## RUNWAY DATA

| | RUNWAY 6R-24L | | | | RUNWAY 6L-24R | | | | RUNWAY 15-33 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EXISTING | | ULTIMATE | | EXISTING | | ULTIMATE | | EXISTING | | ULTIMATE | |
| | 6R | 24L | 6R | 24L | 6L | 24R | 6L | 24R | 15 | 33 | 15 | 33 |
| AIRCRAFT APPROACH CATEGORY-DESIGN GROUP | B-II | | B-III/D-II | | B-II | | B-II | | B-II | | B-II | |
| APPROACH VISIBILITY MINIMUMS (Lowest) | 3/4 Mile | Visual | 1/2 Mile | 3/4 Mile | Visual | Visual | 1 Mile | 1 Mile | Visual | Visual | 1 Mile | 1 Mile |
| F.A.R. PART 77 CATEGORY | Visual | | Precision | Visual | Visual | Visual | Nonprecision | Nonprecision | Visual | Visual | Nonprecision | Nonprecision |
| PERCENTAGE OF WIND COVERAGE (MPH) | 12-91.29/15-95.73/18-98.12/23-99.85 | | 12-91.29/15-95.73/18-98.12/23-99.85 | | 12-92.02/15-96.02/18-98.96/23-99.81 | | 12-92.02/15-96.02/18-98.96/23-99.81 | | 12-91.29/15-95.73/18-98.12/23-99.85 | | 12-91.29/15-95.73/18-98.12/23-99.85 | |
| MAXIMUM ELEVATION (Above MSL) | 2402.8 | | 2402.8 | | 2396.3 | | 2396.3 | | 2416.5 | | 2416.5 | |
| RUNWAY DIMENSIONS | 5,500' x 75' | | 8,300' x 100' | | 4,900' x 75' | | 4,900' x 75' | | 4,000' x 75' | | 4,800' x 75' | |
| RUNWAY BEARING (Decimal Degrees) | N 70.3138° E | | N 70.3138° E | | N 70.3060° E | | N 70.3060° E | | N 12.6118° W | | N 12.6118° W | |
| RUNWAY APPROACH SLOPE | 34:1 | 20:1 | 50:1 | 34:1 | 20:1 | 20:1 | 34:1 | 34:1 | 20:1 | 20:1 | 20:1 | 20:1 |
| RUNWAY THRESHOLD DISPLACEMENT | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| RUNWAY STOPWAY | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| RUNWAY SAFETY AREA (RSA) | 6,100' x 300' | | 10,300' x 540' | | 5,500' x 150' | | 5,500' x 150' | | 4,600' x 150' | | 5,400' x 150' | |
| RUNWAY SAFETY AREA (RSA) BEYOND RWY END | 300' | | 1,000' | | 300' | | 300' | | 300' | | 300' | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | 5,900' x 300' | | 8,700' x 400' | | 5,300' x 400' | | 5,300' x 400' | | 4,400' x 250' | | 5,200' x 250' | |
| RUNWAY OBJECT FREE AREA (OFA) | 6,100' x 500' | | 10,300' x 500' | | 5,500' x 500' | | 5,500' x 500 | | 4,600' x 500' | | 5,400' x 500' | |
| RUNWAY OBJECT FREE AREA (OFA) BEYOND RWY END | 300' | | 1,000' | | 300' | | 300' | | 300' | | 300' | |
| PAVEMENT SURFACE MATERIAL | Asphalt | | Asphalt | | Asphalt | | Asphalt | | Asphalt | | Asphalt | |
| RUNWAY PAVEMENT SURFACE TREATMENT | None | | None | | None | | None | | None | | None | |
| RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1] | 12.5(S)/30(D) | | 73(D) | | 12.5(S)/30(D) | | 12.5(S)/30(D) | | 12.5(S) | | 12.5(S) | |
| RUNWAY EFFECTIVE GRADIENT | 0.084% | | 0.135% | | 0.067% | | 0.067% | | 0.800% | | 0.800% | |
| RUNWAY TOUCHDOWN ZONE ELEVATION | 2402.0 | 2402.8 | 2402.0 | 2402.8 | 2395.0 | 2396.3 | 2395.0 | 2396.3 | 2410.3 | 2416.5 | 2399.9 | 2416.5 |
| RUNWAY MARKING | Precision | Nonprecision | Precision | Nonprecision | Nonprecision | Nonprecision | Nonprecision | Nonprecision | Basic | Basic | Nonprecision | Nonprecision |
| RUNWAY LIGHTING | MIRL | | MIRL | | None | | MIRL | | None | | MIRL | |
| RUNWAY APPROACH LIGHTING | None | None | MALSR | SALS | None | None | None | None | None | None | None | None |
| RUNWAY HOLD LINE POSITION (From Rwy Centerline) | 125' | | 274' | | 200' | | 200' | | 125' | | 125' | |
| TAXIWAY LIGHTING | None | | MITL | | None | | MITL | | None | | MITL | |
| TAXIWAY MARKING | Centerline | | Centerline | | Centerline | | Centerline | | Centerline | | Centerline | |
| TAXIWAY SURFACE MATERIAL | Asphalt | | Asphalt | | Asphalt | | Asphalt | | Asphalt | | Asphalt | |
| TAXIWAY WIDTH | 50' | | 50' | | 35' | | 35' | | 40' | | 35' | |
| TAXIWAY SAFETY AREA WIDTH | 79' | | 118' | | 79' | | 79' | | 79' | | 79' | |
| TAXIWAY OBJECT FREE AREA WIDTH | 131' | | 186' | | 131' | | 131' | | 131' | | 131' | |
| RUNWAY ELECTRONIC NAVIGATIONAL AIDS | ILS | None | CAT-I GPS | GPS | None | None | GPS | GPS | None | None | GPS | GPS |
| | NDB/DME | | | | | | | | | | | |
| | GPS | | | | | | | | | | | |
| RUNWAY VISUAL NAVIGATIONAL AIDS | REIL | VASI-4 | MALSR | SALS | None | None | PAPI-2 | PAPI-2 | None | None | PAPI-2 | PAPI-2 |
| | | | PAPI-4 | VASI-4 | | | REIL | REIL | | | REIL | REIL |

