AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT CATEGORY		GENERAL UTILITY	BASIC TRANSPORT
DESIGN AIRCRAFT		KING AIR	GULF STREAM IV
AIRPORT REFERENCE CODE (ARC): RUNWAY CATEGORY/DESIGN GROUP		B–II	D–II
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		1462	1462
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH (JULY)		106° F	106° F
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	N 32° 57' 17.63"	N 32° 57' 10.11"
	Longitude	W 111° 46' 00.54"	W 111° 46' 16.24"
AIRPORT and TERMINAL NAVIGATIONAL AIDS		DME VOR (5) VORTAC ILS (5) GPS (5)	DME VOR (5) VORTAC ILS (5) GPS
GPS APPROACH		YES	YES
RUNWAY END COORDINATES (NAD 83)		--	--
RUNWAY 05		N 32° 57' 04.73" W 111° 46' 26.97"	N 32° 56' 49.83" W 111° 46' 57.60"
RUNWAY 23		N 32° 57' 30.53" W 111° 45' 34.15"	N 32° 57' 30.53" W 111° 45' 34.15"

RUNWAY DATA

RUNWAY DATA	RUNWAY 5–23 EXISTING	RUNWAY 5–23 ULTIMATE
RUNWAY CATEGORY	GENERAL UTILITY	GENERAL TRANSPORT
AIRCRAFT DESIGN GROUP/APPROACH SPEED CATEGORY	B–II	D–II
RUNWAY DIMENSIONS	5200' x 100'	8540' x 100'
RUNWAY BEARING	N 59° 56' 15" E	N 59° 56' 15" E
RUNWAY INSTRUMENTATION	PRECISION	PRECISION
RUNWAY SAFETY AREA (RSA)	6400' x 300'	10,540' x 500'
RUNWAY SAFETY AREA LENGTH BEYOND RWY END	600'	1000'
OBJECT FREE AREA (OFA)	6400' x 800'	10,540' x 800'
OBSTACLE FREE ZONE (OFZ)	5600' x 400'	8940' x 400'
RUNWAY WIND COVERAGE	15 MPH = 99.6%	18 MPH = 99.9%
TOUCHDOWN ZONE ELEVATION (RWY 23)	1462	1462
TOUCHDOWN ZONE ELEVATION (RWY 5)	1448	1436
RUNWAY MAX ELEVATION (ABOVE MEAN SEA LEVEL)	1462	1462
RUNWAY APPROACH SURFACES	50:1/40:1, 20:1	50:1/40:1, 34:1
RUNWAY LIGHTING	MIRL	HIRL
RUNWAY MARKING	PRECISION	PRECISION
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING (in %)	Centerline	Centerline
TAXIWAY SAFETY AREA WIDTH	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'
EFFECTIVE RUNWAY GRADIENT	.33	.37
RUNWAY SURFACE MATERIAL	ASPHALT	ASPHALT
TAXIWAY SURFACE MATERIAL	ASPHALT	ASPHALT
PAVEMENT STRENGTH (in thousand lbs.) [1]	18.5(S) 65(D)	20(S) 72(D)
FAR PART 77 CATEGORY RWY 5	PRECISION/UTILITY	PRECISION/>UTILITY
FAR PART 77 CATEGORY RWY 23	VISUAL/UTILITY	NON–PRECISION/>UTILITY
NAVIGATIONAL AIDS	DME ILS (5) VOR VORTAC GPS (5)	DME ILS (5) VOR VORTAC GPS
VISUAL AIDS	MIRL VASI–2 MALSR (5)	HIRL PAPI–4 MALSR (5) REILS (23)

[1] Pavement strengths are expressed in single (S), dual (D), dual tandem (DT), and/or double dual tandem (DDT) wheel loading capacities.

