



PHOENIX DEER VALLEY AIRPORT

Appendix C

AIRPORT PLANS

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Airport Master Plan
Phoenix Deer Valley Airport

As part of this master plan, the Federal Aviation Administration (FAA) requires the development of several computer drawings detailing specific parts of the airport and its environs. These drawings were created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of the airport. These drawings will be delivered to the FAA for their review and inspection. The FAA will critique the drawings from a technical perspective to be sure all applicable federal regulations are met. The FAA will use the CAD drawings as the basis and justification for funding decisions.

It should be noted that the FAA requires that any changes to the airfield (i.e., runway and taxiway system, etc.) be represented on the drawings. The landside configuration, developed during this master planning process, is also depicted on the drawings but the FAA recognized that landside development is much more fluid and dependent upon developer needs. Thus, an updated drawing set is not necessary for future landside alterations.

The following is a description of the CAD drawings included with this master plan.

AIRPORT LAYOUT PLAN

An official Airport Layout Plan (ALP) drawing has been developed for Phoenix Deer Valley Airport in this Appendix. The ALP drawing graphically presents the exist-

ing and ultimate airport layout plan. The ALP drawing will include such elements as the physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids), and existing general aviation development (and commercial development for air carrier airports). Also presented on the ALP are the runway safety areas, airport property boundary, and revenue support areas. The ALP is used by the FAA to determine funding eligibility for future capital projects.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

LANDSIDE FACILITY DRAWING

The landside facility drawing is a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities. It is prepared in accordance with FAA AC 150/5300-13, *Airport Design*.

AIRSPACE DRAWING

Federal Aviation Regulation (F.A.R.) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The Part 77 Airspace Drawing included in this master plan is a graphic depiction of this regulatory criterion. The Part 77 Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. The Airspace Drawing can be a critical tool for the airport sponsor's use in planning against future development limitations.

The City of Phoenix should do all in its power to ensure development stays below the Part 77 surfaces to protect the future role of the airport. The following discussion will describe those approach surfaces that make up the recommended F.A.R. Part 77 operations at Phoenix Deer Valley Airport.

The Part 77 Airspace Drawing assigns three-dimensional imaginary areas to each runway. These imaginary surfaces emanate from the runway centerline and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Part 77 imaginary surfaces are described as follows.

Primary Surface

The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. Under Part 77 regulations, the width of the primary surface on primary Runway 7R-25L is 1,000 feet and it is centered on the runway. Runway 7L-25 R has a current primary surface width of 250 feet and will have a future primary surface width of 1,000 feet once the extension is completed.

Approach Surface

An approach surface is also established for each runway. The approach surface is the same width as the primary surface and begins at the primary surface end. The approach surface will extend upward and outward from the primary surface end and is centered along an extended runway centerline. The future approach surface to Runway 25L will extend to a distance of 10,000 feet and a width of 16,000 feet, at a slope of 50:1 with an additional 40,000 feet at a slope of 40:1. The existing approach slope to Runway 7R will extend to a distance of 10,000 feet, a width of 4,000 feet, at a slope of 34:1. This approach slope will also apply to Runway 7L-25R when it is extended. The existing approach surface for Runway 7L-25R extends to a distance of 5,000 feet, a width of 1,500 feet, at a slope of 20:1.

Transitional Surface

Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces of each runway. The surface rises at a slope of 7 to 1, up to a height 150 feet above the highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

Horizontal Surface

The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the end of the primary surfaces of each runway.

Conical Surface

The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20 to 1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

INNER APPROACH SURFACE DRAWINGS

The Inner Portion of the Approach Surface Plan is a scaled drawing of the runway protection zone (RPZ), the runway safety area (RSA), the obstacle free zone (OFZ), and the object free area (OFA) for each runway end. A plan and profile view of each RPZ is provided to facilitate identification of obstructions that lie within these safety areas. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of obstructions. A drawing of each runway end is provided.

AIRPORT PROPERTY/ BOUNDARY MAP

The Property Map provides information on the acquisition and identification of all land tracts under control of the airport. Easement interests in areas outside the fee property line are also included. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds.

UTILITY LOCATION MAP

Utilities will be superimposed on the planimetric aerial obtained from the aerial mapping project. Utilities will include those on airport and those immediately adjacent to the airport property. Utilities depicted will include:

- a.) Dry utilities – power, communication, and natural gas.
- b.) Water distribution mainlines and services on the airport with delivery mainlines adjacent to and serving the airport.
- c.) Sanitary sewer mainlines and services on the airport with service mainline adjacent to and servicing the airport.

- d.) Storm sewer manholes, mainlines, and catch basins on the airport, and mainlines that service the airport.

LEASE PROPERTIES MAP

This drawing will calculate and superimpose lease properties as provided by the City of Phoenix on the planimetric detail obtained from the aerial mapping project.

ON-AIRPORT LAND USE DRAWING

The Airport Land Use Drawing will be prepared in accordance with FAA standards. The on-airport land uses will be depicted by general use categories.

UPDATE THE PUBLIC AIRPORT DISCLOSURE MAP

The existing Public Airport Disclosure Map for the Phoenix Deer Valley Airport will be updated to reflect new operational forecasts, noise contours, airfield facility changes, and changes to the airport traffic pattern airspace.

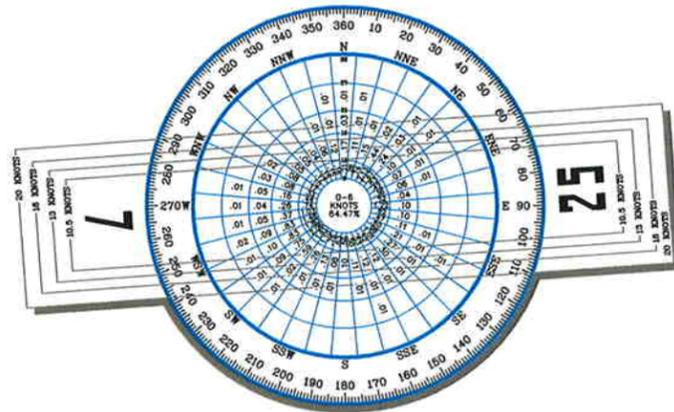
AIRPORT PLANS GIS CONVERSION

The airport plan drawings will be converted to a GIS format for use with the Aviation Department GIS system.

DRAFT ALP DISCLAIMER

The Airport Layout Drawing (ALP) set has been developed in accordance with accepted Federal Aviation Administration (FAA) and Arizona Department of Transportation – Aeronautics Division (ADOT) standards. The ALP and the Airport Master Plan have been approved and adopted by the City of Phoenix – Aviation Department. This ALP is still subject to FAA airspace review. Land use and other changes may result.

ALL WEATHER WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7-25	97.28%	98.86%	99.74%	99.92%

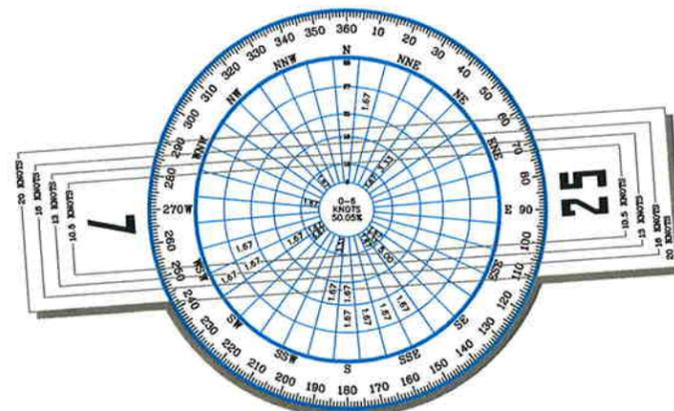


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Phoenix Deer Valley Airport (DVT)
Phoenix, Arizona

OBSERVATIONS:
38,523 All Weather Observations
60 IFR CAT-1 Observations
2002-2006

Magnetic Variance
11° 26' East (June 2007)
Annual Rate of Change
00° 06' West (June 2007)

IFR CAT-1 WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7-25	81.42%	86.78%	88.27%	91.03%



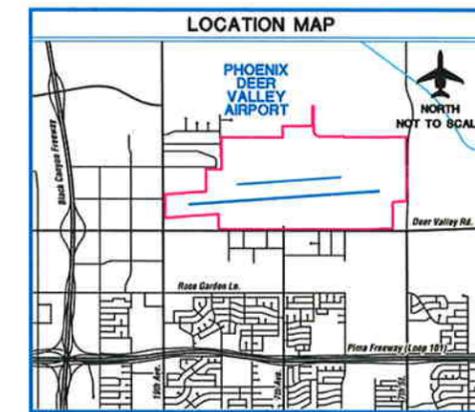
AIRPORT DATA		
PHOENIX DEER VALLEY AIRPORT (DVT)		
CITY: PHOENIX, ARIZONA	COUNTY: MARICOPA, ARIZONA	RANGE: 3 East TOWNSHIP: 4 North
AIRPORT SERVICE LEVEL	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	GENERAL AVIATION RELIEVER C-II	GENERAL AVIATION RELIEVER D-III
AIRPORT ELEVATION	1478.1 MSL	1478.1 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	105.1° F (July)	105.1° F (July)
AIRPORT REFERENCE POINT (ARP)	Latitude 33° 41' 17.900" N	33° 41' 18.121" N
COORDINATES (NAD 83)	Longitude 112° 04' 57.200" W	112° 04' 53.958" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Rotating Beacon Segmented Circle Lighted Windcone	Rotating Beacon Segmented Circle Lighted Windcone
GPS Approach	7R/25L	7R/7L/25R/25L

