RUNWAY DATA

	RUNWAY 4R-22L		RUNWAY 4L-22R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	C/D-II	B-II	SAME
RUNWAY AZIMUTH	49.70111	SAME	49.70111	SAME
RUNWAY BEARING	N49°42' 04" E	SAME	N49°42' 04" E	SAME
RUNWAY DIMENSIONS	4850' x 75'	6,800' x 100'	4395' x 75'	SAME
MAXIMUM RUNWAY ELEVATION (above MSL)	EL. 1242.2	EL. 1245.0	EL. 1232.2	SAME
WIND COVERAGE (12 mph/15 mph)	12 MPH 98.02% / 15 MPH 99.86%		12 MPH 98.02% / 15 MPH 99.86%	
APPROACH VISIBILITY MINIMUMS	>1 MILE/ >1 MILE	1/2-MILE, 3/4-MILE	>1 MILE/ >1 MILE	SAME
FAR PART 77 CATEGORY	NONPREC./VISUAL	PRECISION/NONPREC.	VISUAL/VISUAL	SAME
RUNWAY INSTRUMENTATION	NONPREC./VISUAL	PRECISION/NONPREC.	VISUAL/VISUAL	SAME
RUNWAY APPROACH SURFACES	34:1/20:1	50:1/ 34:1	20:1/20:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	NONE	SAME
RUNWAY STOPWAY	90' (BOTH ENDS)	NONE	NONE	SAME
RUNWAY SAFETY AREA (RSA)	5450' x 150'	8,800' x 500'	4995' x 150'	SAME
RSA DISTANCE BEYOND EACH RUNWAY END	300'	1,000'	300'	SAME
RUNWAY OBSTACLE FREE ZONE	5250' x 250'	7,200' x 400'	4795' x 250'	SAME
RUNWAY OBJECT FREE AREA	5450' x 500'	8,800' x 800'	4995' x 500'	SAME
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.) [1]	30(S)	60 (D)	30(S)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	0.16%	SAME	0.18%	SAME
RUNWAY MARKING	NONPREC./VISUAL	PRECISION/NONPREC.	VISUAL/VISUAL	SAME
RUNWAY LIGHTING	MIRL	HIRL	MIRL	SAME
RUNWAY APPROACH LIGHTING	NONE	MALSR (4R)	NONE	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME
TAXIWAY MARKING	CENTERLINE/EDGE	SAME	CENTERLINE/EDGE	SAME
NAVIGATIONAL AND VISUAL AIDS	NDB PAPI-4 (Both Ends) REIL (Both Ends)	GPS (4R CAT 1) SAME	VOR/GPS VASI-2 (Both Ends)	GPS SAME

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

AIRPORT DATA

CHANDLER MUNICIPAL AIRPORT (CHD)

CITY: CHANDLER, ARIZONA — COUNTY: MARICOPA

RANGE: 5 EAST — TOWNSHIP: 2 SOUTH — CIVIL TOWNSHIP: --

		EXISTING	ULTIMATE
NATIONAL PLAN OF INTERGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		RELIEVER (RL)	SAME
AIRPORT REFERENCE CODE		B-II	C/D-II
DESIGN AIRCRAFT		BEECH KING AIR	Gulfstream-IV
AIRPORT ELEVATION (above MSL)		1243 MSL	1245 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		105.8° (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33°16' 08.60" N	33° 16' 11.047" N
	Longitude	111°48' 40.20" W	111° 48' 35.347" W
AIRPORT and TERMINAL NAVICATIONAL AIDS		ROTATING BEACON ⚠ ATCT VOR/GPS (Rwy. 4L) AWOS ⚠ NDB (Rwy. 4R)	SAME SAME GPS (4R-CAT 1) SAME AWOS

⚠ NDB and VOR will eventually be phased out (circa 2020), in accordance with the 1999 revision of the "Federal Radionavigation Plan".