GENERAL NOTES:

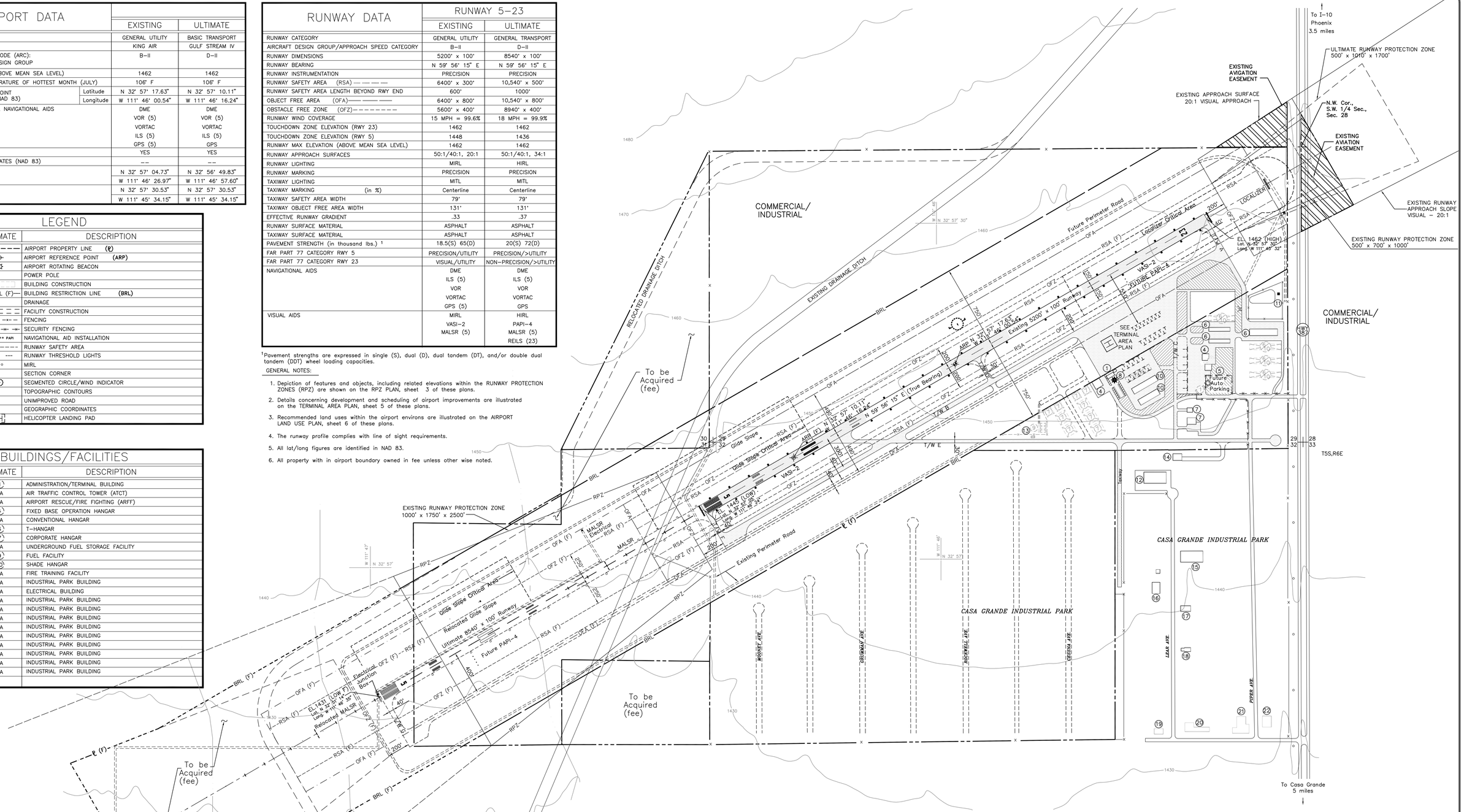
1. Depiction of features and objects, including related elevations within the RUNWAY PROTECTION ZONES (RPZ) are shown on the RPZ PLAN, sheet 3 of these plans.
2. Details concerning development and scheduling of airport improvements are illustrated on the TERMINAL AREA PLAN, sheet 5 of these plans.
3. Recommended land uses within the airport environs are illustrated on the AIRPORT LAND USE PLAN, sheet 6 of these plans.
4. The runway profile complies with line of sight requirements.
5. All lat/long figures are identified in NAD 83.
6. All property with in airport boundary owned in fee unless other wise noted.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE (℄)
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		POWER POLE
		BUILDING CONSTRUCTION
BRL	BRL (F)	BUILDING RESTRICTIION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		SECURITY FENCING
VASI	PAPI	NAVIGATIONAL AID INSTALLATION
		RUNWAY SAFETY AREA
		RUNWAY THRESHOLD LIGHTS
		MIRL
34 NS 312		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080		TOPOGRAPHIC CONTOURS
		UNIMPROVED ROAD
N 32° 57'		GEOGRAPHIC COORDINATES
H	H	HELICOPTER LANDING PAD

