



Appendix C

AIRPORT PLANS

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AIRPORT PLANS

Airport Master Plan
Phoenix Goodyear 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 then 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 Goodyear Airport and can be found in this appendix. The ALP drawing graphically presents the existing and ultimate airport layout plan, and will include such elements as the physical airport features, wind data tabulation, location of airfield fa-

cilities (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 Goodyear 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 in the following sections.

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 to primary Runway 3-21 is 1,000 feet and centered on the runway. The primary surface width associated with the future parallel runway would be 500 feet and centered on the runway.

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 3 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 approach surface to Runway 21 will extend to a distance of 10,000 feet, a width of 4,000 feet, at a slope of 34:1. The approach slope for both parallel runway ends will extend to a distance of 5,000 feet, a width of 2,000 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 7:1, 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 20:1. 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 Goodyear 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's 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.

AIRPORT LAYOUT PLANS FOR PHOENIX GOODYEAR AIRPORT

Prepared for
The City of Phoenix
Aviation Department

INDEX OF DRAWINGS

- | | |
|--|--|
| 1. AIRPORT LAYOUT DRAWING | 7. INNER PORTION OF RUNWAYS 3R-21L
APPROACH SURFACE DRAWING |
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GENERAL AVIATION AREA DRAWING |
| 3. APPROACH ZONE PROFILES/
RUNWAY PROFILE RUNWAY 3(L)-21(R) | 9. SOUTHWEST GENERAL
GENERAL AVIATION AREA DRAWING |
| 4. APPROACH ZONE PROFILES/
RUNWAY PROFILE RUNWAY 3R-21L | 10. AIRPORT LAND USE DRAWING |
| 5. INNER PORTION OF RUNWAY 3(L)
APPROACH SURFACE DRAWING | 11. EXHIBIT 'A'
AIRPORT PROPERTY MAP |
| 6. INNER PORTION OF RUNWAY 21(R)
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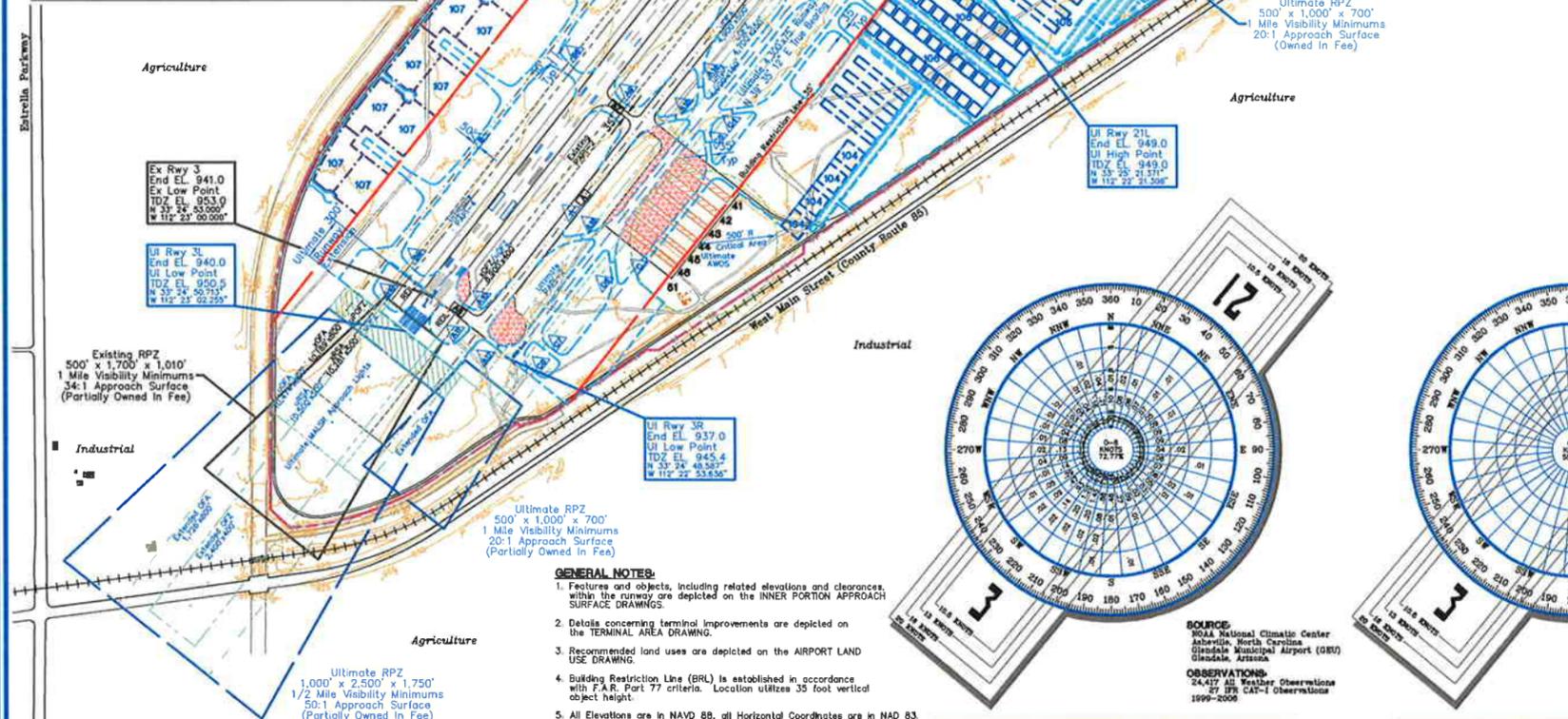
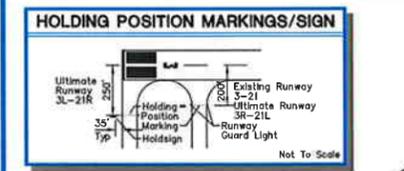
DRAFT

