RUNWAY DATA

RUNWAY DATA	RUNWAY 6-24 EXISTING	RUNWAY 6-24 ULTIMATE
RUNWAY CATEGORY	General Aviation	General Aviation
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	B-II
APPROACH VISIBILITY MINIMUMS	VISUAL	1 MILE
MAXIMUM RUNWAY ELEVATION (Above MSL)	5157.0 MSL	SAME
F.A.R. PART 77 CATEGORY RUNWAY 6	VISUAL	NONPRECISION
F.A.R. PART 77 CATEGORY RUNWAY 24	VISUAL	NONPRECISION
RUNWAY WIND COVERAGE 12 mph/15 mph	98.96%/99.87%	SAME
RUNWAY DIMENSIONS	5,504' x 75'	6,100' x 75'
RUNWAY BEARING (Decimal Degrees)	N 75.9751° E	SAME
RUNWAY INSTRUMENTATION	NONE	GPS
RUNWAY APPROACH SURFACES	20:1, 20:1	34:1, 34:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE
RUNWAY STOPWAY	NONE	NONE
RUNWAY SAFETY AREA (RSA)	6,104' x 150'	6,700' x 150'
RUNWAY SAFETY AREA (RSA) BEYOND RWY END	300'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	5,904' x 400'	6,500' x 400'
RUNWAY OBJECT FREE AREA (OFA)	6,104' x 500'	6,700' x 500'
RUNWAY OBJECT FREE AREA BEYOND RWY END	300'	SAME
RUNWAY SURFACE MATERIAL	Asphalt	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	SAME
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1]	40(S), 50(D), 100(DT)	40(S), 50(D), 100(DT)
RUNWAY EFFECTIVE GRADIENT	0.33%	0.5246%
RUNWAY TOUCHDOWN ZONE ELEVATION RWY 6	5141.9 MSL	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION RWY 24	5157.0 MSL	SAME
RUNWAY MARKING	NONPRECISION	NONPRECISION
RUNWAY LIGHTING	MIRL	SAME
RUNWAY APPROACH LIGHTING	NONE	NONE
TAXIWAY LIGHTING	Delineators	MITL
TAXIWAY MARKING	Centerline	SAME
TAXIWAY SURFACE MATERIAL	Asphalt	SAME
TAXIWAY WIDTH	35'	SAME
TAXIWAY SAFETY AREA WIDTH	79'	SAME
TAXIWAY OBJECT FREE AREA WIDTH	131'	SAME
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	NDB	GPS
RUNWAY VISUAL NAVICATIONAL AIDS	PAPI-2 (24)	PAPI-2 REIL

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

AIRPORT DATA

CITY: Payson, Arizona	COUNTY: GILA, AZ.	
RANGE: 10 East TOWNSHIP: 11 North	CIVIL TOWNSHIP: Tonto National Forest	

PAYSON MUNICIPAL AIRPORT (E69)		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation	SAME
AIRPORT REFERENCE CODE		B-II	SAME
DESIGN AIRCRAFT		Cessna Citation III	SAME
AIRPORT ELEVATION		5157.0 MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		91° F (July)	SAME
AIRPORT REFERENCE POINT (NAD 83)	Latitude	34° 15' 24.611" N	34° 15' 23.889" N
	Longitude	111° 20' 21.321" W	111° 20' 24.802" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon NDB	Rotating Beacon GPS
GPS APPROACH		NONE	YES
RUNWAY END COORDINATES (NAD 83) RUNWAY 6	Latitude	34° 15' 16.017" N	34° 15' 16.579" N
	Longitude	111° 20' 53.119" W	111° 21' 00.054" W
RUNWAY END COORDINATES (NAD 83) RUNWAY 24	Latitude	34° 15' 31.197" N	34° 15' 31.197" N
	Longitude	111° 19' 49.548" W	111° 19' 49.548" W