RUNWAY DATA	RUNWAY 7R-25L				RUNWAY 7L-25R			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	7R	25L	7R	25L	7L	25R	7L	25R
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-II		D-III		B-I		C-II	
CRITICAL AIRCRAFT	Challenger 604		Gulfstream V		KingAir 100		Challenger 604	
CRITICAL AIRCRAFT WINGSPAN	64.3'		98.5'		45.6'		64.3'	
CRITICAL AIRCRAFT UNDERCARRIAGE WIDTH	10.4'		13.7'		7.7'		10.4'	
CRITICAL AIRCRAFT APPROACH SPEED (KNOTS)	125		136		111		125	
CRITICAL AIRCRAFT MAXIMUM CERTIFIED TAKEOFF WEIGHT (1,000 LBS.)	47.6		91		1.67		47.6	
APPROACH VISIBILITY MINIMUMS (LOWEST)	1 MILE		1 MILE		1 MILE		1 MILE	
F.A.R. PART 77 CATEGORY	C		C		ANP		C	
PERCENTAGE OF WIND COVERAGE (ALL WEATHER IN MPH)	MSL-12/10/25-15/10/10-10/10-25		MSL-12/10/25-15/10/10-10/10-25		MSL-12/10/25-15/10/10-10/10-25		MSL-12/10/25-15/10/10-10/10-25	
LINE OF SIGHT REQUIREMENT MET	YES		YES		YES		YES	
MAXIMUM ELEVATION (ABOVE MSL)	1478.1		1478.1		1478.8		1483.0	
LOWEST ELEVATION (ABOVE MSL)	1439.9		1439.9		1455.0		1455.0	
RUNWAY DIMENSIONS	8,208' ± 100'		8,200' ± 100'		4,500' ± 75'		6,080' ± 100'	
RUNWAY BEARING (TRUE BEARING - DECIMAL DEGREES)	86.0022 266.0172		86.0022 266.0172		86.0153 266.0235		86.0153 266.0235	
RUNWAY APPROACH SURFACES (F.A.R. PART 77)	34.1 34.1		34.1 50.1		20.1 20.1		34.1 34.1	
RUNWAY END ELEVATION (NAVD 88)	1439.9 1478.1		1439.9 1478.1		1455.0 1476.8		1455.0 1483.0	
RUNWAY THRESHOLD DISPLACEMENT	899' 930'		0' 0'		0' 0'		0' 0'	
RUNWAY THRESHOLD SITING REQUIREMENTS (APPENDIX 2, CATEGORY)	6 6		6 9		1 1		6 6	
RUNWAY STOPWAY	0' 0'		0' 0'		0' 0'		0' 0'	
RUNWAY SAFETY AREA WIDTH (RSA)	500'		500'		120'		500'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	893' 635'		996' 1,000'		240' 240'		1,000' 1,000'	
RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)	400'		400'		250'		400'	
RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END	200' 200'		200' 200'		200' 200'		200' 200'	
RUNWAY OBJECT FREE AREA WIDTH (OFA)	1,000' 1,000'		1,000' 1,000'		1,000' 1,000'		1,000' 1,000'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	1,000' 1,000'		1,000' 1,000'		240' 240'		1,000' 1,000'	
RUNWAY PAVEMENT SURFACE MATERIAL	ASPHALT/CONCRETE		ASPHALT/CONCRETE		ASPHALT/CONCRETE		ASPHALT/CONCRETE	
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.)	20(S)/91(D)/255(D)		60(S)/100(D)		70(S)/117(D)		70(S)/117(D)	
RUNWAY EFFECTIVE GRADIENT	0.47%		0.47%		0.48%		0.48%	
RUNWAY MAXIMUM GRADIENT	0.58%		0.58%		0.48%		0.48%	
RUNWAY TOUCHDOWN ZONE ELEVATION (ABOVE MSL)	1460.2 1475.4		1455.5 1478.1		1469.9 1476.8		1469.6 1483.0	
RUNWAY MARKING	NONPRECISION		NONPRECISION		NONPRECISION		NONPRECISION	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	NONE		NONE		NONE		NONE	
RUNWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)	300' and 500'		310' and 400'		200'		300'	
RUNWAY HOLD LINE POSITION (FROM RUNWAY CENTERLINE)	250'		260'		125'		250'	
TAXIWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)	105'		152'		69'		105'	
TAXIWAY CENTERLINE TO FIX OR MOVABLE OBJECT	85.5'		93'		44.5'		65.5'	
TAXIWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
TAXIWAY MARKING	CENTERLINE/SIGNAGE		CENTERLINE/SIGNAGE		CENTERLINE/SIGNAGE		CENTERLINE/SIGNAGE	
TAXIWAY SURFACE MATERIAL	ASPHALT/CONCRETE		ASPHALT/CONCRETE		ASPHALT/CONCRETE		ASPHALT/CONCRETE	
TAXIWAY WIDTH	28'		34'		20'		28'	
TAXIWAY SAFETY AREA WIDTH	40'		50'		40'		35'	
TAXIWAY OBJECT FREE AREA WIDTH	79'		118'		49'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	131'		186'		89'		131'	
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-2 L REIL		PAPI-2 L REIL		PAPI-2 L REIL		PAPI-4 L REIL	
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	GPS		GPS		GPS		GPS	

DECLARED DISTANCES DATA	EXISTING RUNWAY 7R-25L		ULTIMATE RUNWAY 7R-25L		EXISTING RUNWAY 7L-25R		ULTIMATE RUNWAY 7L-25R	
	7R	25L	7R	25L	7L	25R	7L	25R
TORA - TAKEOFF RUN AVAILABLE	8,208'	8,208'	8,200'	8,200'	4,500'	4,500'	6,080'	6,080'
TODA - TAKEOFF DISTANCE AVAILABLE	8,208'	8,208'	8,200'	8,200'	4,500'	4,500'	6,080'	6,080'
ASDA - ACCELERATE-STOP DISTANCE AVAILABLE	8,208'	8,208'	8,200'	8,200'	4,500'	4,500'	6,080'	6,080'
LDA - LANDING DISTANCE AVAILABLE	7,311'	7,278'	8,200'	8,200'	4,500'	4,500'	6,080'	6,080'

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	AFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
RUNWAY 7R-25L SEPARATION TO TAXIWAY C	AC 150/5300-13	400'	300'	INCREASE SEPARATION TO 310'. REQUEST MODIFICATION TO STANDARD

RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING	ULTIMATE
Runway 7R	Latitude 33° 41' 12.600" N Longitude 112° 05' 46.560" W	33° 41' 12.743" N 112° 05' 44.114" W
Runway 7R Displaced Threshold	Latitude 33° 41' 13.220" N Longitude 112° 05' 35.980" W	N/A N/A
Runway 25L	Latitude 33° 41' 18.250" N Longitude 112° 04' 09.670" W	33° 41' 18.250" N 112° 04' 09.670" W
Runway 25L Displaced Threshold	Latitude 33° 41' 17.610" N Longitude 112° 04' 20.650" W	N/A N/A
Runway 7L	Latitude 33° 41' 20.980" N Longitude 112° 05' 22.020" W	33° 41' 20.980" N 112° 05' 22.020" W
Runway 25R	Latitude 33° 41' 24.070" N Longitude 112° 04' 28.900" W	33° 41' 25.154" N 112° 04' 10.240" W



NOTE:
Existing Pavement Strength valid until November 15, 2008 per October 11, 2007 City of Phoenix memo from David L. Henstay, Deputy Aviation Director.

PHOENIX DEER VALLEY AIRPORT
DATA SHEET
PHOENIX, ARIZONA

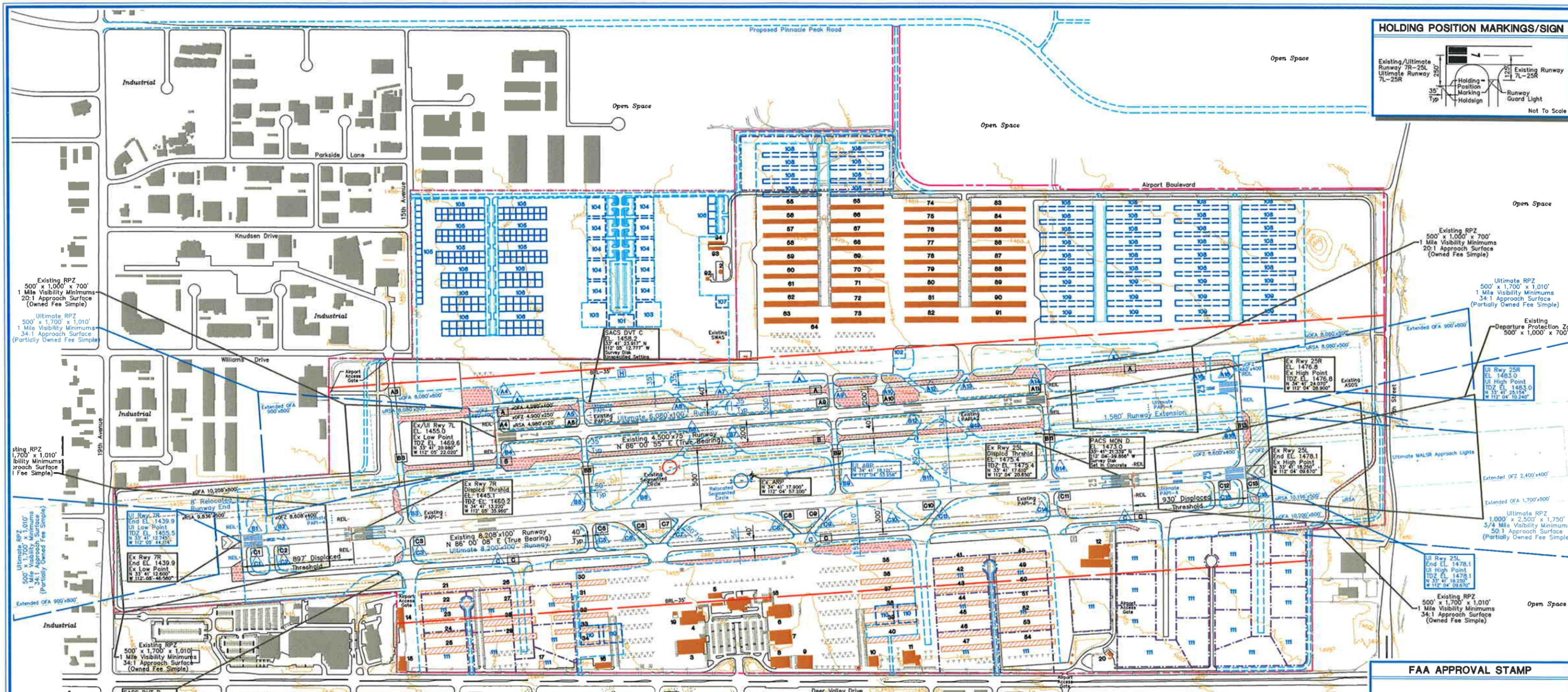
PLANNED BY: Patrick S. Taylor
DETAILED BY: Richard A. Lally
APPROVED BY: James M. Morris

November 12, 2007 SHEET 1 OF 13



No.	REVISIONS	DATE	BY	APPD.

