



APPENDIX D

FAA-Approved Airport Layout Plan



U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

December 19, 2006

Mr. Tim Costello
Public Works Director
City of Cottonwood
1490 W. Mingus Avenue
Cottonwood, Arizona 86326

RECEIVED
DEC 29 2006
CITY OF COTTONWOOD
PUBLIC WORKS

Cottonwood Municipal Airport
Airport Master Plan Update Study
Airport Layout Plan - Final Approval

Dear Mr. Costello:

The enclosed Airport Layout Plan for Cottonwood Municipal Airport has been reviewed for revisions requested in our letters of October 25, 2005 and August 21, 2006. The terms specified with the referenced letters have either been met and/or addressed based on conversations between the city (Mr. Tim Costello), Coffman Associates with Mr. Jim Harris and Mr. Steve Benson, Z & H Engineering with Mr. John Berghian and FAA staff (Ms. Margie Drilling and Mr. Eric Vermeeren), therefore, the subject document is hereby conditionally approved. This approval, as indicated by my signature, is given subject to the condition that the proposed airport development listed below, but not limited to, will require an environmental determination and approval by the Federal Aviation Administration (FAA) prior to construction.

➤ Land Acquisition

The Airport Layout Plan drawing is considered by the FAA as a planning document, **not** an instrument of approval for construction. Therefore, any consideration the city may have of constructing the "future access road" as depicted through the current Runway Protection Zone (RPZ) should be coordinated with FAA prior to initiating any engineering design work for roadway alignment approval. Runway Protection Zones function to enhance the protection of people and property on the ground by keeping the areas free and clear of incompatible objects and activities. In order for the roadway to run through the RPZ, the city would be required to get a release from FAA, prior to construction, to use the property for a non-aviation use. Property releases take upwards to 1-year to complete assuming everything goes as required without any delays. Property is not typically released if it has a high value to the airport, which RPZ land is considered to be.

This approval does not commit this agency to participate in the cost for any development not currently programmed, nor does it negate notification and review requirements imposed by Part 77 and Part 157 of the Federal Aviation Regulations as it pertains to all proposed structures shown on this plan. Further, the Federal Aviation Administration cannot prevent erection of any structure in the vicinity of airports. Airport environs can only be adequately protected through such means as local zoning ordinances.

All future proposed structures shown on the ALP, if not built within six (6) months of the ALP's approval date, shall be filed as separate notice on FAA Form 7460-1 at their time of intended construction. This will enable a current airspace evaluation to be completed with regard to contemporary airspace requirements.

We have returned four (4) copies of the approved plan. Please insure that one (1) approved drawing along with a copy of this approval letter is forwarded to the State of Arizona Department of Transportation (ADOT), Aeronautics Division for their files. The remaining three (3) copies were retained for our files. If we can be of any further assistance please do not hesitate to call.

Sincerely,

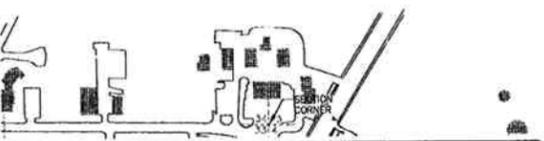

Brian Q. Armstrong
Manager, Los Angeles Airports District Office

Enclosures

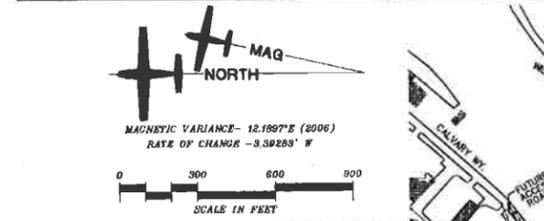
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DEC 24 2003
CITY OF COTTONWOOD
PUBLIC WORKS

