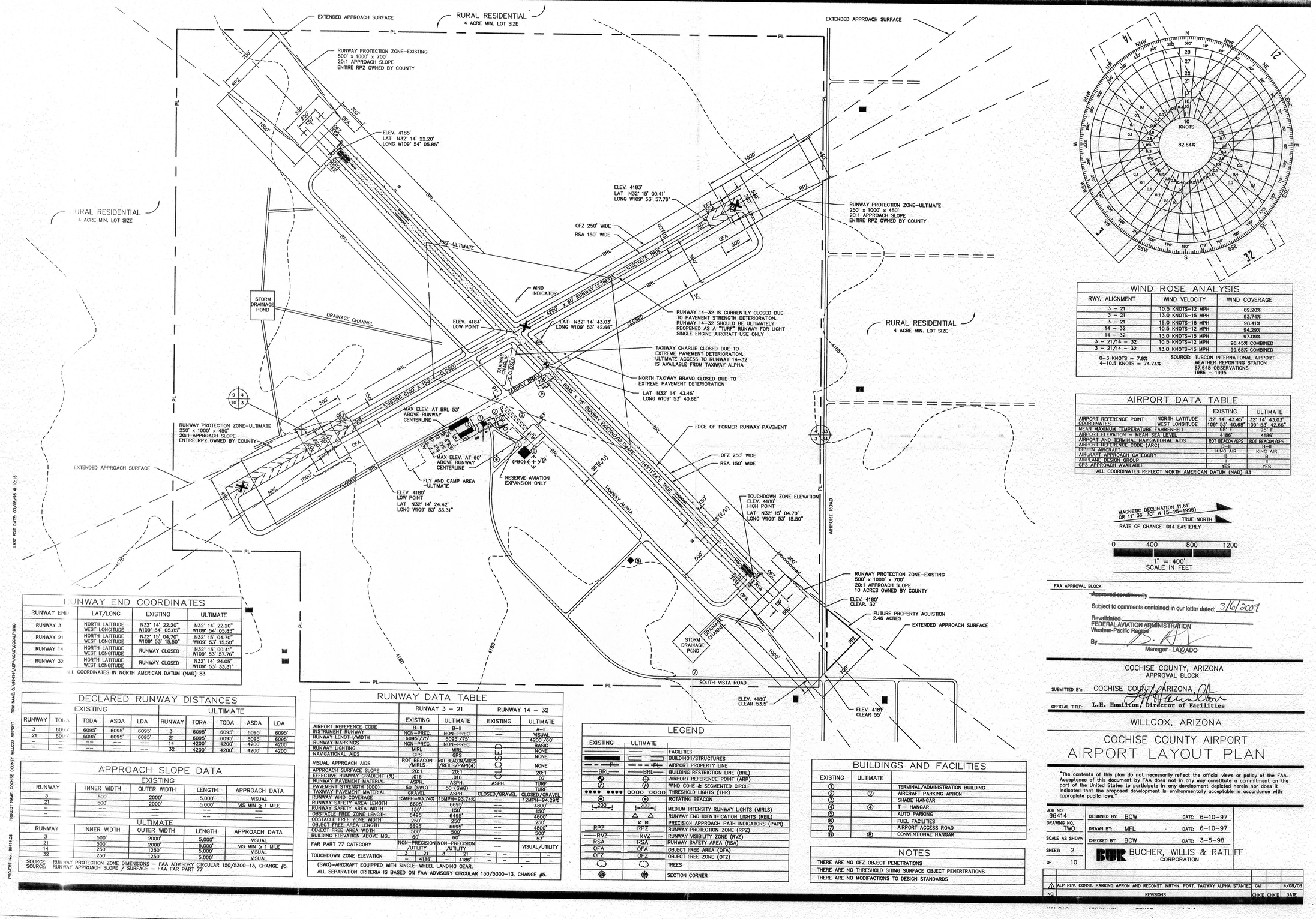
# AIRPORT LAYOUT PLAN







## WIND ROSE ANALYSIS

| RWY. ALIGNMENT | WIND VELOCITY | WIND COVERAGE |
|---|---|---|
| 3 – 21 | 10.5 KNOTS–12 MPH | 89.20% |
| 3 – 21 | 13.0 KNOTS–15 MPH | 93.74% |
| 3 – 21 | 16.0 KNOTS–18 MPH | 98.41% |
| 14 – 32 | 10.5 KNOTS–12 MPH | 94.29% |
| 14 – 32 | 13.0 KNOTS–15 MPH | 97.09% |
| 3 – 21/14 – 32 | 10.5 KNOTS–12 MPH | 98.45% COMBINED |
| 3 – 21/14 – 32 | 13.0 KNOTS–15 MPH | 99.68% COMBINED |

0–3 KNOTS = 7.9%
4–10.5 KNOTS = 74.74%

SOURCE: TUSCON INTERNATIONAL AIRPORT
WEATHER REPORTING STATION
87,648 OBSERVATIONS
1986 – 1995

## AIRPORT DATA TABLE

| | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT REFERENCE POINT COORDINATES | NORTH LATITUDE | 32° 14' 43.45" | 32° 14' 43.03" |
| | WEST LONGITUDE | 109° 53' 40.68" | 109° 53' 42.66" |
| MEAN MAXIMUM TEMPERATURE FAHRENHEIT | | 95° F | 95° F |
| AIRPORT ELEVATION – MEAN SEA LEVEL | | 4186' | 4186' |
| AIRPORT AND TERMINAL NAVIGATIONAL AIDS | | ROT BEACON/GPS | ROT BEACON/GPS |
| AIRPORT REFERENCE CODE (ARC) | | B–II | B–II |
| DESIGN AIRCRAFT | | KING AIR | KING AIR |
| AIRCRAFT APPROACH CATEGORY | | B | B |
| AIRPLANE DESIGN GROUP | | II | II |
| GPS APPROACH AVAILABLE | | YES | YES |

