COTTONWOOD
MUNICIPAL AIRPORT

# APPENDIX C
## Airport Layout Plan

# COTTONWOOD
# MUNICIPAL AIRPORT

## AIRPORT LAYOUT PLAN SET

### INDEX OF DRAWINGS


1. AIRPORT LAYOUT PLAN
2. TERMINAL AREA DRAWING
3. AIRPORT AIRSPACE DRAWING
4. INNER PORTION OF THE RUNWAY 14-32 APPROACH SURFACE DRAWING
5. RUNWAY 14-32 APPROACH SURFACE DRAWING
6. ON-AIRPORT LAND USE DRAWING
7. AIRPORT PROPERTY MAP


PREPARED FOR
CITY OF COTTONWOOD


Coffman Associates
Airport Consultants

## RUNWAY DATA

| | RUNWAY 14-32 | |
|---|---|---|
| | EXISTING | ULTIMATE |
| RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP | B-II | B-II |
| APPROACH VISIBILITY MINIMUMS | VISUAL/VISUAL | SAME |
| CRITICAL DESIGN AIRCRAFT | CITATION I | KING AIR B200 |
| UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT | 17.2' | 17.6' |
| WINGSPAN OF DESIGN AIRCRAFT | 46.8' | 54.50' |
| APPROACH SPEED OF DESIGN AIRCRAFT (KNOTS) | 72 | 103 |
| MAXIMUM TAKE OFF WEIGHT (lbs) | 11,850 | 12,500 |
| RUNWAY AZIMUTH | 24.11° | SAME |
| RUNWAY BEARING (TRUE) | N24°25' 01.38"E | SAME |
| RUNWAY DIMENSIONS | 4,250' X 75' | 4,250' X 75' |
| ELEVATION OF RWY TOUCH DOWN ZONE (MSL) | 3,545.0' / 3,550.0' | 3,545.0' / 3,550.0' |
| ELEVATION OF RUNWAY HIGH POINT (above MSL) | 3,550.0' | 3,550.0' |
| ELEVATION OF RUNWAY LOW POINT (above MSL) | 3,512.0' | 3,512.0' |
| WIND COVERAGE IN MPH | 12-1/ 91.68%, 13-36.48% | SAME |
| FAR PART 77 CATEGORY | VISUAL/VISUAL | SAME |
| RUNWAY INSTRUMENTATION | VISUAL/VISUAL | SAME |
| RUNWAY APPROACH SURFACES | 20:1/20:1 | SAME |
| RUNWAY THRESHOLD DISPLACEMENT | NONE | NONE |
| RUNWAY STOPWAY | NONE | NONE |
| RUNWAY SAFETY AREA WIDTH (RSA) | 120' | 150' |
| RSA DISTANCE BEYOND EACH RUNWAY END | 240'/240' | 300'/300' |
| RUNWAY OBJECT FREE AREA WIDTH (OFA) | 250' | 500' |
| OFA DISTANCE BEYOND EACH RUNWAY END | 240'/240' | 300'/300' |
| RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ) | 300' | 400' |
| OFZ DISTANCE BEYOND EACH RUNWAY END | 200'/200' | 200'/200' |
| LINE OF SITE REQUIREMENT | NO | SAME |
| RUNWAY PAVEMENT MATERIAL | ASPHALT | SAME |
| RUNWAY PAVEMENT SURFACE TREATMENT | NONE | SAME |
| PAVEMENT STRENGTH (in thousand lbs.) | 12.5(S) | SAME |
| RUNWAY EFFECTIVE GRADIENT (in %) | 0.57% | 0.78% |
| MAXIMUM GRADIENT (in %) | 2% | SAME |
| RUNWAY LIGHTING | MIRL | SAME |
| RUNWAY MARKINGS | VISUAL/VISUAL | VISUAL/VISUAL |
| RUNWAY APPROACH LIGHTING | NONE | NONE |
| DISTANCE FROM RWY CL TO HOLD BARS | 125'/125' | 200'/200' |
| RUNWAY CL TO TAXIWAY CL | 150' | 240' |
| TAXIWAY CL TO FIXED OR MOVEABLE OBJECT | 109' | SAME |
| TAXIWAY PAVEMENT MATERIAL | ASPHALT | SAME |
| TAXIWAY LIGHTING | MITL | SAME |
| TAXIWAY MARKING | CENTERLINE, HOLDLINES | SAME |
| VISUAL AIDS | PAPI-2, PAPI-2, REILs | SAME |
| NAVIGATIONAL AIDES | -- | GPS |

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

## BUILDINGS/FACILITIES

| EXISTING | ULTIMATE | DESCRIPTION | EL* |
|---|---|---|---|
| 1 | --- | COTTONWOOD AIR SERVICE OFFICE | --- |
| 2 | --- | COTTONWOOD AIR SERVICE HANGAR (FBO) | --- |
| 3 | 3 | CONVENTIONAL HANGAR | --- |
| 4 | --- | T-HANGAR (6-unit) | --- |
| 5 | --- | T-HANGAR (10-unit) | --- |
| 6 | 6 | SHADE HANGAR | --- |
| 7 | --- | FUEL STORAGE | --- |
| 8 | --- | ELECTRIC VAULT | --- |
| 9 | 9 | COTTONWOOD INDUSTRIAL AIRPARK | --- |
| 10 | --- | COTTONWOOD AIRPARK INC | --- |
| 11 | 11 | SKY DIVE COTTONWOOD | --- |
| --- | 12 | WASH RACK | --- |
| --- | 13 | T-HANGAR (8-unit) | --- |
| --- | 14 | AVIATION RELATED BUILDINGS | --- |
| --- | 15 | NON-AVIATION RELATED BUILDINGS | --- |