[1]Pavement strengths are expressed in Single(S) Dual (D) and Dual Tandem (DT), and/or Double Dual Tandem (DDT), wheel loading capacities.

## AIRPORT DATA

Ryan Airfield (RYN)

CITY: Tucson, Arizona COUNTY: Pima, Arizona
RANGE: 11 East TOWNSHIP: 15 South CIVIL TOWNSHIP: N/A

| | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT SERVICE LEVEL | | Reliever | Reliever |
| AIRPORT REFERENCE CODE | | B-II | B-III/D-II |
| DESIGN AIRCRAFT | | Super King Air 200 | C-54/GulfstreamIV |
| AIRPORT ELEVATION | | 2403 MSL | 2416.5 MSL |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH | | 98.5° F (July) | 98.5° F (July) |
| AIRPORT REFERENCE POINT (ARP) | Latitude | 32° 08' 31.979" N | 32° 08' 30.772" N |
| COORDINATES (NAD 83) | Longitude | 111° 10' 28.475" W | 111° 10' 34.488" W |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS | | NDB/DME | NDB/DME |
| | | ILS | ILS |
| | | AWOS-3 | AWOS-3 |
| | | ATCT | ATCT |
| | | Rotating Beacon | Rotating Beacon |
| | | Segmented Circle | Segmented Circle |
| GPS Approach | | 6R | 6R/6L/15 |
| | | | 24L/24R/33 |

## RUNWAY END COORDINATES (NAD 83)

| RUNWAY | | EXISTING | ULTIMATE |
|---|---|---|---|
| Runway 6R | Latitude | 32° 08' 24.544" N | 32° 08' 15.217" N |
| | Longitude | 111° 10' 45.492" W | 111° 11' 16.161" W |
| Runway 24L | Latitude | 32° 08' 42.872" N | 32° 08' 42.872" N |
| | Longitude | 111° 09' 45.268" W | 111° 09' 45.268" W |
| Runway 6L | Latitude | 32° 08' 28.396" N | 32° 08' 28.396" N |
| | Longitude | 111° 10' 56.978" W | 111° 10' 56.978" W |
| Runway 24R | Latitude | 32° 08' 44.731" N | 32° 08' 44.731" N |
| | Longitude | 111° 10' 03.327" W | 111° 10' 03.327" W |
| Runway 15 | Latitude | 32° 08' 43.296" N | 32° 08' 51.021" N |
| | Longitude | 111° 10' 49.505" W | 111° 10' 51.537" W |
| Runway 33 | Latitude | 32° 08' 04.671" N | 32° 08' 04.671" N |
| | Longitude | 111° 10' 39.348" W | 111° 10' 39.348" W |

## MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS

| DEVIATION DESCRIPTION | AFFECTED DESIGN STANDARD | STANDARD | EXISTING | PROPOSED DISPOSITION |
|---|---|---|---|---|
| Taxiway B | Future Precision Runway Taxiway Separation | 400' | 300' | Construct Taxiway C For Use In IFR Weather And Limit Taxiway B To VFR Use |

