6

BISBEE MUNICIPAL AIRPORT

Bisbee, Arizona

AIRPORT MASTER PLAN - 1999

AIRPORT LAYOUT & DEVELOPMENT PHASING PLAN

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 Bisbee Municipal 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 runway geometry.

The ALP was prepared based on the selected development alternate, Alternate 2. Major ultimate improvements include paving and extension of the crosswind runway (2-20) from 2,700' x 200' (dirt) to 3,900' x 60' (paved).

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.

Deviations From FAA Standards

For federally funded airports, all existing facilities as well as 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.

At the present time there is only one existing deviation from current FAA standards. The existing parallel taxiway (Taxiway A) was constructed at a center line offset of 175' from Runway 17-35. FAA Advisory Circular 150/5300-13 indicates that this dimension should be a minimum of 240' for ARC B-II class airports. An FAA "determination of no hazard" waiver has been requested.

There are no proposed facilities which will not conform with current FAA design, with the exception of the penetration of the ultimate 20:1 Approach Surface for the proposed Runway 2-20 extension by an existing power line along the west side of Bisbee Junction Road (see Sheet 6 of the Airport Layout Plan). The ALP recommends that the power line be dipped underground within the limits of the Approach Surface.

DEVELOPMENT PHASING PLAN

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

- Short Term - Immediate Term Subset (2000-2002)
- Additional Short Term Recommendations (2000-2005)
- Ultimate Term Recommendations (2006-2020)

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

- Short Term - Immediate Term Subset Development Plan (2000-2002)
- Additional Short Term Development Plan (2000-2005)
- Intermediate Term Development Plan (2006-2010)
- Ultimate Term Development Plan (2011-2020)

Each of the development plan schedules have been broken down into annual projects.

The recommended detailed development program is described on the following pages.

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

Short Term - Immediate Term Subset Development Plan 2000-2002

2000 . . . . Decommission and remove the existing NDB.

Acquire Avigation Easements for the existing approaches to Runways 35 and 20.

Prepare engineering construction plans and specifications for pavement overlay of all existing airside pavements, including Runway 17-35, Parallel Taxiway A, Connector Taxiways A-1 through A-6, and the Aircraft Parking Apron, and for shoulder regrading as required. Design pavement to accommodate 30,000# aircraft design.

2001 . . . . Overlay all existing airside pavements, including Runway 17-35, Parallel Taxiway A, Connector Taxiways A-1 through A-6, and the Aircraft Parking Apron (2" Asphaltic Concrete). Regrade the runway and taxiway shoulders as required to provide a maximum of 1½" from the pavement edge to the shoulder.

Provide engineering services during construction.

2002 . . . . Prepare engineering construction plans and specifications for upgrading the Terminal Area water service and supply system.

Construct new facilities to upgrade the Terminal Area water service and supply system.

Provide engineering services during construction.

Additional Short Term Projects - Development Plan 2000-2005

2002 . . . . Prepare an Environmental Assessment for improvement and extension of Runway 2-20.

Upgrade the Terminal Area sewer system.

Upgrade the Terminal Area electrical and telephone systems.

Prepare engineering construction plans and specifications for installation of a Jet-A fuel storage and delivery system, and for an automated card controlled m for the 100LL and Jet-A systems.

Construct the new Jet-A fuel storage and delivery system and card control systems.

Provide engineering services during construction.

2003 . . . . Acquire fee land and Avigation Easements for the improved and extended Runway 2-20.

Prepare engineering construction plans and specifications for paving and extension of Runway 2-20 (3,900' x 60') with design to accommodate 12,500# SWG aircraft. Include paved turnarounds and taxiways as shown on the ALP. Include relocation of Swan Road, placing power lines in the Runway 2 approach underground, and new guidance signage as required.

Prepare engineering construction plans and specifications for construction of a new paved Taxiway A-2 extension to Runway 20 (35' pavement width), with design to accommodate 12,500# SWG aircraft. Include new guidance signage as required.

Prepare engineering construction plans and specifications for construction of a paved access road and automobile parking for 36 cars.

2004 . . . . Construct paved and extended Runway 2-20 (3,900' x 60'). Relocate Swan Road and dip existing power lines along Bisbee Junction Road within the Runway 2 approach surface.

Provide engineering services during construction.

Construct new paved Taxiway A-2 extension to Runway 20 (35' pavement width).

Provide engineering services during construction.

Construct new paved access road and automobile parking for 36 cars.

Provide engineering services during construction.

Prepare engineering construction plans and specifications for construction of a Medium Intensity Taxiway Lighting (MITL) system for all taxiways service Runway 17-35.

2005 . . . . Construct the MITL system for all taxiways service Runway 17-35.

Provide engineering services during construction.

Prepare architectural and engineering plans and specifications for construction of a 5-place T-Shade structure, a new 1,375 sf Terminal Building, rehabilitation of Quonset Storage Building #2 and Hangar Building #4, and demolition of Hangar Building #3.

Construct the new 5-place T-Shade structure and Terminal Building. Rehabilitate Quonset Storage Building #2 and Hangar Building #4, and demolish Hangar Building #3.

Provide engineering services during construction.

Continued....

2005 projects continued....

Prepare architectural and engineering construction plans and specifications for extension of security fencing around hangar development sites, construction of a new fenced airport campground with restroom/shower building, 3 campsites, security lighting and potable water.

Construct the new campground and security fence extension.

Provide engineering services during construction.

Intermediate Term Development Plan 2006-2010

2006 . . . . Prepare engineering and architectural construction plans and specifications for grading and drainage of 3 private hangar lots and an FBO hangar site (for private development), construction of a 4-place Tee Hangar structure, and construction of paved hangar access taxiways and a new FBO Ramp.

Grade and drain the hangar development areas and FBO development site. Construct new paved hangar access taxiways and an FBO Ramp. Construct 4-place Tee Hangar structure

Provide engineering services during construction.

2007 . . . . Prepare engineering construction plans and specifications for widening of Runway 17-35 from 60' to 75'.

Construct widening of Runway 17-35.

Provide engineering services during construction.

Prepare engineering construction plans and specifications for crack sealing, seal coat and pavement marking of all airport pavements.

Crack seal, seal coat and mark all airport pavements.

Provide engineering services during construction.

2010 . . . . Prepare engineering construction plans and specifications for installation of a Medium Intensity Runway Lighting (MIRL) system on Runway 2-20, and for MITL on Taxiway A-2, and other serving taxiways. Include a new 7.5KW regulator installation.

Construct the new MIRL and MITL systems on Runway 2-20 and its serving taxiways.

Provide engineering services during construction.

Ultimate Term Development Plan 2011-2020

2012 . . . . Prepare engineering construction plans and specifications for installation of Precision Approach Slope Indicators (PAPI) on the Runway 2 and 20 approaches.

Construct the new PAPI installations on Runways 2 and 20.

Provide engineering services during construction.

2015 . . . . Prepare engineering and architectural construction plans and specifications for grading and drainage of 2 private hangar lots, construction of a 4-place Tee Hangar structure, and construction of paved hangar access taxiways.

Grade and drain the hangar development areas. Construct new paved hangar access taxiways. Construct 4-place Tee Hangar structure

Provide engineering services during construction.

Prepare engineering construction plans and specifications for crack sealing, seal coat and pavement marking of all airport pavements.

Crack seal, seal coat and mark all airport pavements.