LEGEND

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]	LOCKER ANTENNA
[Symbol]	[Symbol]	MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR (MALSR)
[Symbol]	[Symbol]	NAVAID CRITICAL AREA (Localizer/Glide Slope)
[Symbol]	[Symbol]	NAVAID 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]	TOPOGRAPHICAL SURFACE
[Symbol]	[Symbol]	WIND INDICATOR (Lighted)

RUNWAY END COORDINATES (NAD 83)

RUNWAY	EXISTING	ULTIMATE
Runway 3(R)	Latitude 33° 25' 53.000" N Longitude 112° 23' 00.000" W	Latitude 33° 24' 50.713" N Longitude 112° 23' 02.255" W
Runway 21(L)	Latitude 33° 25' 57.810" N Longitude 112° 21' 56.080" W	Latitude 33° 25' 55.515" N Longitude 112° 21' 58.343" W
Runway 21(L) Displaced Threshold	Latitude 33° 25' 41.800" N Longitude 112° 22' 11.880" W	N/A
Runway 3L	Latitude N/A Longitude N/A	Latitude 33° 24' 48.587" N Longitude 112° 22' 53.636" W
Runway 21R	Latitude N/A Longitude N/A	Latitude 33° 25' 21.371" N Longitude 112° 22' 21.308" W



GENERAL NOTES:

- Features and objects, including related elevations and clearances, within the runway are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
- Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
- Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
- Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.
- All Elevations are in NAVD 88, all Horizontal Coordinates are in NAD 83.
- No Threshold Siting Surface Object Penetrations.
- No Obstacle Free Zone (OFZ) Object Penetrations.
- There are no Primary or Secondary Airport Control Stations located near the airport.

EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION	ELEV.
1	TERMINAL BUILDING	971
2	AIR TRAFFIC CONTROL TOWER (ATCT)/WINDING MACH	1106
3	MAINTENANCE BUILDING (City of Phoenix)	969
4	MAINTENANCE HANGAR (*ATCA)	971
5	MAINTENANCE HANGAR (*ATCA)	969
6	MAINTENANCE HANGAR (*ATCA)	969
7	MAINTENANCE HANGAR (*ATCA)	976
8	MAINTENANCE HANGAR (*ATCA)	976
9	MAINTENANCE HANGAR (*ATCA)	976
10	OFFICE BUILDING (*ATCA)	976
11	MAINTENANCE BUILDING (City of Phoenix)	976
12	MAINTENANCE HANGAR (*ATCA)	976
13	MAINTENANCE HANGAR (*ATCA)	976
14	DORMITORY (*ATCA)	988
15	DORMITORY (*ATCA)	988
16	DORMITORY (*ATCA)	988
17	OFFICE/DORMITORY (German Air Force)	1074
18	OFFICE (*ATCA)	975
19	SHADE HANGAR	976
20	SHADE HANGAR	976
21	SHADE HANGAR	976
22	OIL/CHEMICAL STORAGE (*ATCA)	972
23	SHADE HANGAR	976
24	SHADE HANGAR	976
25	SHADE HANGAR	981
26	SHADE HANGAR	981
27	HANGAR (City of Phoenix)	1016
28	CONVENTIONAL HANGAR (Aero Turbine)	1025
29	PUMP HOUSE	972
30	FIRE PROTECTION TANK (Timco)	978
31	MAINTENANCE HANGAR (Aero Turbine)	971
32	T-HANGAR	974
33	T-HANGAR	976
34	T-HANGAR	973
35	T-HANGAR	974
36	T-HANGAR	976
37	T-HANGAR	977
38	T-HANGAR	974
39	T-HANGAR	974
40	ELECTRICAL VAULT	976
41	T-HANGAR	964
42	T-HANGAR	964
43	T-HANGAR	958
44	T-HANGAR	957
45	T-HANGAR	957
46	T-HANGAR	956
47	FUEL FARM (City of Phoenix)	N/A
48	FUEL FARM (*ATCA)	N/A
49	WASHRACK	N/A
50	GUARD SHACK	N/A
51	FILTRATION SYSTEM	N/A

DECLARED DISTANCES DATA

	EXISTING RUNWAY 3-21	ULTIMATE RUNWAY 3L-21R	ULTIMATE RUNWAY 3R-21L
TORA - TAKEOFF RUN AVAILABLE	8,500'	8,500'	4,300'
TODA - TAKEOFF DISTANCE AVAILABLE	8,500'	8,500'	4,300'
ASDA - ACCELERATE-STOP DISTANCE AVAILABLE	8,500'	8,500'	4,300'
LDA - LANDING DISTANCE AVAILABLE	8,500'	6,400'	4,300'