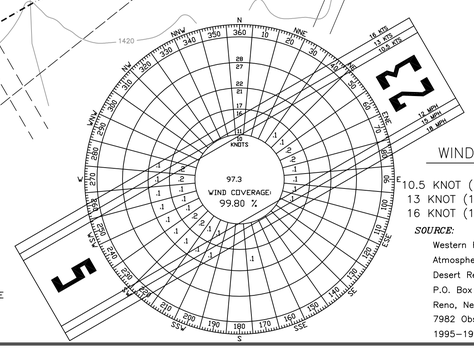
BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	1	ADMINISTRATION/TERMINAL BUILDING
NA	NA	AIR TRAFFIC CONTROL TOWER (ATCT)
NA	NA	AIRPORT RESCUE/FIRE FIGHTING (ARFF)
4	4	FIXED BASE OPERATION HANGAR
5	NA	CONVENTIONAL HANGAR
6	6	T–HANGAR
7	7	CORPORATE HANGAR
8	NA	UNDERGROUND FUEL STORAGE FACILITY
NA	9	FUEL FACILITY
10	10	SHADE HANGAR
11	NA	FIRE TRAINING FACILITY
12	NA	INDUSTRIAL PARK BUILDING
13	NA	ELECTRICAL BUILDING
14	NA	INDUSTRIAL PARK BUILDING
15	NA	INDUSTRIAL PARK BUILDING
16	NA	INDUSTRIAL PARK BUILDING
17	NA	INDUSTRIAL PARK BUILDING
18	NA	INDUSTRIAL PARK BUILDING
19	NA	INDUSTRIAL PARK BUILDING
20	NA	INDUSTRIAL PARK BUILDING
21	NA	INDUSTRIAL PARK BUILDING
22	NA	INDUSTRIAL PARK BUILDING



MAGNETIC DECLINATION
12° 14'E (1996)
(0.2' WEST ANNUALLY)

(121.92) 400 — 0 — (121.92) 400 — (243.84) 800
SCALE IN FEET (METERS)



WIND COVERAGE

10.5 KNOT (12 MPH) COVERAGE = 99.52%
13 KNOT (15 MPH) COVERAGE = 99.80%
16 KNOT (18 MPH) COVERAGE = 99.94%

SOURCE:
Western Regional Climate Center
Atmospheric Sciences Center
Desert Reseach Institute
P.O. Box 60220
Reno, Nevada
7982 Observations
1995–1996

FAA APPROVAL

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document 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.

APPROVAL	DATE
SPONSOR	

MODIFICATIONS TO STANDARD (APPROVAL DATE)

NO.	DESCRIPTION	DATE	BY:
1			

REVISIONS

CASA GRANDE MUNICIPAL AIRPORT

CASA GRANDE, ARIZONA

AIRPORT LAYOUT DRAWING

DRAWN BY: BJD
CHK'D. BY: JJH
APPR. BY: TFO
DATE: JAN. 1997
Q. A.
PEER REVIEW JJH

Morrison Maierle/CSSA INC.
An Employee–Owned Company
ENGINEERS SCIENTISTS SURVEYORS PLANNERS SINCE 1945
4621 North 16th Street Ste. D401 Phoenix, AZ 85016 • Phone: (602) 277–2828

PROJECT NUMBER 8199.001–010–0113

SHEET NUMBER 2