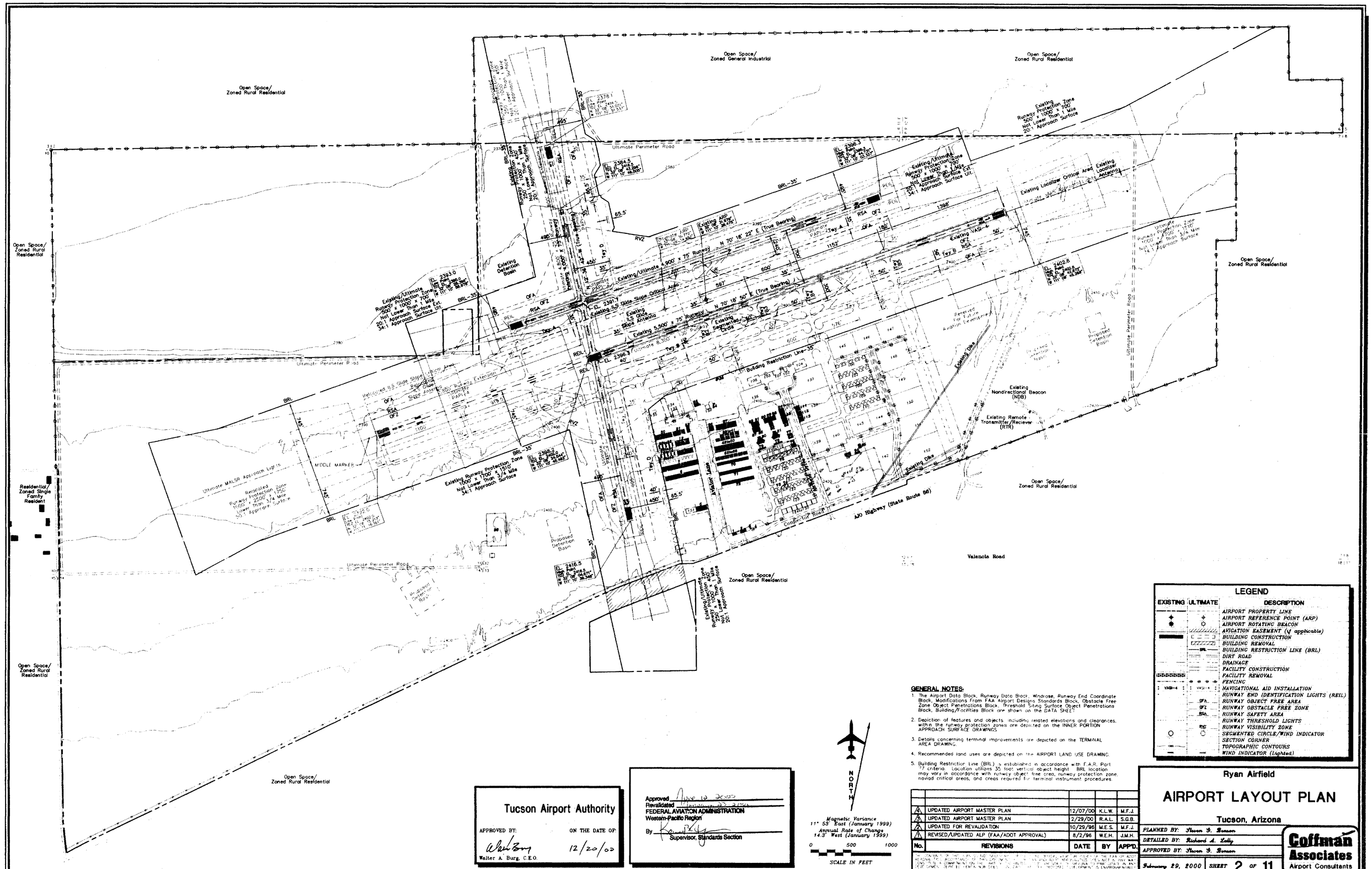

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING CONSTRUCTION
		BUILDING REMOVAL
	BRL	BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		DRAINAGE
		FACILITY CONSTRUCTION
		FACILITY REMOVAL
		FENCING
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
	OFA	RUNWAY OBJECT FREE AREA
	OFZ	RUNWAY OBSTACLE FREE ZONE
	RSA	RUNWAY SAFETY AREA
		RUNWAY THRESHOLD LIGHTS
	RVZ	RUNWAY VISIBILITY ZONE
		SEGMENTED CIRCLE/WIND INDICATOR
		SECTION CORNER
		TOPOGRAPHIC CONTOURS
		WIND INDICATOR (Lighted)

GENERAL NOTES:

1. The Airport Data Block, Runway Data Block, Windrose, Runway End Coordinate Block, Modifications From FAA Airport Designs Standards Block, Obstacle Free Zone Object Penetrations Block, Threshold Siting Surface Object Penetrations Block, Building/Facilities Block are shown on the DATA SHEET.
2. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
3. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
4. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
5. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height. BRL location may vary in accordance with runway object free area, runway protection zone, navigational critical areas, and areas required for terminal instrument procedures.

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATED AIRPORT MASTER PLAN	12/07/00	K.L.W.	M.F.J.
3	UPDATED AIRPORT MASTER PLAN	2/29/00	R.A.L.	S.G.B.
2	UPDATED FOR REVALIDATION	10/29/96	M.E.S.	M.F.J.
1	REVISED/UPDATED ALP (FAA/ADOT APPROVAL)	8/2/96	W.E.H.	J.M.H.

THE CONTENTS OF THIS DRAWING AND THE INFORMATION HEREIN WERE PREPARED IN ACCORDANCE WITH THE FAA OF ADOT AERONAUTICS. INCORPORATION OF THESE DATA IN A LOCAL LAND USE OR ZONING PLAN IS NOT A FAA MAKE CONSTITUTE A COMMITMENT ON THE PART OF THE LOCAL JURISDICTION OR THE FAA TO FUND ANY ITEM SHOWN HEREIN. THE FEDERAL FUNDING OF AIRPORT IMPROVEMENTS IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE FEDERAL LAWS.

NORTH

Magnetic Variance
11° 59' East (January 1999)
Annual Rate of Change
14.3' West (January 1999)

0 500 1000
SCALE IN FEET

Tucson Airport Authority

APPROVED BY: Walter A. Burg, C.E.O.

ON THE DATE OF: 12/20/00

Approved June 12 2000
Revalidated February 23 2001
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By Kenneth Ryan
Supervisor, Standards Section

Ryan Airfield

AIRPORT LAYOUT PLAN

Tucson, Arizona

PLANNED BY: Steven G. Simson
DETAILED BY: Richard A. Kelly
APPROVED BY: Steven G. Simson

February 29, 2000 SHEET 2 OF 11

Coffman Associates
Airport Consultants