* NOTE: BUILDING AND FACILITY ELEVATIONS WILL BE ADDED WHEN THEY ARE AVAILABLE

## RUNWAY END COORDINATES (NAD 83)

| RUNWAY | | EXISTING | ULTIMATE |
|---|---|---|---|
| Runway 14 | Latitude | 34°44'07.215"N | SAME |
| | Longitude | 112°02'17.089"W | SAME |
| Runway 32 | Latitude | 34°43'28.933"N | SAME |
| | Longitude | 112°01'56.645"W | SAME |

## AIRPORT DATA

COTTONWOOD MUNICIPAL AIRPORT (P52)

CITY: COTTONWOOD ARIZONA — COUNTY: YAVAPI, ARIZONA

RANGE 3 EAST TOWNSHIP 15, 16 N — CIVIL TOWNSHIP N/A

| | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT SERVICE LEVEL | | GENERAL AVIATION | SAME |
| AIRPORT REFERENCE CODE | | B-II | B-II |
| AIRPORT ELEVATION ABOVE MSL | | 3550.00' | 3550.00' |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH | | 98.2°F (JULY) | SAME |
| AIRPORT REFERENCE POINT | Latitude | 34°43'58.03"N | SAME |
| (ARP) COORDINATES (NAD-83) | Longitude | 112°02'06.565"W | SAME |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS | | ROTATING BEACON | GPS |
| | | SEGMENTED CIRCLE | ROTATING BEACON / SEGMENTED CIRCLE |

## LEGEND

| EXISTING | ULTIMATE | DESCRIPTION |
|---|---|---|
| | | AIRPORT PROPERTY LINE |
| | | AIRPORT REFERENCE POINT (ARP) |
| | | AIRPORT ROTATING BEACON |
| | | AVIGATION EASEMENT (if applicable) |
| | | BUILDING CONSTRUCTION |
| | | BUILDING RESTRICTION LINE (BRL) |
| | | OBJECT FREE AREA (OFA) |
| | | RUNWAY SAFETY AREA (RSA) |
| | | OBSTACLE FREE ZONE (OFZ) |
| | | DIRT ROAD |
| | | FACILITY CONSTRUCTION |
| | | FENCING |
| | | NAVIGATIONAL AID INSTALLATION |
| | | RUNWAY END IDENTIFICATION LIGHTS (REIL) |
| | | RUNWAY THRESHOLD LIGHTS |
| | | SECTION CORNER |
| | | SEGMENTED CIRCLE LIGHTED WIND TEE |
| | | TOPOGRAPHIC CONTOURS |
| | | WIND INDICATOR (Lighted) |
| NA | | BUILDING TO BE REMOVED |
| NA | | PAVEMENT TO BE REMOVED |
| | | HOLD LINES |

MAG NORTH

MAGNETIC VARIANCE- 12.189°E (2006)

RATE OF CHANGE -0.39283° W

0 300 600 900

SCALE IN FEET

SUBMITTED BY:
Coffman Associates
FOR APPROVAL BY:

APPROVED BY:

Bryan Mickelsen, City Manager
CITY OF COTTONWOOD

FAA APPROVAL STAMP

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ernest A Love Field (PRC)
Prescott, Arizona

OBSERVATIONS:
70,631 All Weather Observations
1994-2003

## ALL WEATHER WIND COVERAGE

| Runway | 10.5 Knots / 12 MPH | 13 Knots / 15 MPH | 18 Knots / 18 MPH | 20 Knots / 23 MPH |
|---|---|---|---|---|
| Runway 14-32 | 97.98% | 95.59% | 98.86% | 99.71% |

VICINITY MAP

PARCELS TO BE RELEASED FOR NON-AERONAUTICAL USES

## DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

| DEVIATION DESCRIPTION | EFFECTED DESIGN STANDARD | STANDARD | EXISTING | PROPOSED DISPOSITION |
|---|---|---|---|---|
| FENCE AND ROADWAY IN OBJECT FREE AREA | B-II OBJECT FREE AREA WIDTH | 250' FROM RUNWAY CL | 200' FROM RUNWAY CL | AT TIME OF UPGRADE TO B-II STANDARDS (PARALLEL TAXIWAY RELOCATION), A MODIFICATION TO STANDARDS WILL BE REQUESTED |

*GENERAL NOTES*

1. Depiction of features and use (to include) airplane movements within the runway protection zones are provided on the FUTURE AIRPORT LAYOUT DRAWING.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
4. Data concerning airport property are depicted on the AIRPORT PROPERTY MAP.
5. The Building Restriction Lines (BRL) are set for the ultimate runway conditions. The BRL's encompass the runway protection zones, the runway object free area, the runway visibility zone, taxiway critical areas and areas required for terminal instrument procedures. The established BRL is an estimate of the minimum distance to the runway for an object for an object 35 feet in height. Prior to constructing any building or object on the airport, a FAR Part 77 construction analysis should be conducted.
6. Ultimate fence line follows around Existing/Ultimate Property Line except where shown.
7. Base map derived from aerial photo taken 10/01 and USGS maps 0331121 Cottonwood 1973 and 0331101 Clarkdale 1973.
8. Source for runway elevations, Aerial Survey, Airport Facility Directory and calculations using Geodetic Calculator Program using USGS 88, for Vertical Datum and USGS 83, for Horizontal Datum.
9. The airport meets ADOT Aeronautics minimum guidelines for an ARC B-II airport.
10. The airport has not been surveyed in accordance with FAA standard 405.
11. "NO THRESHOLD WITHIN SURFACE OBJECT PENETRATIONS"

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 3 | MASTER PLAN UPDATE | 11/17/06 | CA | FULL |
| 2 | ALP REVISIONS (ADDED REIL'S, APRON EXPANSION, FUEL FARM, AND ACCESS ROAD) | 05/23/03 | Zion | REVAL |
| 1 | MASTER PLAN UPDATE (ADOT FUNDED) | 10/21/98 | CA | FULL |

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION, AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS 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.

