

RUNWAY DATA	RUNWAY 6-24			
	EXISTING		ULTIMATE	
	6	24	6	24
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-I	B-II	B-I	B-II
FAA PART 77 CATEGORY	VISUAL	VISUAL	NONPREC	NONPREC
APPROACH VISIBILITY MINIMUMS	1 Mile	1 Mile	1 Mile	1 Mile
DESIGN CRITICAL AIRCRAFT	BRACER BARON 58	KING AIR 200		
WINGSPIAN OF DESIGN AIRCRAFT	34' 5"	34' 5"		
UNDERCARRIAGE WIDE OF DESIGN AIRCRAFT	9' 3"	13'		
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	98'	103'		
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	5,500	12,500		
RUNWAY EFFECTIVE GRADIENT	0.4%	SAME		
RUNWAY MAXIMUM GRADIENT	0.4%	SAME		
PAVEMENT DESIGN STRENGTH (in thousand lbs.)	40(S) 50(D) 100(DT)	SAME		
APPROACH SLOPE	20:1	20:1	34:1	34:1
RUNWAY END ELEVATION (MSL)	5138.6'	5138.6'	SAME	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	5141.9'	5138.6'	SAME	SAME
RUNWAY HIGH POINT ELEVATION (MSL)	5138.6'	SAME		
RUNWAY LOW POINT ELEVATION (MSL)	5138.6'	SAME		
LINE OF SIGHT REQUIREMENT MET	YES	SAME		
RUNWAY LENGTH	6004'	SAME		
RUNWAY WIDTH	75'	SAME		
RUNWAY BEARING (TRUE)	N 75.9751° E	SAME	SAME	SAME
RUNWAY SAFETY AREA LENGTH BEYOND STOP END OF RUNWAY	240'	240'	300'	300'
RUNWAY SAFETY AREA WIDTH	180'	180'	150'	150'
RUNWAY OBJECT FREE AREA LENGTH BEYOND STOP END OF RUNWAY	240'	240'	300'	300'
RUNWAY OBJECT FREE AREA WIDTH	400'	400'	500'	500'
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200'	200'	SAME	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	400'	400'	SAME	SAME
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	125'	125'	200'	200'
RUNWAY MARKING	NP	NP	NP	NP
STANDARD SEPARATION - RUNWAY CL TO PARALLEL TAXIWAY CL	160'	160'	240'	240'
STANDARD SEPARATION - TAXIWAY CL TO FIXED OR MOVABLE OBJECT	38.5'	38.5'	68'	68'
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE	SAME	SAME
RUNWAY SURFACE/PAVEMENT MATERIAL	Asphalt	Asphalt	SAME	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	None	None	SAME	SAME
RUNWAY LIGHTING	MRL	MRL	SAME	SAME
TAXIWAY WIDTH	35'	35'	SAME	SAME
TAXIWAY SURFACE MATERIAL	Asphalt	Asphalt	SAME	SAME
TAXIWAY OBJECT FREE AREA WIDTH	80'	80'	181'	181'
TAXIWAY SAFETY AREA WIDTH	40'	40'	75'	75'
TAXIWAY WINGED CLEARANCE	40'	40'	28'	28'
TAXIWAY MARKING	None	None	SAME	SAME
TAXIWAY LIGHTING	MTL (entry/exit)	MTL (all)	SAME	SAME
RUNWAY NAVIGATIONAL AIDS	GPS-A (circling)	GPS (straight in)	SAME	SAME
RUNWAY VISUAL AIDS	None	None	SAME	SAME

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
AIRCRAFT HOLD LINE	125' SOUTH OF RUNWAY CENTERLINE	RELOCATE TO 200' SOUTH OF RWY. CL WHEN PARALLEL TAXIWAY "A" IS RELOCATED
TAXIWAY "A"	160' SOUTH OF RUNWAY CENTERLINE	RELOCATE TO 240' SOUTH OF RWY. CL
TAXIWAY "B" AND ACCESS GATE	UP TO 200' SOUTHWEST OF RWY. 6 THRESHOLD	RELOCATE PARTIAL SOUTHWEST OUTSIDE OFZ
SEGMENTED CIRCLE/WINDCONE	145' NORTH OF RUNWAY CENTERLINE	RELOCATE TO 250' NORTH OF RUNWAY CL
TREES AND SHRUBS	VARIES	REMOVE

