ALL WEATHER WIND ROSE			
RUNWAY	10.5 KT/12 MPH	13 KT/15 MPH	16 KT/18 MPH
3/21	92.32%	95.94%	98.69%
11/29	84.28%	89.01%	–
COMB.	97.70%	99.19%	–

SOURCE: TUCSON ELECTRIC WIND STATION, SPRINGERVILLE AIRPORT 2003 - 2005
17,520 OBSERVATIONS

RUNWAY DATA TABLE				
Runway Data	Runway 3/21 Existing	Runway 3/21 Ultimate	Runway 11/29 Existing	Runway 11/29 Ultimate
Effective Gradient	0.52%	0.52%	0.26%	0.26%
Maximum Gradient	0.52%	0.52%	0.26%	0.26%
Runway Length	8,422'	8,422'	4,603'	4,603'
Runway Width	75'	75'	60'	60'
Surface Type (Runways and Taxiways)	Asphalt	Asphalt	Asphalt	Asphalt
Pavement Strength				
Single Wheel	30,000 lbs	66,000 lbs	19,000 lbs	19,000 lbs
Dual Wheel	n/a	108,000 lbs	36,000 lbs	36,000 lbs
Approach Surface Slope	20:1 / 34:1	20:1 / 34:1	20:1	20:1
Approach Minimums	VFR / 1 mile	IFR / 3/4 mile	VFR / VFR	VFR / VFR
Visual Approach Aids	PAPI	PAPI, REILs	PAPI	PAPI
Instrument Approach Aids	GPS	GPS/LPV	n/a	n/a
Runway Lighting	MIRL	MIRL	MIRL	MIRL
Runway Marking	NPI / NPI	NPI / NPI	Visual / Visual	Visual / Visual
Airport Reference Code (ARC)	B-II	B-II	B-I	B-I
Critical Aircraft	Beechcraft King Air E90 Wingspan = 53' Approach Speed = 101kts 9,650 lbs MTOW Undercarriage Width = 13'	Beechcraft King Air E90 Wingspan = 53' Approach Speed = 101kts 9,650 lbs MTOW Undercarriage Width = 13'	Beech Baron Wingspan = 37.8' Approach Speed = 101kts 6,200 lbs MTOW Undercarriage Width = 9'	Beech Baron Wingspan = 37.8' Approach Speed = 101kts 6,200 lbs MTOW Undercarriage Width = 9'
Runway Safety Area (RSA)				
Length Beyond Runway	300'/200'	200'/300'	240'	240'
Width	150'	150'	120'	120'
Runway Object Free Area (ROFA)				
Length Beyond Runway	300'/200'	200'/300'	240'/240'	240'/240
Width	500'	500'	400'	400'
Obstacle Free Zone (OFZ)				
Length Beyond Runway	200'	200'	200'	200'
Width	400'	400'	250'	250'
FAR Part 77 Category	B (V) / C (NPI)	B (V) / D (NPI)	A (V) / A (V)	A (V) / A (V)
Runway End Coordinates (NAD 83)				
Latitude				
	RWY 3 - 34° 07' 19.1200" N	RWY 3 - 34° 07' 19.1200" N	RWY 11 - 34° 07' 53.9008" N	RWY 11 - 34° 07' 53.9008" N
	RWY 21 - 34° 08' 19.2226" N	RWY 21 - 34° 08' 19.2226" N	RWY 29 - 34° 07' 26.1834" N	RWY 29 - 34° 07' 26.1834" N
Longitude				
	RWY 3 - 109° 19' 14.7469" W	RWY 3 - 109° 19' 14.7469" W	RWY 11 - 109° 18' 59.0795" W	RWY 11 - 109° 18' 59.0795" W
	RWY 21 - 109° 18' 05.4193" W	RWY 21 - 109° 18' 05.4193" W	RWY 29 - 109° 18' 15.6581" W	RWY 29 - 109° 18' 15.6581" W
Runway End Elevations (NAVD 88)	7,055.2' / 7,011.7'	7,055.2' / 7,011.7'	7,032.8' / 7,042.0'	7,032.8' / 7,042.0'
TDZ Elevation (NAVD 88)	7,055.2' / 7,031.6'	7,055.2' / 7,031.6'	7,044.0' / 7,044.6'	7,044.0' / 7,044.6'
Runway High Point/Low Point (NAVD 88)	7,055.2' / 7,011.7'	7,055.2' / 7,011.7'	7,044.6' / 7,032.8'	7,044.6' / 7,032.8'
Line of Sight Requirements Met	No	Yes	No	No
Runway CNTLN to Parallel Taxiway CNTLN	250'	300'	240'	240'
Runway CNTLN to Hold Bars and Signs	120'	200'	125'	125'
Taxiway OFA Width	131'	131'	89'	89'
Taxiway Safety Area Width	79'	79'	49'	49'
Taxiway Wingtip Clearance	26'	26'	26'	26'
Taxiway CNTLN to Fixed or Movable Object	65.5'	65.5'	44.5'	44.5'

