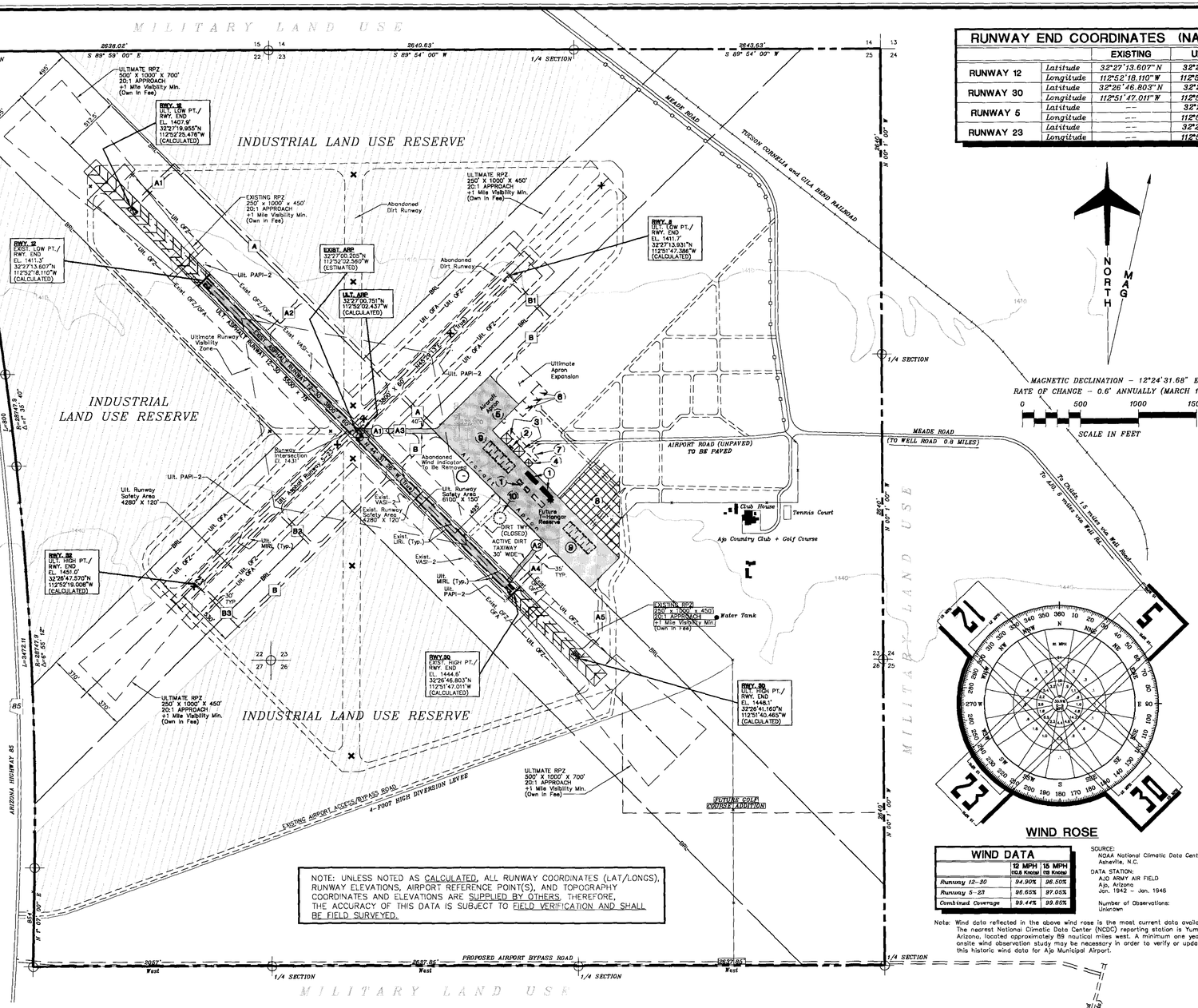


RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 12	Latitude	32°27'13.607"N	32°27'19.955"N
	Longitude	112°52'18.110"W	112°52'25.476"W
RUNWAY 30	Latitude	32°26'46.803"N	32°26'41.160"N
	Longitude	112°51'47.011"W	112°51'40.465"W
RUNWAY 5	Latitude	--	32°27'13.931"N
	Longitude	--	112°51'47.386"W
RUNWAY 23	Latitude	--	32°26'47.570"N
	Longitude	--	112°52'19.008"W

