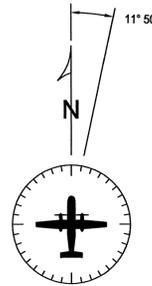
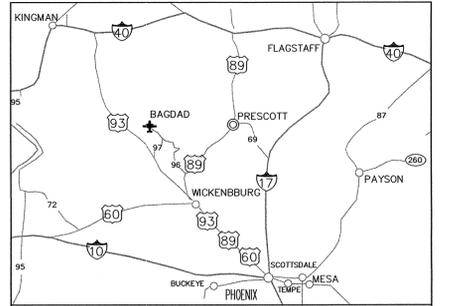


AIRPORT DATA			
NAME OF AIRPORT & 3 CHARACTER IDENTIFIER		BAGDAD AIRPORT E-51	
OWNER		YAVAPAI COUNTY	
AIRPORT NPIAS CATEGORY (NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS) OR "GENERAL AVIATION"		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		4,163'	SAME
AIRPORT REFERENCE POINT COORDINATES		LAT 34°35'34.426"N LONG 113°10'19.018"W	SAME
AIRPORT & TERMINAL NAVIGATION AIDS		ON AIRPORT WIND CONES / WIND TEE OFF AIRPORT DRAKE VORTAC, CTAF	SAME
MEAN MAX. DAILY TEMP. (HOTTEST MONTH)		96°F / JULY	SAME
DESIGN AIRCRAFT		CESSNA 172	SAME
GPS AT AIRPORT		NONE	NONE
INSTMT APPROACH TYPES		NONE	GPS
AIRPORT REFERENCE CODE		B-1*	SAME
TOWNSHIP: SECTIONS 2 & 3, T-14-N, R-9-W & SECTIONS 34 & 35, T-15-N, R-9-W GILA AND SALT RIVER BASE & MERIDIAN YAVAPAI COUNTY, ARIZONA			
*GROUP 1 SMALL AIRCRAFT EXCLUSIVELY			



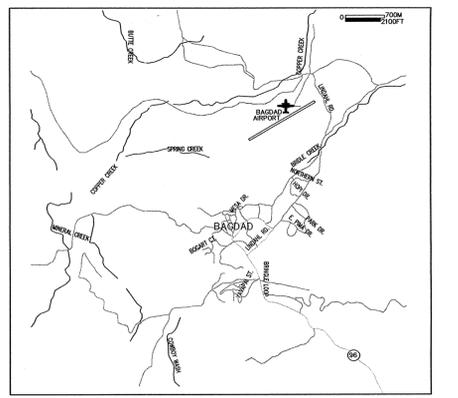
Magnetic Declination=11° 50'E
2008 Annual Average Rate of Change
is 0.103" West (NGDC/NOAA, March 2008)

LEGEND		
	EXISTING	FUTURE
ROADS AND FACILITIES	—	—
BUILDINGS	■	□
OBSTACLE FREE ZONE (OFZ)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
PROPERTY BOUNDARY / FENCE	---	---
WALK THROUGH ACCESS GATE	∧	∧
TOPOGRAPHIC CONTOUR	---4170'---	---
AIRPORT REFERENCE POINT (ARP)	⊕	⊕
ASPHALTIC CONCRETE PAVEMENT	▨	▨
DRAINAGE	---	---
SURVEY CONTROL POINTS	△	△
TAXIWAY CONNECTOR REFLECTORS	□	□
BUSHES	○	○
UNDERGROUND DRAIN PIPE	---	---
WIND INDICATOR	⬇	⬇
SECTION CORNER	⊕	⊕
RUNWAY THRESHOLD LIGHTING	○	○
AIRPORT ROTATING BEACON	⊕	⊕

