LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING CONSTRUCTION
		BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		RUNWAY EDGE LIGHTS
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080		TOPOGRAPHY (Colorado City 1998 USGS map)
		WIND INDICATOR (Lighted)
		DIRT ROAD

AIRPORT DATA

OWNER: City of Colorado City	AIRPORT NPIAS CODE: GENERAL AVIATION
CITY: Colorado City, Arizona	COUNTY: Mohave
RANGE: 7 West TOWNSHIP: 41 North	CIVIL TOWNSHIP: N/A

COLORADO CITY MUNICIPAL AIRPORT (AZC)		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE		B-II	C-II
DESIGN AIRCRAFT		CESSNA CITATION	CANADAIR-CL-600
AIRPORT ELEVATION		4871.0 MSL	4871.0 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		92.9° F (July)	SAME
AIRPORT REFERENCE POINT (NAD 83)	Latitude	36° 57' 36.4" N	36° 57' 36.789" N
	Longitude	113° 00' 49.6" W	113° 00' 49.152" W
AIRPORT INSTRUMENT APPROACHES		NDB-A	GPS
AIRPORT and TERMINAL NAVIGATIONAL AIDS		AWOS-III ROTATING BEACON SEGMENTED CIRCLE	AWOS-III ROTATING BEACON SEGMENTED CIRCLE
GPS APPROACH		NONE	YES
RUNWAY END COORDINATES (NAD 83) RUNWAY 02	Latitude	36° 57' 13.0" W	SAME
	Longitude	113° 00' 57.8" W	SAME
RUNWAY END COORDINATES (NAD 83) RUNWAY 20	Latitude	36° 57' 57.6" N	SAME
	Longitude	113° 00' 28.4" W	SAME
RUNWAY END COORDINATES (NAD 83) RUNWAY 11	Latitude	36° 57' 53.0" N	36° 57' 56.206" N
	Longitude	113° 01' 23.2" W	113° 01' 29.461" W
RUNWAY END COORDINATES (NAD 83) RUNWAY 29	Latitude	36° 57' 19.5" N	SAME
	Longitude	113° 00' 17.8" W	SAME

RUNWAY DATA

	RUNWAY 11-29		RUNWAY 2-20	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY	GENERAL AVIATION	SAME	GENERAL AVIATION	SAME
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	C-II	B-I (Small Aircraft Only)	SAME
RUNWAY AZIMUTH	122°, 302°	SAME	28°, 208°	SAME
RUNWAY BEARING (TRUE)	N 57° 24' 44" W	SAME	N 28° 1' 2" E	SAME
RUNWAY WIND COVERAGE 12/15 mph(12/15 knots)	86.3%/89.4%	SAME	81.3%/86.9%	SAME
F.A.R. PART 77 CATEGORY	NONPRECISION > 3/4 MILE	NONPRECISION	VISUAL	VISUAL
RUNWAY DIMENSIONS	6300' x 75'	6900' x 100'	5100' x 60'	SAME
RUNWAY SURFACE MATERIAL	ASPHALT	SAME	ASPHALT	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	NONE	NONE	NONE
RUNWAY PAVEMENT STRENGTH (thousand lbs.) [1]	30(S)	30(S)	12.5(S)	SAME
RUNWAY EFFECTIVE GRADIENT	0.11 %	0.17 %	0.66 %	SAME
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME
MAXIMUM RUNWAY ELEVATION ABOVE MSL	4852 MSL	SAME	4871 MSL	SAME
RUNWAY SAFETY AREA (RSA)	6900' x 150'	6900' x 500'	5580' x 120'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	6700' x 250'	7300' x 250'	5500' x 120'	SAME
RUNWAY OBJECT FREE AREA (OFA)	6900' x 500'	8900' x 800'	5580' x 250'	SAME
TAXIWAY LIGHTING [2]	MITL/REFLECTORS	MITL	MITL/REFLECTORS	SAME
TAXIWAY MARKING	CENTERLINE	SAME	CENTERLINE	SAME
TAXIWAY SURFACE MATERIAL	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXIWAY WIDTH	35'	35'	25'	25'
TAXIWAY SAFETY AREA WIDTH	79'	79'	49'	49'
TAXIWAY OBJECT FREE AREA	131'	131'	89'	89'

