RUNWAY DATA

	RUNWAY 5-23	
	EXISTING	ULTIMATE
RUNWAY DESIGN CODE	B-I (SMALL AIRCRAFT)-VIS	B-I (SMALL AIRCRAFT)-5000
RUNWAY REFERENCE CODE	N/A	B/I(S)/5000
CRITICAL DESIGN AIRCRAFT	KING AIR B100	SAME
WINGSPAN OF DESIGN AIRCRAFT	45.92	SAME
APPROACH SPEED OF DESIGN AIRCRAFT (KNOTS)	111	SAME
MAXIMUM TAKE OFF WEIGHT (lbs)	11,800	SAME
RUNWAY AZMUTH	353.768	SAME
RUNWAY BEARING (TRUE)	N68°28'18"E	SAME
RUNWAY DIMENSIONS	4552'x60'	5500'x60'
ELEVATION OF RWY. TOUCH DOWN ZONE (MSL)	4195.73'/4186.78'	SAME
ELEVATION OF RUNWAY HIGH POINT (above MSL)	4195.7'	SAME
ELEVATION OF RUNWAY LOW POINT (above MSL)	4162.8'	SAME
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x1000'x450'	SAME
WIND COVERAGE IN KNOTS	10.5-97.12%/13-98.83%	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	≥1 MILE
FAR PART 77 CATEGORY	20:1/20:1	SAME
RUNWAY APPROACH TYPE	VISUAL/VISUAL	NON-PREC/NON-PREC
RUNWAY APPROACH SURFACES	20:1/20:1	34:1/34:1
RUNWAY DEPARTURE SURFACE	N/A	40:1/40:1
RUNWAY THRESHOLD DISPLACEMENT	120'/120'	NONE/SAME
RUNWAY STOPWAY	NONE	NONE
RUNWAY SAFETY AREA WIDTH (RSA)	120'	SAME
RSA DISTANCE BEYOND EACH RUNWAY END	240'/240'	SAME
RUNWAY OBJECT FREE AREA WIDTH (OFA)	250'	SAME
OFA DISTANCE BEYOND EACH RUNWAY END	240'/240'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)	250'	SAME
OFZ DISTANCE BEYOND EACH RUNWAY END	200'/200'	SAME
LINE OF SITE REQUIREMENT	NO	YES
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)[1]	12.0(S)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	2.1%	±2.0%
MAXIMUM GRADIENT (in %)	2%	SAME
RUNWAY LIGHTING	NONE	MIRL
RUNWAY MARKINGS	VISUAL/VISUAL	NON-PREC/NON-PREC
RUNWAY APPROACH LIGHTING	NONE	SAME
THRESHOLD SITING SURFACE	20:1	SAME
AERONAUTICAL SURVEY REQUIRED	NONE	NVGS
TAXIWAY DESIGN GROUP	1	SAME
TAXIWAY MARKING	CENTERLINE/HOLDBAR	SAME
DISTANCE FROM RWY. CL TO HOLD BARS	125'	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
TAXIWAY LIGHTING	NONE	REFLECTORS
TAXIWAY WIDTH	30'	25'
TAXIWAY SAFETY AREA	49'	SAME
TAXIWAY OFA	89'	SAME
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	44.5'	SAME
VISUAL AND NAVIGATIONAL AIDS	NONE	PAPI-2/PAPI-2 GPS BEACON REILs

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

AIRPORT DATA

BAGDAD AIRPORT (E51)

CITY: BAGDAD, ARIZONA — COUNTY: YAVAPAI COUNTY, ARIZONA

RANGE: R-9-W — TOWNSHIP: T-14-N — CIVIL TOWNSHIP: N/A

		EXISTING	ULTIMATE
NPIAS SERVICE LEVEL		GENERAL AVIATION	SAME
STATE SERVICE ROLE		GENERAL AVIATION BASIC AIPRORT	SAME
CRITICAL DESIGN AIRCRAFT		KING AIR B100	SAME
AIRPORT REFERENCE CODE (ARC)		B-I (SMALL AIRCRAFT)	SAME
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		4183'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		96.5.°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	34°35'34.426"N	34°35'32.640"N
	Longitude	113°10'19.018"W	113°10'24.260"W
AIRPORT NAVIGATIONAL AIDS		NONE NONE NONE NONE	GPS BEACON (YAVAPAI CNTY) PAPI-2 (YAVAPAI CNTY) REILs (YAVAPAI CNTY)
MISCELLANEOUS FACILITIES		LIGHTED WIND CONE TETRAHEDRON --	SAME SAME AWOS (YAVAPAI CNTY)

DECLARED DISTANCES

	RUNWAY			
	EXISTING		ULTIMATE	
	5	23	5	23
TAKEOFF RUN AVAILABLE (TORA)	4,552'	4,552'	5,500'	5,500'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,552'	4,552'	5,500'	5,500'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4,552'	4,552'	5,500'	5,500'
LANDING DISTANCE AVAILABLE (LDA)	4,432'	4,432'	5,500'	5,380'