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	KIND AIR B200
WINGSPAN OF DESIGN AIRCRAFT	17.8'	17.6'
WINGSPIAN OF DESIGN AIRCRAFT	46.8'	64.0'
APPROACH SPEED OF DESIGN AIRCRAFT (KNOTS)	11,650	10,000
MAXIMUM TAKE OFF WEIGHT (lbs)	24,417	SAME
RUNWAY LENGTH	11,650'	SAME
RUNWAY BEARING (TRUE)	N24°26'01.38"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)	3,517.0'	3,510.0'
WIND COVERAGE IN MPH	18.1-91.8K/15-88.3K	SAME
PAR PART 77 CATOBRY	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 (NSA)	100'	100'
NSA DISTANCE BEYOND EACH RUNWAY END	240' / 240'	300' / 300'
RUNWAY OBJECT FREE AREA WIDTH (OFA)	200'	600'
OFA DISTANCE BEYOND EACH RUNWAY END	240' / 240'	300' / 300'
RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)	100'	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(2)	0.75%
RUNWAY EFFECTIVE GRADIENT (in %)	0.75%	SAME
MAXIMUM GRADIENT (in %)	2%	SAME
RUNWAY LIGHTING	WILD	SAME
RUNWAY MARKINGS	VISUAL/VISUAL	VISUAL/VISUAL
RUNWAY APPROACH LIGHTING	NONE	NONE
DISTANCE FROM RWY CL TO HOLD BARS	185' / 185'	200' / 200'
RUNWAY CL TO TAXIWAY CL	150'	SAME
TAXIWAY CL TO FIXED OR MOVABLE OBJECT	100'	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY MARKING	CENTRALINK, HOLDLINES	SAME
VISUAL AIDS	PAPI-2/PAPI-2 RR1a	SAME
NAVIGATIONAL AIDS		CFS

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



AIRPORT DATA			
COTTONWOOD MUNICIPAL AIRPORT (PSE)			
CITY: COTTONWOOD, ARIZONA		COUNTY: YAVAPI, ARIZONA	
RANGE 3 EAST		TOWNSHIP 16 N	
EXISTING		ULTIMATE	
AIRPORT SERVICE LEVEL	GENERAL AVIATION	SAME	SAME
AIRPORT REFERENCE CODE	B-II	SAME	SAME
AIRPORT ELEVATION ABOVE MSL	3550.00'	3550.00'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	98.4°F (JULY)	SAME	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD-83)	Latitude 34°43'48.028"N	SAME	SAME
	Longitude 112°02'56.047"W	SAME	SAME
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	ROTATING BEACON SEGMENTED CIRCLE SEGMENTED CIRCLE	ROTATING BEACON SEGMENTED CIRCLE	SEGMENTED CIRCLE



BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	EL. *
01	01	COTTONWOOD AIR SERVICE OFFICE	---
02	02	COTTONWOOD AIR SERVICE HANGAR (FBO)	---
03	03	CONVENTIONAL HANGAR	---
04	04	F-HANGAR (6-WHL)	---
05	05	F-HANGAR (10-WHL)	---
06	06	SHADE HANGAR	---
07	07	FUEL STORAGE	---
08	08	ELECTRIC VAULT	---
09	09	COTTONWOOD INDUSTRIAL AIRPARK	---
10	10	COTTONWOOD AIRPARK INC.	---
11	11	SKY DIVE COTTONWOOD	---
12	12	WASH RACK	---
13	13	HANGAR (8-WHL)	---
14	14	AVIATION RELATED BUILDINGS	---
15	15	NON-AVIATION RELATED BUILDINGS	---