COTTONWOOD MUNICIPAL AIRPORT

# AIRPORT LAYOUT PLAN

COTTONWOOD, ARIZONA

PLANNED BY: Alvin S. Benson P.E.
DETAILED BY: Maggie Benner
APPROVED BY: James M. Harris P.E.
November 17, 2006 SHEET 1 OF 7

Coffman Associates
Airport Consultants

## LEGEND

| EXISTING | ULTIMATE | DESCRIPTION |
|---|---|---|
| | | AIRPORT PROPERTY LINE |
| | | AIRPORT REFERENCE POINT (ARP) |
| | | AIRPORT ROTATING BEACON |
| | | AVIGATION EASEMENT (if applicable) |
| | | BUILDING CONSTRUCTION |
| —20' BRL— | —20' BRL— | BUILDING RESTRICTION LINE (20'-BRL) |
| | | OBJECT FREE AREA (OFA) |
| | | RUNWAY SAFETY AREA (RSA) |
| | | OBSTACLE FREE ZONE (OFZ) |
| | | DIRT ROAD |
| | | FACILITY CONSTRUCTION |
| | | FENCING |
| PAPI-2 | | NAVIGATIONAL AID INSTALLATION |
| | | RUNWAY END IDENTIFICATION LIGHTS (REIL) |
| | | RUNWAY THRESHOLD LIGHTS |
| | | SECTION CORNER |
| | | SEGMENTED CIRCLE/LIGHTED WIND TEE |
| 1000 | 1000 | TOPOGRAPHIC CONTOURS |
| | | WIND INDICATOR (Lighted) |
| NA | | BUILDING TO BE REMOVED |
| NA | | PAVEMENT TO BE REMOVED |
| | | HOLD LINES |

Park

EXIST./ULT. ARP
EL. 3550.0'
34°43'48.076"N
112°02'06.566"W

EXISTING 4250' x 75' RUNWAY N24°25'00"W (True)

EXIST. PARALLEL TWY. "A"

EXIST. SEGMENTED CIRCLE/ LIGHTED WIND CONE

ULT. SEGMENTED CIRCLE/ LIGHTED WIND CONE

EXIST. PAPI-2

AIRPARK RD.

"A"

"B"

"C"

"D"

60' (Typ.)

20' BRL

150'

100'

290'

40'

EXIST. DROP ZONE

Future Auto Parking

(11) TO BE REMOVED

Auto Parking

AIRPORT ACCESS ROAD

FBO PARCEL

ROTATING BEACON

Mingus Ave.

RAIL...

MAG NORTH

0 100 200 300
SCALE IN FEET

## BUILDINGS/FACILITIES

| EXISTING | ULTIMATE | DESCRIPTION | EL.* |
|---|---|---|---|
| (1) | --- | COTTONWOOD AIR SERVICE OFFICE | --- |
| (2) | --- | COTTONWOOD AIR SERVICE HANGAR (FBO) | --- |
| (3) | (3) | CONVENTIONAL HANGAR | --- |
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| (5) | --- | T-HANGAR (10-unit) | --- |
| (6) | (6) | SHADE HANGAR | --- |
| (7) | --- | FUEL STORAGE | --- |
| (8) | --- | ELECTRIC VAULT | --- |
| (9) | (9) | COTTONWOOD INDUSTRIAL AIRPARK | --- |
| (10) | --- | COTTONWOOD AIRPARK INC. | --- |
| (11) | (11) | SKY DIVE COTTONWOOD | --- |
| --- | (12) | WASH RACK | --- |
| --- | (13) | T-HANGAR (8-unit) | --- |
| --- | (14) | AVIATION RELATED BUILDINGS | --- |
| --- | (15) | NON-AVIATION RELATED BUILDINGS | --- |

*NOTE: BUILDING AND FACILITY ELEVATIONS WILL BE ADDED WHEN THEY ARE AVAILABLE.

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 3 | MASTER PLAN UPDATE | 11/17/06 | CA | FULL |
| 2 | ALP REVISIONS (ADDED REIL'S, APRON EXPANSION, FUEL FARM, AND ACCESS ROAD) | 05/09/00 | Z&H | REVAL. |
| 1 | MASTER PLAN UPDATE (ADOT FUNDED) | 10/21/96 | CA | FULL |

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COTTONWOOD MUNICIPAL AIRPORT