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
RUNWAY 21 RUNWAY SAFETY AREA	RUNWAY SAFETY AREA LENGTH	1,000'	781'	RELOCATE RUNWAY END 300'
RUNWAY 21 OBJECT FREE AREA	RUNWAY SAFETY AREA LENGTH	1,000'	689'	RELOCATE RUNWAY END 300'
RUNWAY 3L OBJECT FREE AREA	RUNWAY SAFETY AREA LENGTH	974'	1,000'	REQUEST WAIVER

AIRPORT DATA

PHOENIX GOODYEAR AIRPORT (CYR)	
CITY: GOODYEAR, ARIZONA	COUNTY: MARICOPA, ARIZONA
RANGE: 1 W	TOWNSHIP: 1 N
AIRPORT SERVICE LEVEL	GENERAL AVIATION
AIRPORT REFERENCE CODE	C-III
DESIGN AIRCRAFT	BOEING 737-300
AIRPORT ELEVATION	968.4 MSL
HEAVY MAXIMUM TEMPERATURE OF HOTTEST MONTH	106.9° F (JULY)
AIRPORT REFERENCE POINT (ARP)	33° 25' 25.410" N 112° 22' 28.040" W
COORDINATES (NAD 83)	33° 25' 17.025" N 112° 22' 32.709" W
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	ATCT ROTATING BEACON LIGHTED WINDCONS
CPS APPROACH	3 3L/3R/21L/21R

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
101	TERMINAL SERVICES BUILDING
102	AIR TRAFFIC CONTROL TOWER (ATCT)
103	AIRPORT SERVICES HANGAR (200' x 200')
104	AIRPORT SERVICES HANGAR (150' x 150')
105	T-HANGAR
106	BOX HANGAR (80' x 80')
107	AVIATION RELATED PARCEL
108	AVIATION RELATED EMPLOYMENT CENTER

FOR APPROVAL BY: Phoenix Aviation Department

APPROVED BY: Mr. Danny Murphy, Director

ON THE DATE OF: _____

Magnetic Variance 11° 27' East (August 2007)
Annual Rate of Change 00° 06' West (August 2007)

SCALE IN FEET: 0, 600, 1,200

PHOENIX GOODYEAR AIRPORT AIRPORT LAYOUT DRAWING

GOODYEAR, ARIZONA

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

August 20, 2007 SHEET 1 OF 11

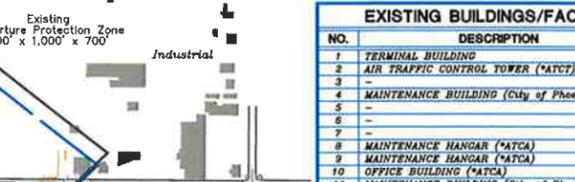
Goffman Associates Airport Consultants

ALL WEATHER WIND COVERAGE

Runway	10.6 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	98.51%	99.34%	99.80%	99.93%

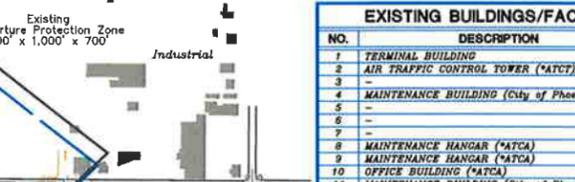
IFR CAT-I WIND COVERAGE

Runway	10.6 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	84.80%	86.30%	91.59%	95.36%



FAA APPROVAL STAMP

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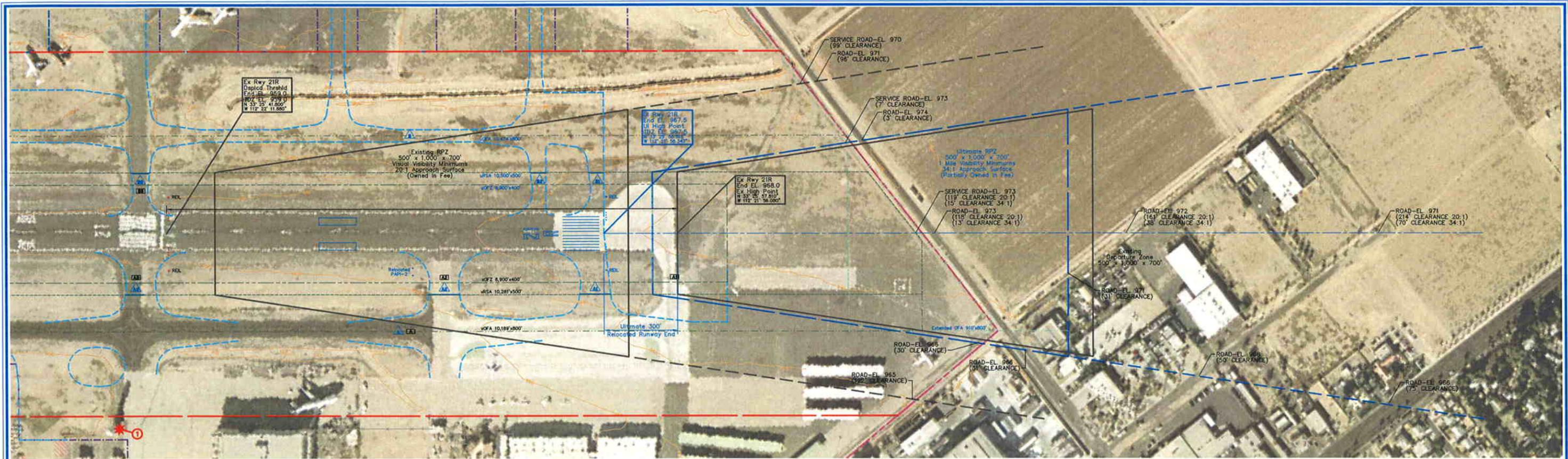
SOURCE: NOAA National Climatic Center, Asheville, North Carolina; Glendale Municipal Airport (OED), Glendale, Arizona.