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



OBSTRUCTION TABLE

Object Description	Obstructed Part 77 Surface	Object Elevation	Surface Elevation	Object Penetration	Proposed Object Disposition
1. OL ON LIGHTED WINDSOCK	PRIMARY SURFACE	1456	1449	7'	TO REMAIN LIGHTED
2. OL AMON	PRIMARY SURFACE	1480	1457	23'	TO REMAIN LIGHTED
3. OL ON LIGHTED WINDSOCK	PRIMARY SURFACE	1482	1458	24'	TO REMAIN LIGHTED
4. LIGHT POLE	7:1 TRANSITIONAL SURFACE	1498	1495	3'	FIX BY FUNCTIONAL PURPOSE
5. ANTENNA ON OL ATCT	7:1 TRANSITIONAL SURFACE	1539	1496	43'	TO REMAIN LIGHTED
6. LIGHT POLE	7:1 TRANSITIONAL SURFACE	1502	1490	12'	FIX BY FUNCTIONAL PURPOSE
7. OL ON LIGHTED WINDSOCK	PRIMARY SURFACE	1475	1470	5'	TO REMAIN LIGHTED
8. CACTUS	7:1 TRANSITIONAL SURFACE	1489	1477	12'	TO BE TRIMMED OR REMOVED
9. OL WINDSOCK ON HANGAR	7:1 TRANSITIONAL SURFACE	1511	1472	39'	TO REMAIN LIGHTED
10. WINDSOCK	PRIMARY SURFACE	1488	1474	14'	FIX BY FUNCTIONAL PURPOSE
11. ANTENNA ON OL HANGAR	7:1 TRANSITIONAL SURFACE	1522	1474	48'	TO REMAIN LIGHTED
12. TREE	PRIMARY SURFACE	1493	1477	16'	TO BE TRIMMED OR REMOVED
13. TREE	PRIMARY SURFACE	1495	1478	17'	TO BE TRIMMED OR REMOVED
14. CACTUS	50:1 APPROACH SURFACE	1494	1485	9'	TO BE TRIMMED OR REMOVED
15. SERVICE ROAD	50:1 APPROACH SURFACE	1482	1487	5'	REALIGN SERVICE ROAD
16. GROUND	50:1 APPROACH SURFACE	1512	1494	18'	FIX BY FUNCTIONAL PURPOSE
17. POLE	50:1 APPROACH SURFACE	1534	1495	39'	FIX BY FUNCTIONAL PURPOSE
18. CAGE ON OL POLE	7:1 TRANSITIONAL SURFACE	1658	1521	137'	TO REMAIN LIGHTED
19. TREE	50:1 APPROACH SURFACE	1594	1519	75'	TO BE TRIMMED OR REMOVED
20. BUSH	50:1 APPROACH SURFACE	1554	1520	34'	TO BE TRIMMED OR REMOVED

OBSTRUCTION TABLE

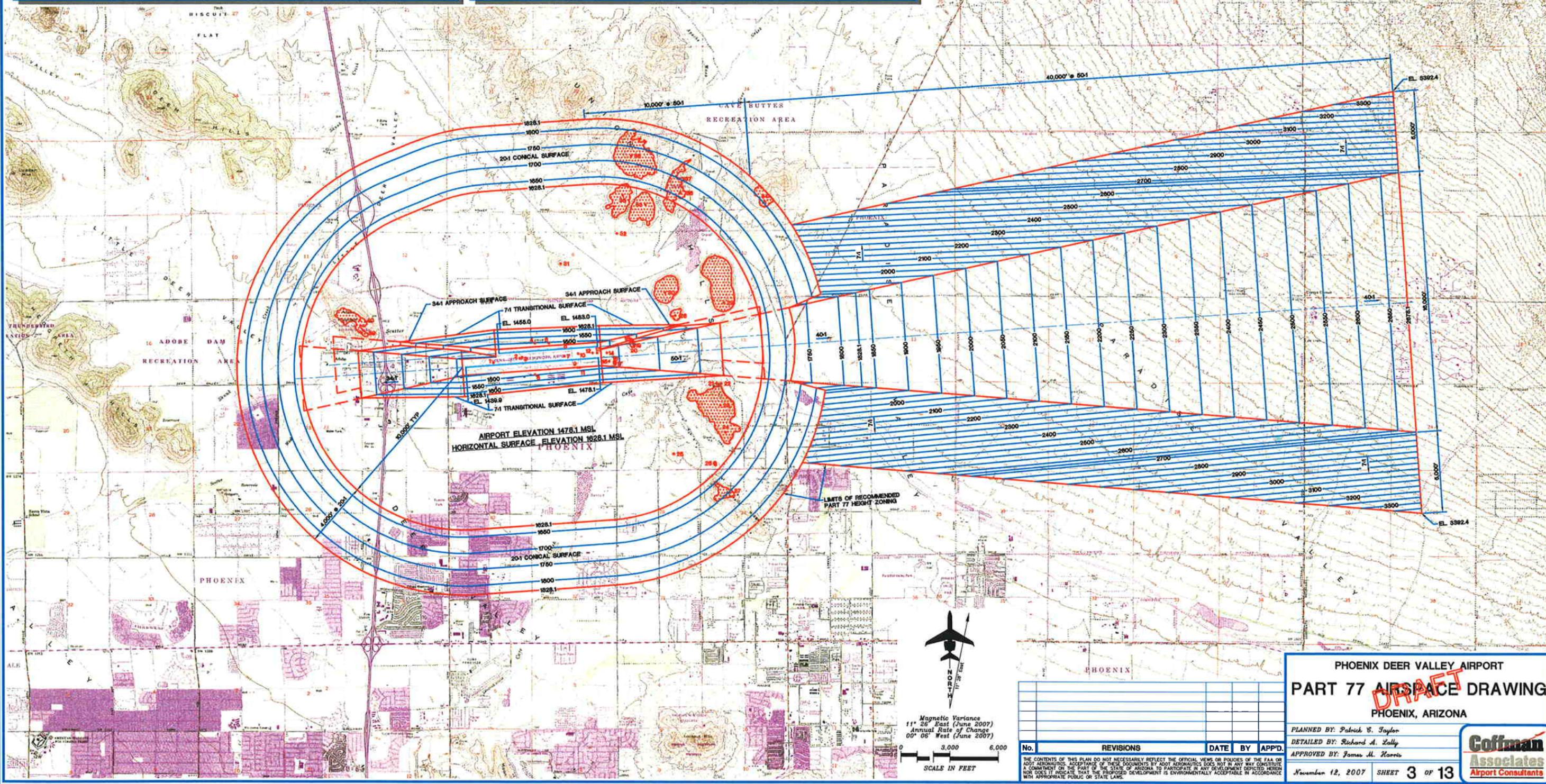
Object Description	Obstructed Part 77 Surface	Object Elevation	Surface Elevation	Object Penetration	Proposed Object Disposition
21. POLE	HORIZONTAL SURFACE	1650	1628	22'	FIX BY FUNCTIONAL PURPOSE
22. POLE	HORIZONTAL SURFACE	1644	1628	16'	FIX BY FUNCTIONAL PURPOSE
23. ANTENNA ON OL POLE	HORIZONTAL SURFACE	1617	1628	479'	TO REMAIN LIGHTED
24. BUSH	HORIZONTAL SURFACE	1671	1628	243'	TO BE TRIMMED OR REMOVED
25. BUSH	HORIZONTAL SURFACE	1649	1628	21'	TO BE TRIMMED OR REMOVED
26. GROUND	HORIZONTAL SURFACE	1640	1628	12'	FIX BY FUNCTIONAL PURPOSE
27. BUSH	20:1 CONICAL SURFACE	1628	1702	126'	TO BE TRIMMED OR REMOVED
28. BUSH	HORIZONTAL SURFACE	1706	1628	78'	TO BE TRIMMED OR REMOVED
29. OL ON POLE	HORIZONTAL SURFACE	1954	1628	326'	TO REMAIN LIGHTED
30. ROD ON OL TOWER	HORIZONTAL SURFACE	1952	1628	324'	TO REMAIN LIGHTED
31. BUSH	HORIZONTAL SURFACE	1632	1628	4'	TO BE TRIMMED OR REMOVED
32. TRANSMISSION TOWER	HORIZONTAL SURFACE	1678	1628	50'	FIX BY FUNCTIONAL PURPOSE
33. BUSH	HORIZONTAL SURFACE	1615	1628	187'	TO BE TRIMMED OR REMOVED
34. GROUND	20:1 CONICAL SURFACE	1990	1805	185'	FIX BY FUNCTIONAL PURPOSE
35. BUSH	HORIZONTAL SURFACE	1802	1628	174'	TO BE TRIMMED OR REMOVED
36. BUSH	20:1 CONICAL SURFACE	1820	1661	159'	TO BE TRIMMED OR REMOVED
37. BUSH	20:1 CONICAL SURFACE	1888	1699	189'	TO BE TRIMMED OR REMOVED
38. BUSH	20:1 CONICAL SURFACE	2113	1722	391'	TO BE TRIMMED OR REMOVED
39. POLE	HORIZONTAL SURFACE	1683	1628	55'	FIX BY FUNCTIONAL PURPOSE
40. ANTENNA ON TOWER	HORIZONTAL SURFACE	1739	1628	111'	FIX BY FUNCTIONAL PURPOSE

GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 3 of these plans.
- Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheets 4 and 5 of these plans.
- Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7, 8 and 9 of these plans.
- Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
- Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
- Additional obstruction data is illustrated on National Ocean Survey document DVT 6646, 3rd Edition, 4/97 AIRPORT OBSTRUCTION CHART.