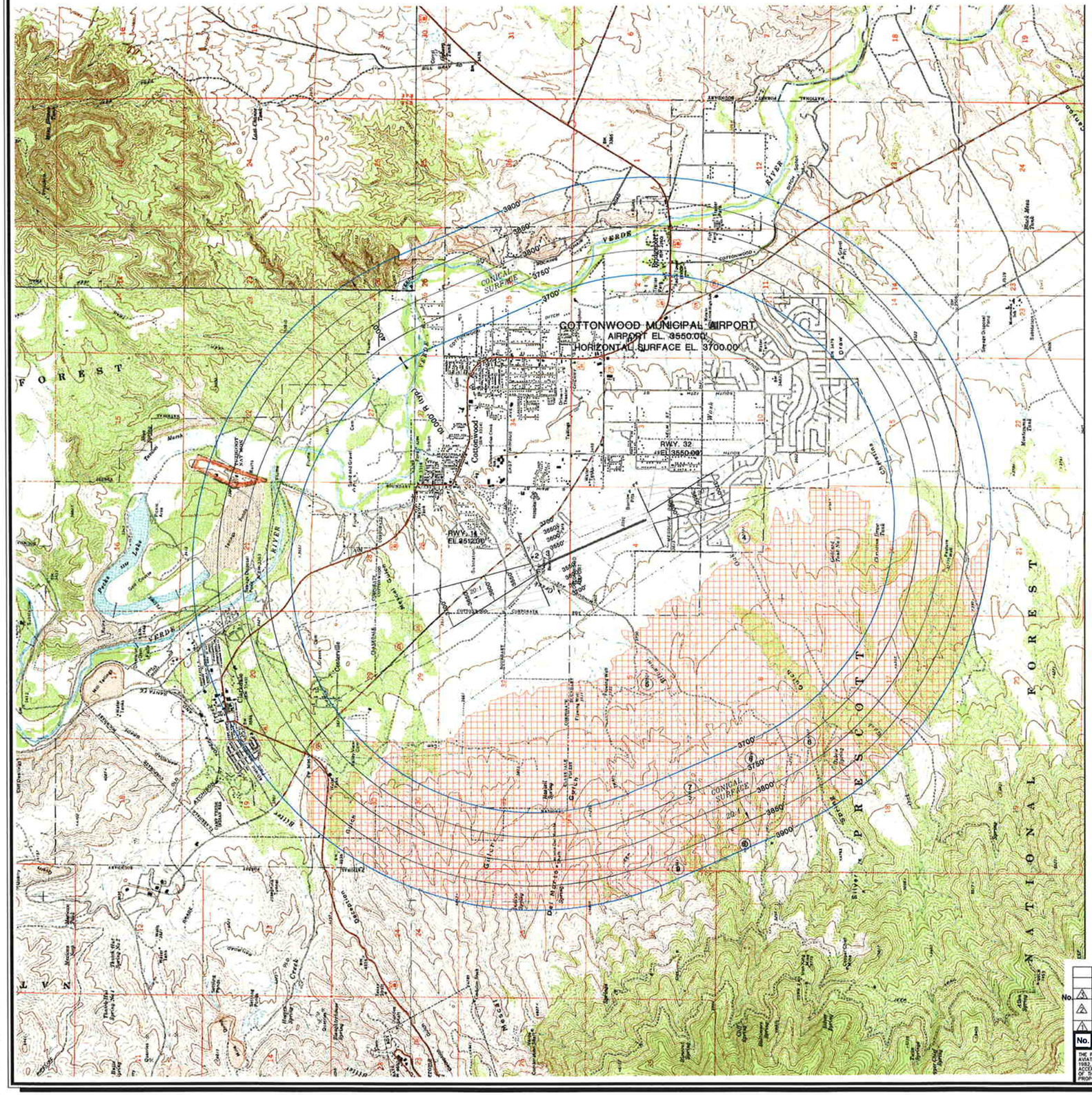
# TERMINAL AREA PLAN

COTTONWOOD, ARIZONA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris P.E.

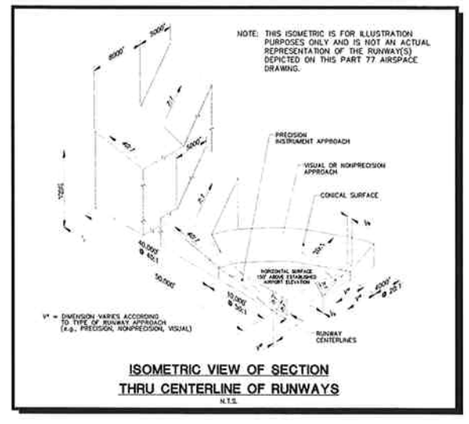
November 17, 2006 | SHEET 2 OF 7

Coffman Associates
Airport Consultants




## OBSTRUCTION TABLE

| Object Description | Object Elevation | Obstructed Part 77 Surface | Surface Elevation | Object Penetration | Proposed Object Disposition |
|---|---|---|---|---|---|
| 1. MINGUS AVE. | 3515' | PRIMARY SURFACE | 3527' | 3' | NO CHANGE |
| 2. AIRPARK RD. | 3520' | PRIMARY SURFACE | 3527' | 8' | NO CHANGE |
| 3. FENCE | VARIES | PRIMARY SURFACE | 3527' | VARIES | NO CHANGE |
| 4. TERRAIN | UP TO 3791' | HORIZONTAL SURFACE | 3700' | 91' | NO CHANGE |
| 5. TERRAIN | UP TO 3931' | HORIZONTAL SURFACE | 3700' | 231' | NO CHANGE |
| 6. TERRAIN | UP TO 4391' | CONICAL SURFACE | 3743' | 648' | NO CHANGE |
| 7. TERRAIN | UP TO 4273' | CONICAL SURFACE | 3742' | 531' | NO CHANGE |
| 8. TERRAIN | UP TO 4327' | CONICAL SURFACE | 3761' | 566' | NO CHANGE |
| 9. TERRAIN | UP TO 4541' | CONICAL SURFACE | 3884' | 657' | NO CHANGE |
| 10. TERRAIN | UP TO 4880' | CONICAL SURFACE | 3900' | 980' | NO CHANGE |




**ISOMETRIC VIEW OF SECTION THRU CENTERLINE OF RUNWAYS**
N.T.S.

**OBSTRUCTION LEGEND**

(1) OBSTRUCTION

(1) TOPOGRAPHIC OBSTRUCTION

**GENERAL NOTES:**

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH SURFACE PROFILES, sheet 4 of this plan set.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF THE RUNWAY 14-32 APPROACH SURFACE DRAWING, sheet 5 of this plan set.
4. Base map derived from USGS maps Cottonwood 1973, Clarkdale1973, Cornville 1968 and Cornville 1968 and Page Springs 1969.