FACILITIES TABLE					
Existing			Ultimate		
#	Facility Name	Top Elevation	#	Facility Name	Top Elevation
1	FBO/Terminal	7053' MSL	11	New FBO/Terminal Building	7063.5' MSL
2	Tie-downs	n/a	12	New Electrical Building	7046 MSL
3	T-hangar	7056' MSL	13	New Box Hangar	7056' MSL
4	Fuel Storage	7041' MSL	14	New Fuel Storage	7043' MSL
5	Slurry Tank	7040' MSL	15	New Helicopter Operations Area	N/A
6	Vehicle Storage Lots	n/a	16	New T-Hangars	N/A
7	Electrical Building	n/a	17	New SRE/Maintenance Building	N/A
8	Box Hangars	7061' MSL			
9	Vehicle Parking	n/a			
10	AWOS	7055' MSL			

AIRPORT DATA TABLE		
Airport Data	Existing	Proposed
Airport Elevation (MSL)	7,055'	7,055'
Airport Reference Point (NAD 83)		
Latitude	34° 07' 46" N	34° 07' 46" N
Longitude	109° 18' 39.10" W	109° 18' 39.10" W
Mean Max Temperature of Hottest Month (July)	82.3° F	82.3° F
Airport Terminal Area NAVAIDS	GPS, PAPIs, Rotating Beacon, Lighted Windcone w/Segmented Circle, AWOS	GPS, PAPIs, Rotating Beacon, Lighted Windcone w/Segmented Circle, REILs, AWOS
Airport Reference Code	B-II	B-II

Approved conditionally SEP 28 2010

Subject to comments contained in our letter dated: SEP 28 2010
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