RUNWAY END COORDINATES (NAD 83)

		EXISTING	ULTIMATE
RUNWAY 4R	Latitude	33° 15' 56.674" N	33° 15' 53.469" N
	Longitude	111° 48' 50.901" W	111° 48' 55.387" W
RUNWAY 22L	Latitude	33° 16' 27.754" N	33° 16' 37.049" N
	Longitude	111° 48' 07.389" W	111° 47' 54.373" W
RUNWAY 4L	Latitude	33° 15' 50.807" N	SAME
	Longitude	111° 49' 11.831" W	SAME
RUNWAY 22R	Latitude	33° 16' 18.978" N	SAME
	Longitude	111° 48' 32.403" W	SAME

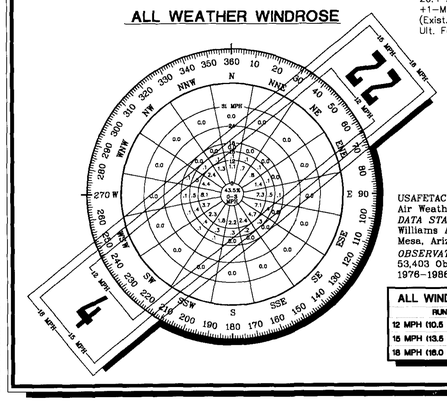
EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION	ULT. DISPOSITION
1	TERMINAL/ADMINISTRATION BUILDING	Unchanged
2	AIRPORT TRAFFIC CONTROL TOWER (ATCT) & ROTATING BEACON	Unchanged
3	FIXED BASE OPERATION HANGAR	3A, 3B To Be Relocated
4	SHADE HANGAR	Unchanged
5	T-HANGAR	Unchanged
6	UNDERGROUND FUEL STORAGE FACILITY	Unchanged
7	HELIPORT	To Be Relocated
8	NDB/AWOS SITE	Remove/Relocate
9	FUEL FACILITY	Unchanged
10	OLD TERMINAL BUILDING	To Be Removed

LEGEND

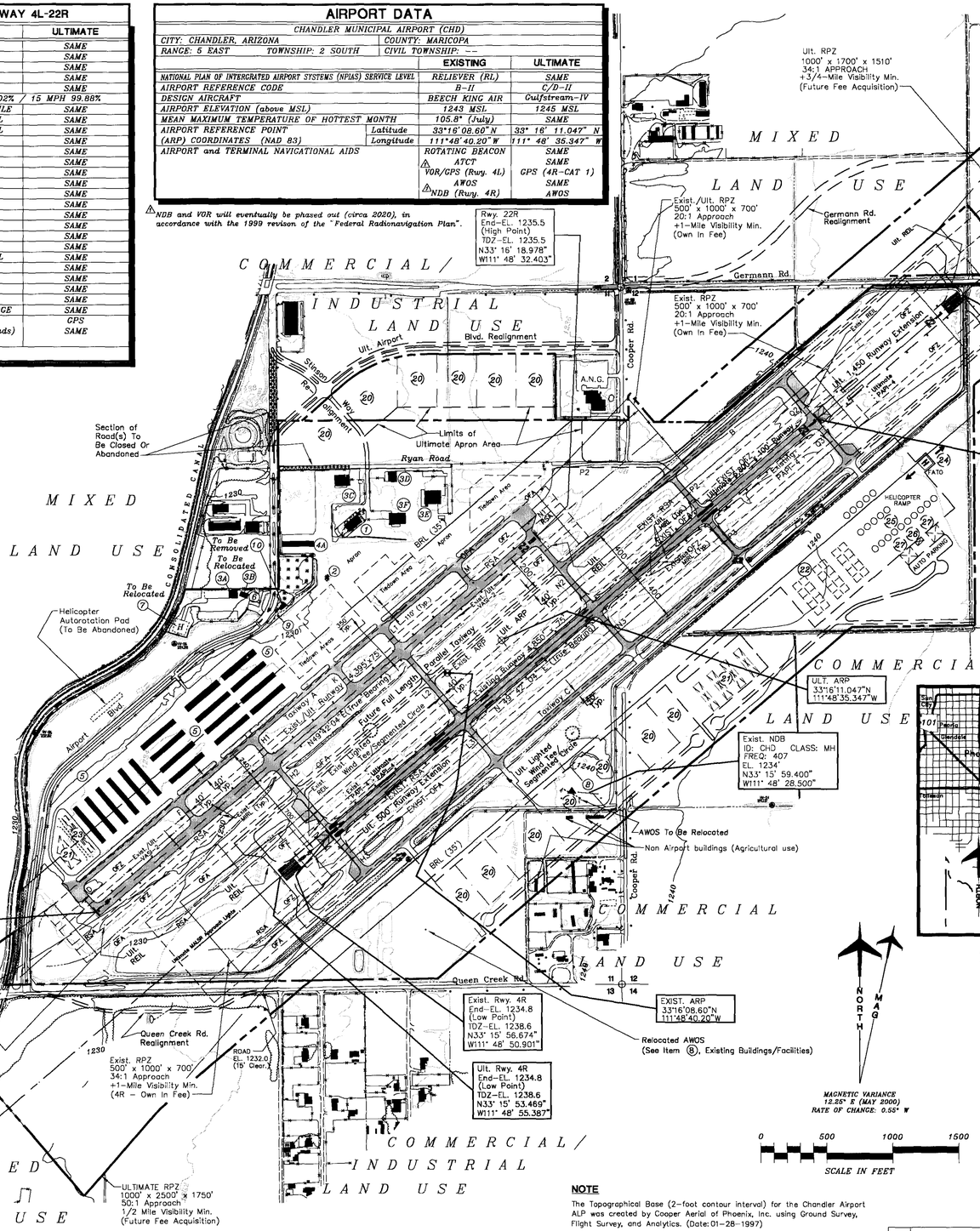
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1060		TOPOGRAPHY (Source: Digital Survey Data)
		WIND INDICATOR (Lighted)