EXISTING AIRPORT FACILITIES

NO.	DESCRIPTION	ELEV. (MSL)
1	HANGAR	4193.4'
2	HANGAR	4205.1'
3	TETRAHEDRON	4178.0'
4	FAA RCO	4170.6'
5	WATER TANK	--
6	--	--
7	--	--
8	--	--
9	--	--
10	--	--

ULTIMATE AIRPORT FACILITIES

NO.	DESCRIPTION	Est. ELEV. (MSL)
20	TERMINAL	--
21	MAINTENANCE/STORAGE FACILITY	--
22	EXECUTIVE HANGAR	--
23	EXECUTIVE HANGAR	--
24	8-UNIT T-HANGAR	--
25	AWOS	--
26	AUTO PARKING	--
27	AIRCRAFT FUEL STORAGE (SELF-SERVE)	--
29	--	--

LEGEND

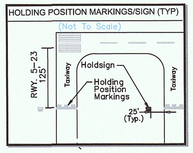
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
N/A		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE BUILDING
		STRUCTURE OFF AIRPORT
		CRITICAL AREA
		AIRPORT PAVEMENT
N/A		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA	OBJECT FREE AREA
	SAME	RUNWAY SAFETY AREA
OFZ	SAME	OBSTACLE FREE ZONE
RPZ	SAME	RPZ CENTER PORTION
RPZ	SAME	RUNWAY PROTECTION ZONE
	SAME	TAXIWAY OBJECT FREE AREA
AS		RUNWAY APPROACH SURFACE
	SAME	TIE-DOWNS
N/A		PAPI-2
N/A		RUNWAY END IDENTIFIER LIGHTS (REILS)
		WINDCONE
		TOPOGRAPHIC CONTOURS

MAG NORTH

0 300 600
SCALE IN FEET

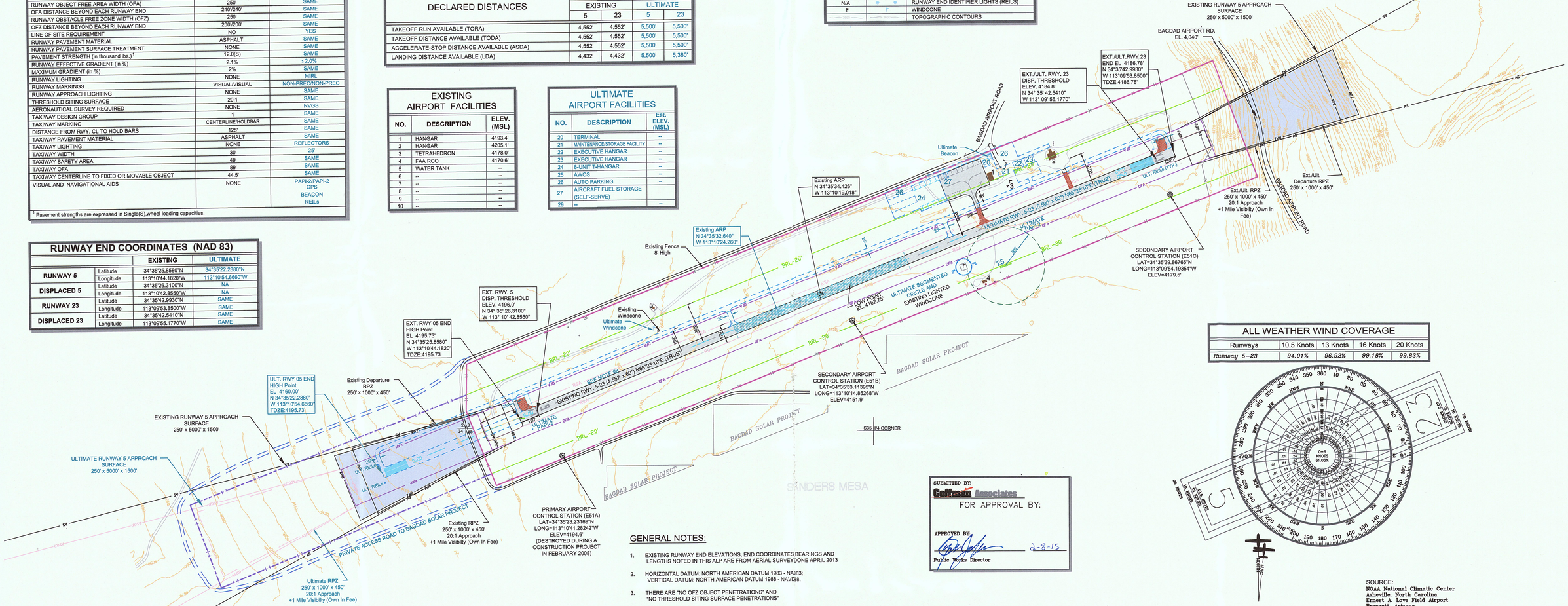
Magnetic Declination
11° 15' 19.0"East (March 2014)
Annual Rate of Change
00° 06.3' West (March 2014)