## EXISTING BUILDINGS/FACILITIES

| NO. | DESCRIPTION |
|---|---|
| 1 | Restaurant |
| 2 | Fixed Base Operations Hangar |
| 3 | Residence |
| 4 | Fuel Facility |
| 5 | Pilot Training Facility |
| 6 | T-Hangar |
| 7 | Clearspan Hangar |
| 8 | Executive Hangar |
| 9 | Shade Hangar |
| 10 | Shade Hangar |
| 11 | Shade Hangar |
| 12 | Shade Hangar |
| 13 | Shade Hangar |
| 14 | Shade Hangar |
| 15 | Shade Hangar |
| 16 | Shade Hangar |
| 17 | Shade Hangar |
| 18 | Shade Hangar |
| 19 | Executive Hangar |
| 20 | Shade Hangar |
| 21 | Shade Hangar |
| 22 | Shade Hangar |
| 23 | Shade Hangar |
| 24 | Shade Hangar |
| 25 | Shade Hangar |
| 26 | Shade Hangar |
| 27 | Shade Hangar |
| 28 | Shade Hangar |
| 29 | Shade Hangar |
| 30 | Executive Hangar |
| 31 | Executive Hangar |
| 32 | Office Building |
| 33 | Wash Rack |
| 34 | Storage Shed |
| 35 | Air Traffic Control Tower |
| 36 | Conventional Hangar |
| 37 | Executive Hangar |
| 38 | Conventional Hangar |
| 39 | Conventional Hangar |
| 40 | Conventional Hangar |
| 41 | Conventional Hangar |
| 42 | Conventional Hangar |
| 43 | Conventional Hangar |
| 44 | Conventional Hangar |
| 45 | Conventional Hangar |
| 46 | Conventional Hangar |
| 47 | Conventional Hangar |
| 48 | Conventional Hangar |
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| 62 | Conventional Hangar |
| 63 | Conventional Hangar |
| 64 | Conventional Hangar |
| 65 | Conventional Hangar |
| 66 | Conventional Hangar |
| 67 | Conventional Hangar |
| 68 | Conventional Hangar |
| 69 | Conventional Hangar |
| 70 | T-Hangar |
| 71 | T-Hangar |
| 72 | T-Hangar |
| 73 | Conventional Hangar |
| 74 | Conventional Hangar |
| 75 | Clearspan Hangar |
| 76 | Conventional Hangar |
| 77 | Conventional Hangar |
| 78 | Auto Shad Ports |
| 79 | Auto Shad Ports |
| 80 | T-Hangar |
| 81 | T-Hangar |
| 82 | Conventional Hangar |
| 83 | Conventional Hangar |
| 84 | Conventional Hangar |
| 85 | Conventional Hangar |
| 86 | Conventional Hangar |
| 87 | Conventional Hangar |
| 88 | Conventional Hangar |
| 89 | Conventional Hangar |
| 90 | Conventional Hangar |

## EXISTING BUILDINGS/FACILITIES

| NO. | DESCRIPTION |
|---|---|
| 91 | Conventional Hangar |
| 92 | Conventional Hangar |
| 93 | Airport Maintenance Facility |
| 94 | Airport Maintenance Facility |
| 95 | Airport Maintenance Facility |
| 96 | Pima County Solid Waste Transfer Station |
| 111 | Conventional Hangar |
| 112 | Conventional Hangar |
| 113 | Conventional Hangar |