OBSERVATIONS: 24-hour Weather Observations; 27 IFR CAT-I Observations; 1999-2006.

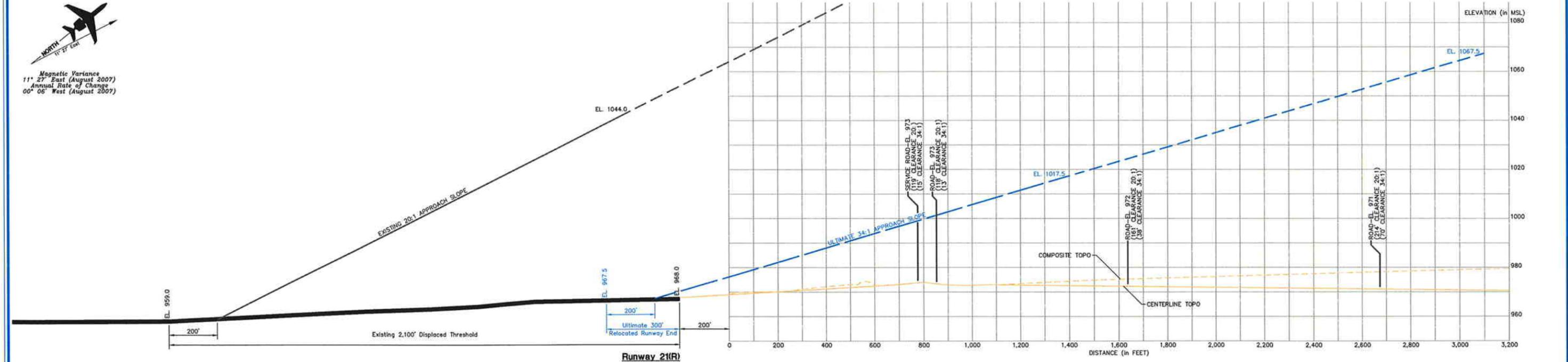
RUNWAY DATA

	RUNWAY 3L-21R		RUNWAY 3R-21L	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-III	D-IV	C-III	D-IV
CRITICAL AIRCRAFT	BOEING 737-300	BOEING DC10-40	BERKSHAFF KING AIR 200	
CRITICAL AIRCRAFT WINGSPAN	94.8'	165.3'	54.5'	
CRITICAL AIRCRAFT UNDERCARRIAGE WIDTH	17.2'	35.0'	17.2'	
CRITICAL AIRCRAFT APPROACH SPEED (KNOTS)	178.1	168.5	119	
CRITICAL AIRCRAFT MAXIMUM CERTIFIED TAKEOFF WEIGHT (1,000 LBS.)	158.5	555	12.5	
APPROACH VISIBILITY MINIMUMS (LOWEST)	1 MILE	1/2 MILE	1 MILE	1 MILE
F.A.R. PART 77 CATEGORY	C	C	ANP	ANP
PERCENTAGE OF WIND COVERAGE (ALL WEATHER IN MPH)	84.80/10.6/13/16/20	84.80/10.6/13/16/20	84.80/10.6/13/16/20	84.80/10.6/13/16/20
LINE OF SIGHT REQUIREMENT MET	YES	YES	YES	YES
MAXIMUM ELEVATION (ABOVE MSL)	968.0	967.5	948.0	948.0
LOWEST ELEVATION (ABOVE MSL)	941.0	940.0	937.0	937.0
RUNWAY DIMENSIONS	8,500' x 150'	8,500' x 150'	4,300' x 75'	4,300' x 75'
RUNWAY BEARING (TRUE BEARING - DECIMAL DEGREES)	39.5866	219.5964	39.5866	219.5964
RUNWAY APPROACH SURFACES (F.A.R. PART 77)	941.0	968.0	940.0	967.5
RUNWAY END ELEVATION (NAVD 88)	0'	2,100'	0'	937.0
RUNWAY THRESHOLD DISPLACEMENT	6'	6'	0'	2'
RUNWAY THRESHOLD SITING REQUIREMENTS (APPENDIX 2, CATEGORY)	0'	0'	0'	0'
RUNWAY STOPWAY	0'	0'	0'	0'
RUNWAY SAFETY AREA WIDTH (RSA)	500'	500'	300'	150'
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'	781'	1,000'	300'
RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)	400'	200'	400'	250'
RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA WIDTH (OFA)	1,000'	800'	800'	500'
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	1,000'	689'	974'	300'
RUNWAY PAVEMENT SURFACE MATERIAL	ASPHALT/CONCRETE	ASPHALT/CONCRETE	ASPHALT/CONCRETE	ASPHALT/CONCRETE
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS./F)	75(S)/200(D)/270(DT)	75(S)/200(D)/270(DT)	75(S)	12.5(S)
RUNWAY EFFECTIVE GRADIENT	0.32%	0.32%	0.28%	0.28%
RUNWAY MAXIMUM GRADIENT	0.32%	0.32%	0.28%	0.28%
RUNWAY TOUCHDOWN ZONE ELEVATION (ABOVE MSL)	953.0	968.0	950.0	967.5
RUNWAY MARKING	PRECISION	PRECISION	PRECISION	BASIC
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
RUNWAY APPROACH LIGHTING	NONE	NONE	NONE	NONE
RUNWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)	400'	400'	300'	300'
RUNWAY HOLD LINE POSITION (FROM RUNWAY CENTERLINE)	200'	250'	200'	200'
TAXIWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)	153'	815'	153'	24'
TAXIWAY CENTERLINE TO FIX OR MOVEABLE OBJECT	93'	129.5'	85.5'	85.5'
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 WINDUP CLEARANCE	44'	44'	24'	24'
TAXIWAY WIDTH	30' TO 80'	75'	50'	50'
TAXIWAY SAFETY AREA WIDTH	118'	171'	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH	186'	250'	131'	131'
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-2 R REIL	PAPI-2 L REIL	PAPI-4 L REIL	PAPI-2 L REIL
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	GPS	GPS	CAT-I GPS	GPS

Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT) and Double Dual Tandem(DDT) wheel loading capacities.

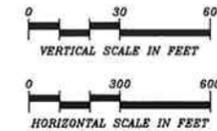


Magnetic Variance
 11° 27' East (August 2007)
 Annual Rate of Change
 00° 06' West (August 2007)



- 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 2 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 3 and 4 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 5, 6 and 7 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.

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



No.	REVISIONS	DATE	BY	APP'D.

PHOENIX GOODYEAR AIRPORT
INNER PORTION OF RUNWAY 21(R)
APPROACH SURFACE DRAWING
 GOODYEAR, ARIZONA

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

August 20, 2007 **SHEET 6 OF 11**

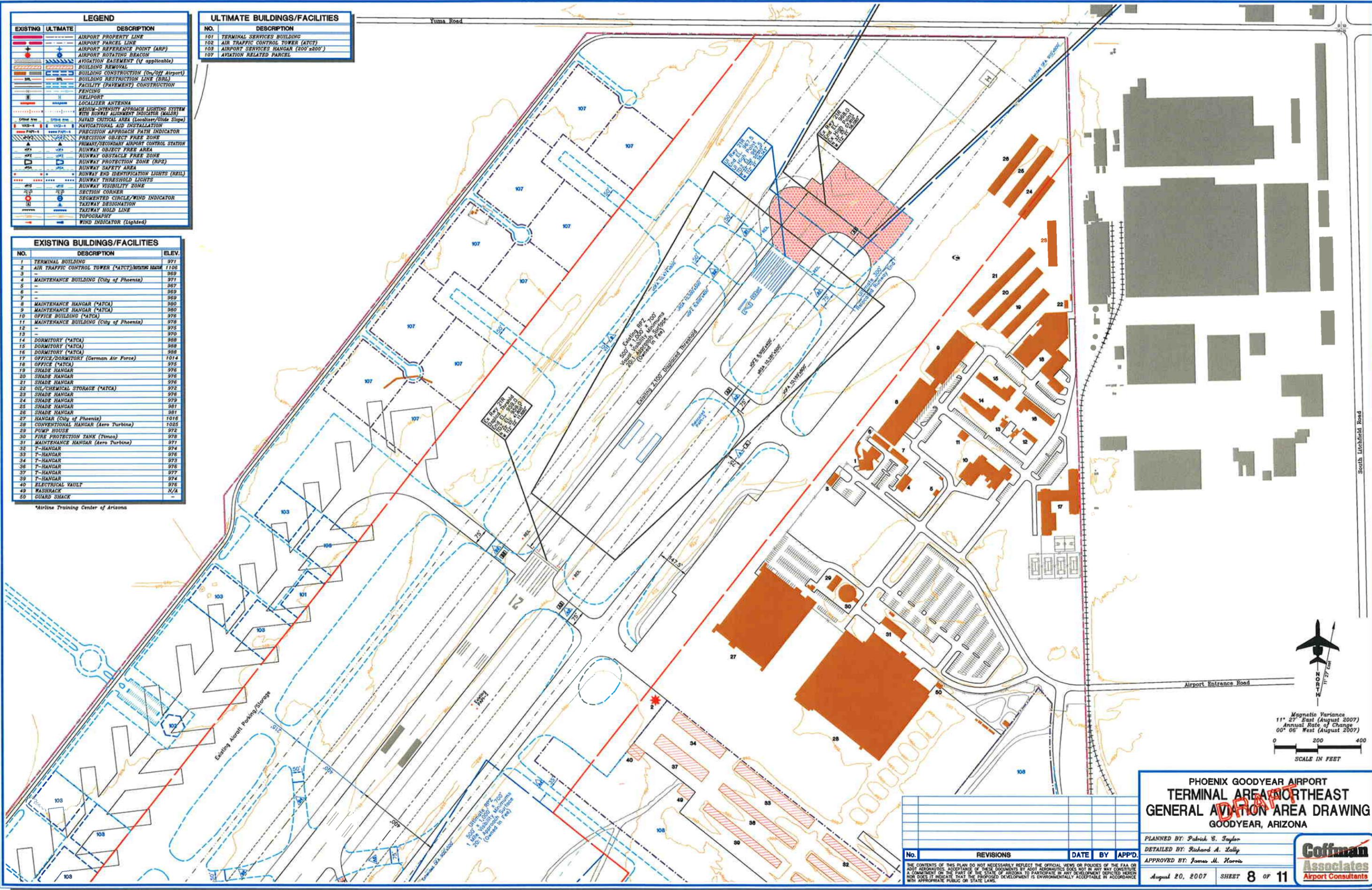
Goffman Associates 8: \CAD\Users\jwain\Projects\PHX\21R\21R_Surfaces.dwg - Monday, August 20, 2007 5:02pm