MAG NORTH

*MAGNETIC VARIANCE12°25' E*
*RATE OF CHANGE -3.06' WEST (JULY 2002)*

0 2000 4000
SCALE IN FEET

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 3 | MASTER PLAN UPDATE | 11/17/06 | CA | FULL |
| 2 | ALP REVISIONS (ADDED REIL'S, APRON EXPANSION, FUEL FARM, AND ACCESS ROAD) | 05/09/00 | Z&H | REVAL. |
| 1 | MASTER PLAN UPDATE (ADOT FUNDED) | 10/21/95 | CA | FULL |

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COTTONWOOD MUNICIPAL AIRPORT

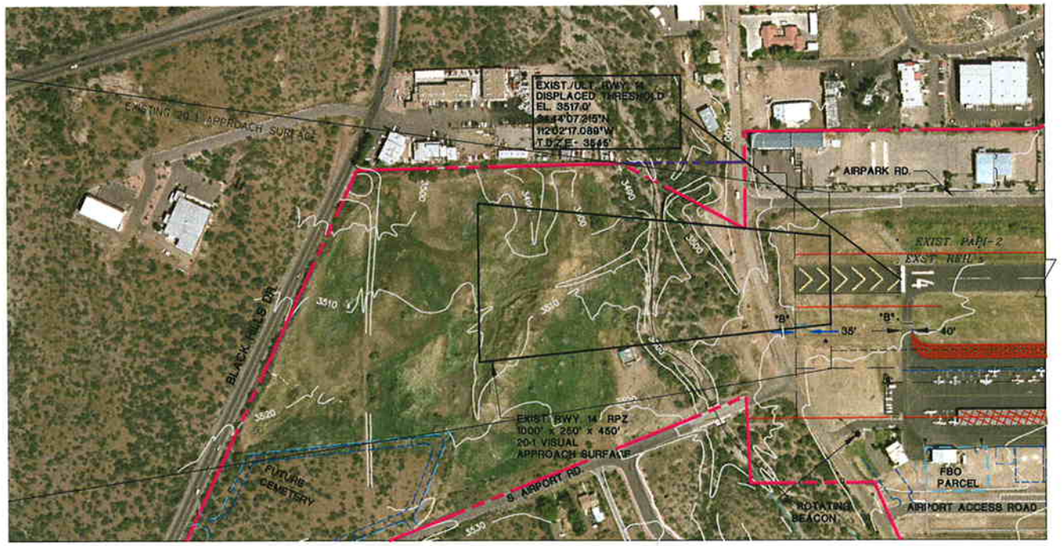
# AIRPORT AISPACE DRAWING

COTTONWOOD, ARIZONA

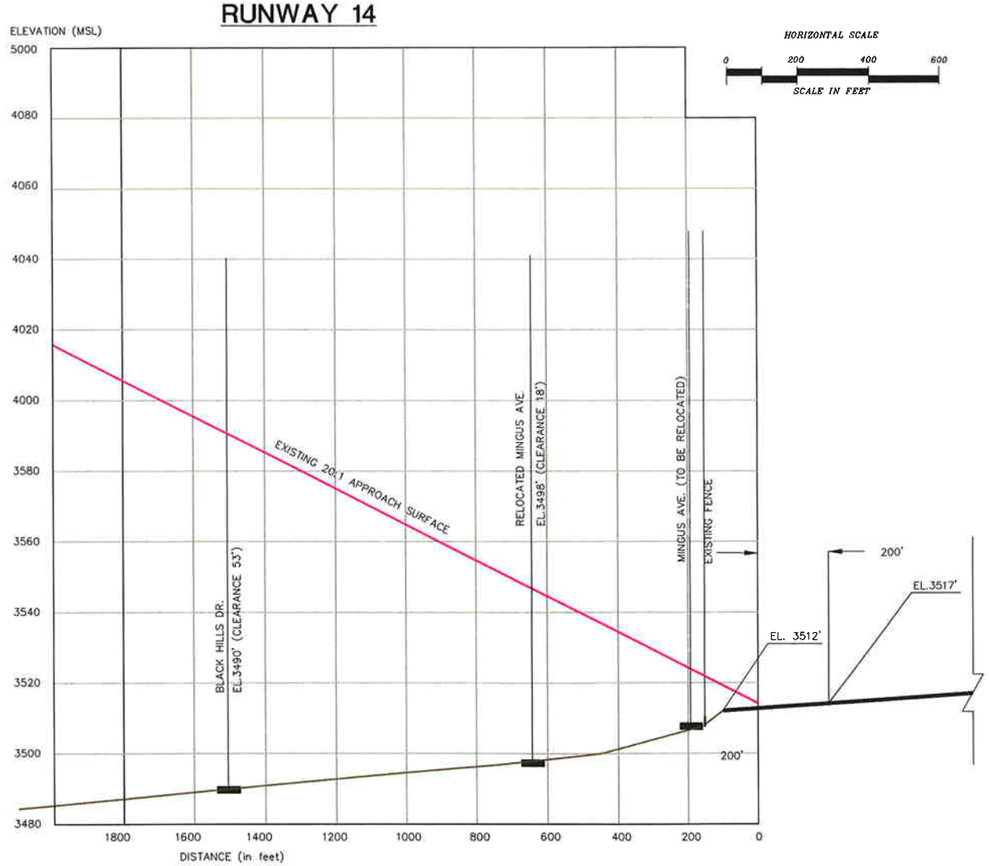
PLANNED BY: *Steven G. Benson P.E.*
DETAILED BY: *Maggie Brewer*
APPROVED BY: *James M. Harris P.E.*
*November 17, 2006* SHEET 3 OF 7