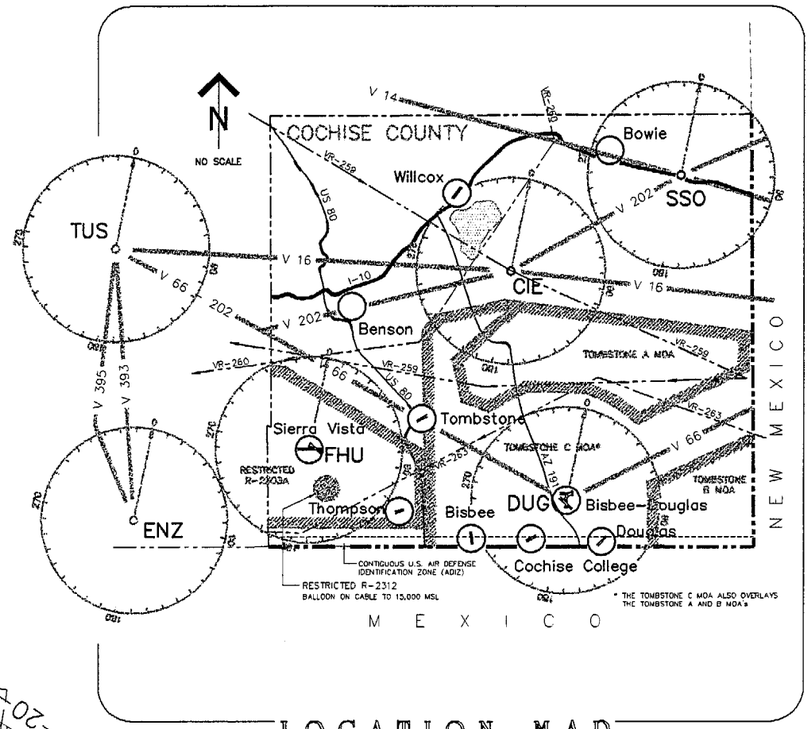
Provide engineering services during construction.

2020 . . . . Prepare engineering construction plans and specifications for crack sealing, seal coat and pavement marking of all airport pavements.

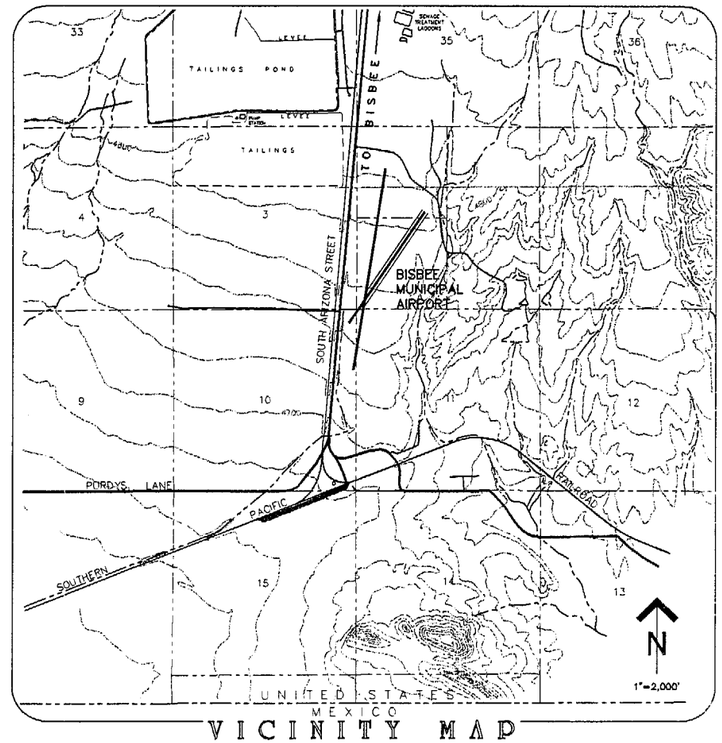
Crack seal, seal coat and mark all airport pavements.

Provide engineering services during construction.

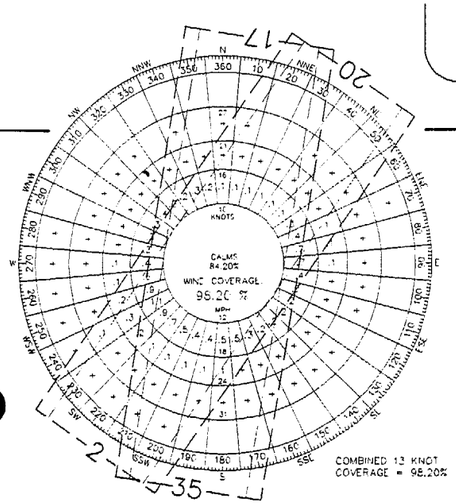
AIRPORT LAYOUT PLAN
BISBEE MUNICIPAL AIRPORT
BISBEE, ARIZONA



LOCATION MAP



VICINITY MAP



WIND ROSE

WIND COVERAGE

	ANNUAL 10.5 KNOT (12 mph) ALL WINDS	ANNUAL 13 KNOT (15 mph) ALL WINDS	ANNUAL 18 KNOT (18 mph) ALL WINDS
RUNWAY 17–35	91.80%	95.66%	98.90%
RUNWAY 2–20	94.14%	97.28%	99.44%
RUNWAY 17–35 AND 2–20	95.63%	98.20%	99.64%

– SOURCE –
U.S. WEATHER SERVICE RECORDS FOR BISBEE–DOUGLAS INTERNATIONAL AIRPORT
1986 – 1996

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

REVISIONS

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT ELEVATION ABOVE MSL		4,804.47'	4,804.64'
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE	N 31°22'06.440" (1)	N 31°22'06.440" (1)
	LONGITUDE	W 109°52'56.678" (1)	W 109°52'56.678" (1)
AIRPORT AND TERMINAL NAVAIDS		NDB	NONE
AIRPORT VISUAL AIDS		BEACON	BEACON
MEAN MAX. TEMP. OF HOTTEST MONTH		89.9° JUNE	89.9° JUNE
AIRPORT REFERENCE CODE (ARC)		ARC B–II	ARC B–II
GPS APPROACH		NO	NO
DESIGN AIRCRAFT		BEECHCRAFT B–200 KING AIR	BEECHCRAFT B–200 KING AIR