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION



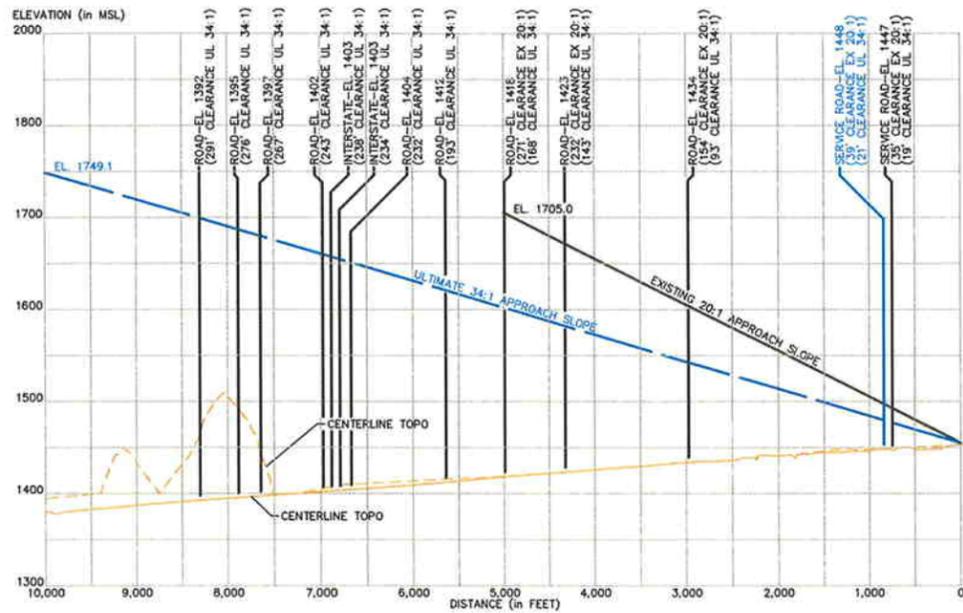
**PHOENIX DEER VALLEY AIRPORT
PART 77 AIRSPACE DRAWING
PHOENIX, ARIZONA**

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Lally
 APPROVED BY: James M. Harris
 November 12, 2007 SHEET 3 OF 13

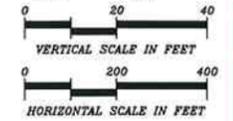
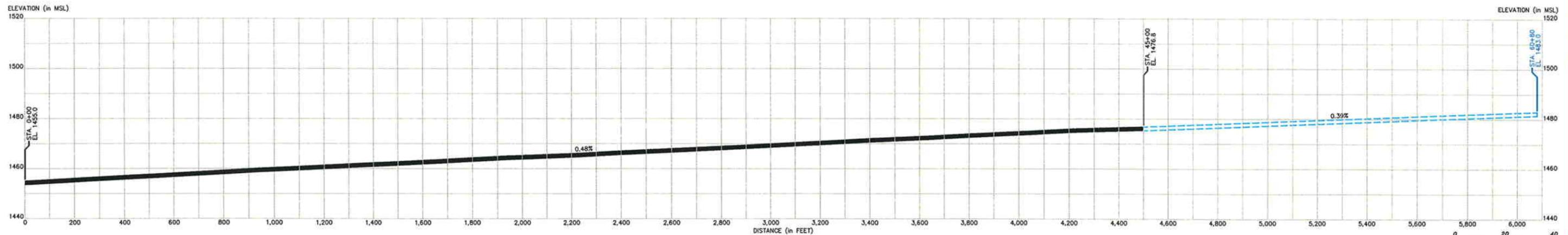
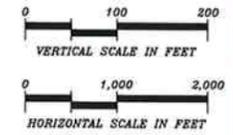
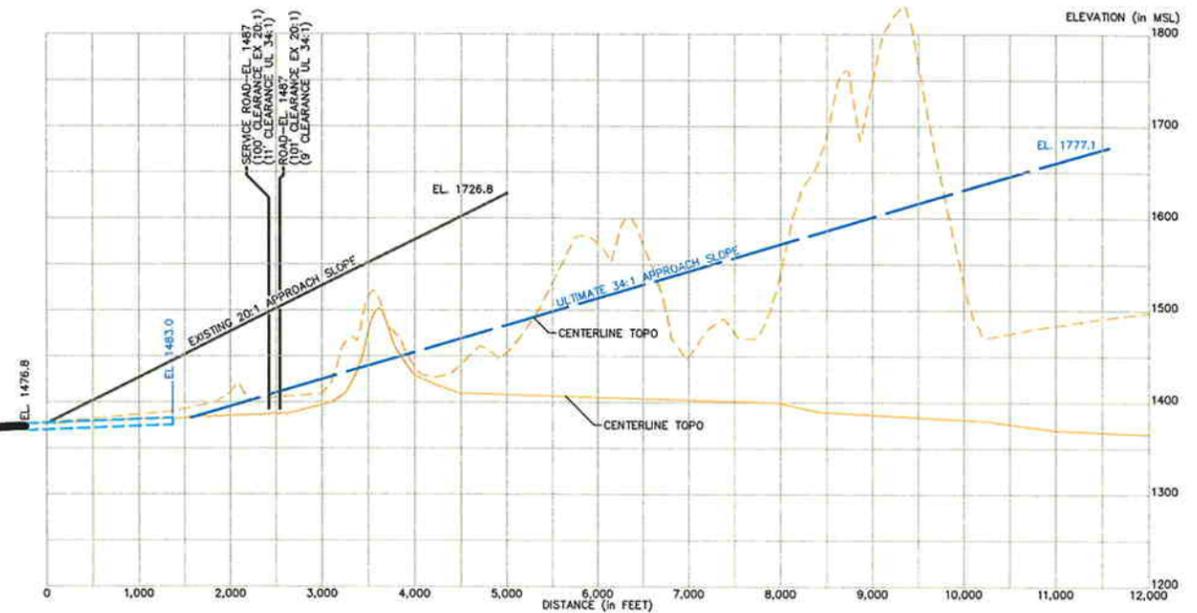


No.	REVISIONS	DATE	BY	APPD.

Coffman Associates R:\CAD\Layout\Master Plans\DVTA\AP_54\VDVT_AUP_S4.DWG Friday, June 8, 2007 5:00pm



Runway 7L-25R



GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 3 of these plans.
- Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheets 4 and 5 of these plans.
- Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7, 8 and 9 of these plans.
- Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
- Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
- Additional obstruction data is illustrated on National Ocean Survey document DVT 6546, 3rd Edition, 4/97 AIRPORT OBSTRUCTION CHART.

No.	REVISIONS	DATE	BY	APPD.

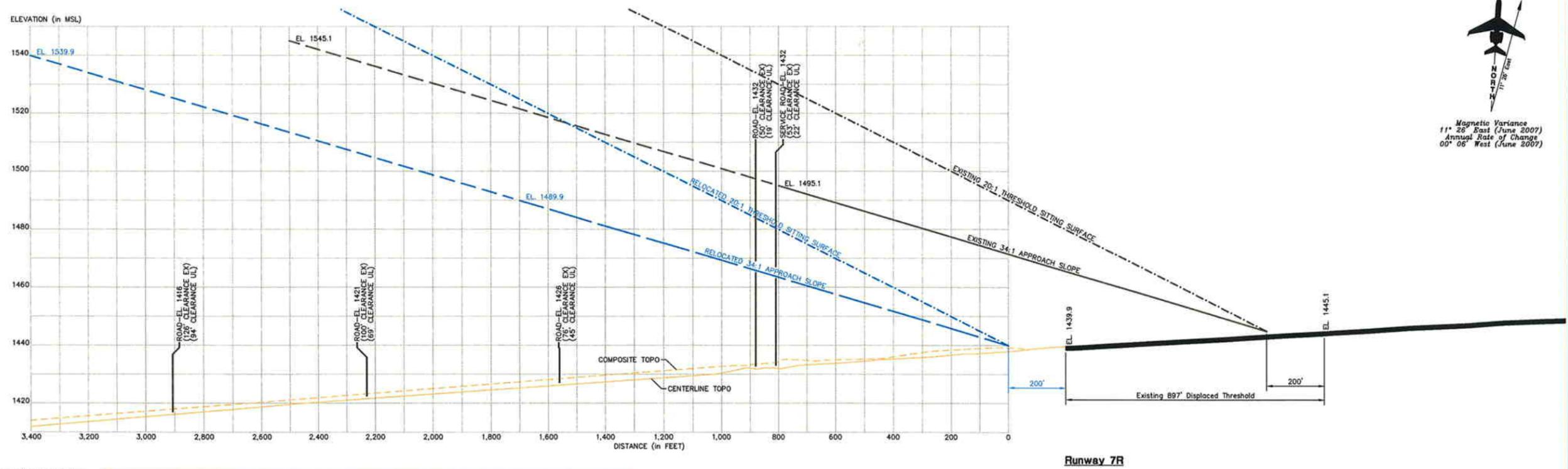
THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THESE DOCUMENTS BY ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DESCRIBED HEREIN NOR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

**PHOENIX DEER VALLEY AIRPORT
APPROACH ZONE PROFILES/
RUNWAY PROFILE RUNWAY 7L-25R
PHOENIX, ARIZONA**

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Kelly
 APPROVED BY: James M. Harris
 November 12, 2007 SHEET 5 OF 13



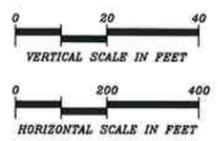
Coffman Associates R:\COA\2007\Deer Valley\Drawings\DWG\7L-25R\7L-25R.dwg Friday, June 8, 2007 3:00pm



Magnetic Variance
 11° 28' East (June 2007)
 Annual Rate of Change
 00° 06' West (June 2007)

- GENERAL NOTES:**
- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
 - Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 3 of these plans.
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 - Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
 - Existing and future height and hazard arduances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
 - Additional obstruction data is illustrated on National Ocean Survey document DVT 6646, 3rd Edition, 4/97 AIRPORT OBSTRUCTION CHART.

