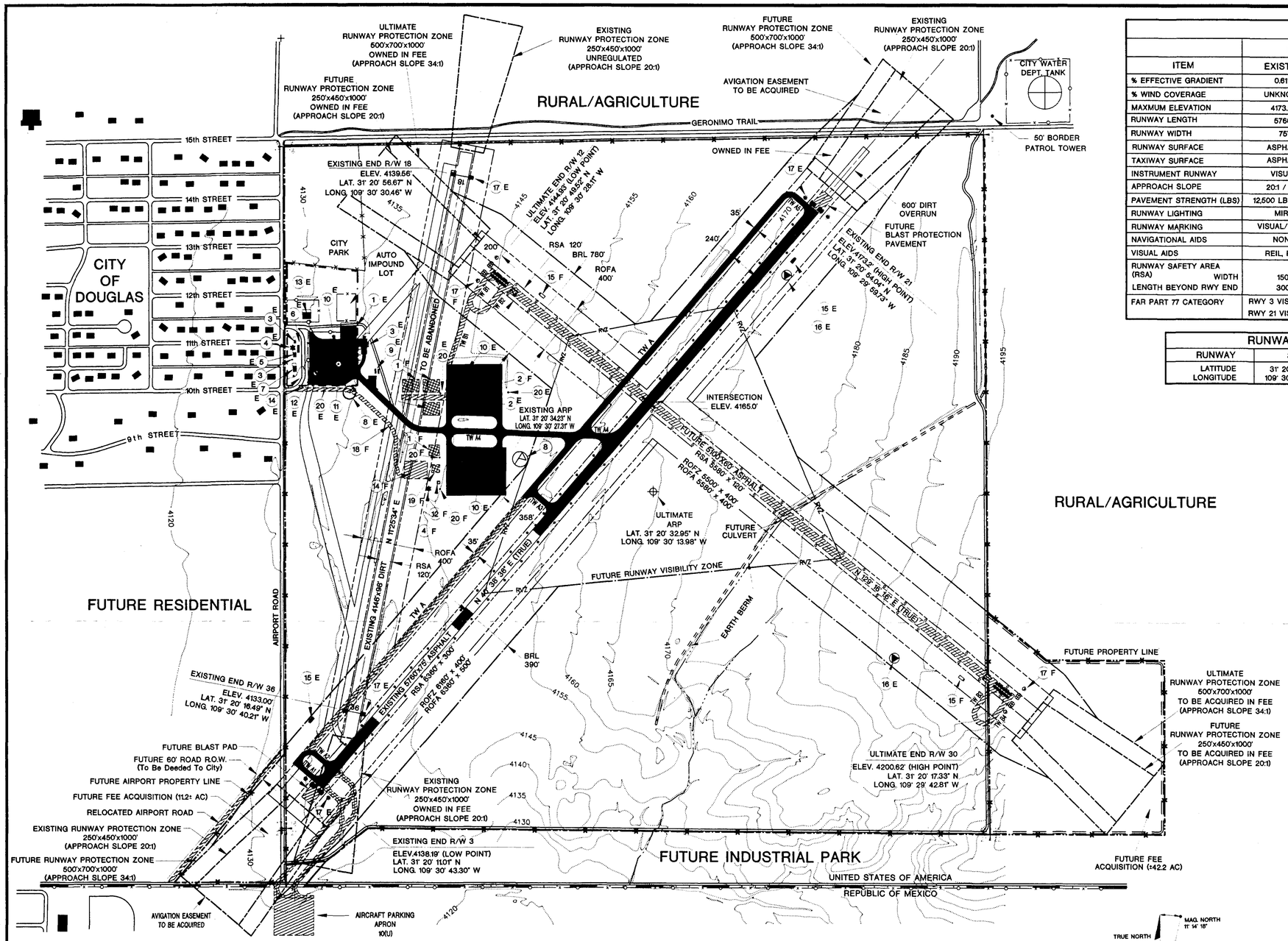


RUNWAY DATA

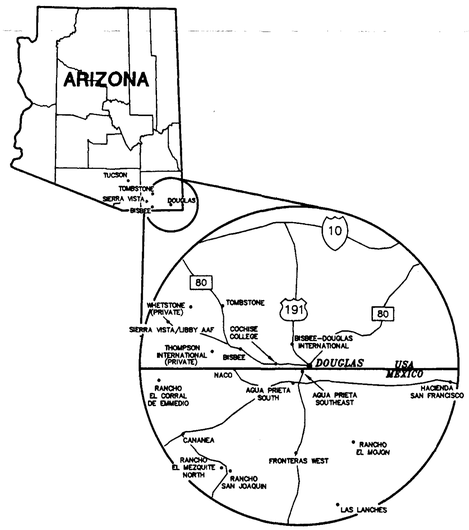
ITEM	RUNWAY 3/21 EXISTING	RUNWAY 3/21 FUTURE	RUNWAY 18/36 EXISTING	RUNWAY 18/36 FUTURE	RUNWAY 12/30 FUTURE	RUNWAY 12/30 ULTIMATE
% EFFECTIVE GRADIENT	0.61%	0.61%	0.16%	RUNWAY TO BE ABANDONED	1.07%	1.07%
% WIND COVERAGE	UNKNOWN	UNKNOWN	UNKNOWN		UNKNOWN	UNKNOWN
MAXMUM ELEVATION	4173.20	4173.20	4139.56		4200.63	4200.63
RUNWAY LENGTH	5760'	5760'	4146'		5100'	5100'
RUNWAY WIDTH	75'	75'	98'		60'	60'
RUNWAY SURFACE	ASPHALT	ASPHALT	DIRT		ASPHALT	ASPHALT
TAXIWAY SURFACE	ASPHALT	ASPHALT	DIRT		ASPHALT	ASPHALT
INSTRUMENT RUNWAY	VISUAL	NONPRECISION	VISUAL		VISUAL	NONPRECISION
APPROACH SLOPE	20:1 / 20:1	34:1 / 34:1	20:1 / 20:1		20:1 / 20:1	34:1 / 34:1
PAVEMENT STRENGTH (LBS)	12,500 LBS. SWG	25,000 LBS. SWG	N/A		12,500 LBS. SWG	25,000 LBS. SWG
RUNWAY LIGHTING	MIRL	MIRL	LIRL		MIRL	MIRL
RUNWAY MARKING	VISUAL/BASIC	NONPRECISION	NONE		NONPRECISION	NONPRECISION
NAVIGATIONAL AIDS	NONE	GPS	NONE		GPS	GPS
VISUAL AIDS	REIL, PAPI	REIL, PAPI	NONE		REIL, PAPI	REIL, PAPI
RUNWAY SAFETY AREA (RSA) WIDTH	150'	150'	120'		120'	120'
