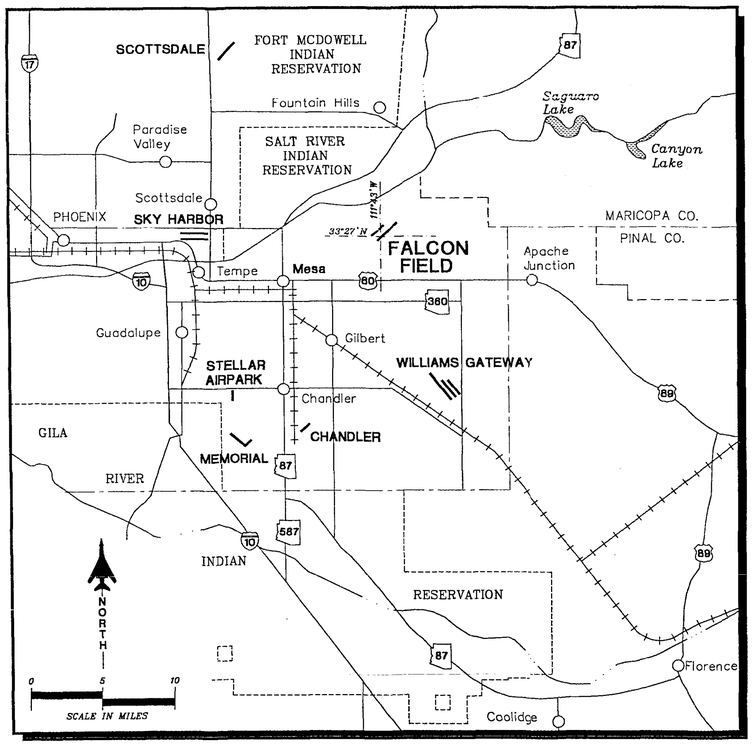
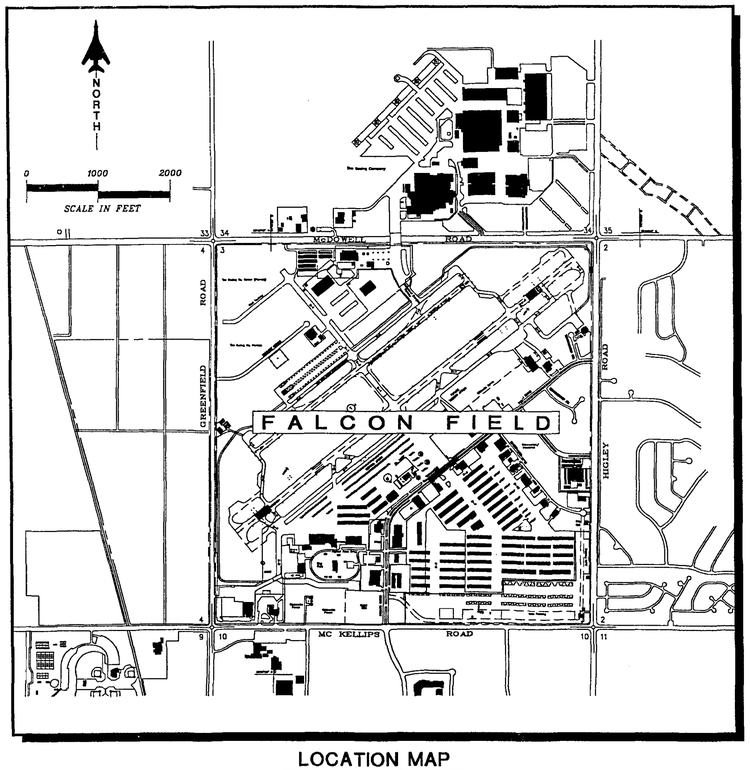


VICINITY MAP



LOCATION MAP

AIRPORT DATA

FALCON FIELD (FFZ)