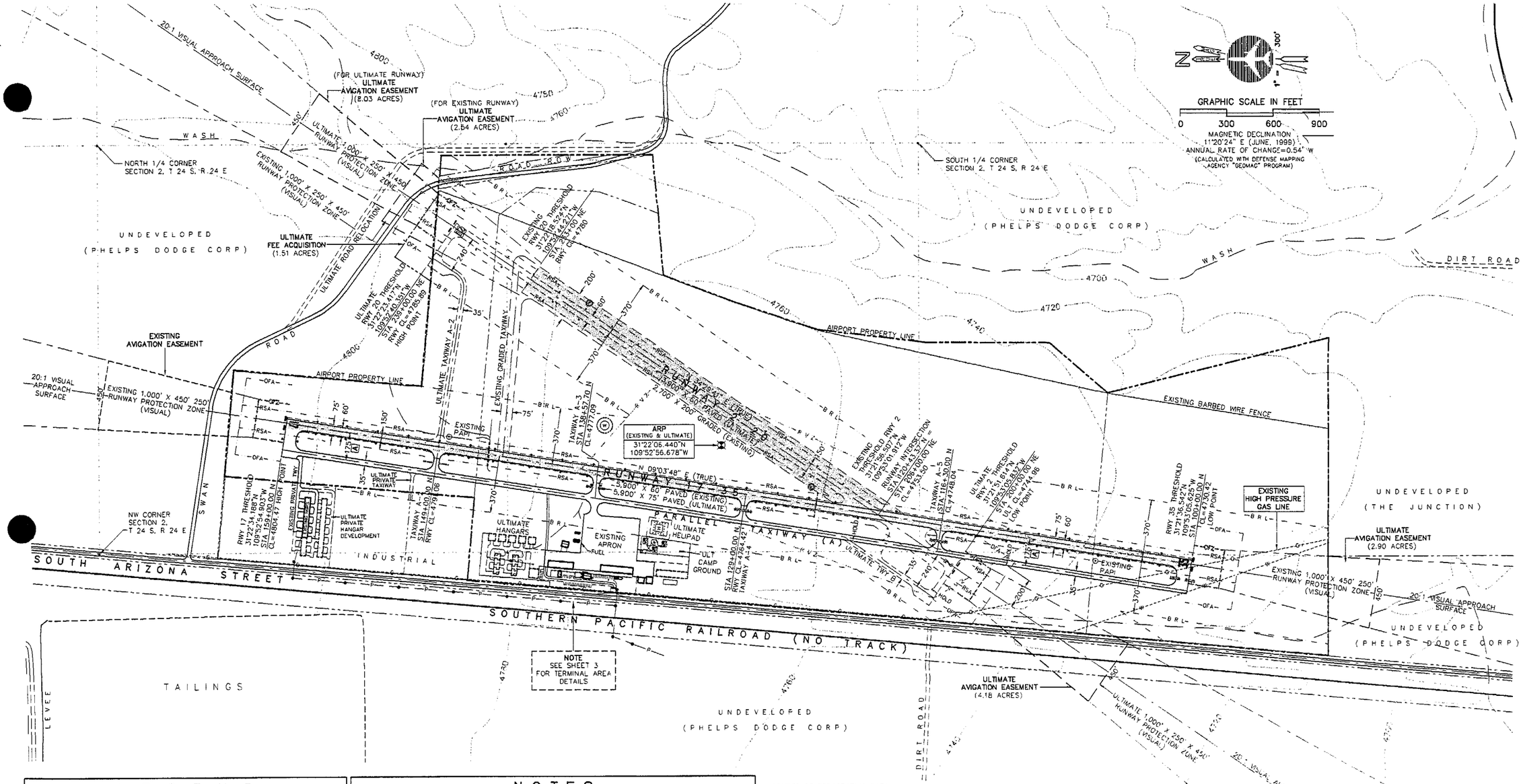
RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 17 – END OF PAVEMENT	LATITUDE	N 31°22'34.188" (2)	N 31°22'34.188" (2)
	LONGITUDE	W 109°52'54.903" (2)	W 109°52'54.903" (2)
RUNWAY 35 – END OF PAVEMENT	LATITUDE	N 31°21'36.542" (2)	N 31°21'36.542" (2)
	LONGITUDE	W 109°53'05.625" (2)	W 109°53'05.625" (2)
RUNWAY 2 – END OF PAVEMENT	LATITUDE	N 31°21'55.507"	N 31°21'51.614" (2)
	LONGITUDE	W 109°53'01.912"	W 109°53'05.832" (2)
RUNWAY 20 – END OF PAVEMENT	LATITUDE	N 31°22'18.524"	N 31°22'23.417" (2)
	LONGITUDE	W 109°52'44.271"	W 109°52'40.351" (2)

(1) SOURCE: CALCULATED FROM NAD 27 COORDINATES ON 1989 A.L.P. (CONVERTED TO NAD 83)
(2) SOURCE: CALCULATED FROM (1)

SUBMITTED: Nicholas J. Pela — Date 09/25/00
APPROVED: City of Bisbee — Date
SUBMITTED: Ronald D. Schreiber, P.E. — Date 09/25/00
APPROVED: Planning Advisory Committee — Date

Prepared by
NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS
and
Gannett Fleming
ENGINEERS AND PLANNERS

DATE OF DRAWING: SEPTEMBER 25, 2000



DATE OF DRAWING: SEPTEMBER 25, 200

PLANNER 09/25/0

ENGINEER 09/25/0

SHEET 2 OF 8

AIRPORT LAYOUT DRAWING
BISBEE MUNICIPAL AIRPORT
Bisbee, Arizona

LEGEND

EXISTING	ULTIMATE	
		AIRPORT PROPERTY LINE (FEE OWNERSHIP)
	N.A.	LEASED AREAS
		PAVEMENT EDGES
N.A.		BUILDING
		RUNWAY OBJECT FREE AREA (OFA)
		RUNWAY OBSTACLE FREE ZONE (OFZ)
		RUNWAY PROTECTION ZONE (RPZ)
		AIRPORT REFERENCE POINT (ARP)
		ROTATING BEACON
		WIND CONE OR TEE
	N.A.	TREES AND BRUSH
		VISUAL APPROACH PATH INDICATOR (PAPI,VASI)
	N.A.	SWAMP (WETLANDS)
		FENCE
	N.A.	ANTENNA
	N.A.	POWER POLES
	N.A.	LIGHT POLES
-RSA-	-RSA-	RUNWAY SAFETY AREA (RSA)
	N.A.	GROUND CONTOURS
		EASEMENTS
-B R L-	-B R L-	BUILDING RESTRICTION LINES (BRL)
N.A.	-R V Z-	RUNWAY VISIBILITY ZONE (RVZ)
		RUNWAY THRESHOLD AND EDGE LIGHTING

NOTES

1. THE ULTIMATE PROPERTY LINE SHOWN REPRESENTS THE MINIMUM LAND REQUIREMENTS TO ENCOMPASS THE ULTIMATE RUNWAY PROTECTION ZONES, RUNWAY VISIBILITY ZONE, AND F.A.R. PART 77 TRANSITIONAL SURFACES TO A HEIGHT OF 35'.
2. ALL LATITUDE/LONGITUDE COORDINATES SHOWN ARE NORTH AMERICAN DATUM OF 1983 (NAD 83).
3. RUNWAY 17-35, THE EXISTING APRON, PARALLEL TAXIWAY, AND TAXIWAYS A-1 THRU A-6 ARE PAVED WITH ASPHALTIC CONCRETE. RUNWAY 2-20 HAS A GRADED DIRT SURFACE.
4. TAXIWAYS A-1 AND A-6 ARE 83' WIDE. TAXIWAYS A-2 THRU A-5 ARE 35' WIDE.

REQUESTED MODIFICATIONS TO FAA STANDARDS

A RUNWAY 17-35 CENTERLINE TO PARALLEL TAXIWAY "A" CENTERLINE OFFSET IS 175'.
FAA AC 150/5300-13, PARAGRAPH 209, REQUIRES A 240' OFFSET FOR AN ARC B-II VISUAL RUNWAY, OR 225' FOR AN ARC B-I VISUAL RUNWAY.

SOURCE OF TOPOGRAPHIC DATA:

BISBEE 7.5' U.S.G.S. MAP, DATED 1956 - PHOTOREVISED 1976
BISBEE NE 7.5' U.S.G.S. MAP, DATED 1958 - PHOTOINSPECTED 1976
BISBEE SE 7.5' U.S.G.S. MAP, DATED 1958
NACO 7.5' U.S.G.S. MAP, DATED 1956

(THE U.S.G.S. CONTOUR INTERVAL FOR THESE MAPS IS 20')

FAA APPROVAL

APPROVED: City of Bisbee — Date

APPROVED: Planning Advisory Committee — Date

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 APPROPRIATE PUBLIC LAWS.

No.	BY	DATE	CHANGE
4			
3			
2			
1	.	7/1/88	DATE OF PRIOR A.L.P. APPROVAL BY F.A.A.