AIRPORT DATA			
AJO MUNICIPAL AIRPORT (P01)			
TOWN: AJO, ARIZONA (UNINCORPORATED)		COUNTY: PIMA COUNTY, ARIZONA (OWNER)	
RANGE: R. 5 W. TOWNSHIP: T. 11 S.		CIVIL TOWNSHIP: N/A	
		EXISTING	ULTIMATE
NATIONAL PLAN of INTEGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		GENERAL AVIATION	SAME
DESIGN AIRCRAFT		CESSNA 421	BEECHCRAFT SUPER KING AIR
AIRPORT REFERENCE CODE (ARC): RUNWAY CATEGORY/DESIGN GROUP		B-I	B-II
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		1458' MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		103.2°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	32°27'00.205"N	32°27'00.751"N
	Longitude	112°52'02.560"W	112°52'02.437"W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON VASI-2	SAME PAPI-2
GPS APPROACH		NO	YES

RUNWAY DATA	RUNWAY 12-30		RUNWAY 5-23	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-I	B-II	N/A	B-I
RUNWAY AZIMUTH	314.5239	SAME		45.4969
RUNWAY BEARING	N44°31'26"W	SAME		N45°29'13"E
RUNWAY DIMENSIONS	3800' X 60'	5500' X 75'		3800' X 60'
MAXIMUM RUNWAY ELEVATION (above MSL)	1444.60'	1446.1'		1451.0'
WIND COVERAGE (in %)	12 MPH 94.90%/15 MPH 96.50%	SAME		12 MPH 96.50%/15 MPH 97.05%
APPROACH VISIBILITY MINIMUMS (ERE)	+1 MILE/+1 MILE	SAME/SAME		+1 MILE/+1 MILE
FAR PART 77 CATEGORY (ERE)	VISUAL/VISUAL	SAME/SAME		VISUAL/VISUAL
RUNWAY INSTRUMENTATION (ERE)	VISUAL/VISUAL	SAME/SAME		VISUAL
RUNWAY APPROACH SURFACES (ERE)	20:1/20:1	SAME/SAME		20:1/20:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME		NONE
RUNWAY STOPWAY	1400'/1065'[2]	NONE		NONE
RUNWAY SAFETY AREA (RSA)	4280' X 120'	6100' X 150'		4280' X 120'
RSA DISTANCE BEYOND EACH RUNWAY END	240'	300'		240'
RUNWAY OBJECT FREE AREA (OFA)	4280' X 250'	6100' X 500'		4280' X 250'
RUNWAY OBSTACLE FREE ZONE (OFZ)	4200' X 400'	5900' X 400'		4200' X 400'
TAKEOFF RUN AVAILABLE (TORA)	3800'/3800'	5500'/5500'		3800'/3800'
TAKEOFF DISTANCE AVAILABLE (TODA)	3800'/3800'	5500'/5500'		3800'/3800'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	3800'/3800'	5500'/5500'		3800'/3800'
LANDING DISTANCE AVAILABLE (LDA)	3800'/3800'	5500'/5500'		3800'/3800'
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME		ASPHALT
PAVEMENT SURFACE TREATMENT	NONE	SAME		NONE
PAVEMENT STRENGTH (in thousand lbs.)[1]	12(S)	30 (D)		12.5(S)
RUNWAY EFFECTIVE GRADIENT (in %)	0.868	731		1.03
RUNWAY LIGHTING	MIRL	SAME		MIRL
RUNWAY MARKING (ERE)	VISUAL/VISUAL	SAME		VISUAL/VISUAL
RUNWAY APPROACH LIGHTING	NONE	SAME		NONE
TAXIWAY PAVEMENT MATERIAL	ASPHALT AND DIRT[3]	ASPHALT		ASPHALT
TAXIWAY LIGHTING	NONE	MITL		MITL
TAXIWAY MARKING (PAVED TAXIWAY ONLY)	CENTERLINE/EDGE	CENTERLINE,EDGE		CENTERLINE, EDGE
NAVIGATIONAL AIDS	NONE	GPS (RWY. 30)		NONE
VISUAL AIDS	VASI-2 (ERE)	PAPI-2 (ERE)		PAPI-2 (ERE)

[1] Pavement strengths are expressed in Single(S) wheel loading capacities.
[2] Asphalt stopways at each end of Runway 12-30 are broken up and have brush growing on stopways.
[3] Midfield taxiway is asphalt, while the taxiway at the Runway 30 end is dirt.

WIND ROSE

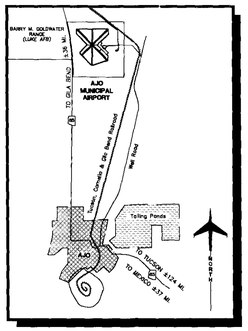
WIND DATA	12 MPH (10.8 Knots)	15 MPH (13 Knots)
Runway 12-30	94.90%	96.50%
Runway 5-23	96.65%	97.05%
Combined Coverage	99.44%	99.55%

SOURCE: NOAA National Climatic Data Center Asheville, N.C.

