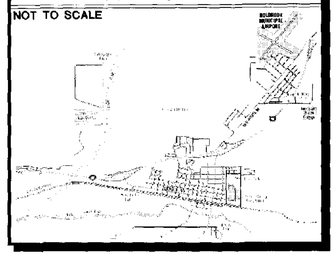
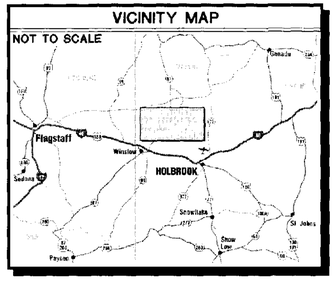
LOCATION MAP

NOT TO SCALE



VICINITY MAP

NOT TO SCALE

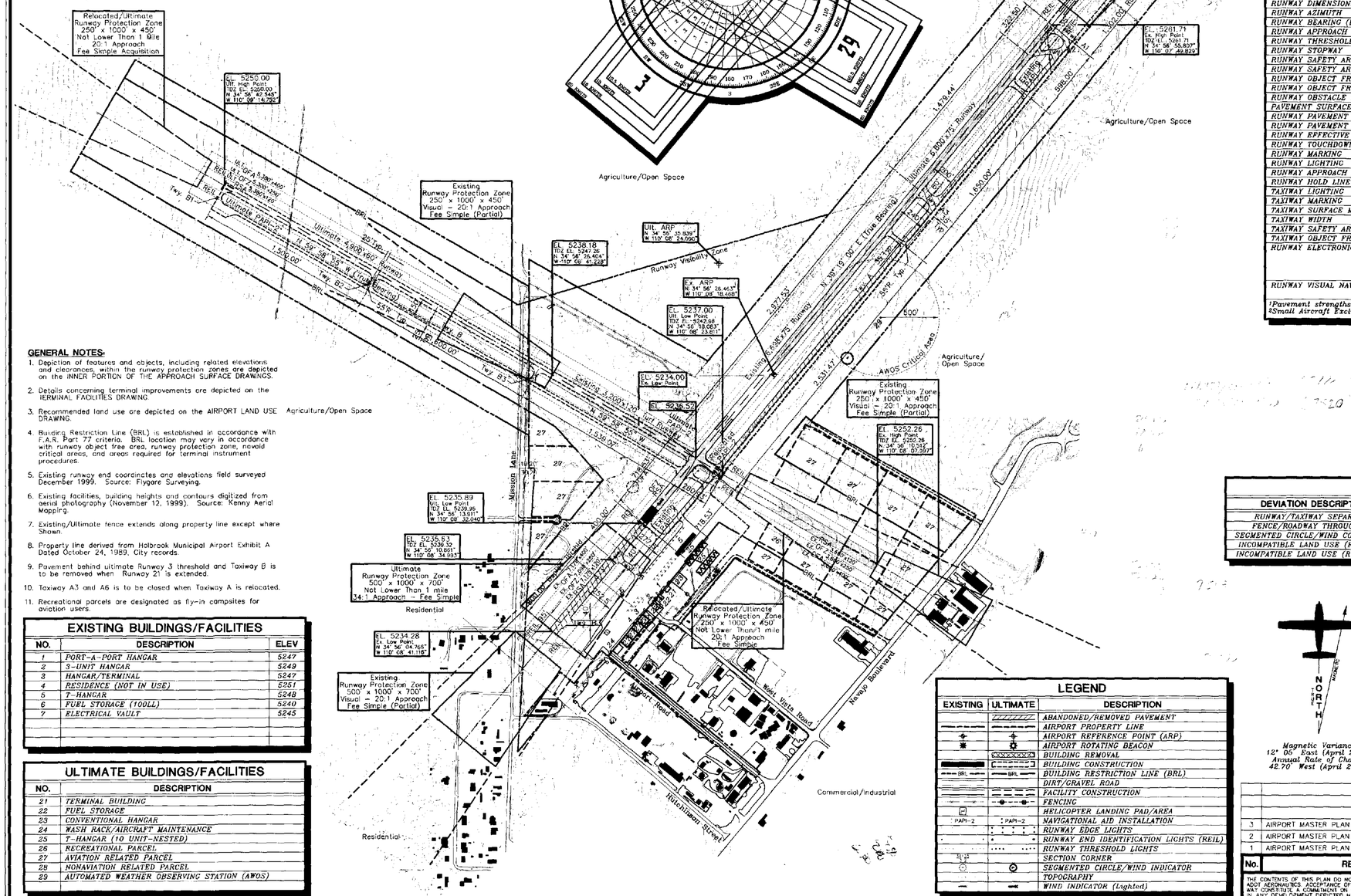


ALL WEATHER WIND COVERAGE	12 MPH 10.5 Knots	15 MPH 13 Knots	18 MPH 16 Knots	23 MPH 20 Knots
Runway 3-21	94.77%	97.20%	99.08%	99.76%
Runway 11-29	89.54%	93.31%	96.79%	98.73%
Runways Combined	98.65%	99.62%	99.92%	99.99%