Coffman Associates
Airport Consultants

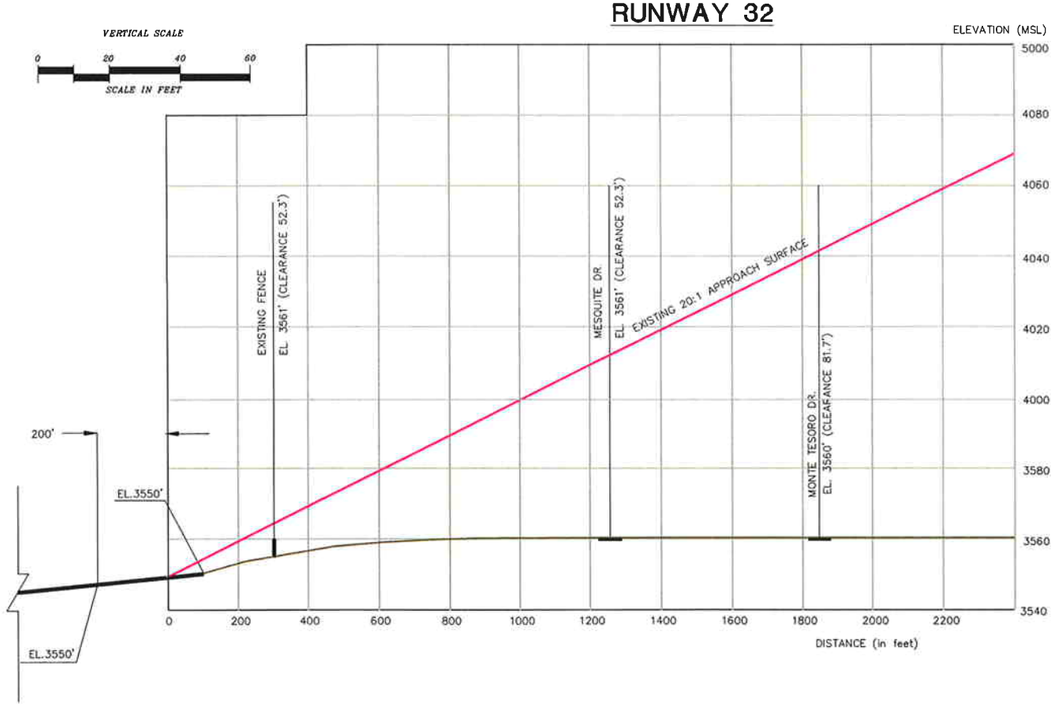
Coffman Associates 03 Dec/P77.dwg 11/17/2006



## RUNWAY 14




## RUNWAY 32




| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 1 | MASTER PLAN UPDATE | 11/17/06 | CA | FULL |
| 2 | ALP REVISIONS (ADDED REIL'S, APRON EXPANSION, FUEL FARM, AND ACCESS ROAD) | 05/09/00 | Z&H | REVAL. |
| 1 | MASTER PLAN UPDATE (ADOT FUNDED) | 10/21/96 | CA | FULL |

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COTTONWOOD MUNICIPAL AIRPORT

# INNER PORTION OF THE RUNWAY 14-32 APPROACH SURFACE DRAWING

COTTONWOOD, ARIZONA

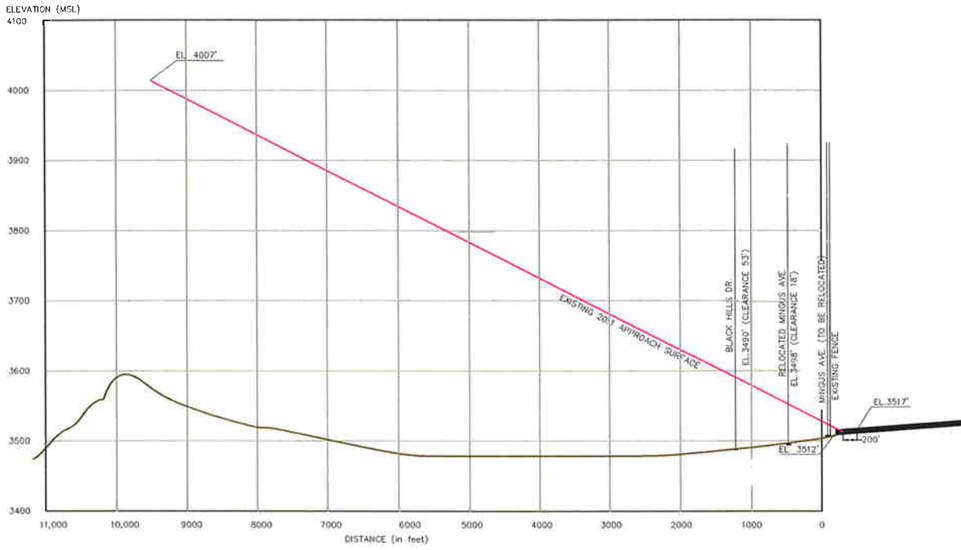
PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Brauer
APPROVED BY: James M. Harris P.E.

November 17, 2006 | SHEET 4 OF 7

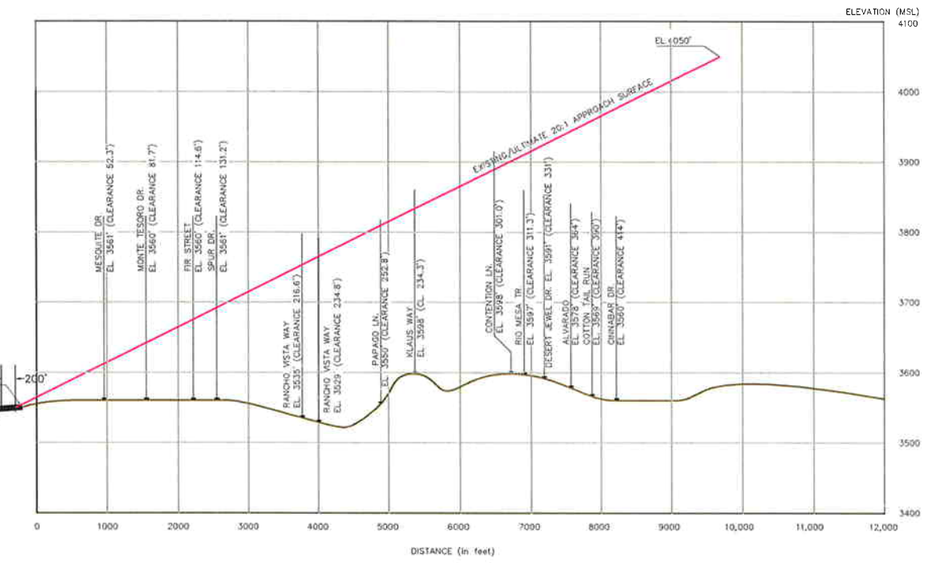
Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates Changes.dwg 04/20/2020