REVISIONS

RUNWAY DATA TABLE

	RUNWAY 17-35		RUNWAY 2-20	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
DESIGN CATEGORY (ARC)	ARC B-II (f)	ARC B-II (f)	ARC A-I (e)	ARC B-II (f)
RUNWAY DIMENSIONS (g)	5,900' X 60'	5,900' X 75'	2,700' X 200'	3,900' X 60'
RUNWAY TRUE BEARING	N 09°03'48" E	N 09°03'48" E	N 34°29'41" E	N 34°29'41" E
PAVEMENT STRENGTH	12,500# SWG (a)	30,000# SWG (a)	GRADED DIRT	12,500# SWG (a)
RUNWAY SAFETY AREA (RSA) (g)	6,500' X 150'	6,500' X 150'	2,700' X 120'	4,500' X 150'
RSA LENGTH BEYOND RUNWAY END	300'	300'	- - -	300'
OBJECT FREE AREA (OFA)	500'W X 300'L	500'W X 300'L	- - -	500'W X 300'L
OBSTACLE FREE ZONE (OFZ)	250'W X 200'L	250'W X 200'L	- - -	250'W X 200'L
RUNWAY LIGHTING	MIRL	MIRL	NONE	MIRL
RUNWAY MARKING	BASIC / VISUAL	BASIC / VISUAL	NONE	BASIC / VISUAL
EFFECTIVE GRADIENT (%)	1.26%	1.26%	1.07%	1.05%
TYPE OF APPROACH	VISUAL	VISUAL	VISUAL	VISUAL
APPROACH SLOPES	17=20:1 35=20:1	17=20:1 35=20:1	2=20:1 20=20:1	2=20:1 20=20:1
MAXIMUM ELEVATION ABOVE MSL	4804.47	4804.64	4786	4785.89
RUNWAY NAVAIDS AND VISUAL AIDS	PAPI	PAPI	NONE	PAPI
FAR PART 77 CATEGORY (c)	17=V / 35=V	17=V / 35=V	2=V / 20=V	2=V / 20=V
WIND COVERAGE (10.5 KNOT) (d)	91.80%	91.80%	94.14%	94.14%
WIND COVERAGE (13 KNOT) (d)	95.66%	95.66%	97.28%	97.28%

(a) SWG = SINGLE WHEEL GEAR
(b) DWG = DUAL WHEEL GEAR
(c) F=Precision(GPS) /NP=Nonprecision(VOR /GPS) /V= Visual
(d) 10.5 KNOTS = 12 MPH / 13 KNOTS = 15 MPH
(e) EXISTING CRITICAL AIRCRAFT = CESSNA 182
(f) ULTIMATE CRITICAL AIRCRAFT = B-200 KING AIR
(g) LENGTHS ARE ROUNDED TO NEAREST FOOT

Prepared by
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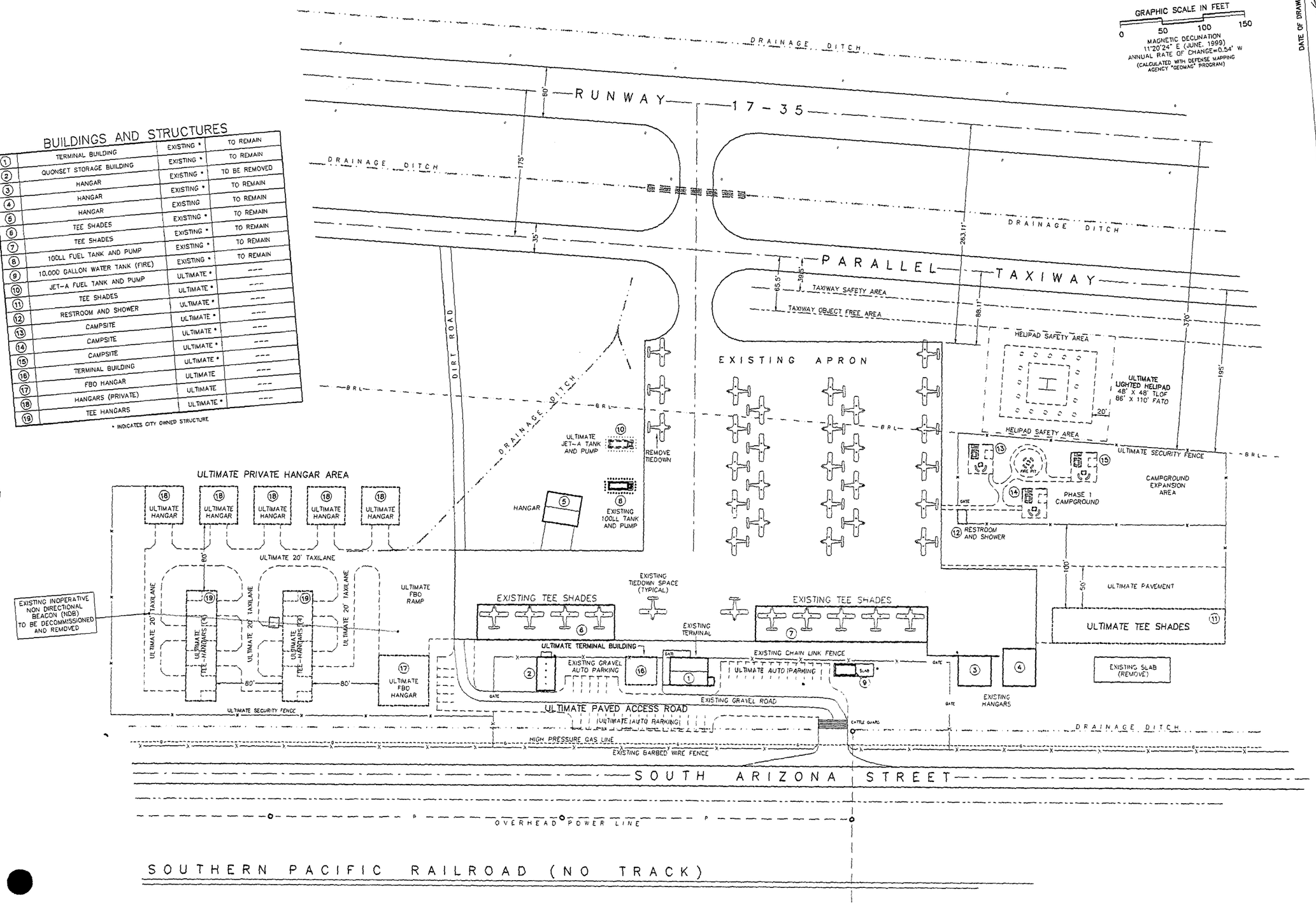
and
Connell Fleming
ENGINEERS AND PLANNERS

BUILDINGS AND STRUCTURES

1	TERMINAL BUILDING	EXISTING *	TO REMAIN
2	QUONSET STORAGE BUILDING	EXISTING *	TO REMAIN
3	HANGAR	EXISTING *	TO BE REMOVED
4	HANGAR	EXISTING *	TO REMAIN
5	HANGAR	EXISTING	TO REMAIN
6	TEE SHADES	EXISTING *	TO REMAIN
7	TEE SHADES	EXISTING *	TO REMAIN
8	100LL FUEL TANK AND PUMP	EXISTING *	TO REMAIN
9	10,000 GALLON WATER TANK (FIRE)	EXISTING *	TO REMAIN
10	JET-A FUEL TANK AND PUMP	ULTIMATE *	---
11	TEE SHADES	ULTIMATE *	---
12	RESTROOM AND SHOWER	ULTIMATE *	---
13	CAMPSITE	ULTIMATE *	---
14	CAMPSITE	ULTIMATE *	---
15	CAMPSITE	ULTIMATE *	---
16	TERMINAL BUILDING	ULTIMATE *	---
17	FBO HANGAR	ULTIMATE	---
18	HANGARS (PRIVATE)	ULTIMATE	---
19	TEE HANGARS	ULTIMATE *	---