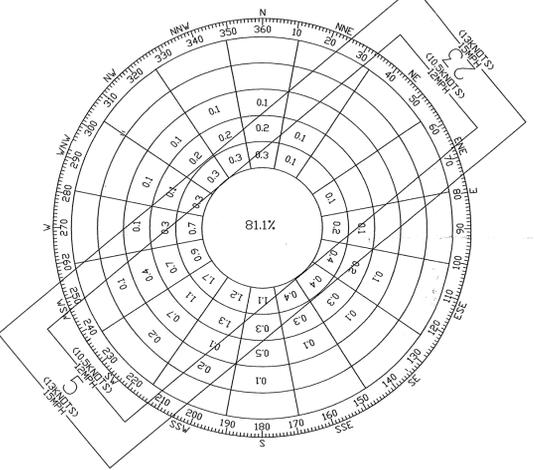
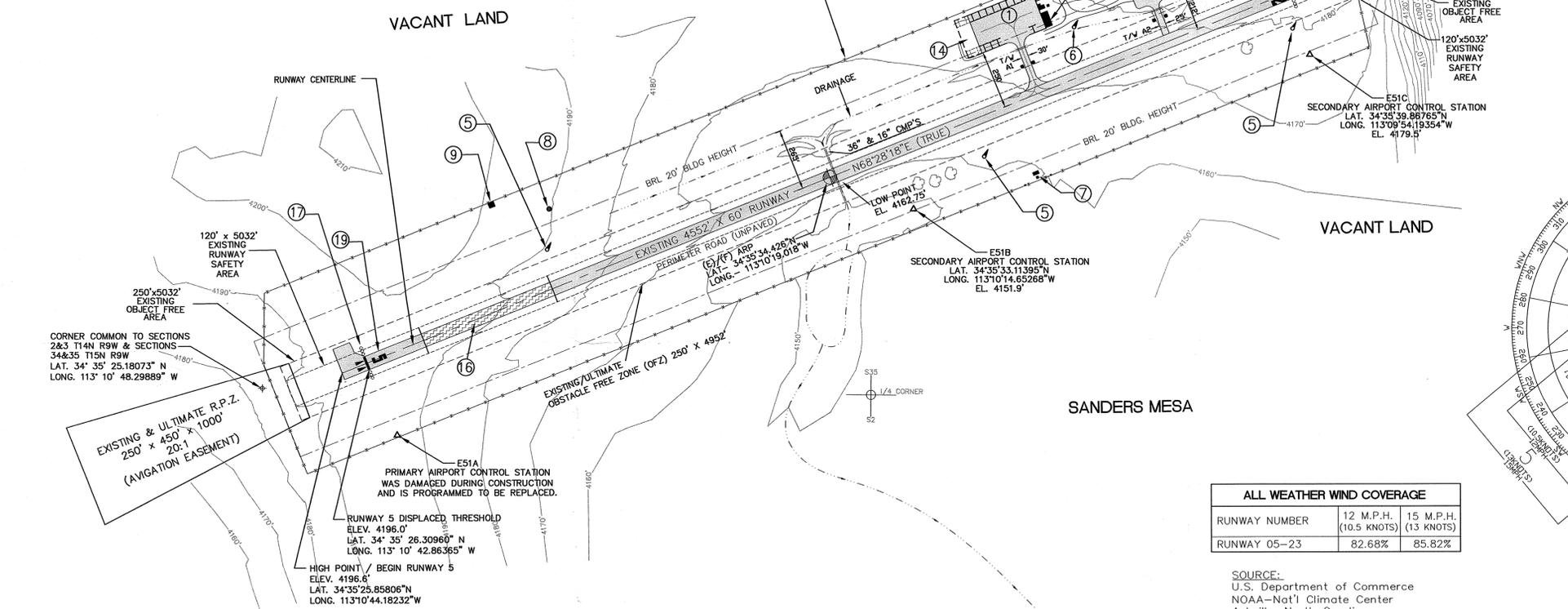


INDICATES AIRPORT LOCATION
INDICATES NEAREST AIRPORT W/TOWER
INDICATES ARIZONA HIGHWAY

AIRPORT LOCATION MAP
NOT TO SCALE



AIRPORT VICINITY MAP
NOT TO SCALE



ALL WEATHER WIND COVERAGE		
RUNWAY NUMBER	12 M.P.H. (10.5 KNOTS)	15 M.P.H. (13 KNOTS)
RUNWAY 05-23	82.68%	85.82%

SOURCE:
U.S. Department of Commerce
NOAA-Natl Climate Center
Asheville, North Carolina

Note: Prescott Airport wind data from 1978-1998 used for Bagdad Airport's windrose.

FAA STATEMENT:
THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF ADOT AERONAUTICS DIVISION AND THE FAA. ACCEPTANCE OF THIS DOCUMENT BY ADOT AND THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE STATE OF ARIZONA AND 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.

