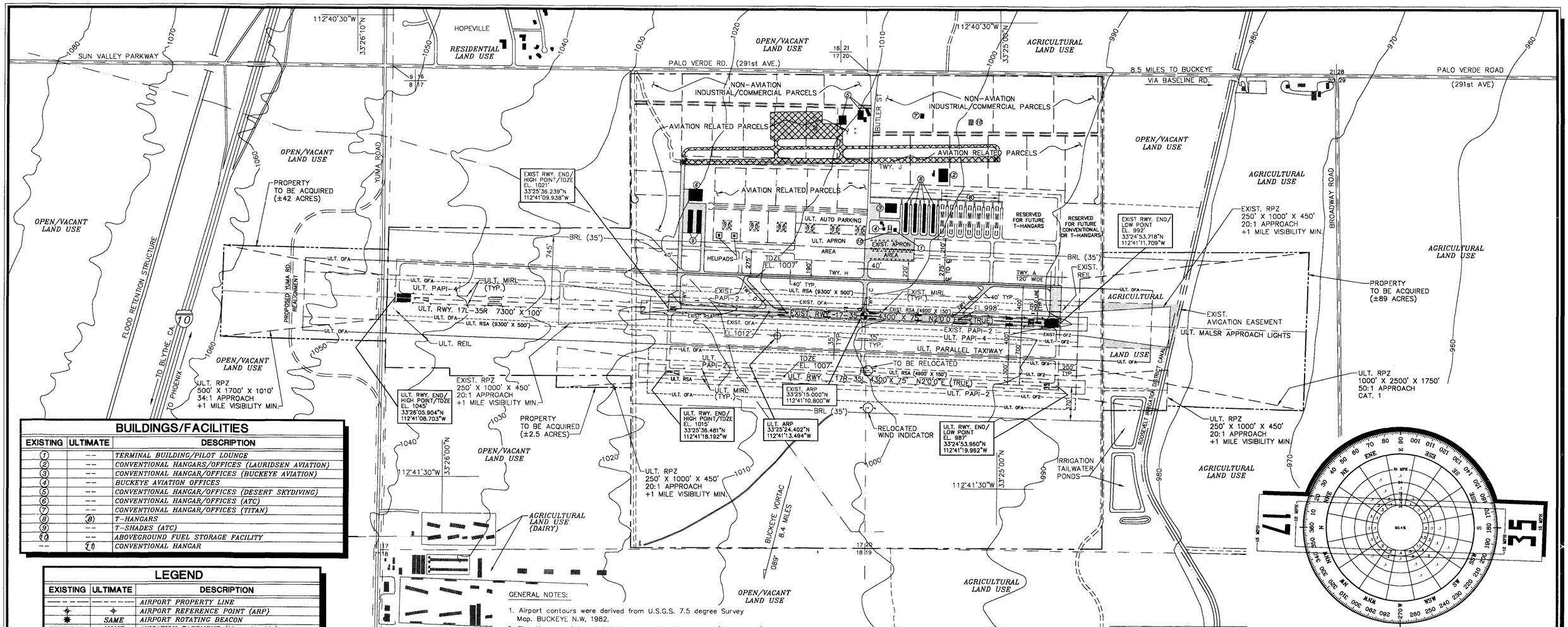


BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	--	TERMINAL BUILDING/PILOT LOUNGE
2	--	CONVENTIONAL HANGARS/OFFICES (LAURIDSEN AVIATION)
3	--	CONVENTIONAL HANGAR/OFFICES (BUCKEYE AVIATION)
4	--	BUCKEYE AVIATION OFFICES
5	--	CONVENTIONAL HANGAR/OFFICES (DESERT SKYDIVING)
6	--	CONVENTIONAL HANGAR/OFFICES (ATC)
7	--	CONVENTIONAL HANGAR/OFFICES (TITAN)
8	8	T-HANGARS
9	--	T-SHADES (ATC)
10	--	ABOVEGROUND FUEL STORAGE FACILITY
--	11	CONVENTIONAL HANGAR