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RWY END	300'	300'	240'		240'	240'
FAR PART 77 CATEGORY	RWY 3 VISUAL 20:1 RWY 21 VISUAL 20:1	RWY 3 N.P. 34:1 RWY 21 N.P. 34:1	RWY 18 VIS. 20:1 RWY 36 VIS. 20:1		RWY 12 VISUAL 20:1 RWY 30 VISUAL 20:1	RWY 12 N.P. 34:1 RWY 30 N.P. 34:1

RUNWAY END COORDINATES (NAD '83) (Existing, Future & Ultimate)

RUNWAY	3	12	18	21	30	36
LATITUDE	31° 20' 11.01"	31° 20' 49.52"	31° 20' 56.67"	31° 20' 54.04"	31° 20' 17.33"	31° 20' 16.49"
LONGITUDE	109° 30' 43.30"	109° 30' 28.11"	109° 30' 30.46"	109° 29' 58.73"	109° 29' 42.81"	109° 30' 40.21"

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION above MSL	4173.20	4200.62
AIRPORT REFERENCE POINT (NAD 83) LATITUDE LONGITUDE	31° 20' 34.23" N 109° 30' 27.31" W	31° 20' 32.95" N 109° 30' 13.98" W
AIRPORT & TERMINAL NAVAIDS	NONE	GPS
MEAN MAX. TEMPERATURE	93.9° F JULY	93.9° F JULY
AIRPORT REFERENCE CODE	B-II	B-II
DESIGN AIRCRAFT GROUP	BEECH KING AIR C-90	CESSNA CITATION II
WINGSPAN (FT)	50.2	51.7
APPROACH SPEED (KNOTS)	100	108
WEIGHT (LBS)	9,650	13,300
GPS APPROACH	NO	YES