DEVIATIONS FROM DESIGN STANDARDS				
DEVIATION DESCRIPTION	AFFECTED DESIGN STD	STANDARD	EXISTING	PROPOSED DISPOSITION
RUNWAY 5 END USABLE RSA WIDTH TOO NARROW	AC 150/5300-13-305	120'	105'	WIDEN USABLE RSA WIDTH TO 120' ON THE RUNWAY 05 END
RUNWAY 5 END USABLE RSA LENGTH TOO SHORT	AC 150/5300-13-305	240'	210'	EXTEND USABLE RSA LENGTH TO 240' ON THE RUNWAY 05 END
RUNWAY 23 END USABLE RSA LENGTH TOO SHORT	AC 150/5300-13-305	240'	170'	EXTEND USABLE RSA LENGTH TO 240' ON THE RUNWAY 23 END

AIRPORT BUILDINGS/FACILITIES		
EXISTING	FUTURE	DESCRIPTION
1		MAIN TIEDOWN APRON (WEST)
2		SECONDARY TIEDOWN APRON (EAST) POOR PAVEMENT CONDITION
3		EAST PRIVATE HANGAR
4		WEST PRIVATE HANGAR
5		WINDSOCK
6		WINDTEE
7		FAA RCO (122.5 MHZ)
8		WATER TANK
9		SEISMIC RECORDER, FENCED
10		LIVESTOCK FENCE
11		SECURITY FENCE
12		SECURITY GATE-CARDKEY ACCESS
	13	FUTURE AUTO PARKING
	14	FUTURE AIRCRAFT PARKING
	15	FUTURE TERMINAL BUILDING
	16	FUTURE RUNWAY RECONSTRUCTION TO FAA STDS. (APPR. 1200 S.Y.)
	17	FUTURE THRESHOLD LIGHTS
	18	FUTURE ROTATING BEACON
	19	FUTURE RUNWAY NUMBER CHANGE FROM 5/23 TO 6/24 DUE TO MAGNETIC DECLINATION

RUNWAY DATA TABLE			
		RWY 05-23	
DATA ELEMENTS	EXISTING	FUTURE	
AIRPLANE DESIGN GROUP	GROUP 1 *	SAME	
AIRCRAFT APPROACH CATEGORY	B	SAME	
RUNWAY AZIMUTH	RWY 05 291°31'42"	SAME	
	RWY 23 68°28'18"	SAME	
RUNWAY BEARING (TRUE)	N68°28'18"E	SAME	
MAXIMUM ELEVATION ABOVE MSL	4,195.75'	SAME	
INSTRUMENT RUNWAY (TYPE)	VISUAL	GPS(SEE NOTE 5)	
APPROACH SLOPE (BOTH ENDS)	20:1	SAME	
APPROACH VISIBILITY MINIMUMS (BOTH ENDS)	+3 MILE	SAME	
THRESHOLD DISPLACEMENT	RWY 05 110'	NONE	
	RWY 23 125'	NONE	
RUNWAY (WIDTH)	60'	SAME	
RUNWAY (LENGTH)	4,552'	SAME	
WIDTH & LENGTH (W & L) BEYOND RUNWAY END	RWY END 05 105'W X 210'L RWY END 23 120'W X 170'L	120'W X 240'L 120'W X 240'L	
RUNWAY SAFETY AREA	RWY 05-240' RWY 23-240'	120' x 5,032' SAME	
OBJECT FREE AREA	250' x 5,032'	SAME	
OBSTACLE FREE ZONE	250' x 4,952'	SAME	
PAVEMENT STRENGTH (IN POUNDS)	4,000 SWL	12,500 SWL	
*GROUP 1 SMALL AIRCRAFT EXCLUSIVELY			