HOLDING POSITION MARKINGS/SIGN (TYP)
(Not To Scale)



RUNWAY END COORDINATES (NAD 83)

		EXISTING	ULTIMATE
RUNWAY 5	Latitude	34°35'25.8580"N	34°35'22.2880"N
	Longitude	113°10'44.1820"W	113°10'54.6660"W
DISPLACED 5	Latitude	34°35'26.3100"N	NA
	Longitude	113°10'42.8550"W	NA
RUNWAY 23	Latitude	34°35'42.9930"N	SAME
	Longitude	113°09'53.8500"W	SAME
DISPLACED 23	Latitude	34°35'42.5410"N	SAME
	Longitude	113°09'55.1770"W	SAME



ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 5-23	*94.01%*	*96.92%*	*99.18%*	*99.83%*

MAG NORTH

Magnetic Declination
11° 15' 19.0"East (March 2014)
Annual Rate of Change
00° 06.3' West (March 2014)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ernest A Love Field Airport
Prescott, Arizona

OBSERVATIONS:
82,880 All Weather Observations
2003-2012

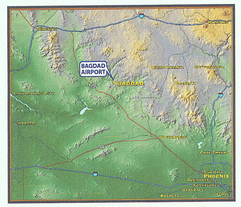
GENERAL NOTES:

1. EXISTING RUNWAY END ELEVATIONS, END COORDINATES,BEARINGS AND LENGTHS NOTED IN THIS ALP ARE FROM AERIAL SURVEY DONE APRIL 2013
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAI83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. THERE ARE "NO OFZ OBJECT PENETRATIONS" AND "NO THRESHOLD SITING SURFACE PENETRATIONS"
4. SEE AIRPORT PROPERTY MAP, SHEET 6 OF 6 FOR PROPEITY OWNERSHIP DETAILS.
5. BAGDAD AIRPORT WAS CONVEYED TO YAVAPAI COUNTY THROUGH A QUIT CLAIM DEED DATED MARCH 9, 2000.
6. AN ULTIMATE NON-PRECISION GPS APPROACH BEING PROPOSED ON RUNWAY 5-23 IS SUBJECT TO FURTHER EVALUATION. THE ARIZONA NAVIGATIONAL AIDS AND AVIATION SERVICES SPECIAL STUDY (NOVEMBER 1998) STATES THAT A POTENTIAL INSTRUMENT APPROACH PROCEDURE FOR BAGDAD AIRPORT DOES NOT MEET THE ONE-MILE TARGET VISIBILITY, BUT THAT FACILITY DESIGN STANDARDS ARE MET. FURTHER ANALYSIS RELATED TO APPROACH OBSTRUCTIONS, LANDSIDE DEVELOPMENT IN RELATION TO THE BRL, AND OTHER FACTORS WILL BE NECESSARY PRIOR TO THE POTENTIAL IMPLEMENTATION OF AN INSTRUMENT APPROACH PROCEDURE.
7. THE BRL IS PLACED ON THE ALP FOR IDENTIFYING SUITABLE BUILDING AREA LOCATIONS ON THE AIRPORT. THE BRL LOCATION IS DEPENDENT UPON THE SELECTED ALLOWABLE STRUCTURE HEIGHT AND IS BASED UPON THE EXISTING PART 77 PRIMARY SURFACE ASSOCIATED WITH RUNWAY 5-23 FOR VISUAL APPROACH ONLY. THE IMPLEMENTATION OF AN INSTRUMENT APPROACH PROCEDURE AT THE AIRPORT COULD RESULT IN THE RELOCATION OF THE BRL, MINIMIZING THE POSSIBILITY FOR FUTURE LANDSIDE DEVELOPMENT. FURTHER ANALYSIS WILL BE NEEDED PRIOR TO THE POTENTIAL IMPLEMENTATION OF AN INSTRUMENT APPROACH PROCEDURE.
8. FUTURE RUNWAY RECONSTRUCTION TO FAA STANDARDS FOR GRADIENT AND LINE-OF-SIGHT.

SUBMITTED BY:
Coffman Associates
FOR APPROVAL BY:
APPROVED BY: 2-8-15
Public Works Director

FAA APPROVAL STAMP

Approved conditionally February 23, 2015
Subject to comments contained in our letter dated: 2-23-2015
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By MS N W
Manager / Assistant Manager – Phoenix ADO



LOCATION MAP

VICINITY MAP

No.	REVISIONS	DATE	BY	APPD.
3				
2				
1	MASTER PLAN	1/15	--	--
0	ALP UPDATE	11/08	PB	FAA
	PREVIOUS APPROVED ALP	8/00	RC	FAA

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 OF 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 THE APPROPRIATE PUBLIC LAWS.

BAGDAD AIRPORT

AIRPORT LAYOUT DRAWING

BAGDAD, ARIZONA

PLANNED BY: Matt Quick
DETAILED BY: Maggie Beaver
APPROVED BY: Jim Harris P.E.

January 13, 2015 — *SHEET* 2 *OF* 9

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