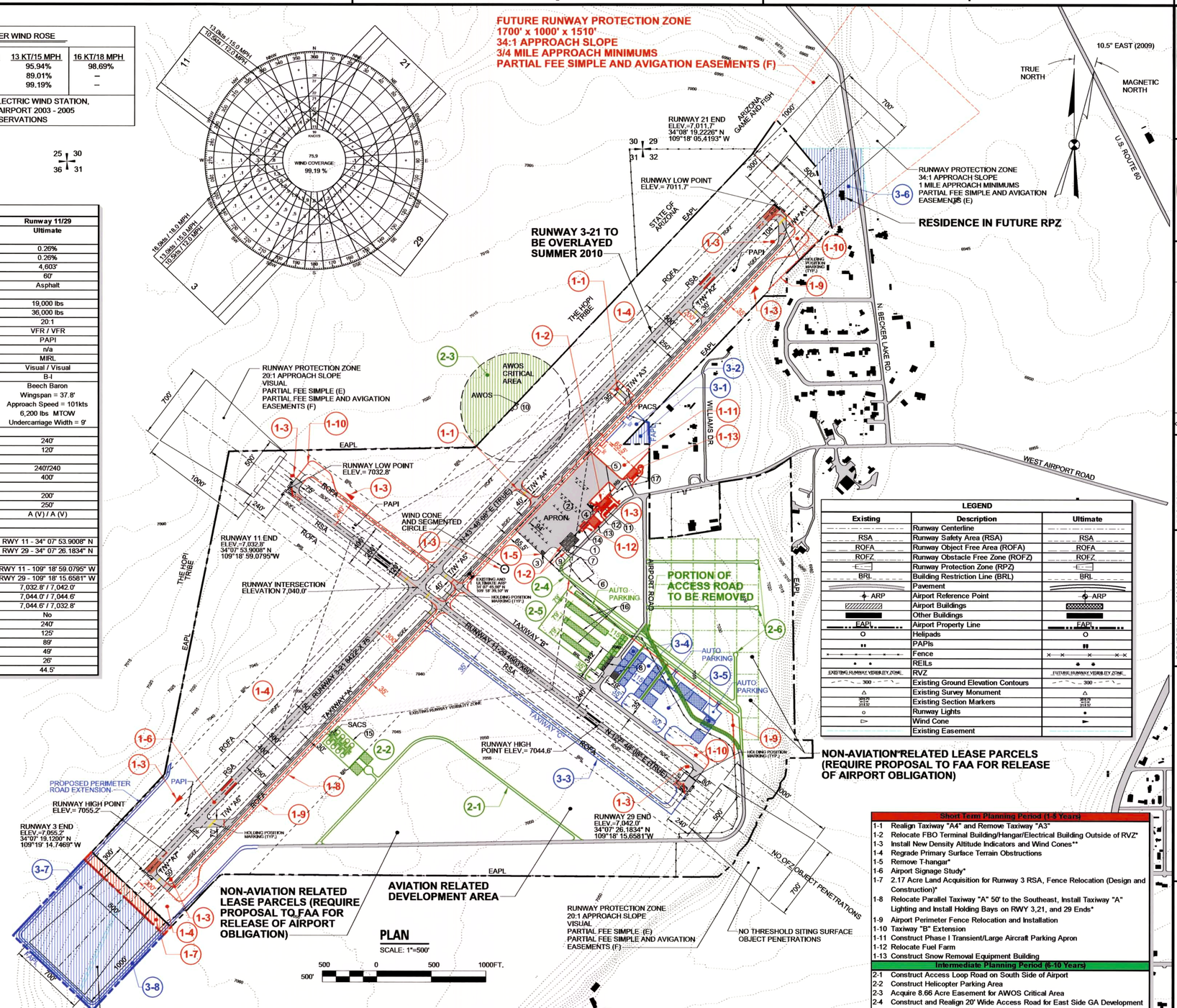
By _____
A.C.T. Manager - LAX/ADO

FAA APPROVAL STAMP

TOWN OF SPRINGERVILLE

SUBMITTED BY: _____

DATE: 9/23/2010



LEGEND		
Existing	Description	Ultimate
	Runway Centerline	
RSA	Runway Safety Area (RSA)	RSA
ROFA	Runway Object Free Area (ROFA)	ROFA
ROFZ	Runway Obstacle Free Zone (ROFZ)	ROFZ
	Runway Protection Zone (RPZ)	
BRL	Building Restriction Line (BRL)	BRL
	Pavement	
ARP	Airport Reference Point	ARP
	Airport Buildings	
	Other Buildings	
EAPL	Airport Property Line	EAPL
	Helipads	
	PAPIs	
	Fence	
	REILs	
EXISTING RUNWAY VISIBILITY ZONE	RVZ	FUTURE RUNWAY VISIBILITY ZONE
300	Existing Ground Elevation Contours	300
	Existing Survey Monument	
	Existing Section Markers	
	Runway Lights	
	Wind Cone	
	Existing Easement	