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina

DATA STATION:
Winslow-Lindbergh Regional Airport
Winslow, Arizona

OBSERVATIONS:
72,374 Observations
Period 1988-1997



AIRPORT DATA

Holbrook Municipal Airport (P14)

OWNER: City of Holbrook	AIRPORT NPAIS CODE: GA
CITY: Holbrook, Arizona	COUNTY: Navajo, Arizona
RANGE: 21 East TOWNSHIP: 18 North	CIVIL TOWNSHIP: N/A

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation	General Aviation
AIRPORT REFERENCE CODE		B-I	B-II
DESIGN AIRCRAFT		King Air C-90	Cessna Citation
AIRPORT ELEVATION		5262 MSL	5262 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		95° F (July)	95° F (July)
AIRPORT REFERENCE POINT (ARP)	Latitude	34° 56' 26.463" N	34° 56' 35.839" N
COORDINATES (NAD 83)	Longitude	110° 08' 18.468" W	110° 08' 24.090" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon Segmented Circle	Rotating Beacon Segmented Circle
GPS Approach		None	3/11/21/29

RUNWAY DATA

	RUNWAY 3-21				RUNWAY 11-29			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	3	21	3	21	11	29	11	29
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-I		B-II		B-I[2]		B-I[2]	
APPROACH VISIBILITY MINIMUMS (Lowest)	Visual	Visual	1 Mile	1 Mile	Visual	Visual	1 Mile	1 Mile
F.A.R. PART 77 CATEGORY	Visual	Visual	Nonprecision	Nonprecision	Visual	Visual	Nonprecision	Nonprecision
PERCENTAGE OF WIND COVERAGE (MPH)	10.5-94.77/13-97.20		10.5-94.77/13-97.20		10.5-89.54/13-93.31		10.5-89.54/13-93.31	
MAXIMUM ELEVATION (Above MSL)	5261.71		5267.00		5252.26		5258.00	
RUNWAY DIMENSIONS	6,698' X 75'		6,800' X 75'		3,200' X 120'		4,900' X 60'	
RUNWAY AZIMUTH	19.3167		19.3167		300.0181		300.0181	
RUNWAY BEARING (Decimal Degrees)	N 39.3167° E		N 39.3167° E		N 59.9819° W		N 59.9819° W	
RUNWAY APPROACH SLOPE	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	800'	0'	0'	0'	0'	0'	0'	0'
RUNWAY STOPWAY	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA)	7,178' x 120'		7,400' x 150'		3,680' x 120'		5,380' x 120'	
RUNWAY SAFETY AREA (RSA) BEYOND RWY END	240'		300'		240'		240'	
RUNWAY OBJECT FREE AREA (OFA)	7,178' x 400'		7,400' x 500'		3,680' x 400'		5,380' x 400'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RWY END	240'		300'		240'		240'	
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,098' x 250'		7,200' x 250'		3,600' x 250'		5,300' x 250'	
PAVEMENT SURFACE MATERIAL	Asphalt		Asphalt		Dirt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	Aggregate Friction Seal Coat		Aggregate Friction Seal Coat		None		Aggregate Friction Seal Coat	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1]	12(S)		30(S)/60(D)		None		12.5(S)	
RUNWAY EFFECTIVE GRADIENT	0.41%		0.46%		0.44%		0.27%	
RUNWAY TOUCHDOWN ZONE ELEVATION	5239.32	5261.71	5239.96	5267.00	5247.26	5252.26	5250.00	5242.96
RUNWAY MARKING	Basic	Basic	Nonprecision	Nonprecision	None	None	Basic	Basic
RUNWAY LIGHTING	MIRL		MIRL		None		MIRL	
RUNWAY APPROACH LIGHTING	None	None	None	None	None	None	None	None
RUNWAY HOLD LINE POSITION (From Rwy Centerline)	125'		175'		125'		125'	
TAXIWAY LIGHTING	MITL		MITL		None		MITL	
TAXIWAY MARKING	Centerline		Centerline		None		Centerline	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		None		Asphalt	
TAXIWAY WIDTH	35'		35'		25'		25'	
TAXIWAY SAFETY AREA WIDTH	49'		79'		49'		49'	
TAXIWAY OBJECT FREE AREA WIDTH	89'		131'		89'		89'	
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	None	None	GPS	GPS	None	None	GPS	GPS
RUNWAY VISUAL NAVIGATIONAL AIDS	REIL PAPI-2	REIL PAPI-2	REIL PAPI-2	REIL PAPI-2	None	None	REIL PAPI-2	REIL PAPI-2

[1]Pavement strengths are expressed in Single(S), Dual (D) and Dual Tandem (DT), and/or Double Dual Tandem (DDT), wheel loading capacities.
[2]Small Aircraft Exclusively

RUNWAY END COORDINATES (NAD 83)