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]	VEHICLE-INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR (MALSR)
[Symbol]	[Symbol]	NAVAID CRITICAL AREA (Lookover/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
101	TERMINAL SERVICES BUILDING
102	AIR TRAFFIC CONTROL TOWER (ATCT)
103	AIRPORT SERVICES HANGAR (200'x200')
107	AVIATION RELATED PARCEL

NO.	DESCRIPTION	ELEV.
1	TERMINAL BUILDING	971
2	AIR TRAFFIC CONTROL TOWER (*ATCT)/RADAR MOUNT	1108
3		969
4	MAINTENANCE BUILDING (City of Phoenix)	971
5		967
6		969
7		969
8	MAINTENANCE HANGAR (*ATCA)	980
9	MAINTENANCE HANGAR (*ATCA)	980
10	OFFICE BUILDING (*ATCA)	978
11	MAINTENANCE BUILDING (City of Phoenix)	978
12		975
13		970
14	DORMITORY (*ATCA)	988
15	DORMITORY (*ATCA)	988
16	DORMITORY (*ATCA)	988
17	OFFICE/DORMITORY (German Air Force)	1014
18	OFFICE (*ATCA)	975
19	SHADE HANGAR	976
20	SHADE HANGAR	976
21	SHADE HANGAR	976
22	OIL/CHEMICAL STORAGE (*ATCA)	972
23	SHADE HANGAR	976
24	SHADE HANGAR	979
25	SHADE HANGAR	981
26	SHADE HANGAR	981
27	HANGAR (City of Phoenix)	1018
28	CONVENTIONAL HANGAR (Aero Turbine)	1023
29	PUMP HOUSE	972
30	FIRE PROTECTION TANK (Tmos)	978
31	MAINTENANCE HANGAR (Aero Turbine)	971
32	T-HANGAR	974
33	T-HANGAR	976
34	T-HANGAR	973
35	T-HANGAR	976
36	T-HANGAR	977
37	T-HANGAR	974
38	T-HANGAR	976
39	T-HANGAR	976
40	ELECTRICAL VAULT	N/A
49	WASHRACK	N/A
50	GUARD SHACK	-

*Airline Training Center of Arizona



Magnetic Variance
 11° 27' East (August 2007)
 Annual Rate of Change
 00° 06' West (August 2007)