NONSTANDARD TABLE	
Nonstandard Items	Proposed Corrective Action
Runway Safety Area, OFZ and Threshold Siting Surface penetrated by fence on the approach end of Runway 3	Acquire 10.22 Acres of land and relocate fence
Runway 3-21 hold position markings 120' from runway centerline	Relocate markings to 200' from runway centerline
Taxiway "A" 30' in width	Relocate and widen Taxiway "A" to 35' in width
Uncontrolled portions of RPZ's	Obtain Easements or acquire land fee simple
RVZ penetrated by electrical vault, FBO/Terminal building, t-hangar and hangar building	Relocate electrical vault, FBO/Terminal building, t-hangar and hangar building outside of RVZ
Primary Surface penetrated by terrain obstructions	Regrade terrain obstructions to the primary surface
Residence located in Future Runway 21 approach RPZ	Acquire 5.2 Acres of land and relocate residence

NOTES:

1. NAD 83/NAVD 88 Coordinates and Elevations were surveyed by the National Geodetic Survey in July 2008
2. PACS Monument is a punch hole top center on a stainless steel rod set in a grease sleeve encased in a PVC pipe with logo cap flush with the ground
3. SACS Monument is a brass disk set in the top of a concrete post flush with the ground

Short Term Planning Period (1-5 Years)
1-1 Realign Taxiway "A4" and Remove Taxiway "A3"
1-2 Relocate FBO Terminal Building/Hangar/Electrical Building Outside of RVZ*
1-3 Install New Density Altitude Indicators and Wind Cones**
1-4 Regrade Primary Surface Terrain Obstructions
1-5 Remove T-hangar*
1-6 Airport Signage Study*
1-7 2.17 Acre Land Acquisition for Runway 3 RSA, Fence Relocation (Design and Construction)*
1-8 Relocate Parallel Taxiway "A" 50' to the Southeast, Install Taxiway "A" Lighting and Install Holding Bays on RWY 3,21, and 29 Ends*
1-9 Airport Perimeter Fence Relocation and Installation
1-10 Taxiway "B" Extension
1-11 Construct Phase I Transient/Large Aircraft Parking Apron
1-12 Relocate Fuel Farm
1-13 Construct Snow Removal Equipment Building
Intermediate Planning Period (6-10 Years)
2-1 Construct Access Loop Road on South Side of Airport
2-2 Construct Helicopter Parking Area
2-3 Acquire 8.66 Acre Easement for AWOS Critical Area
2-4 Construct and Realign 20' Wide Access Road for East Side GA Development
2-5 Construct Group I T-Hangars and Access Taxilane in GA Development Area
2-6 Construct Access Roads to East Side Non-Aviation Related Lease Parcels
Long Term Planning Period (11-20 Years)
3-1 0.64 Acre Land Acquisition
3-2 Construct Phase II Transient/Large Aircraft Parking Apron
3-3 Construct Partial Parallel Taxiway "C"
3-4 Construct Group I and II Box Hangars and Associated Taxilane
3-5 Construct Large Corporate Hangars and Associated Taxilane
3-6 5.2 Acre Residential Land Acquisition and Relocation for Future RPZ
3-7 22 Acre RPZ and West Side Access Road Land Acquisition
3-8 Design and Construct West Side Access Road
* Runway Safety Action Team (RSAT) Items
** National Transportation Safety Board (NTSB) Recommendations

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NO.	REVISION	DATE
1	AIRPORT MASTER PLAN	06/15/07
2	RECEIVED FAA REVALIDATION	08/06/09

PROJECT MGR: JER
DESIGNED BY: JCT
DRAWN BY: JCT
CHECKED BY: CRM

PROJECT NO: G99.002.005
DATE: SEPTEMBER 2010
SCALE: AS SHOWN
CADD FILE NO.: SPRINGER ALP.DGN

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the specific location, dimensions, and configuration of facilities which may be obstructions, impact on electronic aids or adverse effects on controller view of aircraft approaches and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

SPRINGERVILLE MUNICIPAL AIRPORT
SPRINGERVILLE, ARIZONA

AIRPORT LAYOUT PLAN UPDATE
AIRPORT LAYOUT PLAN

SHEET REFERENCE NO.
2
SHEET 2 OF 8

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