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	NONE	AVIGATION EASEMENT (if applicable)
		BUILDING CONSTRUCTION
BRL	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	DRAINAGE
		FACILITY CONSTRUCTION
		FACILITY/PAVEMENT TO BE REMOVED
		FENCING
PAPI-2	PAPI-2 PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY EDGE LIGHTS (MIRL)
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
34 35 3 2	SAME	SECTION CORNER
	SAME	SEGMENTED CIRCLE/WIND INDICATOR (lighted)
1050	SAME	TOPOGRAPHIC CONTOURS
	SAME	WIND INDICATOR
	SAME	GATE
	SAME	GEOGRAPHIC COORDINATES

AIRPORT DATA

BUCKEYE MUNICIPAL AIRPORT (BXK)

CITY: BUCKEYE, AZ — COUNTY: MARICOPA

RANGE: R. 4W — TOWNSHIP: T. 1N — CIVIL TOWNSHIP: --

		EXISTING	ULTIMATE
AIRPORT CATEGORY		GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE		B-II	D-II
DESIGN AIRCRAFT		BEECH KING AIR	GULFSTREAM IV
AIRPORT ELEVATION (above MSL)		1021'	1045'
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		107.3°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33°25'15.000"N	33°25'24.402"N
	Longitude	112°41'10.800"W	112°41'13.494"W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON VORTAC	SAME --
GPS APPROACH		NO -- --	YES -- --

RUNWAY END COORDINATES (NAD 83)		EXISITNG	ULTIMATE
RUNWAY 17L	Latitude	33°25'36.239"N	33°26'05.904"N
	Longitude	112°41'09.938"W	112°41'08.703"W
RUNWAY 35R	Latitude	33°24'53.718"N	SAME
	Longitude	112°41'11.709"W	SAME
RUNWAY 17R	Latitude	--	33°25'36.481"N
	Longitude	--	112°41'18.192"W
RUNWAY 35L	Latitude	--	33°24'53.960"N
	Longitude	--	112°41'19.962"W

GENERAL NOTES:

1. Airport contours were derived from U.S.G.S. 7.5 degree Survey Map. BUCKEYE N.W, 1982.
2. Elevations are interpolated based on U.S.G.S. contours (See Note 1) All elevations, distances and clearances are therefore subject to field survey verification.
3. Pavement strength obtained from Runway AS-BUILT Drawings (by others).

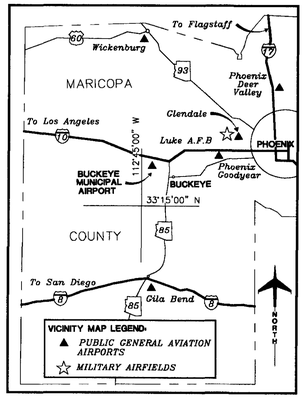
MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
NONE	-	-	-	-