RUNWAY DATA TABLE (CONT)			
		RWY 05-23	
DATA ELEMENTS	EXISTING	FUTURE	
RUNWAY INSTRUMENTATION(BOTH ENDS) (PER ADOT 1999 CHECKLIST)	VISUAL/VISUAL	NONPRECISION/VISUAL (SEE NOTE 5)	
RUNWAY LIGHTING (LIRL, MIRL, HIRL)	NONE	MIRL	
RUNWAY APPROACH LIGHTING	NONE	SAME	
RUNWAY MARKING	BASIC/BASIC	SAME	
RUNWAY SURFACE TYPE	ASPHALT	SAME	
TAXIWAY LIGHTING (REFLECTORS, MITL)	NONE	REFLECTORS	
TAXIWAY MARKING	NONE	EDGE/CENTERLINE	
TAXIWAY SURFACE TYPE	ASPHALT	SAME	
NAVIGATIONAL AIDS	RWY 05 NONE	GPS(SEE NOTE 5)	
	RWY 23 NONE	SAME PLUS REILS 23 END	
VISUAL AIDS (GVGI, REIL, ETC.)	WIND CONES & WIND TEE	SAME PLUS REILS 23 END	
RUNWAY EFFECTIVE GRADIENT (%)	1.4%	SAME	
PAVEMENT SURFACE TREATMENT	ASPHALT OVERLAY	SAME	
RUNWAY APPROACH LIGHTING (ODALS, MALSAR, ETC.)	NONE	SAME	
FAR PART 77 CATEGORY (BOTH ENDS)	VISUAL/VISUAL	SAME	
WIND COVERAGE %	12 M.P.H. 82.68%	15 M.P.H. 85.82%	

RUNWAY END DATA (NAD 83)				
RUNWAY	ELEV.	LAT	LONG	
RUNWAY 5	4196.6'	34° 35' 25.85806" N	113° 10' 44.18232" W	SAME
RUNWAY 5 - DISPLACED THRESHOLD	4196.0'	34° 35' 26.30960" N	113° 10' 42.86365" W	SAME
RUNWAY 23	4186.5'	34° 35' 42.99255" N	113° 09' 53.85028" W	SAME
RUNWAY 23 - DISPLACED THRESHOLD	4184.8'	34° 35' 42.50506" N	113° 09' 55.28026" W	SAME

GENERAL NOTES:

- LAT/LONG BASED ON NORTH AMERICAN DATUM 1983. (NAD 83). ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).
- AIRPORT SURVEY CONTROL STATIONS ARE PER F.A.A. No.405 - STANDARDS FOR AERONAUTICAL SURVEYS AND RELATED PRODUCTS, FOURTH EDITION 1996.
- AIRPORT DATA (Including Spot Elevations) BASED ON NGS/YAVAPAI COUNTY SURVEY, AUGUST 2003. TOPOGRAPHICAL CONTOURS BASED ON COUNTY SURVEY 2008.
- YAVAPAI COUNTY OWNS AIRPORT PROPERTY PER QUIT CLAIM DEED, MARCH 20, 2000.
- FUTURE GPS APPROACH PROPOSED IS SUBJECT TO FURTHER EVALUATION. THE AZ NAVIGATIONAL AIDS AND AVIATION SERVICES SPECIAL STUDY (NOV 1998) STATES THAT A POTENTIAL IAP FOR BAGDAD DOES NOT MEET THE 1-MILE TARGET VISIBILITY, BUT THAT FACILITY DESIGN STANDARDS ARE MET. HOWEVER, THE BAGDAD AIRPORT MASTER PLAN 2000 NOTES THAT ANNUAL OPERATIONS AT BAGDAD ARE MINIMAL AND SUGGEST THAT A BENEFIT/COST ASSESSMENT BE CONDUCTED TO DETERMINE WHETHER SUCH AN INVESTMENT IS JUSTIFIED.

Approved conditionally
Subject to comments contained in our letter dated: 12/23/2008
Revalidated: 12/23/2008
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By: *Kurt Coburn*
Asst. Manager - LAX/ADO

FOR APPROVAL BY
YAVAPAI COUNTY, ARIZONA
Phil Bourdon 11/25/08
APPROVED BY DATE
PUBLIC WORKS DIRECTOR
TITLE

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
2	ALP UPDATE	4/08	TTS	
1	PREVIOUS APPROVED ALP	8/00	RC	FAA

YAVAPAI COUNTY
PUBLIC WORKS DEPARTMENT
1100 COMMERCE DR. PRESCOTT, ARIZONA 86305
(928) 771-3183
PHIL BOURDON, PUBLIC WORKS DIRECTOR

PROJECT NAME: **BAGDAD AIRPORT**
BAGDAD, ARIZONA

SERVICE REQUEST (PROJ.) #28-18116

SHEET NAME: **AIRPORT LAYOUT PLAN**

DESIGN BY: A.M.S.
DRAWN BY: A.M.S.
CHECKED BY: T.T.S.
DATE: November 25, 2008
DWG. NAME: Bagdad ALP 2008.dwg
SHEET: 2 of 8