OBSTRUCTION TABLE					
Object Description	Obstructed Part 77 Surface	Object Elevation	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE					



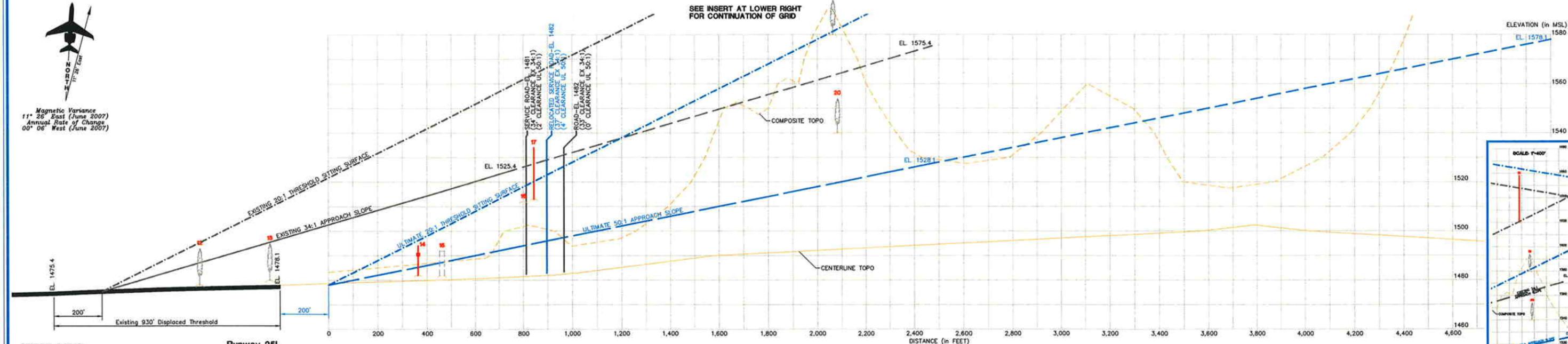
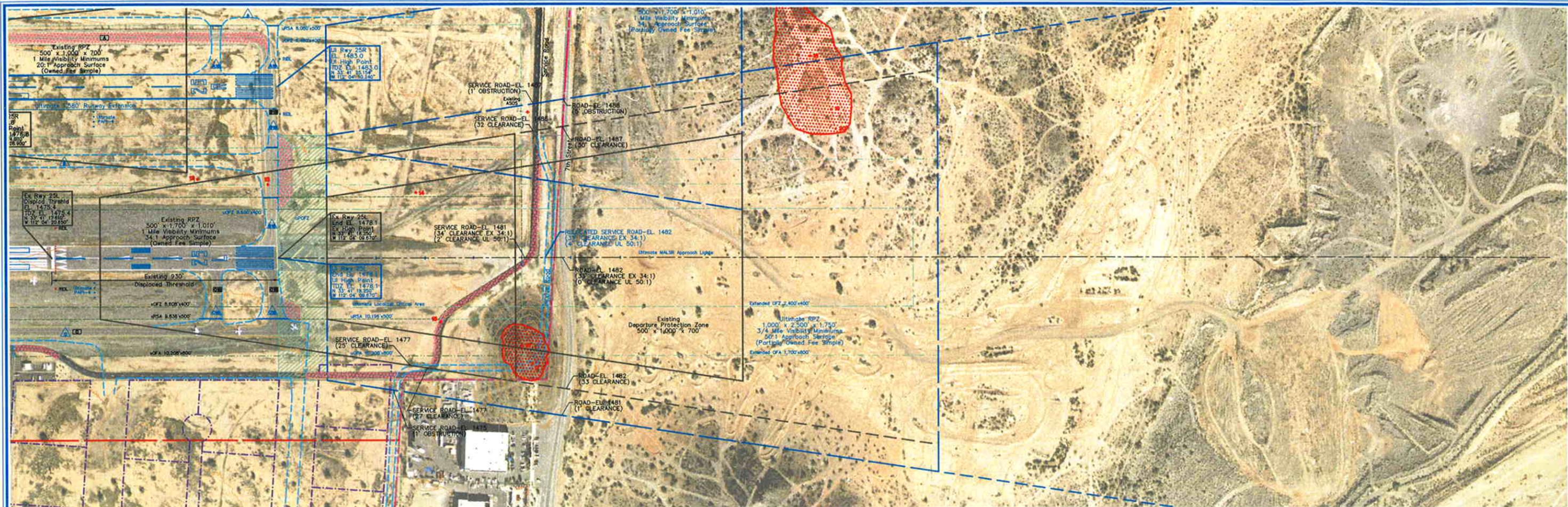
No.	REVISIONS	DATE	BY	APPD.

PHOENIX DEER VALLEY AIRPORT
INNER PORTION OF RUNWAY 7R
APPROACH SURFACE DRAWING
 PHOENIX, ARIZONA

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Lally
 APPROVED BY: James M. Harris

November 12, 2007 **SHEET 6 OF 13**

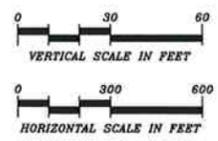
Goffman Associates R:\CAD\Users\Master Plans\DV\AUP_Sat\AUP_Sat.DWG Friday, June 8, 2007 5:00pm



GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
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- Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
- Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
- Additional obstruction data is illustrated on National Ocean Survey document DVT 6646, 3rd Edition, 4/97 AIRPORT OBSTRUCTION CHART.

OBSTRUCTION TABLE					
Object Description	Obstructed Part 77 Surface	Object Elevation	Surface Elevation	Object Penetration	Proposed Object Disposition
12. TREE	PRIMARY SURFACE	1493	1477	16'	TO BE TRIMMED OR REMOVED
13. TREE	PRIMARY SURFACE	1495	1478	17'	TO BE TRIMMED OR REMOVED
14. CACTUS	50:1 APPROACH SURFACE	1494	1485	9'	TO BE TRIMMED OR REMOVED
15. SERVICE ROAD	50:1 APPROACH SURFACE	1482	1487	5'	REALIGN SERVICE ROAD
16. GROUND	50:1 APPROACH SURFACE	1512	1494	18'	FIX BY FUNCTIONAL PURPOSE
17. POLE	50:1 APPROACH SURFACE	1534	1495	39'	FIX BY FUNCTIONAL PURPOSE
18. CAGE ON OL POLE	7:1 TRANSITIONAL SURFACE	1658	1521	137'	TO REMAIN LIGHTED
19. TREE	50:1 APPROACH SURFACE	1594	1519	75'	TO BE TRIMMED OR REMOVED
20. BUSH	50:1 APPROACH SURFACE	1554	1520	34'	TO BE TRIMMED OR REMOVED



No.	REVISIONS	DATE	BY	APPD.

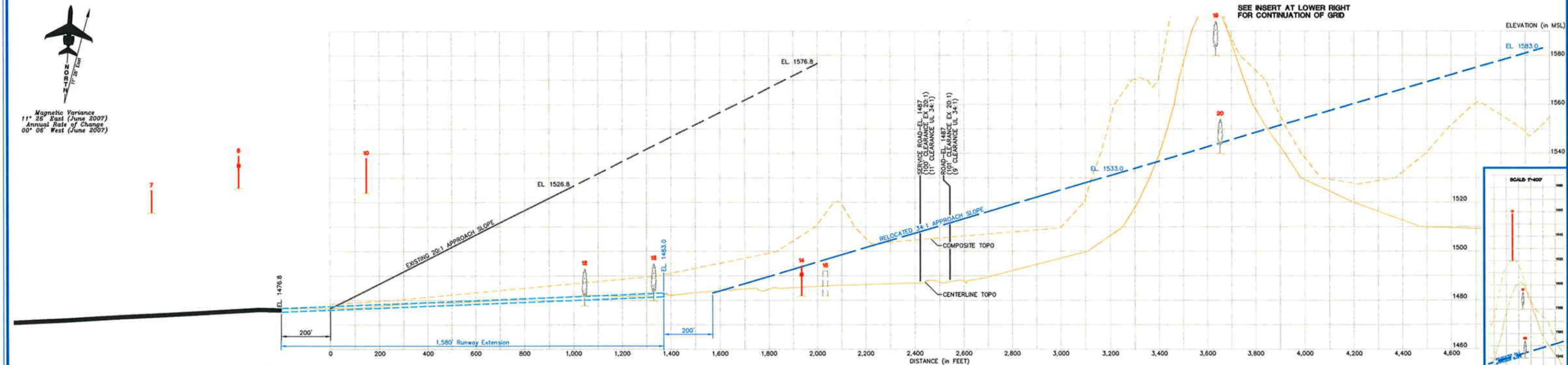
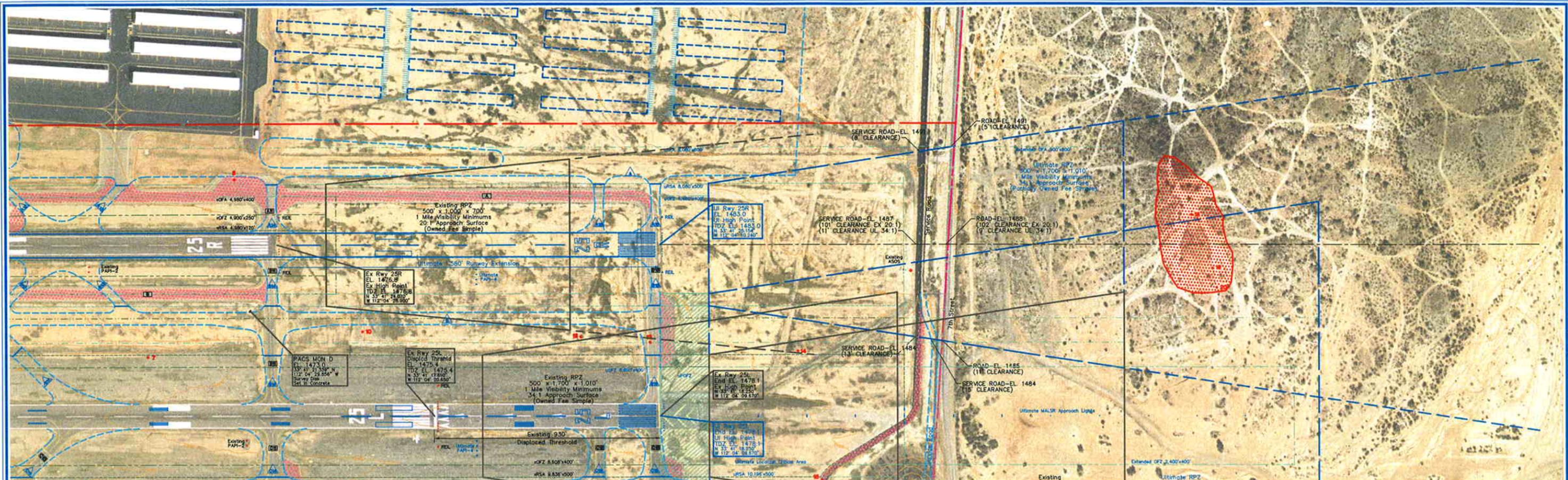
**PHOENIX DEER VALLEY AIRPORT
INNER PORTION OF RUNWAY 25L
APPROACH SURFACE DRAWING
PHOENIX, ARIZONA**