RUNWAY DATA

	RUNWAY 17L-35R		RUNWAY 17R-35L	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	D-II	--	B-II (SMALL AIRCRAFT ONLY)
RUNWAY AZIMUTH	2.00	SAME	--	2.00
RUNWAY BEARING	N2°0'00"E	SAME	--	N2°0'00"E
RUNWAY DIMENSIONS	4300' X 75'	7300' X 100'	--	4300' X 75'
MAXIMUM RUNWAY ELEVATION (above MSL)	1021'	1045'	--	1015'
WIND COVERAGE (in %)	12 MPH 96.1%/15 MPH 98.1%	SAME	--	12 MPH 96.1%/15 MPH 98.1%
APPROACH VISIBILITY MINIMUMS	+1 MILE/+1 MILE	+1 MILE/CAT. 1	--	+1 MILE/+1 MILE
FAR PART 77 CATEGORY	VISUAL/VISUAL	NONPREC./PRECISION	--	VISUAL/VISUAL
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	NONPREC./PRECISION	--	VISUAL/VISUAL
RUNWAY APPROACH SURFACES	20:1/20:1	34:1/50:1	--	20:1/20:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	--	NONE
RUNWAY STOPWAY	NONE	SAME	--	NONE
RUNWAY SAFETY AREA	4900' X 150'	9300' X 500'	--	4900' X 150'
RSA DISTANCE BEYOND RUNWAY END	300'	1000'	--	300'
RUNWAY OBSTACLE FREE ZONE	4700' X 250'	7700' X 400'	--	4700' X 250'
RUNWAY OBJECT FREE AREA	4900' X 500'	9300' X 800'	--	4900' X 500'
TAKEOFF RUN AVAILABLE (TORA)	4300'/4300'	7300'/7300'	--	4300'/4300'
TAKEOFF DISTANCE AVAILABLE (TODA)	4300'/4300'	7300'/7300'	--	4300'/4300'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4300'/4300'	7300'/7300'	--	4300'/4300'
LANDING DISTANCE AVAILABLE (LDA)	4300'/4300'	7300'/7300'	--	4300'/4300'
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME	--	ASPHALT
PAVEMENT SURFACE TREATMENT	NONE	SAME	--	NONE
PAVEMENT STRENGTH (in thousand lbs.) [1]	12.5(S) (See Note 3)	75 (D)	--	12.5 (S)
RUNWAY EFFECTIVE GRADIENT (in %)	0.67	0.73	--	0.54
RUNWAY MARKING	VISUAL/VISUAL	NONPREC./PRECISION	--	VISUAL/VISUAL
RUNWAY LIGHTING	MIRL	SAME	--	MIRL
RUNWAY APPROACH LIGHTING	NONE	MALSR	--	NONE
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME	--	ASPHALT
TAXIWAY LIGHTING	MITL	MITL	--	MITL
TAXIWAY MARKING	CENTERLINE	CENTERLINE/EDGE, SIGNAGE	--	CENTERLINE
NAVIGATIONAL AIDS	VORTAC GPS (17L)	CAT. 1 GPS (35R)	-- --	-- --
VISUAL AIDS	PAPI-2 (17L-35R) REIL (35R)	PAPI-4 (17L-35R) REIL (17L-35R)	-- --	PAPI-2 (17R-35L) --

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



LOCATION/VICINITY MAP

22 0 22

SCALE IN MILES

SOURCE:
PALO VERDE NUCLEAR GENERATING STATION (1973-1980)
BUCKEYE MUNICIPAL AIRPORT (MAY 1981-DECEMBER 1981)

WIND COVERAGE

	12 MPH (14 KNOTS)	15 MPH (17 KNOTS)
Runway 17-35	96.1%	98.1%

WINDROSE

FAA APPROVAL STAMP

Approved conditionally DEC 15 1997
Subject to comments contained in our letter dated: DEC 15 1997
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By Supervisor, Standards Section
Revised: Aug 2, 2001

SUBMITTED BY: Coffman Associates ON THE DATE OF: 12/2/97
FOR APPROVAL BY:
TOWN OF BUCKEYE, ARIZONA
APPROVED BY: ON THE DATE OF: 12-2-97
Delbert Self
Town Manager/Clerk

MAG NORTH

MAGNETIC VARIANCE 12°35' E (MAY 1997)
RATE OF CHANGE 0.1' WEST

0 500 1000 1500

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

"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."

BUCKEYE MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

BUCKEYE, ARIZONA

PLANNED BY: Mike Dougherty
DETAILED BY: W.S. Holland
APPROVED BY: James M. Harris, P.E.
November 18, 1997 SHEET 1 OF 7

Coffman Associates
Airport Consultants

Coffman Associates BUCAL2.DWG 11-18-1997 09:20