ALL WEATHER WINDROSE



USAFETAC
Air Weather Service (MAC)
DATA STATION:
Williams Air Force Base
Mesa, Arizona
OBSERVATIONS:
53,403 Observations
1976-1986

ALL WIND COVERAGE RUNWAY 4-22	
12 MPH (10.5 KNOTS)	98.02%
15 MPH (13.5 KNOTS)	99.86%
18 MPH (16.0 KNOTS)	99.95%



MAGNETIC VARIANCE 12.25° E (MAY 2000) RATE OF CHANGE: 0.55° W

0 500 1000 1500
SCALE IN FEET

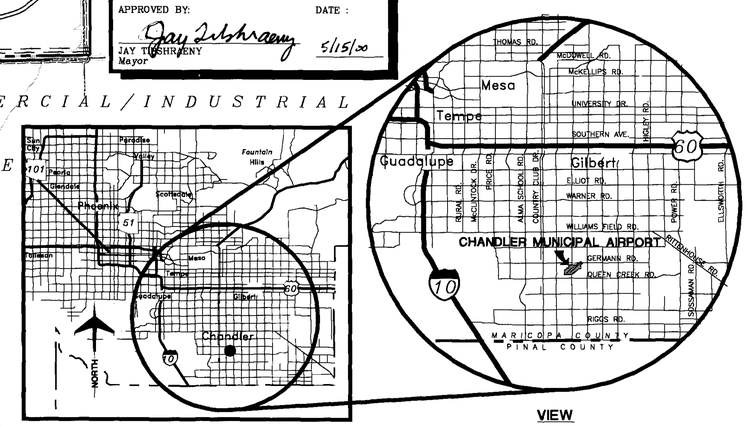
FAA APPROVAL STAMP

Approved conditionally May 22 2000
Subject to comments contained in our letter dated: 5-22-00
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By _____
Supervisor, Standards Section
Lead Engineer

SUBMITTED BY: DATE :
Coffman Associates

FOR APPROVAL BY:
CITY OF CHANDLER

APPROVED BY: DATE :
JAY TOSHRENY 5/15/00
Mayor



VICINITY/LOCATION MAP
0 8
SCALE IN MILES

VIEW
2X SCALE

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
20	CORPORATE PARCEL
21	T-HANGAR (10 units)
22	EXECUTIVE HANGAR
23	T-HANGAR (14 units)
24	FATO (FINAL APPROCH and TAKEOFF AREA)
25	HELICOPTER PARKING PADS
26	FBO OFFICE (MODULAR BUILDING)
27	CONVENTIONAL HANGERS

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
NONE	–	–	–	–

NOTE

The Topographical Base (2-foot contour interval) for the Chandler Airport ALP was created by Cooper Aerial of Phoenix, Inc. using Ground Survey, Flight Survey, and Analytics. (Date: 01-28-1997)

No.	REVISIONS	DATE	BY	APP'D.
3	ALP – Revalidated	12-10-99	--	F.A.A.
2	ALP – Revalidated	9-23-94	--	F.A.A.
1	ALP – Conditional Approval	4-10-92	--	F.A.A.

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

CHANDLER MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

Chandler, Arizona

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Larry D. Johnson/M. J. Rogers
APPROVED BY: James M. Harris, P.E.

May 8, 2000 — SHEET 1 OF 9

Coffman Associates
Airport Consultants

Coffman Associates CHDALP.dwg 05-08-2000 11:16