CITY: MESA STATE: ARIZONA COUNTY: MARICOPA
RANGE: R6E TOWNSHIP: T1N CIVIL TOWNSHIP: N/A

		EXISTING	ULTIMATE
NATIONAL PLAN of INTEGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		RELIEVER	SAME
DESIGN AIRCRAFT		BEECH SUPER KING AIR	SAME
AIRPORT REFERENCE CODE (ARC): RUNWAY CATEGORY/DESIGN GROUP		B-II	SAME
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		1394'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		105°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33°27'38.039" N	33°27'37.857" N
	Longitude	111°43'41.961" W	111°43'41.721" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ATCT Segmented Circle Rotating Beacon NDB (On Airport)	SAME SAME SAME SAME
GPS APPROACH		YES (RWY. 4R)	SAME
RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 4L	Latitude	33°27'28.904" N	SAME
	Longitude	111°44'03.112" W	SAME
RUNWAY 22R	Latitude	33°27'52.483" N	SAME
	Longitude	111°43'28.178" W	SAME
RUNWAY 4R	Latitude	33°27'20.230" N	33°27'18.056" N
	Longitude	111°44'02.661" W	111°44'05.846" W
RUNWAY 4R - DISPLACED THRESHOLD	Latitude	--	33°27'20.507" N
	Longitude	--	111°44'02.255" W
RUNWAY 22L	Latitude	33°27'51.887" N	33°27'55.298" N
	Longitude	111°43'15.791" W	111°43'10.733" W

RUNWAY DATA

	RUNWAY 4L-22R		RUNWAY 4R-22L	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-I	B-II	B-II	SAME
RUNWAY AZIMUTH	51.5622°	SAME	51.1794°	SAME
RUNWAY BEARING	N51°09'44" E	SAME	N51°10'46" E	SAME
RUNWAY DIMENSIONS	3800' X 75'	5500' X 75'	5100' X 100'	6000' X 100'
MAXIMUM RUNWAY ELEVATION (above MSL)	1383.5'	1448.1'	1391.6'	1393.5'
WIND COVERAGE (in %)	12 MPH 98.20%/15 MPH 99.16%	SAME	12 MPH 98.20%/15 MPH 99.16%	SAME
APPROACH VISIBILITY MINIMUMS (ERE)	+1 MILE/+1 MILE	SAME/SAME	+1 MILE/+1 MILE	+3/4 MILE/+1 MILE
FAR PART 77 CATEGORY (ERE)	VISUAL/VISUAL	SAME/SAME	NONPREC./NONPREC.	NONPREC./VISUAL
RUNWAY INSTRUMENTATION (ERE)	VISUAL/VISUAL	SAME/SAME	NONPREC./NONPREC.	NONPREC./VISUAL
RUNWAY APPROACH SURFACES (ERE)	20:1/20:1	SAME/SAME	34:1/34:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	NONE	395'/660'
RUNWAY STOPWAY	NONE	SAME	NONE	NONE
RUNWAY SAFETY AREA (RSA)	4400' X 150'	SAME	5700' X 150'	6435' X 150'
RSA DISTANCE BEYOND EACH RUNWAY END	300'	300'	300'	SAME
RUNWAY OBJECT FREE AREA (OFA)	4400' X 500'	6100' X 500'	5700' X 500'	6080' X 500'
RUNWAY OBSTACLE FREE ZONE (OFZ)	4200' X 400'	5900' X 400'	5500' X 400'	6180' X 150'
TAKEOFF RUN AVAILABLE (TORA)	N/A	SAME	N/A	5880'/5955'
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	SAME	N/A	5880'/5955'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	SAME	N/A	5880'/5955'
LANDING DISTANCE AVAILABLE (LDA)	N/A	SAME	N/A	5880'/5955'
RUNWAY PAVEMENT MATERIAL	ASPHALT/CONCRETE	SAME	ASPHALT/CONCRETE	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)[1]	12(S)	SAME	38(S), 60(D)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	.26	SAME	.55	.53
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME
RUNWAY MARKING (ERE)	VISUAL/VISUAL	SAME	NONPREC./NONPREC.	NONPREC./VISUAL
RUNWAY APPROACH LIGHTING	NONE	SAME	NONE	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT/CONCRETE3	SAME	ASPHALT/CONCRETE	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME
TAXIWAY MARKING	CENTERLINE/EDGE	SAME	CENTERLINE/EDGE	SAME
NAVIGATIONAL AIDS	NONE --	NONE --	GPS (4R) NDB	SAME SAME
VISUAL AIDS	PAPI-2 --	PAPI-2 (ERE) REIL (ERE)	PAPI-2 (ERE) REIL (ERE)	SAME SAME