	RUNWAY 11		RUNWAY 29		RUNWAY 2		RUNWAY 20	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY THRESHOLD DISPLACEMENT	NONE		NONE		NONE		NONE	
RUNWAY STOPWAY	NONE		NONE		NONE		NONE	
APPROACH VISIBILITY MINIMUMS	VISUAL	1 MILE	VISUAL	1 MILE	VISUAL	SAME	VISUAL	SAME
F.A.R. PART 77 APPROACH SURFACES	20:1	34:1	20:1	34:1	20:1	SAME	20:1	SAME
RSA BEYOND STOP END OF RUNWAY	300' x 150'	1000' x 500'	300' x 150'	1000' x 500'	240' x 120'	SAME	240' x 120'	SAME
OFA BEYOND STOP END OF RUNWAY	300' x 500'	1000' x 800'	300' x 500'	1000' x 800'	240' x 250'	SAME	240' x 250'	SAME
OFZ BEYOND STOP END OF RUNWAY	200' x 250'	200' x 250'	200' x 250'	200' x 250'	200' x 120'	SAME	200' x 120'	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	4851 MSL	4850 MSL	4852 MSL	SAME	4857 MSL	SAME	4871 MSL	SAME
RUNWAY MARKING	VISUAL	VISUAL	VISUAL	VISUAL	VISUAL	SAME	VISUAL	SAME
RUNWAY APPROACH LIGHTING	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY INSTRUMENTATION	NONE	GPS	NONE	GPS	NONE	NONE	NONE	NONE
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	–	GPS	–	GPS	–	–	–	–
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-2 REIL	PAPI-2 REIL	PAPI-2 REIL	PAPI-2 REIL	– –	PAPI-2 –	– –	PAPI-2 –

[1] Pavement strengths are expressed in Single (S), and Dual (D) wheel loading capacities.

[2] Taxiway lighting currently installed only at Runway/Taxiway intersections.

VICINITY/LOCATION MAP

FAA APPROVAL STAMP

Approved conditionally JAN 27 2000
Subject to comments contained in our letter dated:
FEDERAL AVIATION ADMINISTRATION JAN 27 2000
Western-Pacific Region
By _____
Supervisor, Standards Section

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	20	TERMINAL BUILDING
2		AWOS-III
3		100LL ABOVE GROUND FUEL STORAGE
4		ELECTRICAL VAULT/ROTATING BEACON
5		AIRCRAFT STORAGE/MAINTENANCE HANGAR
6		WATER TANK/PUMP HOUSE
7		WELL
8		NONDIRECTIONAL BEACON (NDB)
9		SEGMENTED CIRCLE/LTD WIND INDICATOR
	21	CORPORATE HANGAR LEASE PARCELS
	22	CONVENTIONAL HANGARS
	23	T-HANGARS
	24	TENTANT MAINTENANCE/AIRCRAFT WASH FACILITY
	25	AIRPORT RESCUE and FIREFIGHTING (ARFF)
	26	FUEL STORAGE (100LL/JET A)

FOR APPROVAL BY:

