

RUNWAY DATA	RUNWAY 14-32	
	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-I	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	46.6'	54.50'
APPROACH SPEED OF DESIGN AIRCRAFT (KNOTS)	72	103
MAXIMUM TAKE OFF WEIGHT (lbs)	11,850	12,500
RUNWAY AZIMUTH	24.477	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)	3,517.0'	3,512.0'
WIND COVERAGE IN MPH	12.1-91.68% / 15-96.38%	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 %)	0.77%	0.76%
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 MOVABLE OBJECT	100'	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
TAXIWAY LIGHTING	MIRL	SAME
TAXIWAY MARKING	CENTERLINE, HOLDLINES	SAME
VISUAL AIDS	PAPI-2/PAPI-2 REILS	SAME
NAVIGATIONAL AIDS	--	GPS

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

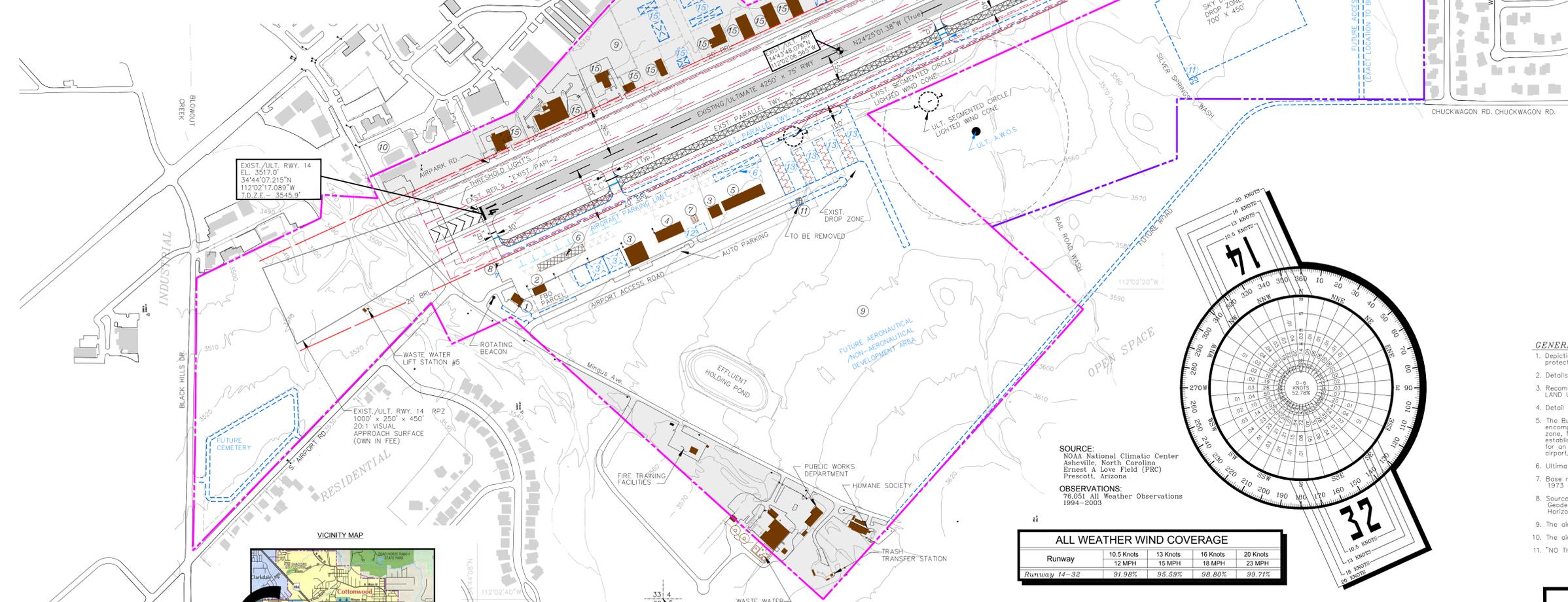
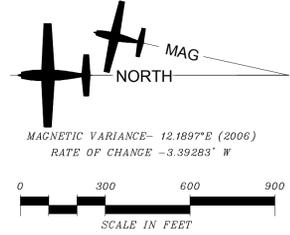
AIRPORT DATA			
COTTONWOOD MUNICIPAL AIRPORT (P52)			
CITY: COTTONWOOD, ARIZONA		COUNTY: YAVAPI, ARIZONA	
RANGE: 3 EAST		TOWNSHIP: 15, 16 N	
		CIVIL TOWNSHIP: N/A	
		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE		B-I	B-II
AIRPORT ELEVATION ABOVE MSL		3550.00'	3550.00'
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		98.44° (JULY)	SAME
AIRPORT REFERENCE POINT		Latitude 34°43'48.076"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

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	13	T-HANGAR (8-unit)	--
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°02'17.089" W	SAME
Runway 32	Latitude	34°43'28.937" N	SAME
	Longitude	112°01'56.042" W	SAME

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
+	+	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
---	---	AVIATION EASEMENT (if applicable)
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (20'-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)
---	---	BUILDING TO BE REMOVED
---	---	PAVEMENT TO BE REMOVED
---	---	HOLD LINES



SUBMITTED BY:  
**Coffman Associates**  
 FOR APPROVAL BY:  
 \_\_\_\_\_  
 APPROVED BY:  
 Brian Mickelsen, City Manager  
 CITY OF COTTONWOOD

FAA APPROVAL STAMP  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the INNER APPROACH SURFACE 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. Detail 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, No-wind 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 20 feet in height. Prior to constructing any building or object on the airport, a FAR Part 77 obstruction analysis should be conducted.
  6. Ultimate fence line extends around Existing/Ultimate Property Line except where shown.
  7. Base map derived from aerial photo taken 10/01 and USGS maps 034112F1 Cottonwood 1973 and 034112G1 Clarkdale 1973.
  8. Source for runway elevations, Aerial Survey, Airport Facility Directory and calculations using Geodetic Calculator Program using NAVD 88, for Vertical Datum and NAD 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 SITING SURFACE OBJECT PENETRATIONS"

ALL WEATHER WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 14-32	91.96%	95.59%	98.80%	99.71%

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

No.	REVISIONS	DATE	BY	APPD.
1	AQUIRED AIRPORT PROPERTY ADDED	8/26/09	CA	--
2	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.
4	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 LAYOUT PLAN**

COTTONWOOD, ARIZONA

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

November 17, 2006 SHEET 1 OF 7

Coffman Associates 3100 N. Central Expressway, Suite 100, Cottonwood, AZ 86301 (908) 854-7200