*PLANNED BY: Patrick B. Taylor
DETAILED BY: Richard A. Lally
APPROVED BY: James M. Harris*

Coffman Associates
Airport Consultants

November 12, 2007 SHEET 7 OF 13

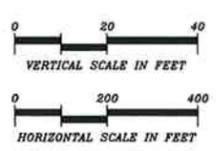
Coffman Associates R:\CAD\Drawings\Master Plans\DV\TAP_541\DOT_AJP_S41.DWG Friday, June 8, 2007 5:03pm



GENERAL NOTES:

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- Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7, 8 and 9 of these plans.
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- Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
- Additional obstruction data is illustrated on National Ocean Survey document DVT 6646, 3rd Edition, 4/97 AIRPORT OBSTRUCTION CHART.

OBSTRUCTION TABLE					
Object Description	Obstructed Part 77 Surface	Object Elevation	Surface Elevation	Object Penetration	Proposed Object Disposition
7. OL ON LIGHTED WINDSOCK	PRIMARY SURFACE	1475	1470	5'	TO REMAIN LIGHTED
8. CACTUS	7:1 TRANSITIONAL SURFACE	1489	1477	12'	TO BE TRIMMED OR REMOVED
10. WINDSOCK	PRIMARY SURFACE	1488	1474	14'	FIX BY FUNCTIONAL PURPOSE
12. TREE	PRIMARY SURFACE	1493	1477	16'	TO BE TRIMMED OR REMOVED
13. TREE	PRIMARY SURFACE	1495	1478	17'	TO BE TRIMMED OR REMOVED
14. CACTUS	50:1 APPROACH SURFACE	1494	1485	9'	TO BE TRIMMED OR REMOVED
15. ROAD	50:1 APPROACH SURFACE	1492	1487	5'	REALIGN SERVICE ROAD
18. CAGE ON OL POLE	7:1 TRANSITIONAL SURFACE	1658	1521	137'	TO REMAIN LIGHTED
19. CACTUS	50:1 APPROACH SURFACE	1594	1519	75'	TO BE TRIMMED OR REMOVED
20. BUSH	50:1 APPROACH SURFACE	1554	1520	34'	TO BE TRIMMED OR REMOVED



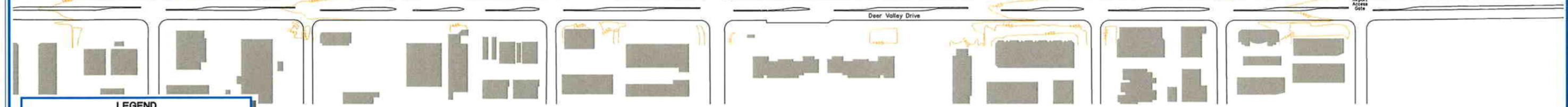
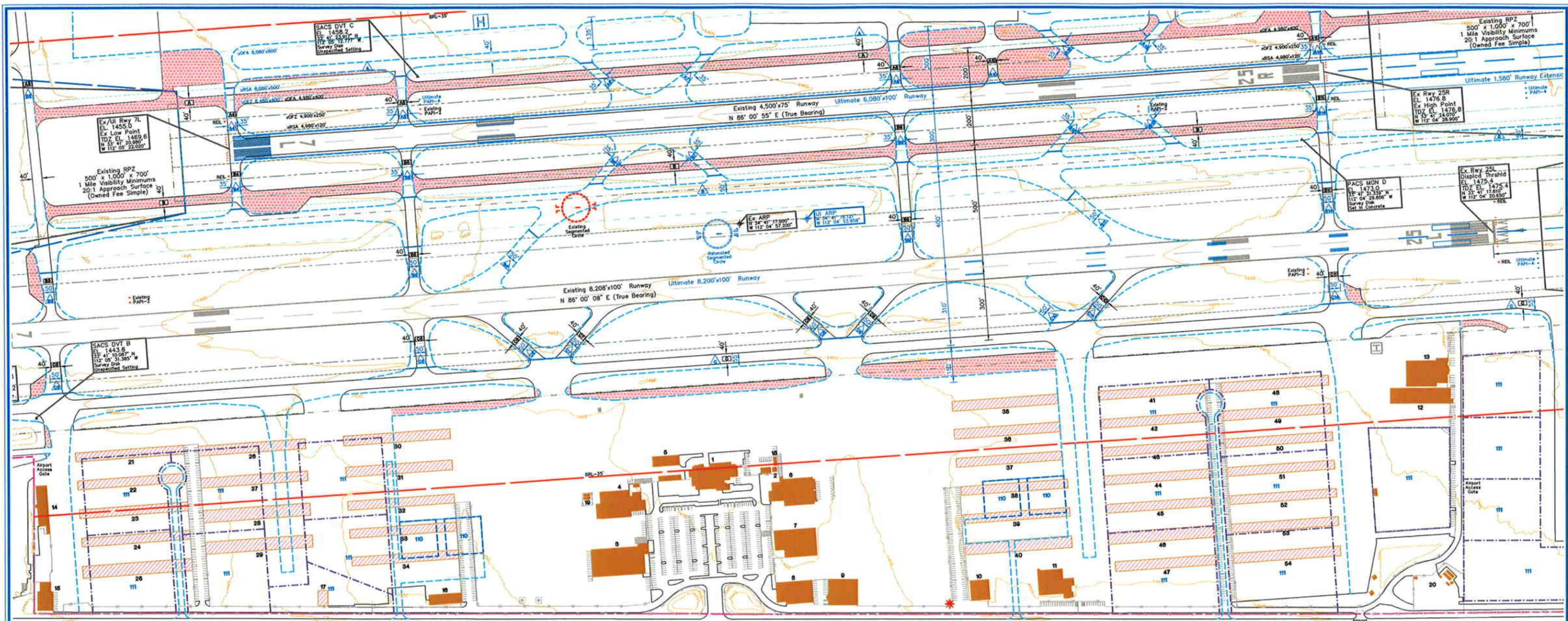
No.	REVISIONS	DATE	BY	APP'D.

PHOENIX DEER VALLEY AIRPORT
INNER PORTION OF RUNWAY 25R
APPROACH SURFACE DRAWING
 PHOENIX, ARIZONA

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Kelly
 APPROVED BY: James M. Harris

November 12, 2007 SHEET 9 OF 13

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EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AIRPORT PARCEL LINE
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT ROTATING BEACON
[Symbol]	[Symbol]	AVIGATION EASEMENT (if applicable)
[Symbol]	[Symbol]	BUILDING REMOVAL
[Symbol]	[Symbol]	BUILDING CONSTRUCTION (On/Off Airport)
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	FACILITY (PAVEMENT) CONSTRUCTION
[Symbol]	[Symbol]	FENCING
[Symbol]	[Symbol]	HELIPORT
[Symbol]	[Symbol]	LOCALIZER ANTENNA
[Symbol]	[Symbol]	MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM
[Symbol]	[Symbol]	RTH RUNWAY ALIGNMENT INDICATOR (MALSR)
[Symbol]	[Symbol]	NAVAID CRITICAL AREA (Localizer/Glide Slope)
[Symbol]	[Symbol]	NAVIGATIONAL AID INSTALLATION
[Symbol]	[Symbol]	PRECISION APPROACH PATH INDICATOR
[Symbol]	[Symbol]	PRECISION OBJECT FREE ZONE
[Symbol]	[Symbol]	PRIMARY/SECONDARY AIRPORT CONTROL STATION
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY OBSTACLE FREE ZONE
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	RUNWAY END IDENTIFICATION LIGHTS (REIL)
[Symbol]	[Symbol]	RUNWAY THRESHOLD LIGHTS
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE
[Symbol]	[Symbol]	SECTION CORNER
[Symbol]	[Symbol]	SEGMENTED CIRCLE/WIND INDICATOR
[Symbol]	[Symbol]	TAXIWAY DESIGNATION
[Symbol]	[Symbol]	TAXIWAY HOLD LINE
[Symbol]	[Symbol]	TOPOGRAPHY
[Symbol]	[Symbol]	WIND INDICATOR (Lighted)