ALL COORDINATES REFLECT NORTH AMERICAN DATUM (NAD) 83

MAGNETIC DECLINATION 11.61°
OR 11° 36' 30" W (5–25–1996)
TRUE NORTH
RATE OF CHANGE .014 EASTERLY

0 400 800 1200
1" = 400'
SCALE IN FEET

## RUNWAY END COORDINATES

| RUNWAY END | LAT/LONG | EXISTING | ULTIMATE |
|---|---|---|---|
| RUNWAY 3 | NORTH LATITUDE<br>WEST LONGITUDE | N32° 14' 22.20"<br>W109° 54' 05.85" | N32° 14' 22.20"<br>W109° 54' 05.85" |
| RUNWAY 21 | NORTH LATITUDE<br>WEST LONGITUDE | N32° 15' 04.70"<br>W109° 53' 15.50" | N32° 15' 04.70"<br>W109° 53' 15.50" |
| RUNWAY 14 | NORTH LATITUDE<br>WEST LONGITUDE | RUNWAY CLOSED | N32° 15' 00.41"<br>W109° 53' 57.76" |
| RUNWAY 32 | NORTH LATITUDE<br>WEST LONGITUDE | RUNWAY CLOSED | N32° 14' 24.05"<br>W109° 53' 33.31" |

ALL COORDINATES IN NORTH AMERICAN DATUM (NAD) 83

## DECLARED RUNWAY DISTANCES

| RUNWAY | EXISTING TORA | EXISTING TODA | EXISTING ASDA | EXISTING LDA | ULTIMATE RUNWAY | ULTIMATE TORA | ULTIMATE TODA | ULTIMATE ASDA | ULTIMATE LDA |
|---|---|---|---|---|---|---|---|---|---|
| 3 | 6095' | 6095' | 6095' | 6095' | 3 | 6095' | 6095' | 6095' | 6095' |
| 21 | 6095' | 6095' | 6095' | 6095' | 21 | 6095' | 6095' | 6095' | 6095' |
| – | – | – | – | – | 14 | 4200' | 4200' | 4200' | 4200' |
| – | – | – | – | – | 32 | 4200' | 4200' | 4200' | 4200' |