## RUNWAY 14




## RUNWAY 32




## RUNWAY 14-32 APPROACH SURFACE

HORIZONTAL SCALE 0 1000 2000 3000
SCALE IN FEET

VERTICAL SCALE 0 100 200 300
SCALE IN FEET

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 4 | MASTER PLAN UPDATE | 11/17/06 | CA | FULL |
| 3 | ALP REVISIONS (ADDED REIL'S, APRON EXPANSION, FUEL FARM, AND ACCESS ROAD) | 05/09/00 | Z&H | REVAL. |
| 2 | MASTER PLAN UPDATE (ADOT FUNDED) | 10/21/98 | CA | FULL |
| 1 | | | | |

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS 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.

COTTONWOOD MUNICIPAL AIRPORT

# RUNWAY 14-32 APPROACH SURFACE PLAN

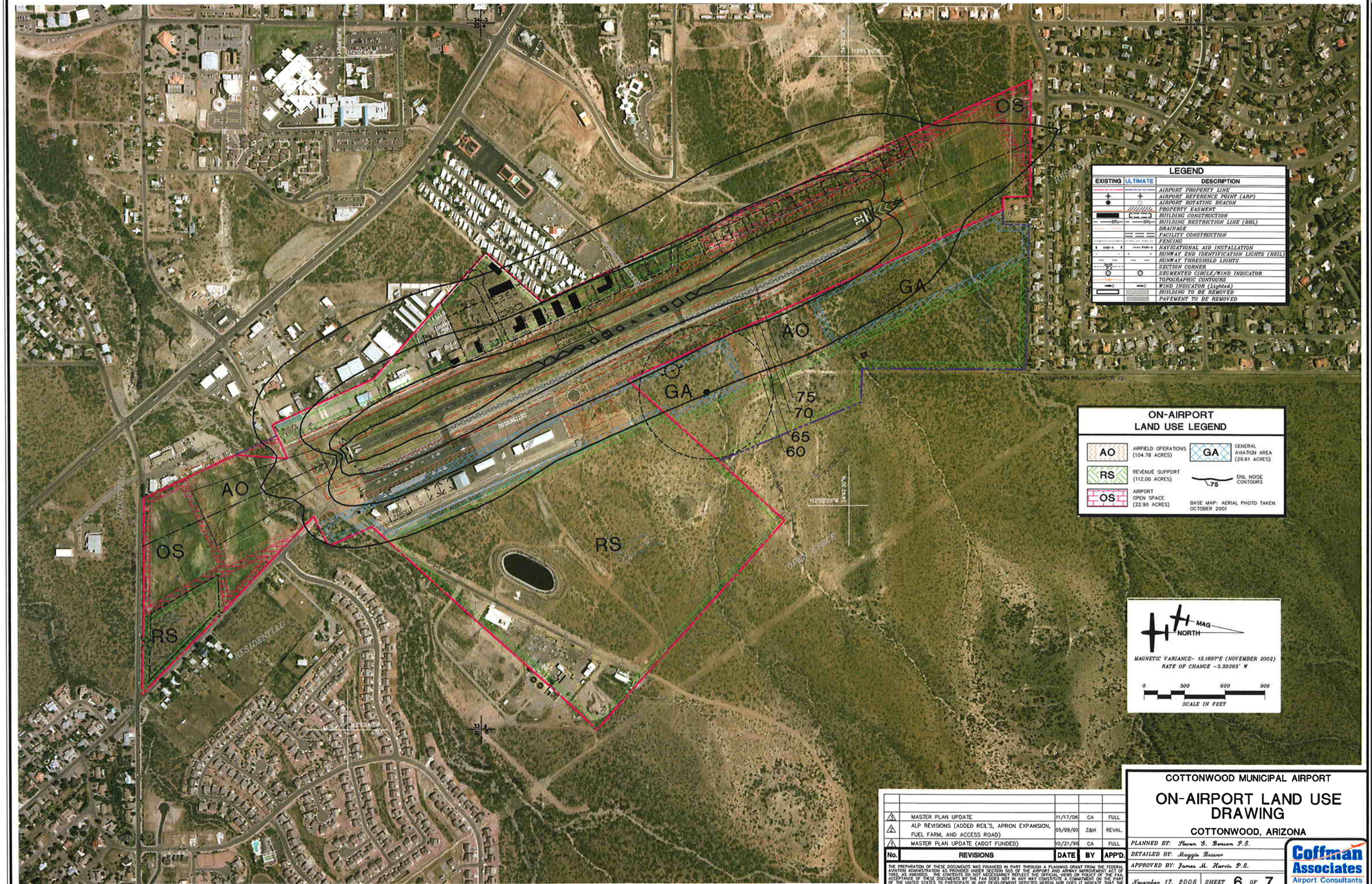
COTTONWOOD, ARIZONA

PLANNED BY: Steven G. Benson P.E.
DETAILED BY: Maggie Brewer
APPROVED BY: James M. Harris P.E.
November 17, 2006