* INDICATES CITY OWNED STRUCTURE



DATE OF DRAWING: SEPTEMBER 25, 2000

PLANNER 09/25/00

ENGINEER 09/25/00

SHEET 3 OF 8

TERMINAL AREA DRAWING
BISBEE MUNICIPAL AIRPORT
Bisbee, Arizona

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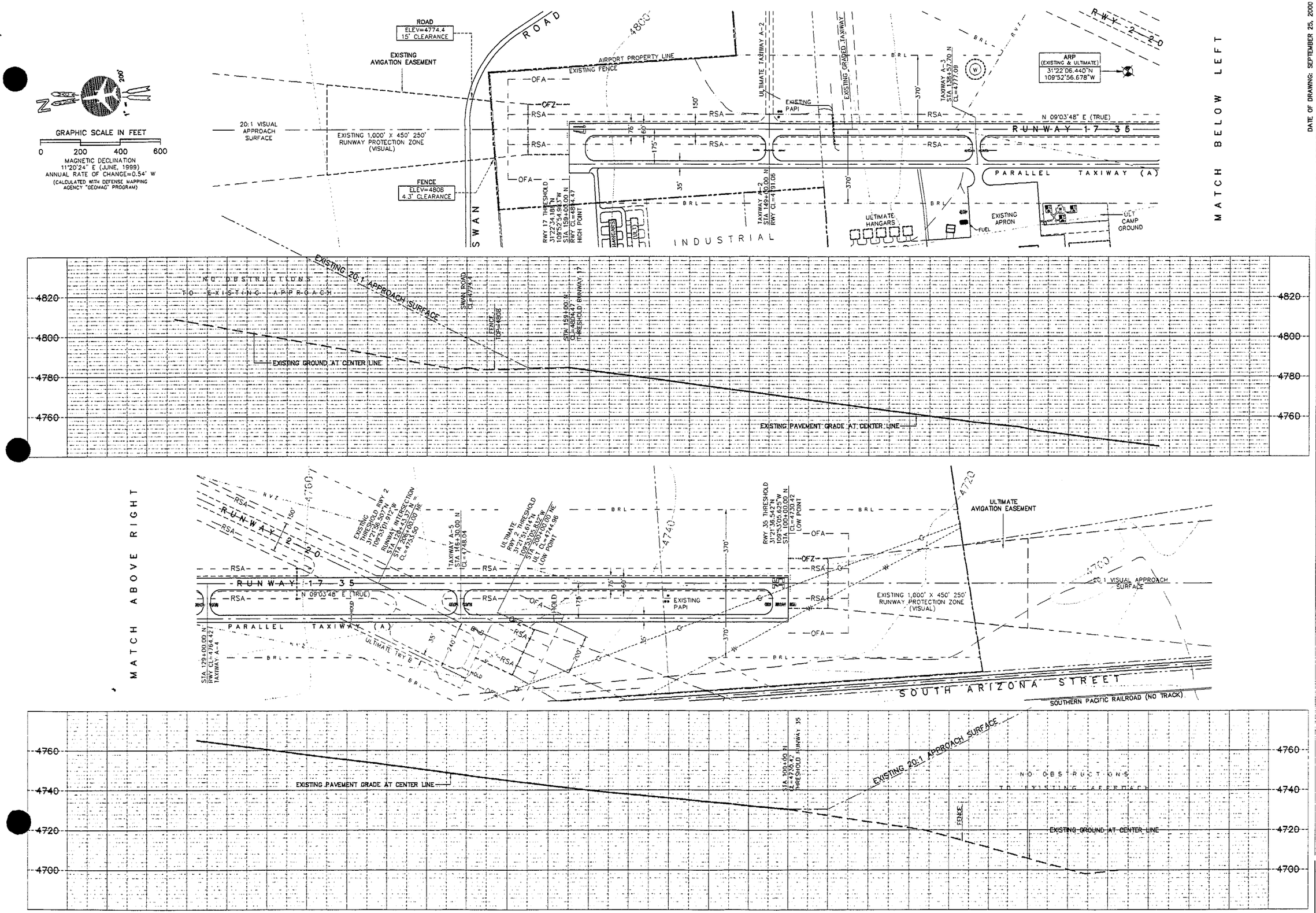

DATE OF DRAWING: SEPTEMBER 25, 2000

PLANNER 09/25/00

ENGINEER 09/25/00

SHEET 4 OF 8

RUNWAY 17-35 APPROACH PLAN and PROFILE DRAWING

BISBEE MUNICIPAL AIRPORT

Bisbee, Arizona

Prepared by:
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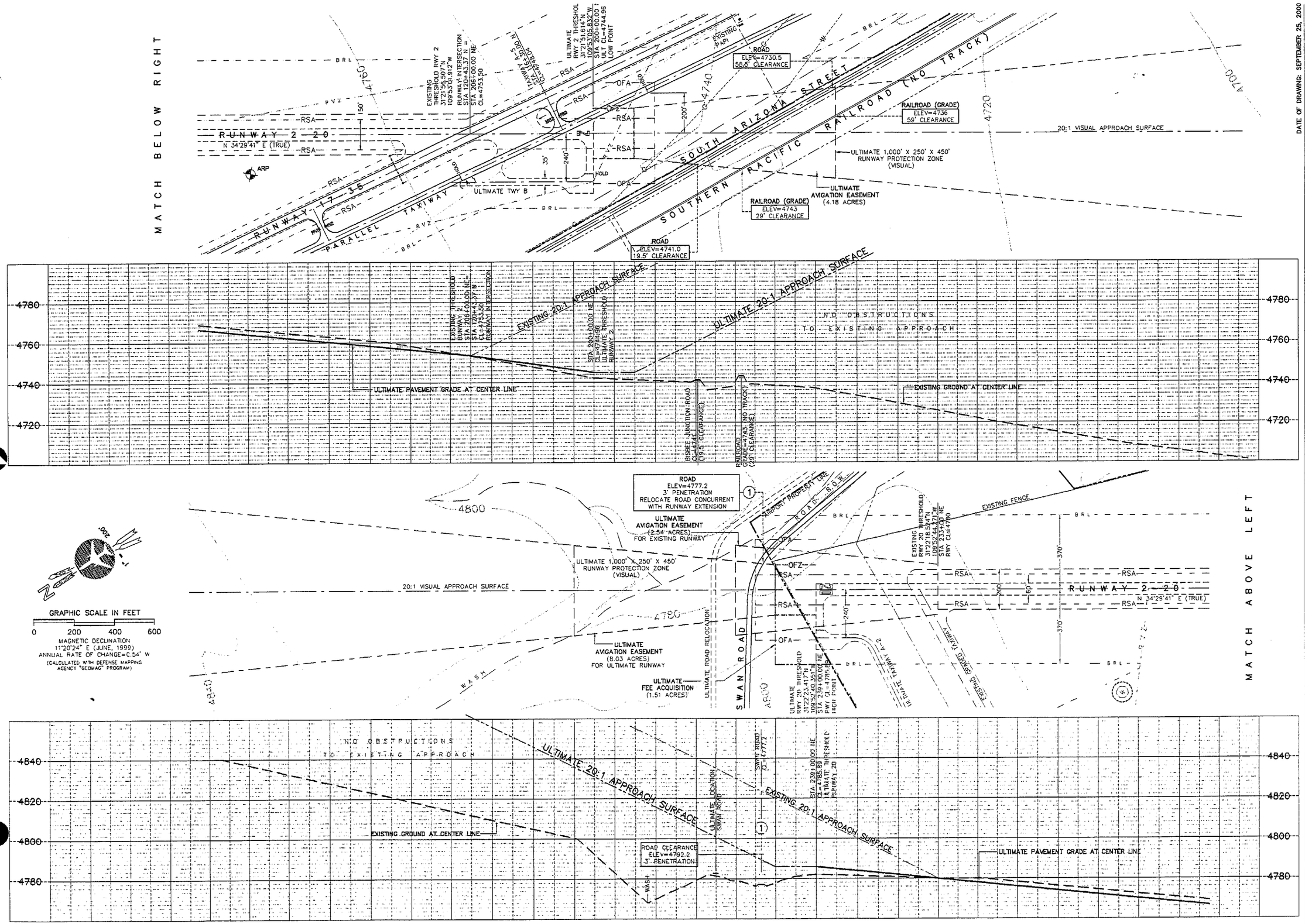
and
Gonnelli Hemling
ENGINEERS AND PLANNERS