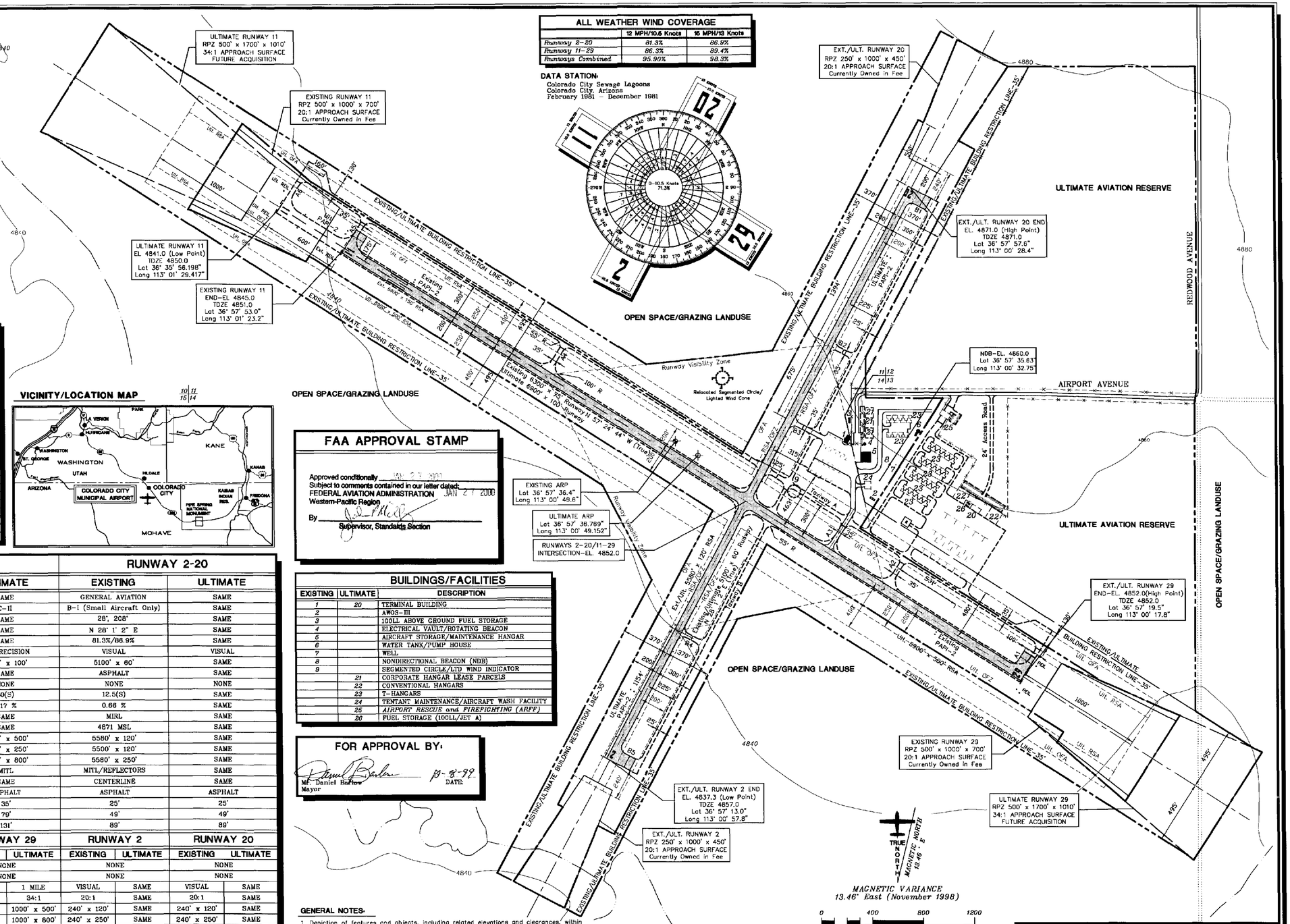
Mr. Daniel Barlow
Mayor

DATE: 12-8-99

ALL WEATHER WIND COVERAGE

	12 MPH/10.5 Knots	15 MPH/13 Knots
Runway 2-20	81.3%	86.9%
Runway 11-29	86.3%	89.4%
Runways Combined	95.90%	98.3%

DATA STATION:
Colorado City Sewage Lagoons
Colorado City, Arizona
February 1981 – December 1981



GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 4, 5 and 6.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING, sheet 2 of these plans.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE/NOISE DRAWING, sheet 7 of these plans.
4. Existing/ultimate fence line along existing/ultimate property line, except where shown.
5. All latitude and longitude coordinates report in NAD 83, Source 12/93 ALP.
6. As of December, 1998 there are no Modifications from FAA Design Standards.
7. As of December, 1998 there are no Obstacle Free Zone (OFZ) Object Penetrations.
8. As of December, 1998 there are no Threshold Siting Surface Object Penetrations.
9. Existing facilities digitized from Aerial Photography dated February 19, 1998.
10. Topography Source: Arizona USGS Maps, (Colorado City 1998 and Lost Spring Mountain East 1998).

No.	REVISIONS	DATE	BY	APP'D.
2	Revised per 1999 Master Plan Recommendations		LDJ	CMH
1	Revalidated copy of 1990 Master Plan ALP by Armstrong Consultants	3/94	DPW	KKOHLER

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THIS DOCUMENT BY THE FAA AND ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES OR STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

COLORADO CITY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

Colorado City, Arizona

PLANNED BY: Christopher M. Hugunin
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris

July 21, 1999 SHEET 1 OF 8

Coffman Associates
Airport Consultants

Coffman Associates-LDJ azc99ALP.dwg Saturday March 27 1999 12:54pm