Coffman Associates
Airport Consultants

Coffman Associates (D) 11/17/2006


OS
GA
AO
GA
75
70
65
60
AO
OS
RS
RS
RESIDENTIAL
RESIDENTIAL
AIRPORT ACCESS ROAD
SOUTH 3RD STREET
SOUTH MAIN STREET
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VERDE VALLEY MEDICAL CENTER
WILLARD ST.
CALVARY WY.
W. COTTONWOOD ST.
VIEGO DR.
OCOTILLO DR.
MONTE TESORO DR.
FIR ST.
MESQUITE DR.
WHIPPLE DR.
CHUCKWAGON RD.
RESIDENTIAL
CANDY LN.
89A
El Rio
Del Oro
Mobile Home
Park
MINGUS INDUSTRIAL PARK
BLOWOUT CREEK
AQUIRE/RELOCATE BUILDINGS
AIRPARK RD.
INDUSTRIAL
BLACK HILLS DR.
S. AIRPORT RD.
FUTURE CEMETERY
FUTURE ACCESS ROAD
ULT. OFA 500' x 4,850'
ULT. OFZ 400' x 4,850'
ULT. RSA 150' x 4,850'
DROP ZONE 700' x 450'
COTTONWOOD WATER WORKS WELL
FUTURE ACCESS ROAD (EXACT LOCATION TO BE DETERMINED)
SILVER SPRINGS WASH
EXISTING 4250' x 75' RWY N24°25'01.35"W (True)
EAST PARALLEL TWY. "A"
35' BRL
ULT. RSA 150' x 5,300'
AIRCRAFT PARKING LIMIT
EXIST. DROP ZONE
FBO PARCEL
AIRPORT ACCESS ROAD
RAIL ROAD WASH
OPEN SPACE
FUTURE AERONAUTICAL /NON-AERONAUTICAL DEVELOPMENT AREA
EFFLUENT HOLDING POND
Mingus Ave.
FIRE TRAINING FACILITIES
PUBLIC WORKS DEPARTMENT
HUMANE SOCIETY
TRASH TRANSFER STATION
SEWAGE TREATMENT PLANT
BLOWOUT CREEK
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## LEGEND

| EXISTING | ULTIMATE | DESCRIPTION |
|---|---|---|
| | | AIRPORT PROPERTY LINE |
| | | AIRPORT REFERENCE POINT (ARP) |
| | | AIRPORT ROTATING BEACON |
| | | PROPERTY EASEMENT |
| | | BUILDING CONSTRUCTION |
| BRL | BRL | BUILDING RESTRICTION LINE (BRL) |
| | | DRAINAGE |
| | | FACILITY CONSTRUCTION |
| | | FENCING |
| | | NAVIGATIONAL AID INSTALLATION |
| | | RUNWAY END IDENTIFICATION LIGHTS (REIL) |
| | | RUNWAY THRESHOLD LIGHTS |
| | | SECTION CORNER |
| | | SEGMENTED CIRCLE/WIND INDICATOR |
| | | TOPOGRAPHIC CONTOURS |
| | | WIND INDICATOR (Lighted) |
| | | BUILDING TO BE REMOVED |
| | | PAVEMENT TO BE REMOVED |

## AIRPORT PROPERTY INFORMATION

| PARCEL # | OWNER/TITLE | FAA GRANT # | ADOT GRANT # | ACRES |
|---|---|---|---|---|
| 1 | CITY OF COTTONWOOD TITLE: 406-08-002 BOOK: 508 PG:435 DATE: 05/26/1976 | FAAP: 9-02-0004-C305 | N/A N/A | ±202.6 |
| 2 | CITY OF COTTONWOOD TITLE: 406-33-21B BOOK:108 PG:671 DATE: 07/19/1977 | FAA ADAP:#01 (1976) | N/A | ±15.1 |
| 3 | CITY OF COTTONWOOD TITLE: 406-33-21C BOOK: 2353 PG:12 DATE: 05/21/1990 | FAA ADAP:#1 (1990) | N/A | ±1.7 |
| 4 | CITY OF COTTONWOOD TITLE: 406-08-005C,F&E BOOK: 1086 PG:674 DATE: 07/19/1977 | FAA ADAP:#01 (1976) | N/A | ±15.3 |
| 5 | CITY OF COTTONWOOD TITLE: 406-33-021D,E&F BOOK: -- PG:-- DATE: -- | FAA: -- | N/A | ±7.0 |

## ULTIMATE AIRPORT PROPERTY ACQUISITION/EASMENT

| PARCEL # | OWNER/TITLE | FAA GRANT # | ADOT GRANT # | ACRES |
|---|---|---|---|---|
| 6 | PARCEL 406-08-003C – FEE | N/A | N/A | ±11.64 |
| 7 | PARCEL 406-08-003A – FEE | N/A | N/A | ±18.37 |
| 8 | PARCEL 406-08-005 – FEE | N/A | N/A | ±44.38 |
| 9 | PARCEL – FEE | N/A | N/A | ±0.76 |
| | | | | |

## KEY:

- Existing Airport Property
- Ultimate Land Acquisition
- Parcel Boundary

MAG NORTH

MAGNETIC VARIANCE- 12.189°E (NOVEMBER 2002)
RATE OF CHANGE -3.39283' W

0 300 600 900
SCALE IN FEET

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 3 | MASTER PLAN UPDATE | 11/17/06 | CA | FULL |
| 2 | ALP REVISIONS (ADDED REIL'S, APRON EXPANSION, FUEL FARM, AND ACCESS ROAD) | 05/09/00 | Z&H | REVAL |
| 1 | MASTER PLAN UPDATE (ADOT FUNDED) | 10/21/96 | CA | FULL |

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS 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.

COTTONWOOD MUNICIPAL AIRPORT

# AIRPORT PROPERTY MAP

COTTONWOOD, ARIZONA

PLANNED BY: Steven S. Benson P.E.
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris P.E.

November 17, 2006 SHEET 7 OF 7

Coffman Associates Airport Consultants

Coffman Associates 2006\PGP.dwg 04/20/2006