0 200 400
 SCALE IN FEET

**PHOENIX GOODYEAR AIRPORT
 TERMINAL AREA NORTHEAST
 GENERAL AVIATION AREA DRAWING
 GOODYEAR, ARIZONA**

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

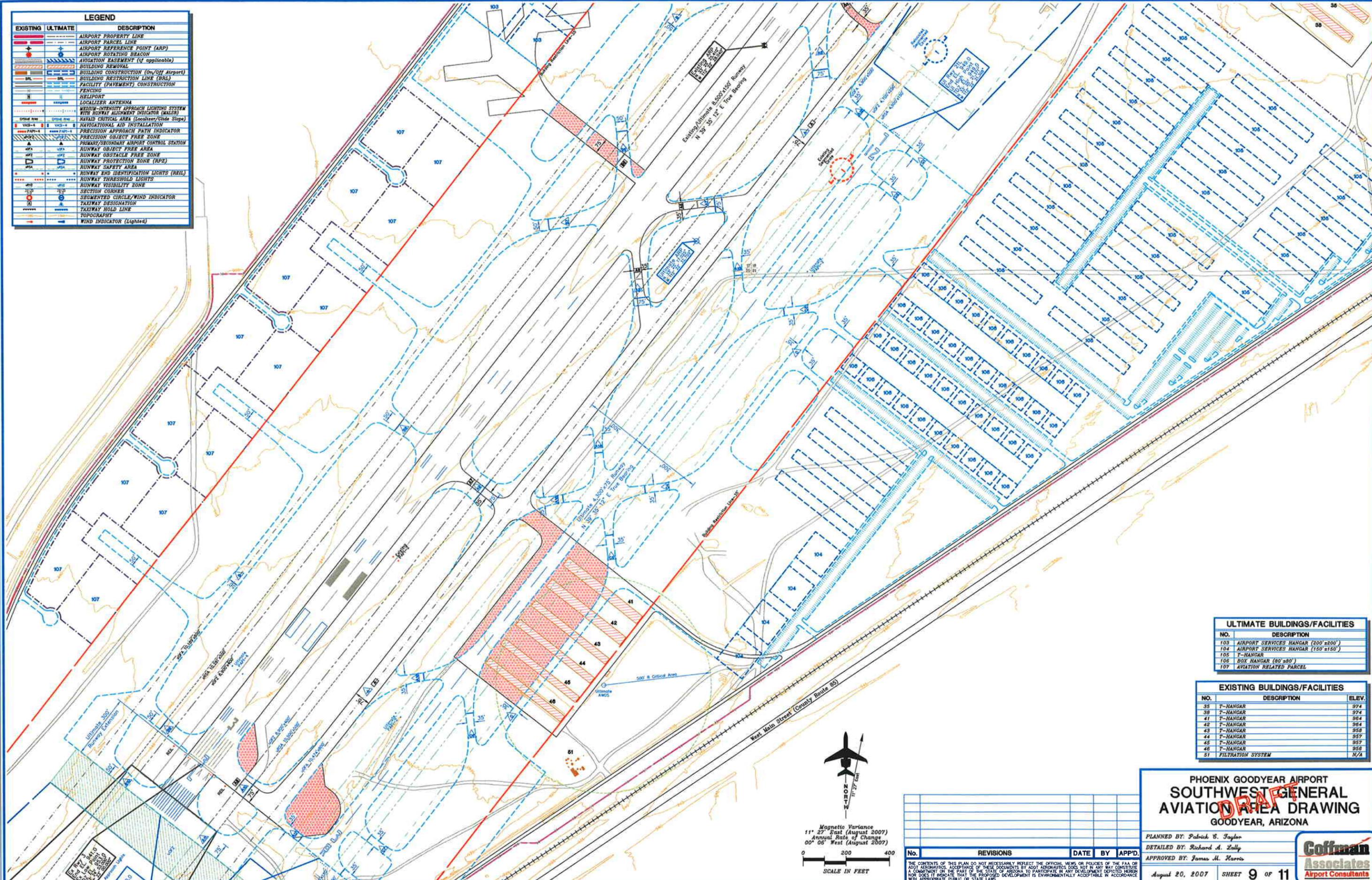
August 20, 2007 SHEET 8 OF 11



No.	REVISIONS	DATE	BY	APP'D.

Coffman Associates R:\CAD\Auto\Water Plans\Drawings\AP 54\DWG Monday August 20 2007 5:00pm

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



ULTIMATE BUILDINGS/FACILITIES	
NO.	DESCRIPTION
103	AIRPORT SERVICES HANGAR (200'±200')
104	AIRPORT SERVICES HANGAR (150'±150')
105	T-HANGAR
106	BOX HANGAR (80'±80')
107	AVIATION RELATED PARCEL

EXISTING BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
35	T-HANGAR	974
38	T-HANGAR	974
41	T-HANGAR	964
42	T-HANGAR	964
43	T-HANGAR	958
44	T-HANGAR	957
45	T-HANGAR	957
46	T-HANGAR	956
51	FILTRATION SYSTEM	N/A



No.	REVISIONS	DATE	BY	APPD.

**PHOENIX GOODYEAR AIRPORT
SOUTHWEST GENERAL
AVIATION AREA DRAWING
GOODYEAR, ARIZONA**

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

August 20, 2007 SHEET 9 OF 11



Coffman Associates R:\CAD\Users\Walter Pham\DWG\AP_S&D\VT.AP_S&D.DWG Monday August 20, 2007 5:00pm

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Coffman Associates, Inc. \CADD\Map\Master Plans\AUP_S41\DWG_AUP_S41.dwg, Monday August 20, 2007 8:00am



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 WITH 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 (RPS)
[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)

AIRPORT LAND USE LEGEND	
[Color]	Airfield Operations Area
[Color]	Airport Support
[Color]	Public Treatment
[Color]	General Aviation
[Color]	Revenue Support
[Color]	Airport Access