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

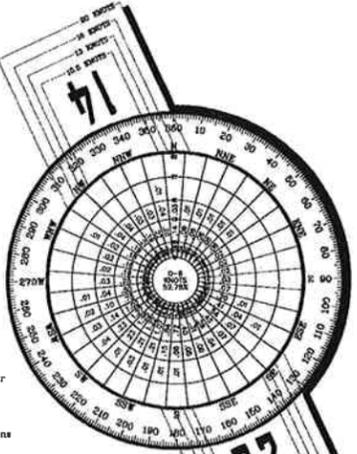
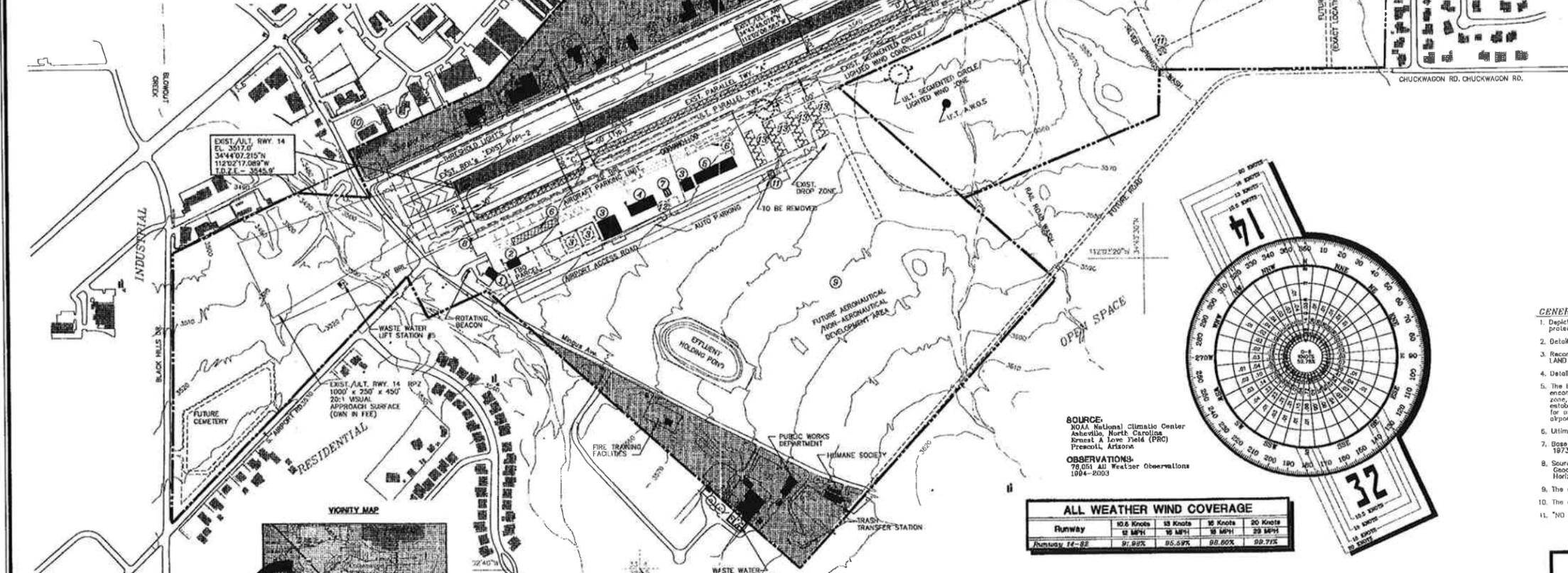
RUNWAY END COORDINATES (NAD 83)			
RUNWAY	EXISTING	ULTIMATE	
Runway 14	Latitude 34°44'07.215"N	SAME	
	Longitude 112°03'17.082"W	SAME	
Runway 32	Latitude 34°43'28.937"N	SAME	
	Longitude 112°01'58.047"W	SAME	

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	AIRPORT REFERENCE POINT (ARP)
---	---	AIRPORT ROTATING BEACON
---	---	AVIATION EASMENT (if applicable)
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (20'-NRL)
---	---	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 COOKER
---	---	SEGMENTED CIRCLE/LIGHTED WIND TEE
---	---	TOPOGRAPHIC CONTOURS
---	---	WIND INDICATOR (Lighted)
---	---	BUILDING TO BE REMOVED
---	---	PAVEMENT TO BE REMOVED
---	---	HOLD LINES

SUBMITTED BY:
Coffman Associates
FOR APPROVAL BY:

APPROVED BY:
[Signature]
Brian M. Johnson, City Manager
CITY OF COTTONWOOD

FAA APPROVAL STAMP
Approved conditionally
DEC 19 2005
Subject to comments contained in our letter dated DEC 19 2005
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By: *[Signature]*
Manager - LAX/ADO



ALL WEATHER WIND COVERAGE				
Runway	10.6 Knots	15 Knots	20 Knots	30 Knots
Runway 14-32	91.9%	85.6%	88.60%	59.71%

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
FRANCE 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

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

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COTTONWOOD MUNICIPAL AIRPORT
CITY OF COTTONWOOD
PUBLIC WORKS

AIRPORT LAYOUT PLAN

COTTONWOOD, ARIZONA

PLANNED BY: *Steven B. Bannon P.E.*
 DETAILED BY: *Maggie Weaver*
 APPROVED BY: *James M. Harris P.E.*

November 17, 2006 SHEET 1 OF 7

Coffman Associates
Airport Consultants
www.coffmanassociates.com



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