## APPROACH SLOPE DATA

EXISTING

| RUNWAY | INNER WIDTH | OUTER WIDTH | LENGTH | APPROACH DATA |
|---|---|---|---|---|
| 3 | 500' | 2000' | 5,000' | VISUAL |
| 21 | 500' | 2000' | 5,000' | VIS MIN ≥ 1 MILE |
| – | – | – | – | – |
| – | – | – | – | – |

ULTIMATE

| RUNWAY | INNER WIDTH | OUTER WIDTH | LENGTH | APPROACH DATA |
|---|---|---|---|---|
| 3 | 500' | 2000' | 5,000' | VISUAL |
| 21 | 500' | 2000' | 5,000' | VIS MIN ≥ 1 MILE |
| 14 | 250' | 1250' | 5,000' | VISUAL |
| 32 | 250' | 1250' | 5,000' | VISUAL |

SOURCE: RUNWAY PROTECTION ZONE DIMENSIONS – FAA ADVISORY CIRCULAR 150/5300–13, CHANGE #5.
SOURCE: RUNWAY APPROACH SLOPE / SURFACE – FAA FAR PART 77

## RUNWAY DATA TABLE

| | RUNWAY 3 – 21 EXISTING | RUNWAY 3 – 21 ULTIMATE | RUNWAY 14 – 32 EXISTING | RUNWAY 14 – 32 ULTIMATE |
|---|---|---|---|---|
| AIRPORT REFERENCE CODE | B–II | B–II | --- | A–II |
| INSTRUMENT RUNWAY | NON–PREC. | NON–PREC. | --- | VISUAL |
| RUNWAY LENGTH/WIDTH | 6095'/75' | 6095'/75' | --- | 4200'/60' |
| RUNWAY MARKINGS | NON–PREC. | NON–PREC. | --- | BASIC |
| RUNWAY LIGHTING | MIRL | MIRL | --- | NONE |
| NAVIGATIONAL AIDS | GPS | GPS | --- | NONE |
| VISUAL APPROACH AIDS | ROT. BEACON /MIRLS | ROT. BEACON/MIRLS /REILS/PAPI(4) | CLOSED | NONE |
| APPROACH SURFACE SLOPE | 20:1 | 20:1 | --- | 20:1 |
| EFFECTIVE RUNWAY GRADIENT (%) | .016 | .016 | --- | .07 |
| RUNWAY PAVEMENT MATERIAL | ASPH. | ASPH. | ASPH. | TURF |
| PAVEMENT STRENGTH (000) | 50 (SWG) | 50 (SWG) | --- | TURF |
| TAXIWAY PAVEMENT MATERIAL | GRAVEL | ASPH. | CLOSED/GRAVEL | CLOSED/GRAVEL |
| RUNWAY WIND COVERAGE | 15MPH=93.74% | 15MPH=93.74% | --- | 12MPH=94.29% |
| RUNWAY SAFETY AREA LENGTH | 6695' | 6695' | --- | 4800' |
| RUNWAY SAFETY AREA WIDTH | 150' | 150' | --- | 150' |
| OBSTACLE FREE ZONE LENGTH | 6495' | 6495' | --- | 4600' |
| OBJECT FREE ZONE WIDTH | 250' | 250' | --- | 250' |
| OBJECT FREE AREA LENGTH | 6695' | 6695' | --- | 4800' |
| OBJECT FREE AREA WIDTH | 500' | 500' | --- | 500' |
| BUILDING ELEVATION ABOVE MSL | 60' | 60' | --- | 53' |
| FAR PART 77 CATEGORY | NON–PRECISION /UTILITY | NON–PRECISION /UTILITY | --- | VISUAL/UTILITY |
| TOUCHDOWN ZONE ELEVATION | 3 21<br>– 4186' | 3 21<br>– 4186' | 3 21<br>– – | – –<br>– – |

(SWG)=AIRCRAFT EQUIPPED WITH SINGLE–WHEEL LANDING GEAR.
ALL SEPARATION CRITERIA IS BASED ON FAA ADVISORY CIRCULAR 150/5300–13, CHANGE #5.