LEGEND

EXISTING	FUTURE	DESCRIPTION	EXISTING	FUTURE	DESCRIPTION
		DEVELOPMENT			FENCES
		STRUCTURE/FACILITIES			THRESHOLD LIGHT
		DIRT OVERRUN			REIL
		AIRPORT PROPERTY LINE (APL)			RUNWAY LIGHT
		RUNWAY PROTECTION ZONE (RPZ)			VASI / PAPI
		RUNWAY SAFETY AREA (RSA)			WIND CONE
		RUNWAY OBJECT FREE ZONE (ROFZ)			AIRPORT REFERENCE POINT (ARP)
		RUNWAY OBJECT FREE AREA (ROFA)			AIRPORT BEACON
	RVZ	RUNWAY VISIBILITY ZONE (RVZ)			AIRCRAFT TIEDOWN
		BUILDING RESTRICTION LINE (BRL)			SECTION CORNER
5100		CONTOURS			SEGMENTED CIRCLE/LIGHTED WIND CONE
		JURISDICTIONAL DRAINAGE			
		IMPROVED ROAD			
		UNIMPROVED ROAD			

AIRPORT FACILITIES LIST

(E) = EXISTING (F) = FUTURE (U) = ULTIMATE

1. CONVENTIONAL HANGARS (E)(F)
2. T-HANGARS (E)(F)
3. STORAGE BUILDINGS (E)
4. ROTATING BEACON (E)(F)
5. OFFICE/LOUNGE/RESTROOM (E)
6. FBO OFFICE/LOUNGE (E)
7. HOUSE (E)
8. SEGMENTED CIRCLE/LIGHTED WIND CONE (E)(F)
9. FUEL TANKS (E)
10. AIRCRAFT PARKING APRON (E)(F)(U)
11. FUELING AREA (E)
12. U.S. CUSTOMS INSPECTION AREA (E)(F)
13. AIR MUSEUM (E)
14. AUTO PARKING (E)(F)
15. PRECISION APPROACH PATH INDICATORS (PAPI'S) (E)(F)
16. SUPPLEMENTAL WIND CONE (E)
17. THRESHOLD LIGHTS & REILS (E)(F)
18. ACCESS ROAD (F)
19. TERMINAL BUILDING/OFFICES (F)
20. APRON LIGHT POLES (E)(F)

TAXIWAY WIDTHS

TAXIWAY	WIDTH
A	35'
A1	35'
A2	35'
A3	35'
A4	35'
A5	35'
B1	35'
B2	35'
B3	35'
B4	35'

TRUE NORTH
MAG. NORTH 11° 14' 18"

ARMSTRONG CONSULTANTS

MAGNETIC DECLINATION: 11° 14' 18" E
SOURCE: INTERPEX/GEOMAGIX 1/28/1999
ANNUAL RATE OF CHANGE: 29' W

GRAPHIC SCALE
400 0 400 800
FEET

NOTE:
CURRENT WIND DATA FOR THE DOUGLAS MUNICIPAL AIRPORT AREA DOES NOT EXIST. THE CITY OF DOUGLAS SHOULD ACQUIRE AN AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS) OR OTHER WIND RECORDING EQUIPMENT AS SOON AS POSSIBLE TO ESTABLISH ACCURATE RUNWAY WIND COVERAGE.

APPROVED BY:

MANAGER
CITY OF DOUGLAS
DATE

FAA APPROVAL

ARMSTRONG CONSULTANTS, INC.
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DOUGLAS MUNICIPAL AIRPORT
DOUGLAS, ARIZONA

AIRPORT LAYOUT PLANS

No.	Revision	Date	By

The contents of this plan do not necessarily reflect the official views or policy of the Federal Aviation Administration (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 the development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Project No: 985516
Date: 2/4/99
File Name: ALP99

Drawn: JLW/TGM
Checked: DAC
Approved: EEA

AIRPORT LAYOUT PLAN

Sheet: 1 of: 1