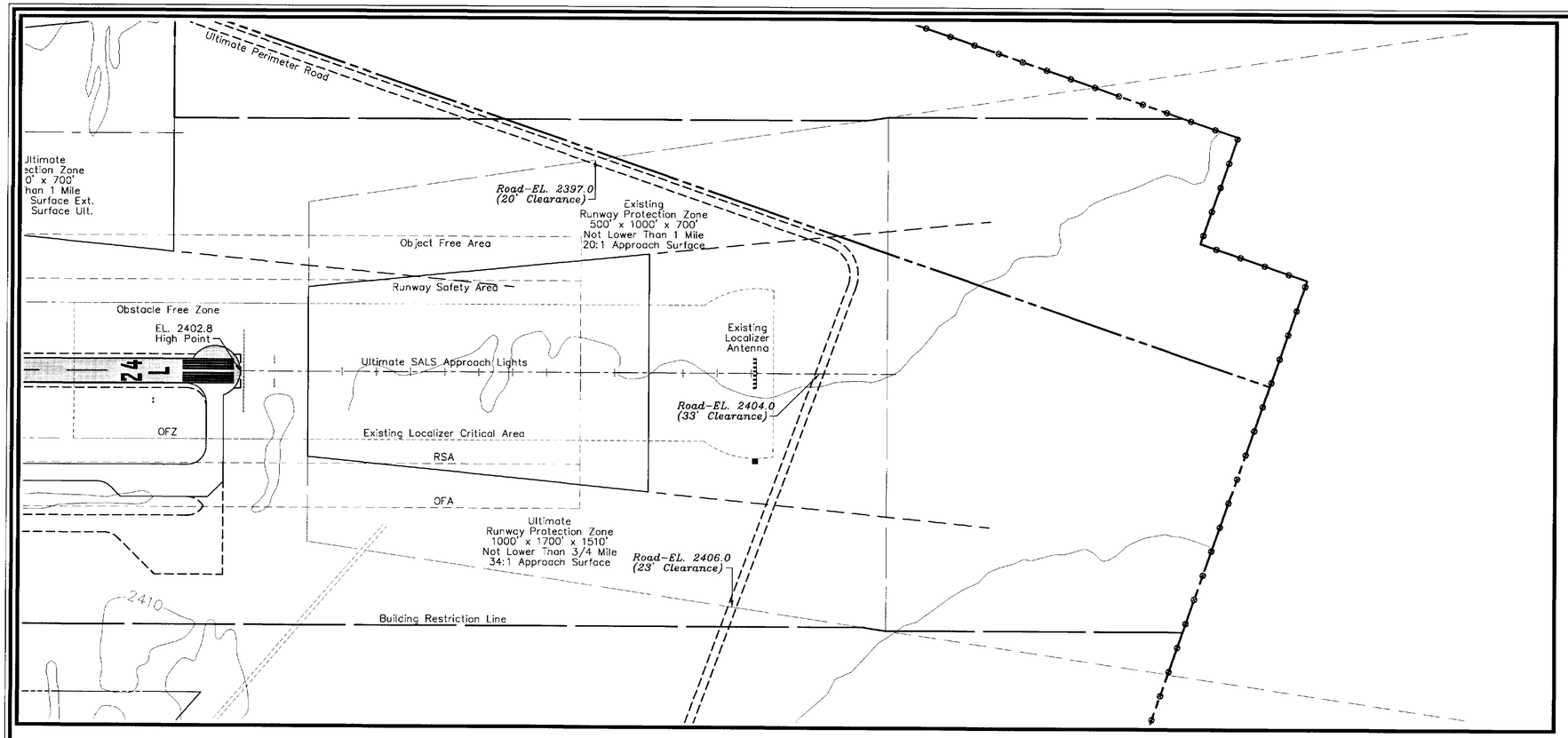

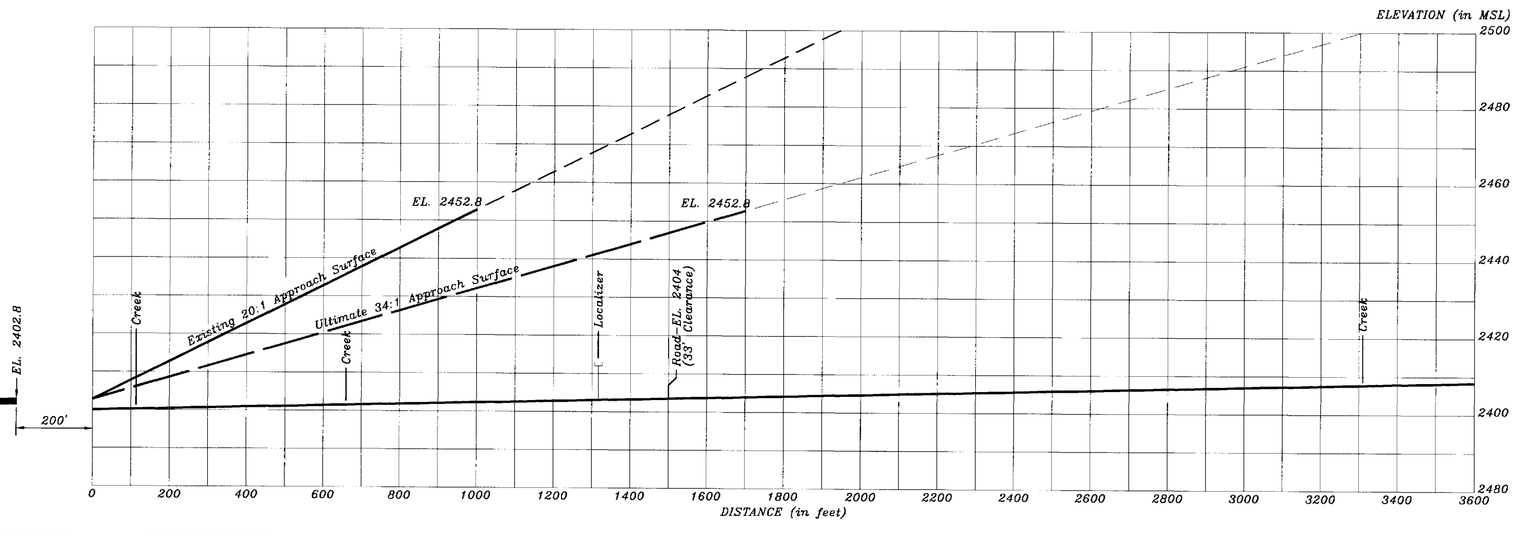

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Distance for road obstructions and clearances reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad.
3. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 4 of these plans.
4. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 5 of these plans.
5. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWING, sheets 6, 7, 8 and 9 of these plans.

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE					

NORTH

0 20 40
VERTICAL SCALE IN FEET

0 200 400
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
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 PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THIS DOCUMENT BY THE FAA AND ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES OR STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

Ryan Airfield

INNER PORTION OF RUNWAY 24L APPROACH SURFACE DRAWING

Tucson, Arizona

PLANNED BY: Steven G. Benson
DETAILED BY: Larry D. Johnson
APPROVED BY: Steven G. Benson

February 29, 2000 SHEET 7 OF 11

Coffman Associates
Airport Consultants