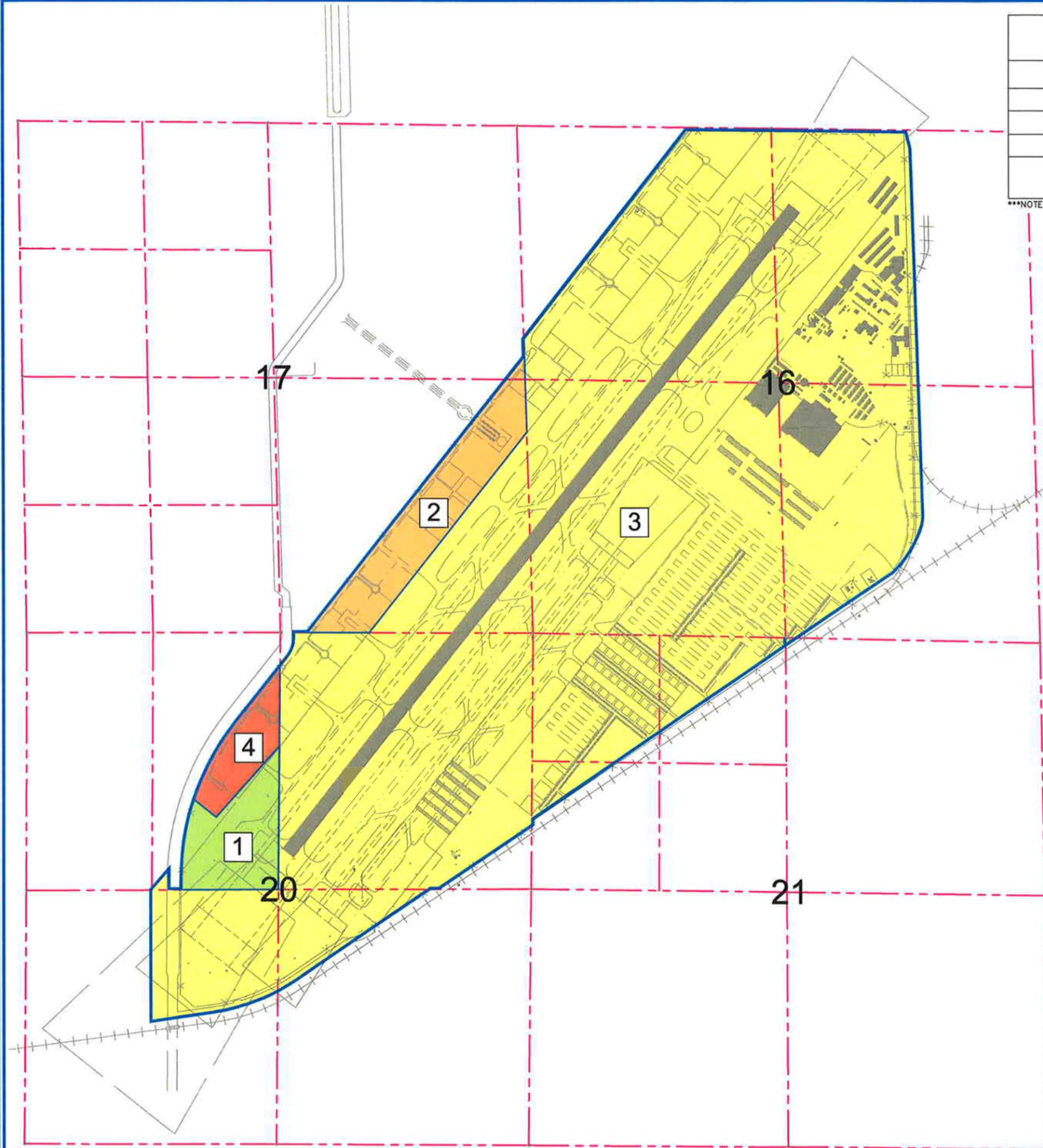
**PHOENIX GOODYEAR AIRPORT
AIRPORT LAND USE DRAWING
GOODYEAR, ARIZONA**

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

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 AGENCIES 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.



DEED REFERENCE - GOODYEAR AIRPORT

PARCEL	TAX PARCEL NO.	RECORDING NO.	RECORDING DATE	ACREAGE (SEE NOTE 1)	DESCRIPTION
1	500-07-031J	99-0985788	1-7-1999	22.7 AC±	WARRANTY DEED: FLOOD CONTROL DISTRICT, TO CITY OF PHOENIX
2	500-07-009B	88-360358	7-22-1988	36.0 AC±	WARRANTY DEED: RANCHO ESTRELLA REAL ESTATE CORP., TO CITY OF PHOENIX
3	500-07-006M	DKT.7166, PG.66	7-5-1968	754.8 AC ±	INDENTURE: U.S.A., TO CITY OF PHOENIX
4	500-07-031M	90-566515	12-21-1990	13.2 AC ±	WARRANTY DEED: WOOD FAMILY ENTERPRISES, L.P., TO CITY OF PHOENIX

***NOTE 1: ACREAGE CALCULATIONS BASED ON LEGAL DESCRIPTION IN TITLE REPORT ISSUED BY SECURITY TITLE AGENCY, ORDER NO. 400717621.



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



SCALE IN FEET

Property Map Research
Conducted By:



No.	REVISIONS	DATE	BY	APP'D.

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PHOENIX GOODYEAR AIRPORT
EXHIBIT "A"
AIRPORT PROPERTY MAP
GOODYEAR, ARIZONA

PLANNED BY: Patrick S. Taylor
DETAILED BY: Richard A. Kelly
APPROVED BY: James M. Harris
July 12, 2007 SHEET 11 OF 11