NO.	DESCRIPTION	ELEV.
1	AIRPORT TERMINAL	1475
3	FBO HANGAR/OFFICES (Westwind School of Aeronautics)	1488
4	FBO HANGAR/OFFICES (Atlantic Aviation)	1477
5	COVERED AUTO PARKING	1471
6	FBO HANGAR/OFFICES (Cutter Aviation)	1473
7	FBO HANGAR/OFFICES (Pan Am International Flight Academy)	1482
8	FBO HANGAR/OFFICES (Pan Am International Flight Academy)	1481
9	FBO HANGAR/OFFICES (Pan Am International Flight Academy)	1466
10	CORPORATE HANGAR/OFFICES (Arizona Game and Fish)	1474
11	CORPORATE HANGAR/OFFICES	1479
12	EXECUTIVE HANGARS	1491
13	POLICE AIR SUPPORT FACILITY	1496
14	AIRCRAFT MAINTENANCE BAYS	1458
15	AIRPORT MAINTENANCE BUILDING	1468
16	CORPORATE HANGAR/OFFICES (Civil Air Patrol)	1464
17	WASH RACK	1465
18	AIRFIELD LIGHTING VAULT (see location)	1471
19	FUEL FACILITY	N/A
20	FUEL FARM (see location)	N/A
21	T-HANGAR (14 Unit)	1460
22	T-HANGAR (14 Unit)	1460
23	T-HANGAR (14 Unit)	1460
24	T-HANGAR (14 Unit)	1460
25	T-HANGAR (11 Unit)	1465
26	T-HANGAR (21 Unit)	1457
27	T-HANGAR (21 Unit)	1457
28	T-HANGAR (19 Unit)	1459

NO.	DESCRIPTION	ELEV.
29	T-HANGAR (19 Unit)	1459
30	T-HANGAR (21 Unit)	1463
31	T-HANGAR (21 Unit)	1462
32	T-HANGAR (14 Unit)	1465
33	T-HANGAR (14 Unit)	1464
34	T-HANGAR (14 Unit)	1464
35	T-HANGAR (14 Unit)	1473
36	T-HANGAR (14 Unit)	1471
37	T-HANGAR (14 Unit)	1476
38	T-HANGAR (14 Unit)	1474
39	T-HANGAR (14 Unit)	1474
40	T-HANGAR (11 Unit)	1479
41	T-HANGAR (14 Unit)	1475
42	T-HANGAR (14 Unit)	1475
43	T-HANGAR (14 Unit)	1476
44	T-HANGAR (14 Unit)	1475
45	T-HANGAR (14 Unit)	1475
46	T-HANGAR (11 Unit)	1479
47	T-HANGAR (11 Unit)	1474
48	T-HANGAR (14 Unit)	1474
49	T-HANGAR (14 Unit)	1475
50	T-HANGAR (14 Unit)	1478
51	T-HANGAR (14 Unit)	1478
52	T-HANGAR (14 Unit)	1478
53	T-HANGAR (14 Unit)	1478
54	T-HANGAR (11 Unit)	1476

NO.	DESCRIPTION
110	AIRPORT SERVICES HANGAR (150'x150')
111	AVIATION RELATED PARCEL



**PHOENIX DEER VALLEY AIRPORT
EXISTING SOUTH
TERMINAL AREA DRAWING
PHOENIX, ARIZONA**

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Lally
 APPROVED BY: James M. Harris
 November 12, 2007 SHEET 10 OF 13



NO.	REVISIONS	DATE	BY	APPD

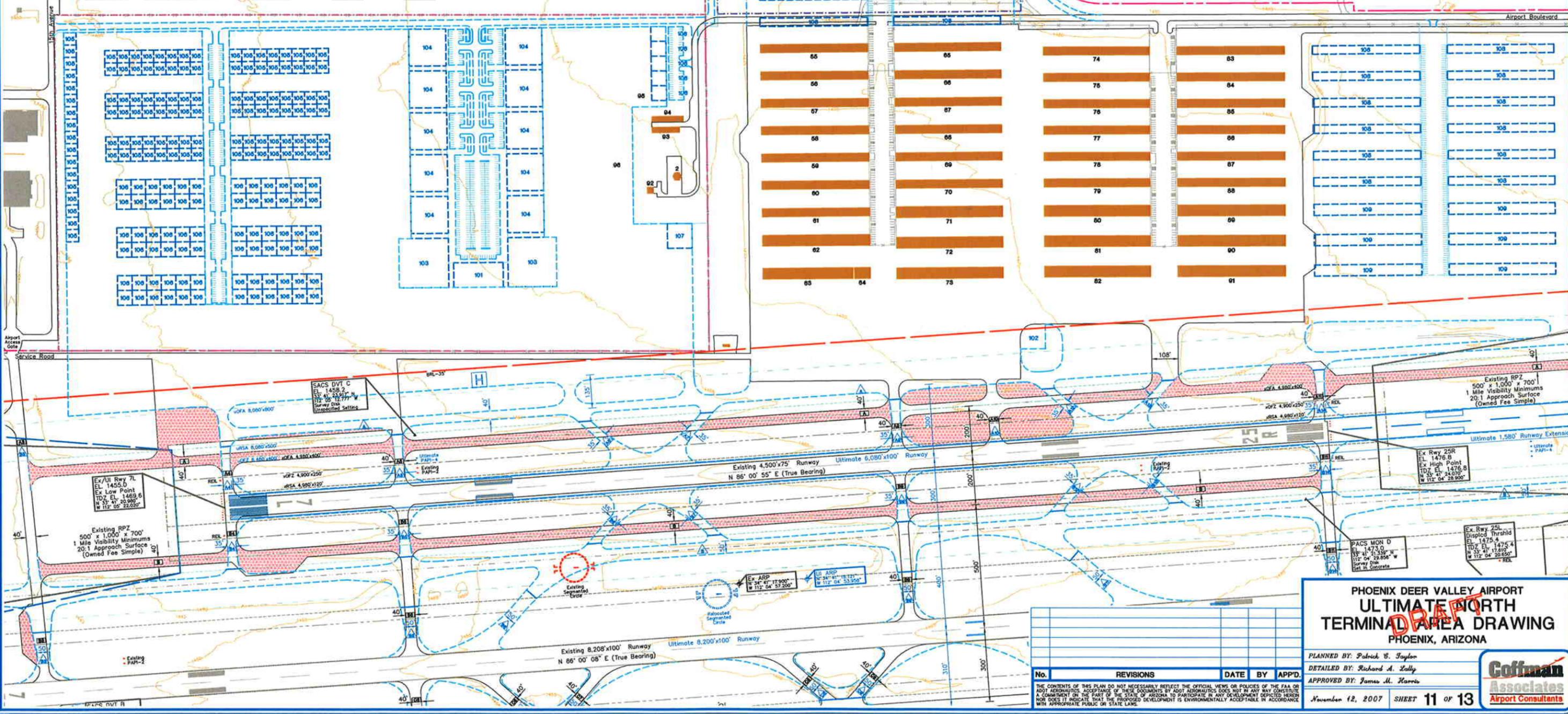
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LEGEND		DESCRIPTION
EXISTING	ULTIMATE	AIRPORT PROPERTY LINE
		AIRPORT PARCEL LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION (On/Off Airport)
		BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
		HELIPORT
		LOCALIZER ANTENNA
		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR (MALSR)
		NAV AID CRITICAL AREA (Localizer/Glide Slope)
		NAVIGATIONAL AID INSTALLATION
		PRECISION APPROACH PATH INDICATOR
		PRECISION OBJECT FREE ZONE
		PRIMARY/SECONDARY AIRPORT CONTROL STATION
		RUNWAY OBJECT FREE AREA
		RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SAFETY AREA
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		RUNWAY VISIBILITY ZONE
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TAXIWAY DESIGNATION
		TAXIWAY HOLD LINE
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

EXISTING BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
2	AIR TRAFFIC CONTROL TOWER (ATCT)	-
55	T-HANGAR (14 Unit)	1490
56	T-HANGAR (14 Unit)	1490
57	T-HANGAR (14 Unit)	1489
58	T-HANGAR (14 Unit)	1489
59	T-HANGAR (14 Unit)	1488
60	T-HANGAR (14 Unit)	1488
61	T-HANGAR (14 Unit)	1487
62	T-HANGAR (11 Unit)	1491
63	T-HANGAR (9 Unit)	1491
64	WASHRACK	1495
65	T-HANGAR (14 Unit)	1489
66	T-HANGAR (14 Unit)	1490
67	T-HANGAR (14 Unit)	1490
68	T-HANGAR (14 Unit)	1489
69	T-HANGAR (14 Unit)	1489
70	T-HANGAR (14 Unit)	1489
71	T-HANGAR (11 Unit)	1493
72	T-HANGAR (11 Unit)	1493
73	T-HANGAR (11 Unit)	1492
74	T-HANGAR (14 Unit)	1495

EXISTING BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
75	T-HANGAR (14 Unit)	1494
76	T-HANGAR (14 Unit)	1494
77	T-HANGAR (14 Unit)	1493
78	T-HANGAR (14 Unit)	1493
79	T-HANGAR (14 Unit)	1492
80	T-HANGAR (11 Unit)	1498
81	T-HANGAR (11 Unit)	1497
82	T-HANGAR (11 Unit)	1497
83	T-HANGAR (14 Unit)	1495
84	T-HANGAR (14 Unit)	1495
85	T-HANGAR (14 Unit)	1495
86	T-HANGAR (14 Unit)	1495
87	T-HANGAR (14 Unit)	1494
88	T-HANGAR (14 Unit)	1494
89	T-HANGAR (11 Unit)	1499
90	T-HANGAR (11 Unit)	1499
91	T-HANGAR (11 Unit)	1499
92	ELECTRICAL VAULT	-
93	COVERED AUTO PARKING	-
94	COVERED AUTO PARKING	-