DATE OF DRAWING: SEPTEMBER 25, 2000

PLANNER 09/25/00

ENGINEER 09/25/00

SHEET 5 OF 8

RUNWAY 2-20 APPROACH PLAN and PROFILE DRAWING

BISBEE MUNICIPAL AIRPORT

Bisbee, Arizona

Prepared by:

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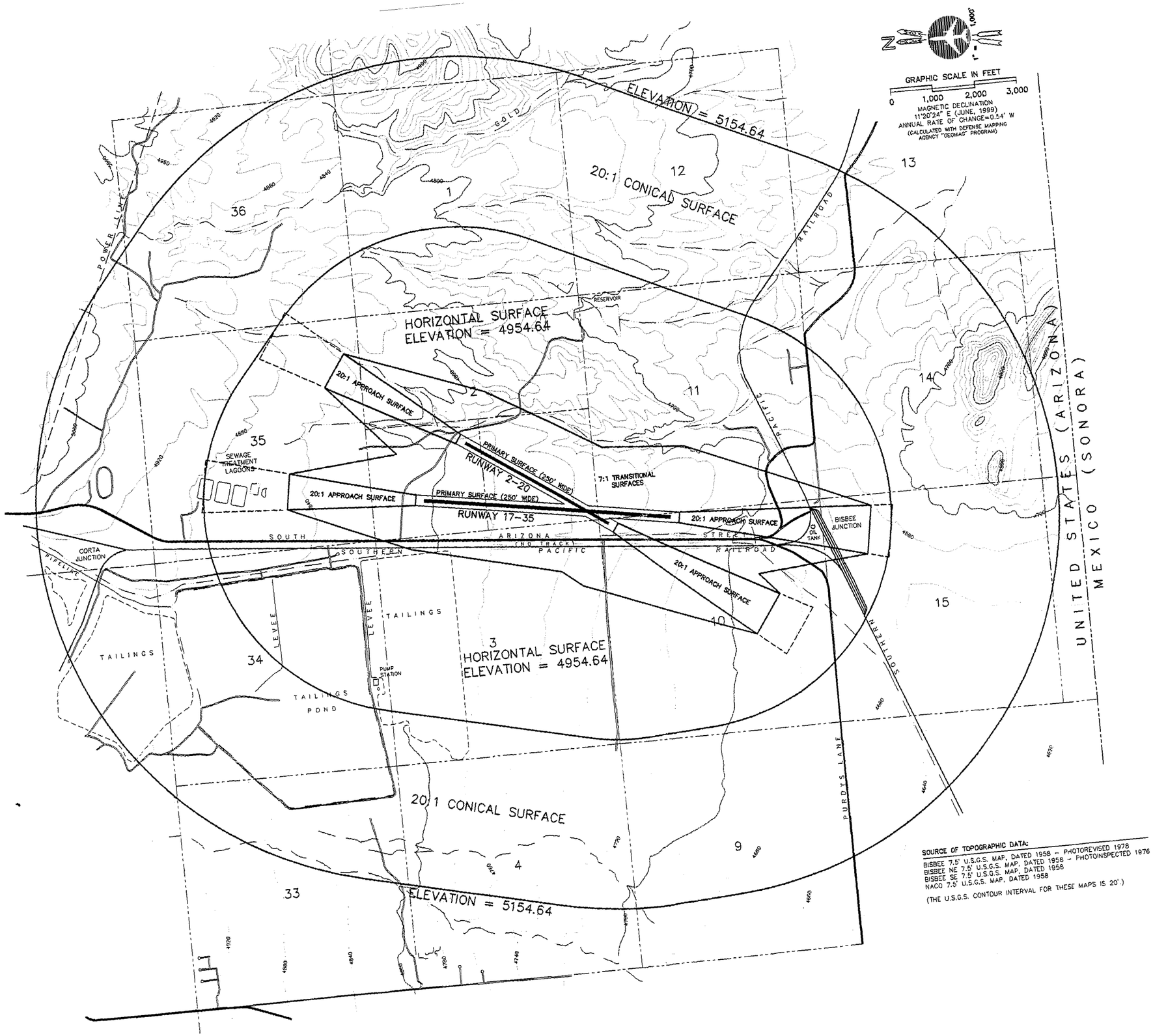

SOURCE OF TOPOGRAPHIC DATA:

BISBEE 7.5' U.S.G.S. MAP, DATED 1958 – PHOTOREVISED 1978
BISBEE NE 7.5' U.S.G.S. MAP, DATED 1958 – PHOTOINSPECTED 1976
BISBEE SE 7.5' U.S.G.S. MAP, DATED 1958
NACO 7.5' U.S.G.S. MAP, DATED 1958

(THE U.S.G.S. CONTOUR INTERVAL FOR THESE MAPS IS 20'.)

DATE OF DRAWING: SEPTEMBER 25, 2000

PLANNER 09/25/00

ENGINEER 09/25/00

SHEET 6 OF 8

AIRPORT AIRSPACE DRAWING
BISBEE MUNICIPAL AIRPORT
Bisbee, Arizona

Prepared by:
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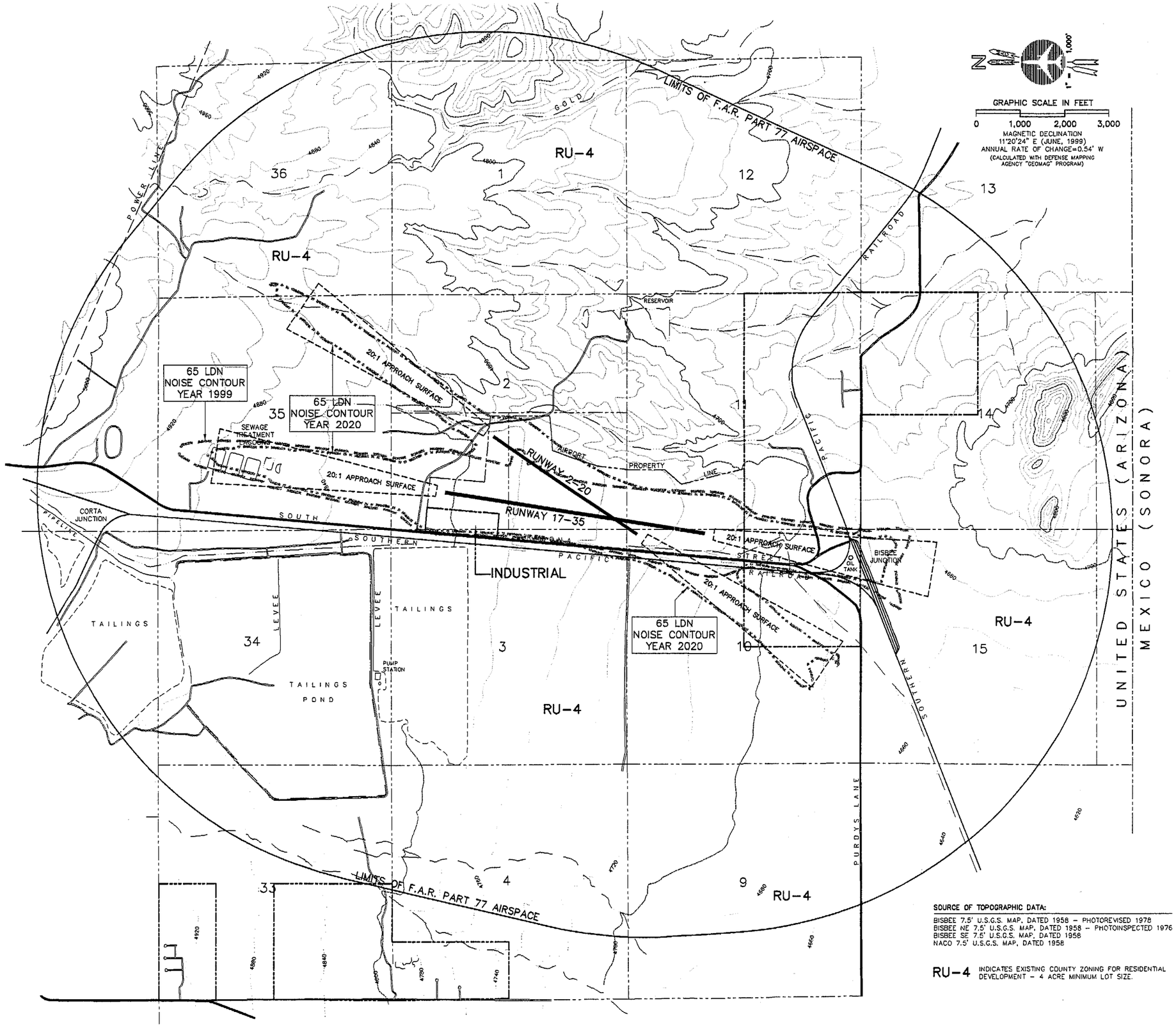
AVIATION PLANNERS
and
Connell Hanley
ENGINEERS AND PLANNERS