## ULTIMATE BUILDINGS/FACILITIES

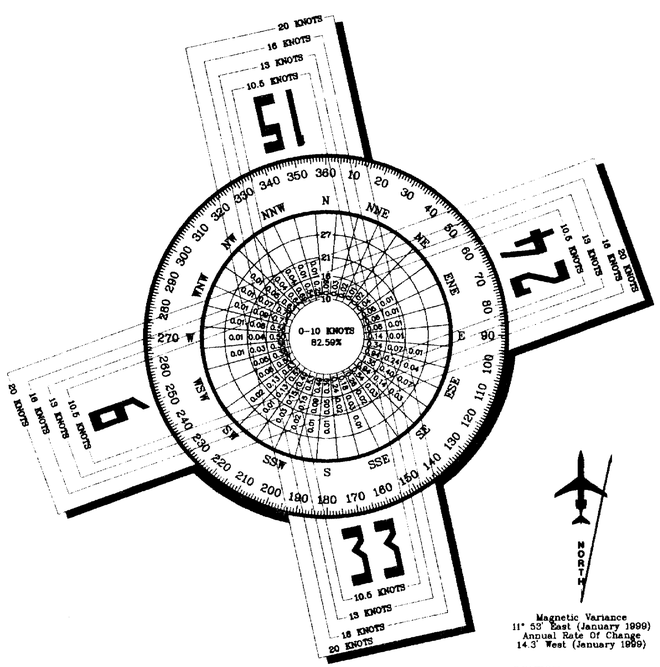
| NO. | DESCRIPTION |
|---|---|
| 101 | Terminal/Administration Building |
| 102 | Firefighting and Rescue (ARFF) |
| 103 | Fuel Storage Facility |
| 104 | Fixed Base Operations Hangar |
| 105 | Fixed Base Operations Hangar |
| 106 | T-Hangar (9 Units) |
| 107 | T-Hangar (17 Units) |
| 108 | T-Hangar (17 Units) |
| 109 | T-Hangar (17 Units) |
| 110 | T-Hangar (17 Units) |
| 114 | Conventional Hangar |
| 115 | Conventional Hangar |
| 116 | Conventional Hangar |
| 117 | Conventional Hangar |
| 118 | Conventional Hangar |
| 119 | T-Hangar (10 Units) |
| 120 | T-Hangar (19 Units) |
| 121 | T-Hangar (19 Units) |
| 122 | T-Hangar (19 Units) |
| 123 | T-Hangar (19 Units) |
| 124 | Conventional Hangar |
| 125 | Conventional Hangar |
| 126 | Conventional Hangar |
| 127 | Conventional Hangar |
| 128 | Conventional Hangar |
| 129 | Conventional Hangar |
| 130 | Conventional Hangar |
| 131 | Pilot Training Facility |
| 132 | Self-Maintenance Bay |
| 133 | Helicopter Hangar |
| 134 | Clearspan Hangar |
| 135 | Self-Serv Fuel Facility |
| 136 | Aviation Related Parcel |
| 137 | Aviation Related Parcel |
| 138 | Aviation Related Parcel |
| 139 | Aviation Related Parcel |
| 140 | Aviation Related Parcel |
| 141 | Campus/Office Park Parcel |
| 142 | Campus/Office Park Parcel |
| 143 | Aviation Related Parcel |
| 144 | Aviation Related Parcel |
| 145 | Aviation Related Parcel |
| 146 | Aviation Related Parcel |
| 147 | Aviation Related Parcel |
| 148 | Aviation Related Parcel |
| 149 | Aviation Related Parcel |
| 150 | Aviation Related Parcel |
| 151 | Aviation Related Parcel |
| 152 | Aviation Related Parcel |

## THRESHOLD SITING SURFACE OBJECT PENETRATIONS

| OBJECT | PENETRATION | DISPOSITION |
|---|---|---|
| NONE | | |

## OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS

| OBJECT | PENETRATION | DISPOSITION |
|---|---|---|
| NONE | | |




Magnetic Variance
11° 53' East (January 1999)
Annual Rate Of Change
14.3' West (January 1999)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina

AIRPORT:
Tucson International Airport
Tucson, Arizona

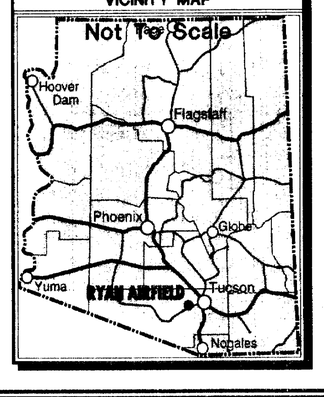
OBSERVATIONS:
67,644 All Weather Observations
1988 – 1997

## ALL WEATHER WIND COVERAGE

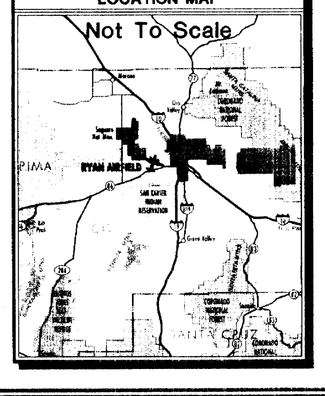
| RUNWAYS | 10.5 KTS/12 MPH | 13 KTS/15 MPH | 16 KTS/18 MPH | 20 KTS/23 MPH |
|---|---|---|---|---|
| Runway 6-24 | 91.29% | 95.73% | 99.12% | 99.85% |
| Runway 15-33 | 92.02% | 96.02% | 98.96% | 99.81% |
| Combined | 97.55% | 99.29% | 99.87% | 99.99% |

12/20/00

VICINITY MAP




LOCATION MAP




| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 4 | UPDATED AIRPORT MASTER PLAN | 12/7/00 | K.L.W. | M.F.J. |
| 3 | UPDATED AIRPORT MASTER PLAN | 2/29/00 | R.A.L. | S.G.B. |
| 2 | UPDATED FOR REVALIDATION | 10/29/98 | M.E.S. | M.F.J. |
| 1 | REVISED/UPDATED ALP (FAA/ADOT APPROVAL) | 8/2/96 | W.E.H. | J.M.H. |

Ryan Airfield

# AIRPORT DATA SHEET

Tucson, Arizona

PLANNED BY: Steven G. Benson
DETAILED BY: Richard A. Lolly
APPROVED BY: Steven G. Benson

February 29, 2000 SHEET 1 OF 11

Coffman Associates
Airport Consultants