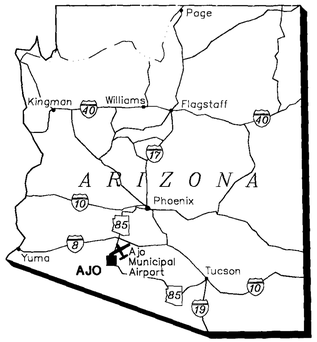
DATA STATION: AJO ARMY AIR FIELD Ajo, Arizona Jan. 1942 - Jan. 1946

Number of Observations: Unknown

Note: Wind data reflected in the above wind rose is the most current data available. The nearest National Climatic Data Center (NCDC) reporting station is Yuma, Arizona, located approximately 89 nautical miles west. A minimum one year onsite wind observation study may be necessary in order to verify or update this historic wind data for Ajo Municipal Airport.



VICINITY MAP
Not To Scale



LOCATION MAP
Not To Scale

NOTE: UNLESS NOTED AS CALCULATED, ALL RUNWAY COORDINATES (LAT/LONGS), RUNWAY ELEVATIONS, AIRPORT REFERENCE POINT(S), AND TOPOGRAPHY COORDINATES AND ELEVATIONS ARE SUPPLIED BY OTHERS, THEREFORE, THE ACCURACY OF THIS DATA IS SUBJECT TO FIELD VERIFICATION AND SHALL BE FIELD SURVEYED.

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING CONSTRUCTION
BRL		BUILDING RESTRICTION LINE (BRL)
		FACILITY CONSTRUCTION
		FENCING
VAS	PAPI	NAVIGATIONAL AID INSTALLATION
		RUNWAY EDGE LIGHTING (LIRL)
		RUNWAY THRESHOLD LIGHTS
34+35 31+12		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1060		TOPOGRAPHIC CONTOURS (BY OTHERS)
		CLOSED OR ABANDONED TAXIWAY/RUNWAY

BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1	1	T-HANGARS (4-UNIT)
--	2	TERMINAL BUILDING SITE
--	3	FBO/CONVENTIONAL HANGAR SITE
--	4	AIRCRAFT WASH RACK SITE
--	5	FUEL STORAGE SITE
--	6	CORPORATE PARCEL
--	7	AUTO PARKING
--	8	RECREATIONAL AREA ("FLY-IN CAMPGROUND")
--	9	AIRCRAFT TIE-DOWN AREA
--	10	SEGMENTED CIRCLE/LIGHT WIND INDICATOR

GENERAL NOTES:

1. The nearest public use airport is GILA BEND MUNICIPAL AIRPORT 35 nautical miles north.
2. This drawing is a composite based on aerial photography as flown on 5-11-1998, and the previously FAA approved AIRPORT LAYOUT PLAN dated March 22, 1989 as well as additional drawings and information supplied by various government and military agencies.
3. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the APPROACH PROFILES AND RUNWAY PROTECTION ZONES PLANS.
4. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
5. Building Restriction Lines (BRL) are established to provide Part 77 clearance for a 35-foot object at the BRL. The BRL may be reduced to the limits of the Runway Object Free Area and Runway Protection Zone.
6. Topographic contours are supplied by others, and were the only topographic data available at the time this ALP was created. Therefore, a field survey is recommended before beginning any new Airport construction.

TAXIWAY DESIGNATION LEGEND:

A1 EXIST. TAXIWAY DESIGNATION

A1 ULT. TAXIWAY DESIGNATION

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
-	-	-	-	-

FAA APPROVAL STAMP

Approved conditionally JUL 29 1999
Subject to comments contained in our letter dated: JUL 29 1999
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By John P. Mill
Supervisor, Standards Section

SUBMITTED BY: ON THE DATE OF:
Coffman Associates
FOR APPROVAL BY:
PIMA COUNTY, ARIZONA
APPROVED BY: ON THE DATE OF:
Becky Sayre Pearson, P.E., R.L.S. 7/2/99
Interim Airport Manager

No.	REVISIONS	DATE	BY	APP'D.
2	UPDATE AIRPORT MASTER PLAN			
1	PREVIOUSLY FAA APPROVED ALP	1/31/92	JMH	FAA

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT 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 THE APPROPRIATE PUBLIC LAWS."

AJO MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

AJO, ARIZONA

PLANNED BY: W.B. Holland/James M. Harris, P.E.
DETAILED BY: W.B. Holland
APPROVED BY: James M. Harris, P.E.
June 28, 1999 SHEET 1 OF 6

Coffman Associates
Airport Consultants

Coffman Associates AJOALP.DWG 06-28-1999 13:46