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1		PAYSON HANGAR ONE
2	20	ADMINISTRATION/TERMINAL BUILDING
3	21	MAINTENANCE/STORAGE
4		RESTAURANT
5	22	HELIPAD
6		NON-DIRECTIONAL BEACON (NDB)
7		CAMPGROUND/RESTROOMS/SHOWER FACILITIES
8		ELECTRICAL VAULT
	23	FUEL STORAGE
	24	T-HANGAR
	25	SHADE HANGAR
	26	FIXED BASE OPERATION HANGAR
	27	AIRPORT RESCUE and FIREFIGHTING (ARFF)
	28	AIRCRAFT WASH/MAINTENANCE FACILITY
	29	EQUIPMENT STORAGE BUILDING
	30	AIR TRAFFIC CONTROL TOWER (ATCT)

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 6-24 APPROACH SURFACE DRAWING, sheet 3 of 6.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING, sheet 4 of 6.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE/NOISE DRAWING, sheet 5 of 6.
4. All runway end coordinates, and runway elevations were obtained from O.C. Chart 6966, April 1993.
5. All latitude and longitude coordinates report in NAD 83.
6. Runway pavement strengths obtained from Western Technologies Inc., February 25, 1997 Pavement Evaluation Report.
7. Ten Years of local wind data not available.
8. Fence line 1-foot inside existing property line.
9. As of July, 1998 there are no Modifications from FAA Design Standards.

FOR APPROVAL BY:

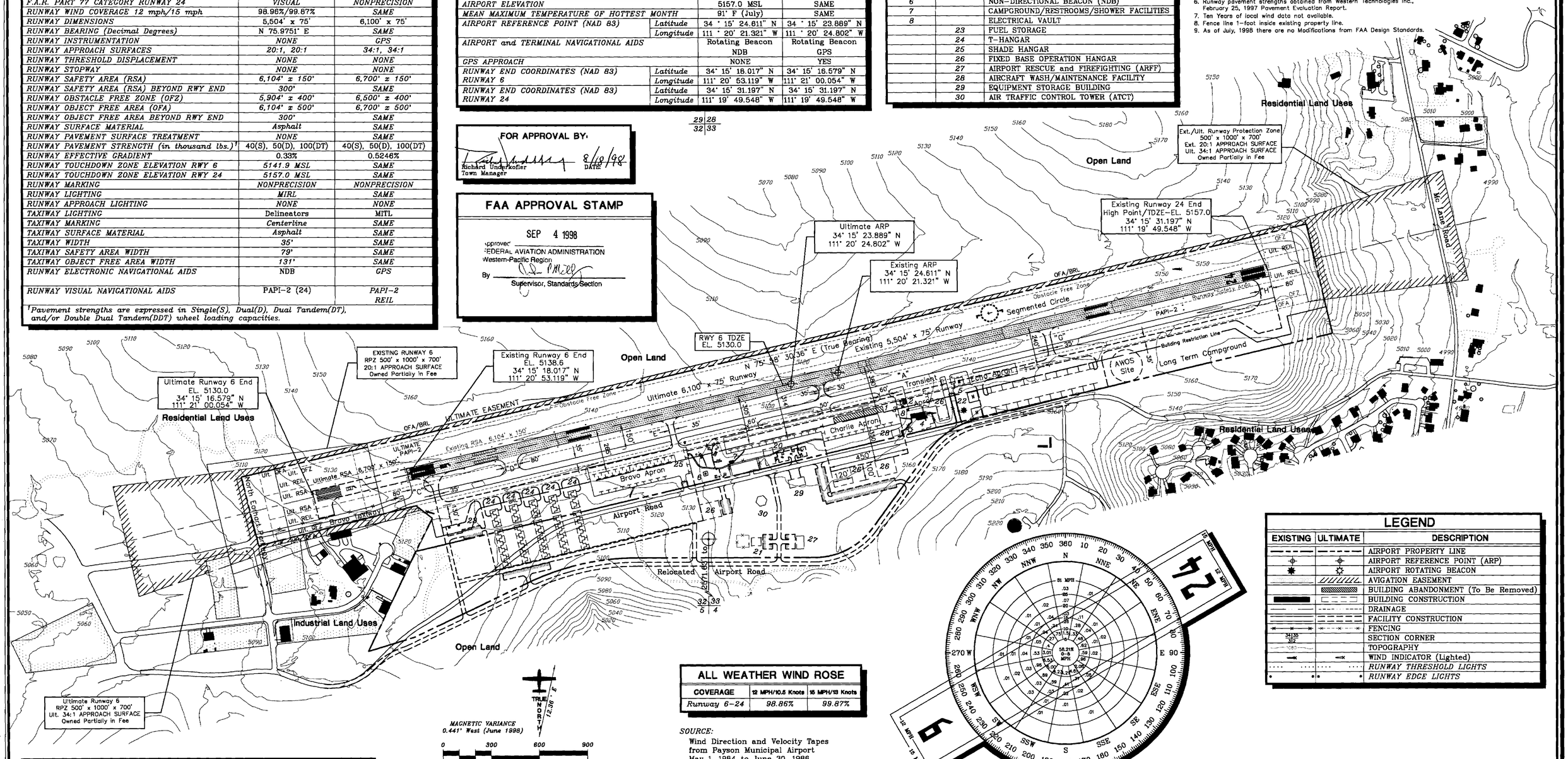
Richard Underkofler, Town Manager — DATE 8/18/98