## LEGEND

| EXISTING | ULTIMATE | |
|---|---|---|
| | | FACILITIES |
| | | BUILDINGS/STRUCTURES |
| | | AIRPORT PROPERTY LINE |
| BRL | BRL | BUILDING RESTRICTION LINE (BRL) |
| | | AIRPORT REFERENCE POINT (ARP) |
| | | WIND CONE & SEGMENTED CIRCLE |
| | | THRESHOLD LIGHTS (THR) |
| | | ROTATING BEACON |
| 200' | 200' | MEDIUM INTENSITY RUNWAY LIGHTS (MIRLS) |
| | | RUNWAY END IDENTIFICATION LIGHTS (REIL) |
| | | PRECISION APPROACH PATH INDICATORS (PAPI) |
| RPZ | RPZ | RUNWAY PROTECTION ZONE (RPZ) |
| RVZ | RVZ | RUNWAY VISIBILITY ZONE (RVZ) |
| RSA | RSA | RUNWAY SAFETY AREA (RSA) |
| OFA | OFA | OBJECT FREE AREA (OFA) |
| OFZ | OFZ | OBJECT FREE ZONE (OFZ) |
| | | TREES |
| | | SECTION CORNER |

## BUILDINGS AND FACILITIES

| EXISTING | ULTIMATE | |
|---|---|---|
| ① | | TERMINAL/ADMINISTRATION BUILDING |
| ② | ② | AIRCRAFT PARKING APRON |
| ③ | | SHADE HANGAR |
| ④ | ④ | T – HANGAR |
| ⑤ | | AUTO PARKING |
| ⑥ | | FUEL FACILITIES |
| ⑦ | | AIRPORT ACCESS ROAD |
| ⑧ | ⑧ | CONVENTIONAL HANGAR |

## NOTES

THERE ARE NO OFZ OBJECT PENETRATIONS
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENERTRATIONS
THERE ARE NO MODIFACTIONS TO DESIGN STANDARDS

FAA APPROVAL BLOCK

~~Approved conditionally~~

Subject to comments contained in our letter dated: 3/6/2009

Revalidated

FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By _____
Manager - LAX/ADO

COCHISE COUNTY, ARIZONA
APPROVAL BLOCK

SUBMITTED BY: COCHISE COUNTY, ARIZONA

OFFICIAL TITLE: L.H. Hamilton, Director of Facilities

WILLCOX, ARIZONA

COCHISE COUNTY AIRPORT

# AIRPORT LAYOUT PLAN

"The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by 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 indicated that the proposed development is environmentally acceptable in accordance with appropiate public laws."

| | | | |
|---|---|---|---|
| JOB NO. 96414 | DESIGNED BY: BCW | DATE: | 6–10–97 |
| DRAWING NO. TWO | DRAWN BY: MFL | DATE: | 6–10–97 |
| SCALE AS SHOWN | CHECKED BY: BCW | DATE: | 3–5–98 |
| SHEET: 2 OF 10 | BUCHER, WILLIS & RATLIFF CORPORATION | | |

| NO. | REVISIONS | CHK'D | CHK'D | DATE |
|---|---|---|---|---|
| 1 | ALP REV. CONST. PARKING APRON AND RECONST. NRTHN. PORT. TAXIWAY ALPHA STANTEC | GM | | 4/08/08 |

LAST EDIT DATE: 03/09/98 @ 10:16
DRW NAME: Q:\9414\ADP\ACAD\DCOVLP.DWG
PROJECT NAME: COCHISE COUNTY WILLCOX AIRPORT
PROJECT NO.: 9414.08