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

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	ACTUAL	PROPOSED DISPOSITION
Airport Hazard=Runway 4R	F.A.R. Part 77 Criteria	15' vertical clearance	0' vertical clearance	Displace threshold 395'
Inadequate Object Free Area-Runway 4R	Ultimate Object Free Area	600' from runway end	166' from runway end	Displace threshold 395'
Airport Hazard=Runway 22L	F.A.R. Part 77 Criteria	15' vertical clearance	0' vertical clearance	Displace threshold 660'
Inadequate Object Free Area-Runway 22L	Ultimate Object Free Area	600' from runway end	166' from runway end	Displace threshold 660'
Inadequate Runway Safety Area-Runway 22L	Ultimate Runway Safety Area	300' from runway end	50' from runway end	Displace threshold 660'
Runway 4R-22L - Inadequate Distance From Runway Centerline To Taxiway Hold Line Position Markings[1]	FAA AC 150/5340-1H - Location Of Holding Position Markings	200' from twy. centerline to twy. hold position	125' from twy. centerline to twy. hold position	Request Modification To Standards

[1] Exceptions to the "Request For Modification To Standards" include Taxiways A2, B4 and C2 where, currently, there is adequate clearance to provide recommended runway/taxiway hold position distance.

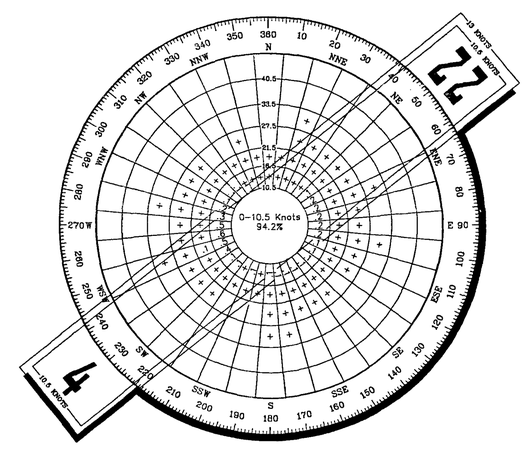
ALL WEATHER WIND COVERAGE

	10.5 Knots	13 Knots
Runway 4-22	98.2%	99.16%

SOURCE:
NOAA National Climatic Center
Asheville, N.C.

DATA STATION:
Phoenix Sky Harbor International Airport
Phoenix, Arizona

OBSERVATIONS:
87,646 Observations
1982-1991



MAGNETIC VARIANCE-12° 16' East (July 2000)
RATE OF CHANGE 0.58' West

No.	REVISIONS	DATE	BY	APP'D.
2	FAA - Revalidate ALP	1/22/93		
1	FAA - ALP Approval	9/11/85		

"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 HEREON NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

FALCON FIELD AIRPORT

AIRPORT DATA

MESA, ARIZONA

PLANNED BY: James M. Harris
DETAILED BY: W.E. Holland
APPROVED BY: James M. Harris, P.E.
July 11, 2000 SHEET 1 OF 9

Coffman Associates
Airport Consultants

Coffman Associates FFZDATA.DWG 07-11-2000 11:00