ULTIMATE BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
101	GENERAL AVIATION SERVICES BUILDING	-
102	SELF SERVICE FUEL ISLAND	-
103	AIRPORT SERVICES HANGAR (200' x 200')	-
104	AIRPORT SERVICES HANGAR (150' x 150')	-
105	BOX HANGAR (50' x 50')	-
106	BOX HANGAR (60' x 60')	-
107	WASH RACK	-
108	T-HANGAR (14 Unit)	-
109	T-HANGAR (11 Unit)	-



**PHOENIX DEER VALLEY AIRPORT
ULTIMATE NORTH
TERMINAL AREA DRAWING
PHOENIX, ARIZONA**

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Lally
 APPROVED BY: James M. Harris

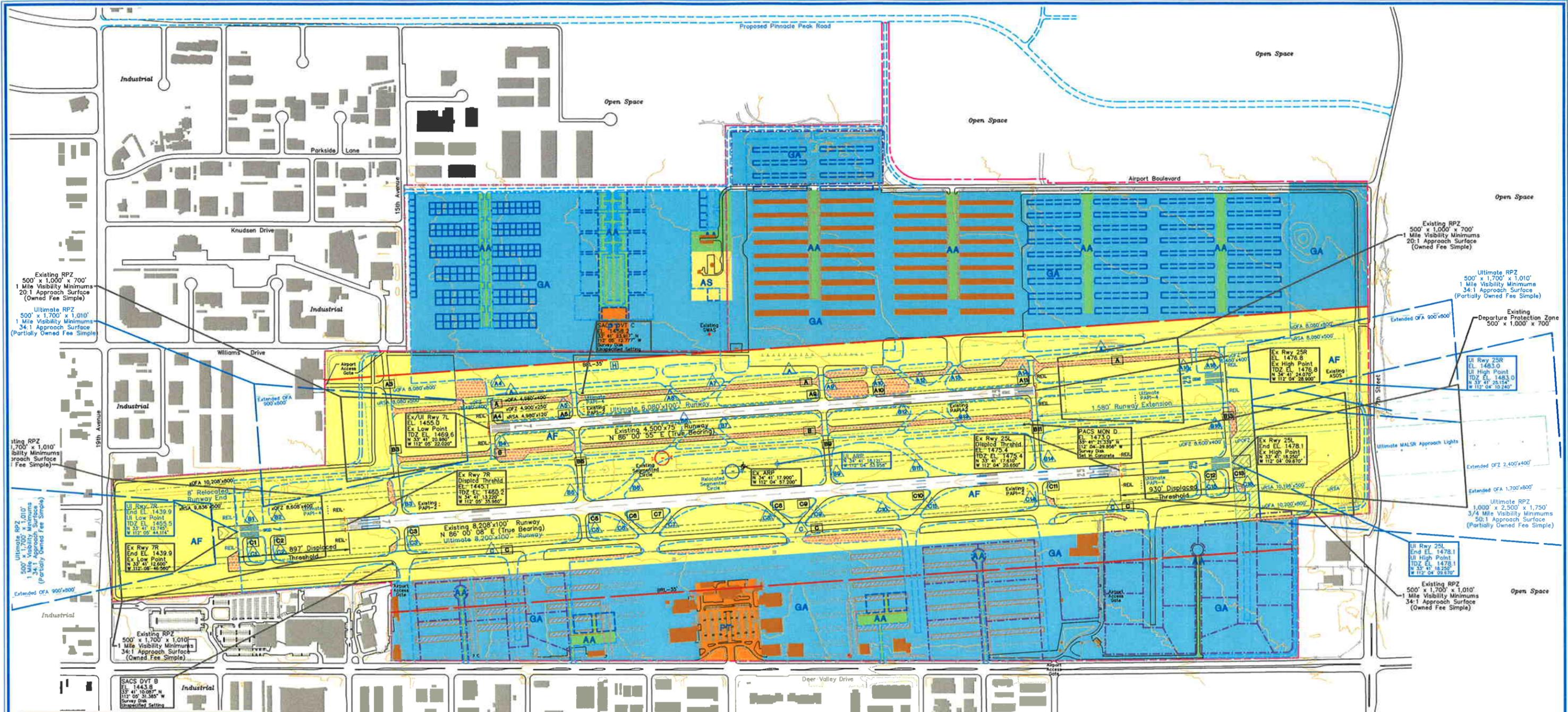
November 12, 2007 SHEET 11 OF 13



No.	REVISIONS	DATE	BY	APP'D.

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA OR ANY AGENCIES. ACCEPTANCE OF THESE DOCUMENTS BY ANY AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE 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 OR STATE LAWS.

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EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AIRPORT PARCEL LINE
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT ROTATING BEACON
[Symbol]	[Symbol]	AVIGATION EASEMENT (if applicable)
[Symbol]	[Symbol]	BUILDING REMOVAL
[Symbol]	[Symbol]	BUILDING CONSTRUCTION (On/Off Airport)
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	FACILITY (PAVEMENT) CONSTRUCTION
[Symbol]	[Symbol]	FENCING
[Symbol]	[Symbol]	HELIPORT
[Symbol]	[Symbol]	LOCALIZER ANTENNA
[Symbol]	[Symbol]	MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM
[Symbol]	[Symbol]	WIDE RUNWAY ALIGNMENT INDICATOR (MALSI)
[Symbol]	[Symbol]	NAVAID CRITICAL AREA (Localizer/Glide Slope)
[Symbol]	[Symbol]	NAVIGATIONAL AID INSTALLATION
[Symbol]	[Symbol]	PRECISION APPROACH PATH INDICATOR
[Symbol]	[Symbol]	PRECISION OBJECT FREE ZONE
[Symbol]	[Symbol]	PRIMARY/SECONDARY AIRPORT CONTROL STATION
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY OBSTACLE FREE ZONE
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	RUNWAY END IDENTIFICATION LIGHTS (REL)
[Symbol]	[Symbol]	RUNWAY THRESHOLD LIGHTS
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE
[Symbol]	[Symbol]	SECTION CORNER
[Symbol]	[Symbol]	SEGMENTED CIRCLE/WIND INDICATOR
[Symbol]	[Symbol]	TAXIWAY DESIGNATION
[Symbol]	[Symbol]	TAXIWAY HOLD LINE
[Symbol]	[Symbol]	TOPOGRAPHY
[Symbol]	[Symbol]	WIND INDICATOR (Lighted)

AIRPORT LAND USE LEGEND	
AF	Infield Operations Area
AS	Airport Support
PT	Public Terminal
GA	General Aviation
AA	Airport Access



PHOENIX DEER VALLEY AIRPORT
AIRPORT LAND USE DRAWING
 PHOENIX, ARIZONA

PLANNED BY: Patrick S. Taylor
 DETAILED BY: Richard A. Kelly
 APPROVED BY: James M. Harris

November 12, 2007 SHEET 12 OF 13



No.	REVISIONS	DATE	BY	APPD.

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

Coffman Associates R:\CAC\Map\Master Plans\DV\Map_Sk\DV\Map_Sk\DV_Sk.dwg Friday, June 8, 2007 5:00pm



DEED REFERENCE - DEER VALLEY AIRPORT

PARCEL	TAX PARCEL NO.	RECORDING NO.	RECORDING DATE	ACREAGE (SEE NOTE 1)	DESCRIPTION
1	209-02-005	99-0829060	7-27-1999	40.2 AC±	WARRANTY DEED: DEER VALLEY AIRPARK ASSOC., L.P., TO CITY OF PHOENIX
2	209-02-006	99-0829057	7-27-1999	40.2 AC±	WARRANTY DEED: NORTH PHOENIX AIRPARK ASSOC., L.P., TO CITY OF PHOENIX
3	209-01-003H	89-296508	6-29-1989	6.6 AC±	WARRANTY DEED: DEER VALLEY LAND COMPANY, TO CITY OF PHOENIX
4	209-01-003F	DKT.8864, PG.255	8-5-1971	279.5 AC± 48.9 AC ±	WARRANTY DEED: DEER VALLEY TRUST COMPANY, TO CITY OF PHOENIX
5	209-02-009H	DKT.8864, PG.277	8-5-1971	14.1 AC± 119.7 AC±	WARRANTY DEED: DEER VALLEY TRUST COMPANY, TO CITY OF PHOENIX
6	209-02-009Q	94-0190708	3-8-1994	8.0 AC±	WARRANTY DEED: DEER VALLEY TRUST COMPANY, TO CITY OF PHOENIX
7	209-01-003K	99-0767746	8-13-99	19.9 AC± 19.9 AC±	WARRANTY DEED: DEER VALLEY FORTY, TO CITY OF PHOENIX
8	209-01-003L	85-391036	7-22-85	177.5 AC±	WARRANTY DEED: STATE OF ARIZONA TO CITY OF PHOENIX

***NOTE 1: ACREAGE CALCULATIONS BASED ON LEGAL DESCRIPTION IN TITLE REPORT ISSUED BY SECURITY TITLE AGENCY, ORDER NO. 400717622.

Property Map Research
Conducted By:
Wilcox
Wilcox Associates, Inc.

No.	REVISIONS	DATE	BY	APPD.

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THESE DOCUMENTS BY ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE 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 OR STATE LAWS.

**DEER VALLEY AIRPORT
EXHIBIT 'A'
AIRPORT PROPERTY MAP
MARICOPA COUNTY, ARIZONA**

PLANNED BY: Patrick B. Taylor
 DETAILED BY: Richard A. Lally
 APPROVED BY: James M. Harris

July 18, 2007 SHEET 13 OF 13

Coffman Associates
Airport Consultants