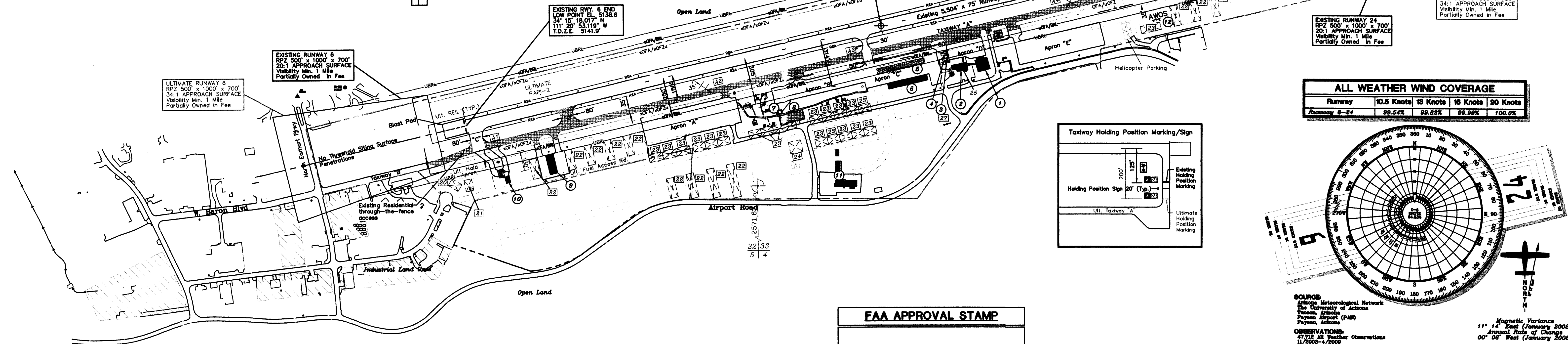
BUILDINGS/FACILITIES			BUILDINGS/FACILITIES		
EXISTING	DESCRIPTION	TOP EL.	ULTIMATE	DESCRIPTION	TOP EL.
1	AGAINST THE WIND	5108.9'	20	AIRCRAFT MAINTENANCE	±5160'
2	CROSSWINDS RESTAURANT	5108.0'	21	AIRCRAFT WASH RACK	NA
3	PAYSON AVIATION	5149.6'	22	T-HANGARS	±5149'
4	AIRCRAFT OPERATIONS	5151.6'	23	BOX HANGARS	±5168'
5	T-HANGARS	5152.5'	24	LARGE BOX HANGAR	±5162'
6	BOX HANGARS	5159.3'	25	TERMINAL	±5166'
7	AIRCRAFT CAMPGROUND (TO BE REMOVED)	5162.7'	26	RELOCATED AIRPORT CAMPGROUND	±5162'
8	AUTO PARKING	NA	27	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	±5190'
9	T-HANGARS	5162.0'	28	SEGMENTED CIRCLE / WIND CONE	NA
10	FUEL FARM	5191.0'			
11	TOWN YARD				
12	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	5190.0'			
13	SEGMENTED CIRCLE / WIND CONE	NA			

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
+	+	AIRCRAFT PROPERTY LINE
+	+	AIRCRAFT REFERENCE POINT (ARP)
+	+	AIRCRAFT ROTATING BEACON
+	+	BUILDING AND FACILITIES
+	+	PAVEMENT TO BE REMOVED
+	+	BUILDING TO BE REMOVED
+	+	BUILDING RESTRICTION LINE (BRL)
+	+	AVIATION EASEMENT
+	+	AVIATION DEVELOPMENT PARCELS
+	+	OBJECT FREE AREA (OFA)
+	+	RUNWAY SAFETY AREA (RSA)
+	+	OBSTACLE FREE ZONE (OFZ)
+	+	AIRCRAFT PAVEMENT
+	+	FENCING
+	+	NAVIGATIONAL AID INSTALLATION
+	+	RUNWAY END IDENTIFICATION LIGHTS (REIL)
+	+	RUNWAY THRESHOLD LIGHTS
+	+	RUNWAY PROTECTION ZONE (RPZ)
+	+	SEGMENTED CIRCLE/LIGHTED WINDCONE
+	+	WIND INDICATOR (Lighted)
+	+	TOPOGRAPHIC CONTOURS
+	+	SECTION CORNER
+	+	TAXIWAY DESIGNATION
+	+	PRIMARY AIRPORT CONTROL STATION (PACS)
+	+	SECONDARY AIRPORT CONTROL STATION (SACS)
+	+	HOLD POSITION MARKINGS
+	+	HELIPAD
+	+	AUTOMATED WEATHER OBSERVATION STATION (AWOS)

RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING	ULTIMATE
Runway 6	Latitude 34° 15' 18.017" N Longitude 111° 20' 53.119" W	SAME
Runway 24	Latitude 34° 15' 31.197" N Longitude 111° 18' 49.548" W	SAME

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
TAXIWAY "A" SEPARATION	B-II STANDARD SEPARATION FOR RUNWAY/TAXIWAY	240' from RW CL	150' from RW CL	RELOCATE TAXIWAY "A" TO 240' from CENTERLINE
TREES AND SHRUBS IN RSA AND OFA	RSA AND OFA	RSA 150' WIDE OFA 500' WIDE	VARIES	REMOVE
HELIPAD IN OFA	OFA	250' from RW CL	205' from RW CL	REMOVE
TERRAIN IN RSA AND OFA	RSA AND OFA	300' BEYOND RW END	200' BEYOND RW END	IMPROVE AREA GRADING
SEGMENTED CIRCLE/WINDCONE	OFA AND OFA	250' from RW CL	145' from RW CL	RELOCATE
INCOMPATIBLE LAND USES IN RW 6 RPZ	RPZ	MAINTAIN CLEAR OF INCOMPATIBLE LAND USES	VARIOUS INFRASTRUCTURE PENETRATIONS	SEE GENERAL NOTE #14

AIRPORT DATA		
PAYSON AIRPORT (PAN)		
OWNER: PAYSON, ARIZONA	AIRPORT NPAS CODE: GENERAL AVIATION	
CITY: PAYSON, ARIZONA	COUNTY: GILA	
RANGE: R 10 E	TOWNSHIP: T 11 N	
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-I	B-II
AIRPORT ELEVATION (MSL)	5158.6'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	93.0° F JULY	SAME
AIRPORT REFERENCE POINT (ARP)	Latitude 34° 15' 24.611" N	SAME
COORDINATES (NAD 83)	Longitude 111° 20' 21.321" W	SAME
AIRCRAFT NAVIGADS	Airport Beacon PAPI-2 (24) NONE Segmented Circle Wind Cone	Airport Beacon PAPI-2 (6)(24) RRTLS Segmented Circle Wind Cone
GPS AT AIRPORT	GPS-A (CIRCLING)	GPS (STRAIGHT IN)



- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the INNER APPROACH SURFACE DRAWING.
  2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLANS.
  3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
  4. Detail concerning airport property are depicted on the AIRPORT PROPERTY MAP.
  5. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Building Restriction Line location may be reduced in accordance to Part 77 to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.
  6. Ultimate fence line extends around Existing/Ultimate Property Line except where shown.
  7. Base Map and Contours derived from 11/07/07 aerial photography and planimetric mapping, surveyed by Mapping Company.
  8. Source for existing airport reference point coordinates and airport elevations: ASIS Database Systems at www.avnsw.com.au/jcbl.gov/datasheet.
  9. All elevations are in NAVD 88 and all horizontal coordinates are in NAD 83.
  10. The airport has not been surveyed in accordance with FAA Standard 405.
  11. No threshold siting surface object penetrations.
  12. All survey monuments enclosed in concrete casings.
  13. Ultimate Taxiways A2, A3, and A4 are to be utilized as exit taxiways.
  14. The Town of Payson will restrict future development of non-compatible land uses with the Runway Protection Zones (RPZs) per FAA Advisory Circular 150/3500-13, Airport Design. When legally practicable and feasible, existing non-compatible land uses will be relocated outside the RPZ.
  15. Relocation of airside campgrounds on an airport are not APF eligible, thus ADOT would need to fund the relocation if it is to remain on the airport.