RUNWAY		EXISTING	ULTIMATE
Runway 3	Latitude	34° 56' 04.766" N	34° 56' 13.911" N
	Longitude	110° 08' 41.116" W	110° 08' 32.040" W
Runway 3 Displacement	Latitude	34° 56' 10.861" N	
	Longitude	110° 08' 34.993" W	
Runway 21	Latitude	34° 56' 55.807" N	34° 57' 05.729" N
	Longitude	110° 07' 49.829" W	110° 07' 39.833" W
Runway 11	Latitude	34° 56' 26.404" N	34° 56' 42.545" N
	Longitude	110° 08' 41.228" W	110° 08' 14.752" W
Runway 29	Latitude	34° 56' 10.512" N	34° 56' 18.083" N
	Longitude	110° 08' 07.997" W	110° 08' 23.811" W

DEVIATIONS FROM FAA AIRPORT STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
RUNWAY/TAXIWAY SEPARATION	RUNWAY/TAXIWAY SEPARATION	240'	200'	RELOCATE TAXIWAY
FENCE/ROADWAY THROUGH OFA	RUNWAY OBJECT FREE AREA	240'	120'	SHIFT RUNWAY 3-21 TO NORTHEAST
SEGMENTED CIRCLE/WIND CONE IN OFA	RUNWAY OBJECT FREE AREA	250'	200'	RELOCATE
INCOMPATIBLE LAND USE (RUNWAY 3)	RUNWAY PROTECTION ZONE			RELOCATE RUNWAY END
INCOMPATIBLE LAND USE (RUNWAY 29)	RUNWAY PROTECTION ZONE			RELOCATE RUNWAY END

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF THE APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL FACILITIES DRAWING.
3. Recommended land use are depicted on the AIRPORT LAND USE DRAWING. Agriculture/Open Space
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. BRL location may vary in accordance with runway object free area, runway protection zone, navaid critical areas, and areas required for terminal instrument procedures.
5. Existing runway end coordinates and elevations field surveyed December 1999. Source: Flygare Surveying.
6. Existing facilities, building heights and contours digitized from aerial photography (November 12, 1999). Source: Kenny Aerial Mapping.
7. Existing/Ultimate fence extends along property line except where Shown.
8. Property line derived from Holbrook Municipal Airport Exhibit A Dated October 24, 1989, City records.
9. Pavement behind ultimate Runwy 3 threshold and Taxiway B is to be removed when Runway 21 is extended.
10. Taxiway A3 and A6 is to be closed when Taxiway A is relocated.
11. Recreational parcels are designated as fly-in campsites for aviation users.

EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION	ELEV
1	PORT-A-PORT HANGAR	5247
2	3-UNIT HANGAR	5249
3	HANGAR/TERMINAL	5247
4	RESIDENCE (NOT IN USE)	5251
5	T-HANGAR	5248
6	FUEL STORAGE (100LL)	5240
7	ELECTRICAL VAULT	5245

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
21	TERMINAL BUILDING
22	FUEL STORAGE
23	CONTENTIONAL HANGAR
24	WASH RACK/AIRCRAFT MAINTENANCE
25	T-HANGAR (10 UNIT-NESTED)
26	RECREATIONAL PARCEL
27	AVIATION RELATED PARCEL
28	NONAVIATION RELATED PARCEL
29	AUTOMATED WEATHER OBSERVING STATION (AWOS)

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED/REMOVED PAVEMENT
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
BRL	BRL	BUILDING RESTRICTION LINE (BRL)
		DIRT/GRAVEL ROAD
		FACILITY CONSTRUCTION
		FENCING
		HELICOPTER LANDING PAD/AREA
PAPI-2	PAPI-2	NAVIGATIONAL AID INSTALLATION
		RUNWAY EDGE LIGHTS
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

NORTH

Magnetic Variance
12° 05' East (April 2000)
Annual Rate of Change
42.70' West (April 2000)

0 500 1000
SCALE IN FEET

CITY OF HOLBROOK, ARIZONA

APPROVED BY: ON THE DATE OF:

City Manager 6 NOV 2000

FAA APPROVAL STAMP

Approved conditionally NOV 21 2000
Subject to comments contained in our letter dated:
FEDERAL AVIATION ADMINISTRATION NOV 21 2000
Western-Pacific Region
By
(Supervisor, Standards Section)

No.	REVISIONS	DATE	BY	APP'D.
3	AIRPORT MASTER PLAN UPDATE	10/31/00	RAL	SCB
2	AIRPORT MASTER PLAN	9/6/89	–	–
1	AIRPORT MASTER PLAN	8/29/80	–	–

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THIS DOCUMENT BY THE FAA AND ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES OR STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

Holbrook Municipal Airport

AIRPORT LAYOUT PLAN

Holbrook, Arizona

PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lolly
APPROVED BY: Chris M. Hugunin

October 31, 2000 SHEET 1 OF 10

Coffman Associates
Airport Consultants
www.coffmanassociates.com

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