FAA APPROVAL STAMP

SEP 4 1998

Approved: FEDERAL AVIATION ADMINISTRATION, Western-Pacific Region

By _____ Supervisor, Standards Section

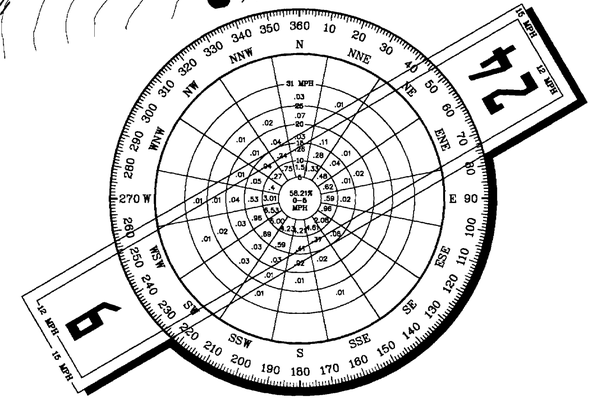


LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
34/35 32		SECTION CORNER
1080		TOPOGRAPHY
		WIND INDICATOR (Lighted)
		RUNWAY THRESHOLD LIGHTS
		RUNWAY EDGE LIGHTS

ALL WEATHER WIND ROSE

COVERAGE	12 MPH/10.5 Knots	15 MPH/13 Knots
Runway 6-24	98.86%	99.87%



SOURCE:
Wind Direction and Velocity Tapes
from Payson Municipal Airport
May 1, 1964 to June 30, 1986
(See Note 7.)

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS

OBJECT	PENETRATION	DISPOSITION
Parallel Taxiway	150'	Relocate
Trees and Shrubs	Varies	Remove
Segmented Circle/Wind Cone	143'	Request Modification to Standard

THRESHOLD SITING SURFACE OBJECT PENETRATIONS

OBJECT	PENETRATION	DISPOSITION
None		

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Runway/Taxiway Separation	Runway/Taxiway Separation	240'	150'	Relocate
Helipad and Echo Apron in OFA	Object Free Area/OFZ	250'	205'	Relocate
Trees and Shrubs in OFA	Object Free Area/OFZ	250'	Varies	Remove
Segmented Circle/Wind Cone in OFA	Object Free Area/OFZ	250'	143'	Request Modification to Design Standard

No.	REVISIONS	DATE	BY	APP'D.
1	ALP completely revised to add planning details and reflect recommendations contained within the Master Plan dated June 25, 1998.	8-98	LDJ	CMH

"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."

PAYSON MUNICIPAL AIRPORT

AIRPORT LAYOUT DRAWING

Payson, Arizona

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

August 5, 1998 — SHEET 1 OF 6

Coffman Associates — Airport Consultants

Coffman Associates—LDJ E69alp08.dwg Wednesday August 5 1998 3:27pm