SUBMITTED BY:  
**Coffman Associates**

FOR APPROVAL BY:

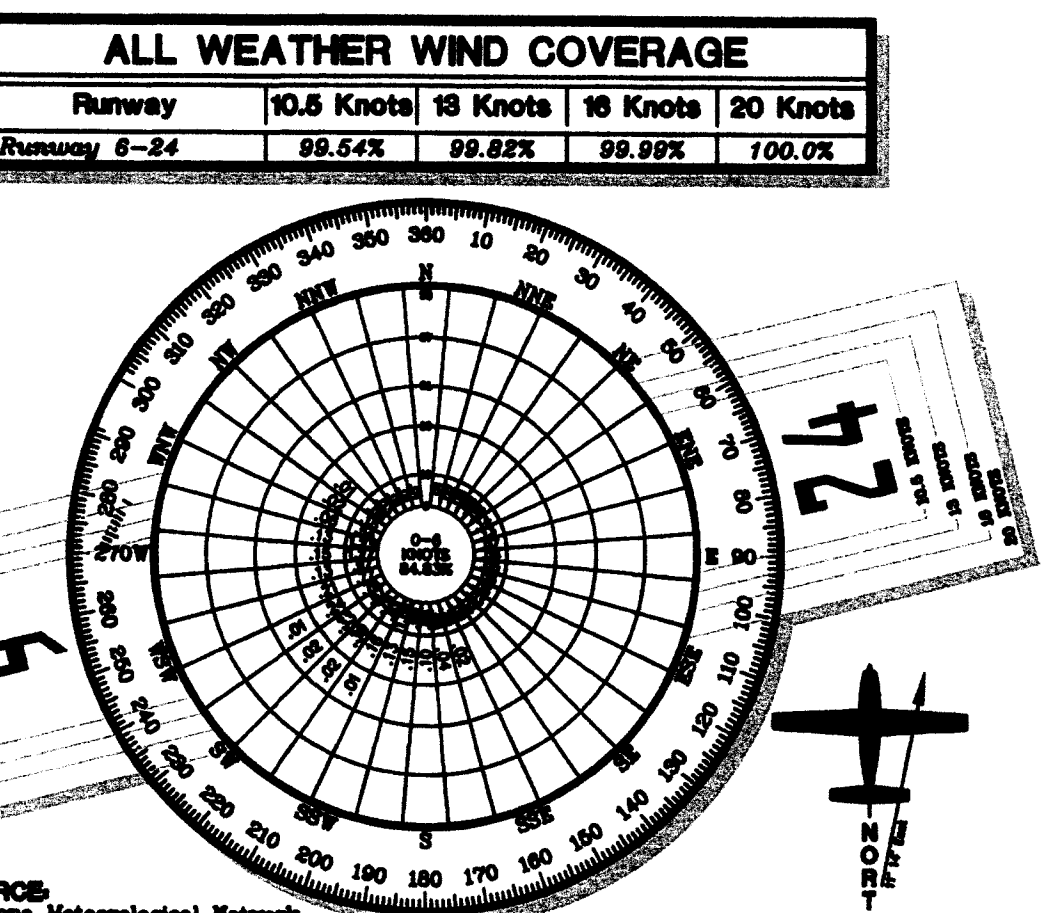
APPROVED BY: *Subend D. Lumb* ON THE DATE OF: *11-7-13*  
Public Works Director

FAA APPROVAL STAMP

Approved conditionally *March 5, 2014*  
Subject to comments contained in our letter dated *3-5-2014*

FEDERAL AVIATION ADMINISTRATION  
*M. J. N. W.*

REVISIONS		DATE	BY	APPD.
1	ALP revised to reflect current Airport Master Plan.	09-13	MQ	
2	ALP revised to show updated needed T-hangars and executive hangars, additional property purchased, future helipad locations and future BRL taxiway gate location.	10-03	RDG	
3	ALP revised to show updated T-hangar infrastructure construction, future helipad hangars, and the reduction in size of the small Edo hangar.	02-03	RDG	
4	ALP revised to show updated location of generator and vault building; relocated beacon location; airport maintenance area; new Airport Road alignment. Dated February 6, 2009.	02-01	BTH	
5	Edo Hangar Phase 1, AWOS, & A/P Road added - Z & H Engineering, Inc.	4-00	MHR	
6	ALP completely revised to add planimetric details and reflect recommendations contained within the Master Plan dated June 25, 1998.	8-98	LDJ	CMH



SOURCE: Meteorological Network  
The University of Arizona  
Payson, Arizona  
Payson Airport (PAW)  
Payson, Arizona

OBSERVATIONS:  
17128 All Weather Observations  
11/2005-4/2009

PAYSON AIRPORT  
AIRPORT LAYOUT PLAN

PAYSON, ARIZONA

PLANNED BY: *Matt Quirk*  
DETAILED BY: *Maggie Brown*  
APPROVED BY: *James M. Harris, P. E.*

September 18, 2013 SHEET 1 OF 9

**Coffman Associates**  
Airport Consultants  
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