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BISBEE 7.5' U.S.G.S. MAP, DATED 1958 – PHOTOREVISED 1978
BISBEE NE 7.5' U.S.G.S. MAP, DATED 1958 – PHOTOINSPECTED 1976
BISBEE SE 7.5' U.S.G.S. MAP, DATED 1958
NACO 7.5' U.S.G.S. MAP, DATED 1958

RU-4 INDICATES EXISTING COUNTY ZONING FOR RESIDENTIAL DEVELOPMENT – 4 ACRE MINIMUM LOT SIZE.

DATE OF DRAWING: SEPTEMBER 25, 2000

PLANNER 09/25/00

ENGINEER 09/25/00

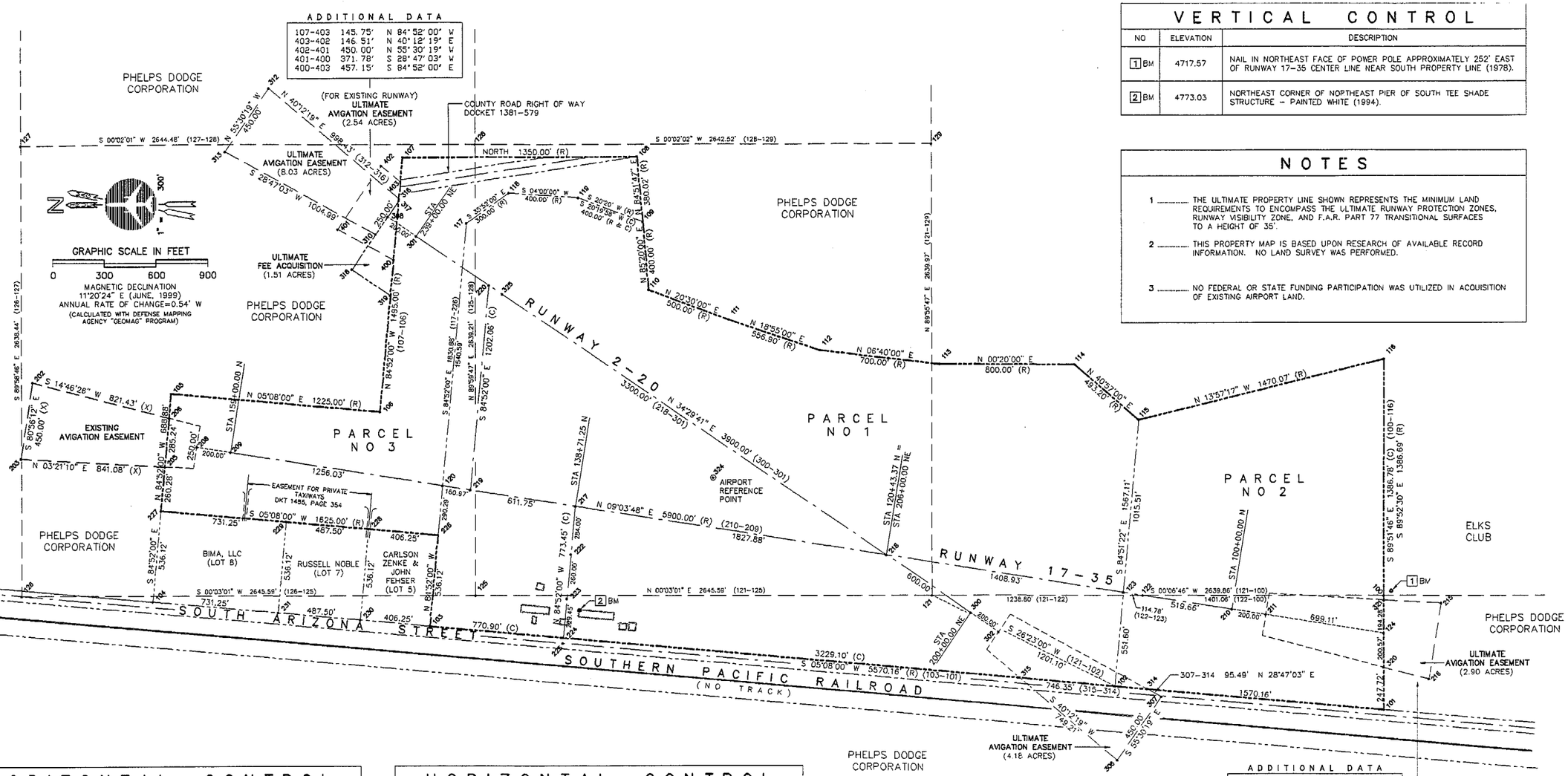
SHEET 7 OF 8

AIRPORT LAND USE DRAWING

BISBEE MUNICIPAL AIRPORT

Bisbee, Arizona

Prepared by:
NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS
and
Gannett Fleming
ENGINEERS AND PLANNERS



ADDITIONAL DATA

107-403	145.75'	N 84°52'00" W
403-402	146.51'	N 40°12'19" E
402-401	450.00'	N 55°30'19" W
401-400	371.78'	S 28°47'03" W
400-403	457.15'	S 84°52'00" E

ADDITIONAL DATA

101-320	247.72'	WEST
320-216	270.64'	S 14°46'26" W
216-215	450.00'	S 80°56'12" E
215-321	333.14'	N 03°21'10" E
321-320	394.85'	WEST
321-100	26.46'	EAST
101-100	669.03'	EAST

VERTICAL CONTROL

NO	ELEVATION	DESCRIPTION
1 BM	4717.57	NAIL IN NORTHEAST FACE OF POWER POLE APPROXIMATELY 252' EAST OF RUNWAY 17-35 CENTER LINE NEAR SOUTH PROPERTY LINE (1978).
2 BM	4773.03	NORTHEAST CORNER OF NORTHEAST PIER OF SOUTH TEE SHADE STRUCTURE - PAINTED WHITE (1994).

NOTES

1 ..... THE ULTIMATE PROPERTY LINE SHOWN REPRESENTS THE MINIMUM LAND REQUIREMENTS TO ENCOMPASS THE ULTIMATE RUNWAY PROTECTION ZONES, RUNWAY VISIBILITY ZONE, AND F.A.R. PART 77 TRANSITIONAL SURFACES TO A HEIGHT OF 35'.

