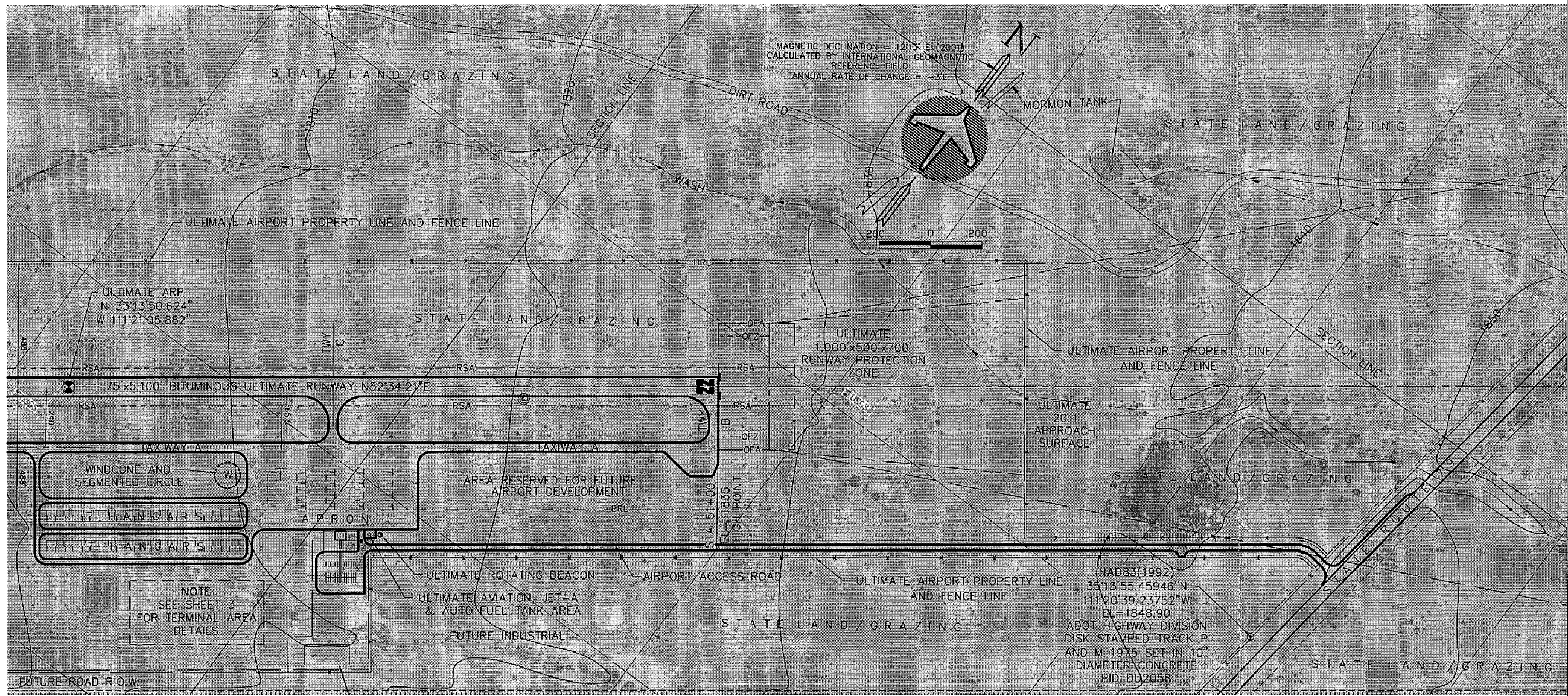
TERMINAL LAYOUT DRAWING
SUPERIOR AIRPORT
PINAL COUNTY, ARIZONA

DRAWN BY: ARSAN 05/18/01
DESIGNED BY: NLP 05/18/01
SHEET 3 OF 6



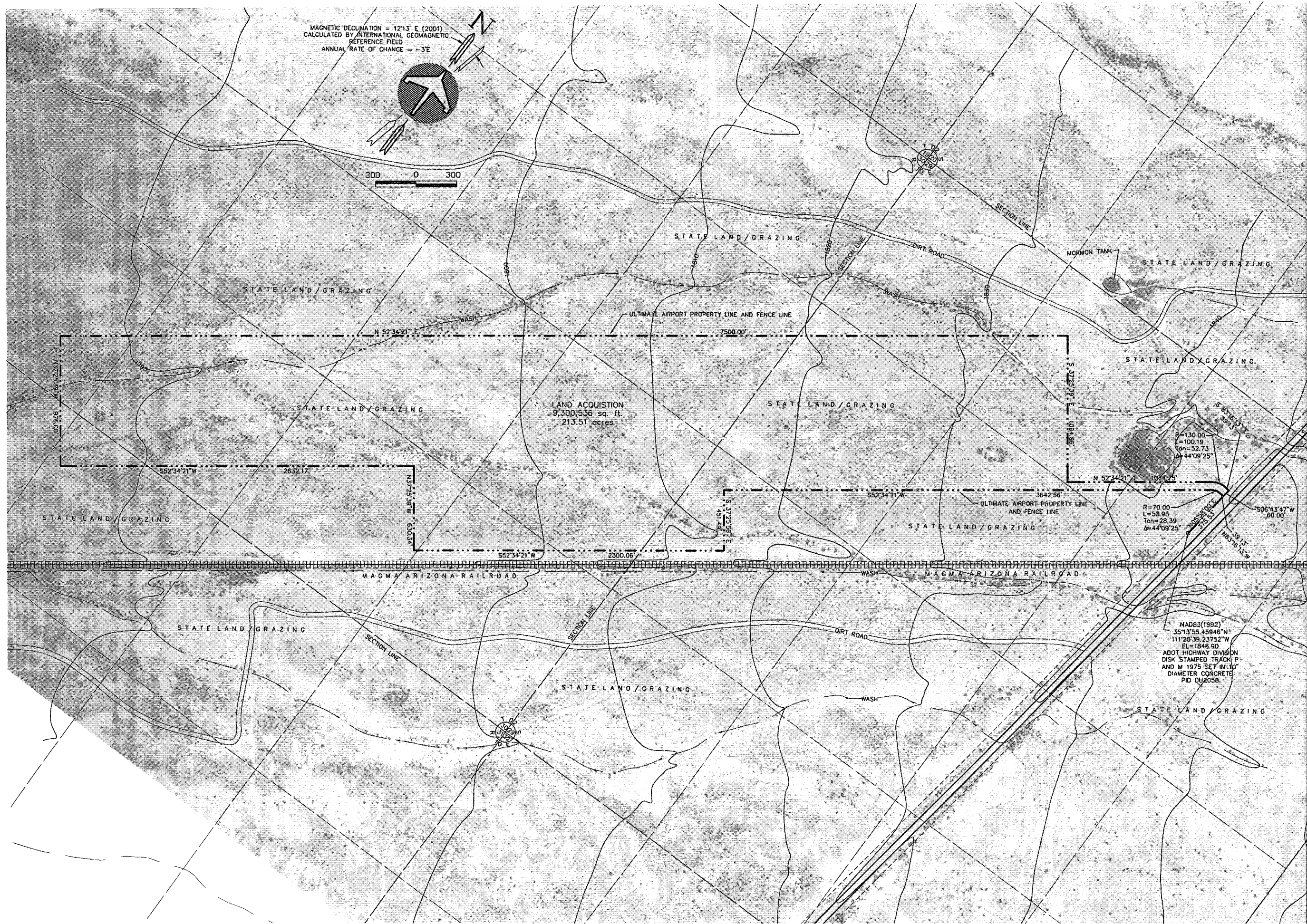
AIRPORT AIRSPACE DRAWING

SUPERIOR AIRPORT
FINAL COUNTY, ARIZONA



RUNWAY 04 APPROACH PLAN AND PROFILE DRAWING

SUPERIOR AIRPORT
PINAL COUNTY, ARIZONA



LAND INVENTORY MAP
SUPERIOR AIRPORT
FINAL COUNTY, ARIZONA

DRAWN BY: ARSAN 11/29/01

DESIGNED BY: NLP 11/29/01

SHEET 7 OF 7

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