2 ..... THIS PROPERTY MAP IS BASED UPON RESEARCH OF AVAILABLE RECORD INFORMATION. NO LAND SURVEY WAS PERFORMED.

3 ..... NO FEDERAL OR STATE FUNDING PARTICIPATION WAS UTILIZED IN ACQUISITION OF EXISTING AIRPORT LAND.

HORIZONTAL CONTROL

NO	NORTH	EAST	DESCRIPTION
100	10000.0000	10000.0000	W4 CORNER SEC 11 T24S R24E
101	10000.0000	9330.9700	EXISTING PROPERTY CORNER
102	11563.8624	9471.4581	EXISTING PROPERTY CORNER
103	15547.8191	9829.3531	EXISTING PROPERTY CORNER
104	17166.3015	9974.7480	EXISTING PROPERTY CORNER
105	17056.6962	11194.8347	EXISTING PROPERTY CORNER
106	15836.6094	11085.2294	EXISTING PROPERTY CORNER
107	15702.8462	10574.2332	EXISTING PROPERTY CORNER
108	14352.6462	12574.2332	EXISTING PROPERTY CORNER
109	14318.8205	12195.7395	EXISTING PROPERTY CORNER
110	14286.2770	11797.0656	EXISTING PROPERTY CORNER
111	13817.9409	11621.9615	EXISTING PROPERTY CORNER
112	13291.1185	11441.4190	EXISTING PROPERTY CORNER
113	12595.8516	11360.1540	EXISTING PROPERTY CORNER
114	11795.8652	11355.4998	EXISTING PROPERTY CORNER
115	11423.3608	11032.2564	EXISTING PROPERTY CORNER
116	9996.6769	11386.7712	EXISTING PROPERTY CORNER
117	15336.0347	12186.8595	PARCEL CORNER
118	15092.9199	12262.6298	PARCEL CORNER
119	14693.8943	12334.7272	PARCEL CORNER
120	15473.8774	10652.4449	INTERSECTION RWY CL/PARCEL BOUNDARY
121	12639.8571	10005.1965	NW CORNER SEC 11 T24S R24E
122	11401.0581	10002.7579	RWY/W LINE SEC 11
123	11514.4074	10020.8391	INTERSECTION RWY CL/PARCEL BOUNDARY
124	10000.0000	9779.2643	INTERSECTION RWY CL/PROPERTY LINE
125	15285.4461	10007.5180	W4 CORNER SEC 2 T24S R24E
126	17931.0350	10009.8395	NW CORNER SEC 2 T24S R24E
127	17930.0885	12648.2794	N4 CORNER SEC 2 T24S R24E
128	15285.6124	12646.7280	CENTER SECTION 2
129	12643.0952	12645.1645	S4 CORNER SECTION 2
202	17863.7983	11261.5243	EASEMENT CORNER
203	17934.6850	10817.1427	EASEMENT CORNER
205	17095.0446	10767.9536	EASEMENT CORNER
206	17069.5827	11052.0543	EASEMENT CORNER
208	16911.7268	10881.8074	RWY 17 CL AT RPZ
209	16714.2239	10850.3021	RWY 17 THRESHOLD
210	10887.8864	9920.8979	RWY 35 THRESHOLD
211	10690.3835	9889.3927	RWY 35 CL AT RPZ
215	9667.4253	9954.0574	EASEMENT CORNER
216	9738.3120	9509.6757	EASEMENT CORNER

HORIZONTAL CONTROL

NO	NORTH	EAST	DESCRIPTION
217	14710.8032	10530.7210	INTERSECTION RWY 17-35/TWY A-3
218	12905.7446	10242.7821	RWY/RWY INTERSECTION
219	15314.9154	10627.0876	INTERSECTION RWY 17-35/DIRT TWY
220	15207.3624	11824.3281	INTERSECTION RWY 2-20/DIRT TWY
222	14736.2137	10247.8601	TWY A-3 APRON CONTROL POINT
223	14759.4769	9988.9029	TWY A-3 APRON CONTROL POINT
224	14780.0063	9760.3774	TWY A-3 APRON CONTROL POINT
225	14782.9589	9727.5097	HIGHWAY CONTROL POINT (CALC)
226	15499.8504	10363.3829	PARCEL CORNER
227	17118.3326	10508.7177	PARCEL CORNER
228	15904.4710	10399.6716	PARCEL CORNER
229	16390.0156	10443.2900	PARCEL CORNER
230	15952.4397	9865.7018	PARCEL CORNER
231	16437.9844	9909.3803	PARCEL CORNER
300	12411.2376	9902.9839	ULTIMATE THRESHOLD RWY 02
301	15625.5332	12111.6782	ULTIMATE THRESHOLD RWY 20
302	12246.4015	9789.7179	EASEMENT CORNER
306	11545.6475	9037.9474	EASEMENT CORNER
307	11294.7992	9408.8277	EASEMENT CORNER
308	15790.3689	12224.9382	EASEMENT CORNER
310	15861.1601	12121.9159	EASEMENT CORNER
312	16487.1229	12976.7087	EASEMENT CORNER
313	16741.9715	12605.8264	EASEMENT CORNER
314	11376.4867	9454.8051	EASEMENT CORNER
315	12121.8470	9521.5841	EASEMENT CORNER
316	15724.5893	12332.1966	EASEMENT CORNER
317	15725.7808	12318.9330	EASEMENT CORNER
318	15999.9111	11919.9922	ULTIMATE PROPERTY CORNER
319	15775.4736	11765.7711	ULTIMATE PROPERTY CORNER
320	10000.0000	9578.6893	EASEMENT CORNER
321	10000.0000	9973.5407	EASEMENT CORNER
322	13801.0552	10385.6000	RWY 17-35 MIDPOINT
323	14016.3854	11007.3281	RWY 2-20 MIDPOINT (EXISTING & ULTIMATE)
324	13909.7203	10696.4641	ARP - EXISTING AND ULTIMATE
325	15131.0262	11771.8740	EXISTING THRESHOLD RWY 20
400	15756.7900	11973.7503	EASEMENT CORNER
401	16082.6289	12152.7642	EASEMENT CORNER
402	15827.7802	12523.6444	EASEMENT CORNER
403	15715.8868	12429.0694	EASEMENT CORNER

LEGEND

1 BM	INDICATES EXISTING BENCH MARK LOCATION (SEE VERTICAL CONTROL TABLE)
* 100	INDICATES HORIZONTAL CONTROL POINT (SEE HORIZONTAL CONTROL TABLE)
(R)	INDICATES RECORD BEARING AND DISTANCE FROM "BISBEE MUNICIPAL AIRPORT PROPERTY MAP", DATED 3/2/76 (REVISED 3/30/79), BY ELLIS, MURPHY, HOLGATE & JOHNSON
(X)	INDICATES CORRECTED RECORD BEARING AND DISTANCE FROM "BISBEE MUNICIPAL AIRPORT PROPERTY MAP", DATED 3/2/76 (REVISED 3/30/79), BY ELLIS, MURPHY, HOLGATE & JOHNSON
(C)	INDICATES CALCULATED BEARING AND/OR DISTANCE (DISTANCES AND BEARINGS WITH NO "C", "X" OR "R" DESIGNATION ARE ALSO CALCULATED)
—·—·—	INDICATES EXISTING AIRPORT PROPERTY LINE
— — —	INDICATES ULTIMATE MINIMUM LAND ACQUISITION LINE (ULTIMATE PROPERTY LINE)
— — —	INDICATES ULTIMATE MINIMUM AVIGATION EASEMENT ACQUISITION LINE

DATE OF DRAWING: SEPTEMBER 25, 2000

PLANNER 09/25/00

ENGINEER 09/25/00

SHEET 8 OF 8

LAND INVENTORY and CONTROL MAP
BISBEE MUNICIPAL AIRPORT
Bisbee, Arizona

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