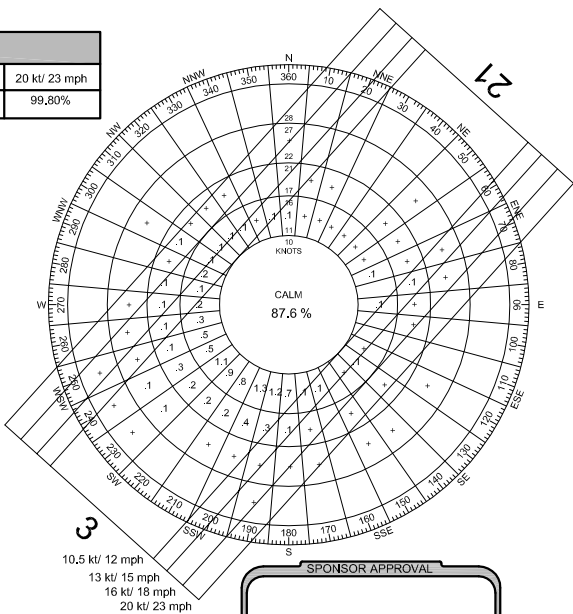
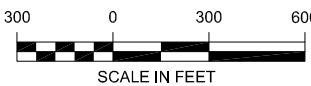


RUNWAY DATA		3/21	
APPROACH TYPE/ VISIBILITY MINIMUMS	EXISTING (E) RW 3 RW 21	FUTURE (F) RW 3 RW 21	
FAR PART 77 APPROACH SLOPE	RW 3 - 20:1 RW 21 - 20:1	RW 3 - 20:1 RW 21 - 34:1	
RUNWAY LENGTH	7,000'	7,000'	
RUNWAY WIDTH	75'	75'	
RUNWAY PAVEMENT TYPE	ASPHALT	ASPHALT	
PAVEMENT STRENGTH (LBS)	12,500 SWG	30,000 SWG/ 45,000 DWG	
RUNWAY LIGHTING	MIRL	MIRL	
RUNWAY MARKING	RW 3- Basic Visual RW 21- NPI	RW 3- Basic Visual RW 21- NPI	
% EFFECTIVE GRADIENT	1.48%	1.48%	
% MAXIMUM GRADE	1.69%	1.69%	
LINE OF SITE REQUIREMENTS MET	YES	YES	
TAXIWAY LIGHTING	RETROREFLECTORS	MITL	
TAXIWAY MARKING	CENTERLINE	CENTERLINE	
TAXIWAY PAVEMENT TYPE	ASPHALT	ASPHALT	
VISUAL /NAVIGATIONAL AIDS	RW 3: REILS, PAPI-2 RW 21: REILS, PAPI-2	RW 3: REILS, PAPI-2 RW 21: REILS, PAPI-2	
RUNWAY BEARING (NAD 83)	N41°47'22.808"E	N41°47'22.808"E	
RUNWAY SAFETY AREA: WIDTH LENGTH BEYOND RWY ENDS	150' 300'	150' 300'	
RUNWAY OBJECT FREE AREA: WIDTH LENGTH BEYOND RWY ENDS	500' 300'	500' 300'	
RUNWAY/ TAXIWAY SEPARATION	300'/240'	300'/240'	
OBSTACLE FREE ZONE: WIDTH LENGTH BEYOND RWY ENDS	400' 200'	400' 200'	
NO OFZ OBJECT PENETRATIONS			
RUNWAY ELEVATIONS (NAVD 88)	RW 3 RW 21	RW 3 RW 21	
RUNWAY END	5,823.0' 5,823.0'	5,823.0' 5,719.5'	
TOUCHDOWN ZONE	5,823.0' 5,823.0'	5,823.0' 5,719.5'	
HIGH POINT	5,823.0'	5,823.0'	
LOW POINT	5,719.5'	5,719.5'	
DISTANCE FROM RWY CL TO HOLD BARS AND SIGNS	200'	200'	
WIND COVERAGE/ 10.5 k/ 12 mph 13 k/ 15 mph 16 k/ 18 mph 20 k/ 23 mph	97.62% 98.75% 99.25% 99.80%	97.62% 98.75% 99.25% 99.80%	
TAXIWAY TO FIXED OBJECT TAXIWAY OFA WIDTH TAXIWAY SAFETY AREA WIDTH	65.5' 131' 79'	65.5' 131' 79'	
CRITICAL AIRCRAFT	BEECH KING AIR C90	FALCON 900	
APPROACH SPEED (KNOTS)	100	100	
WINGSPAN MAX.	50.2'	63.4'	
CERTIFIED TAKEOFF WEIGHT	9,650	45,500	
UNDERCARRIAGE WIDTH	12' 9"	14' 7"	

WIND COVERAGE DATA				
RUNWAY	10.5 k/ 12 mph	13 k/ 15 mph	16 k/ 18 mph	20 k/ 23 mph
3/21 (E/F)	97.62%	98.75%	99.25%	99.80%

SOURCE: TAYLOR AWOS
JANUARY 2003 - DECEMBER 2003
HOURLY OBSERVATIONS (6,868 OBSERVATIONS)
NOTE: AIRPORT SHOULD CONTINUE TO
COLLECT WIND DATA UNTIL THE FAA
WINDROSE REQUIREMENTS ARE MET.



FAA APPROVAL
FEB 23 2010
Approved conditionally
Subject to comments contained in our letter dated:
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By *Michael C. Baerby*
Manager - LAX/ADO

AIRPORT FACILITIES LIST			
EXISTING	FUTURE	FACILITY DESCRIPTION	ELEVATION
[1]		TERMINAL	5,755'
[2]	▲	AUTOMOBILE PARKING	---
[3]	▲	MAINTENANCE HANGAR	5,760'
[4]	▲	BOX HANGARS	5,745'
[5]	▲	AIRCRAFT TIE DOWNS	---
[6]	▲	T-HANGARS	5,730'
[7]	▲	FUEL FARM	5,745'
[8]		TRAILER	5,755'
[9]		RESTROOM	5,739'
[10]		BEACON (ON TOP OF TERMINAL)	5,765'
[11]		AWOS	5,798'

NON-STANDARD CONDITIONS				
ITEM	DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	PROPOSED ACTION
(A)	RUNWAY 21 OBJECT FREE AREA (OFA) OFF END IS PENETRATED BY HANGAR ACCESS ROAD	AC 150/5300-13 CHG 8, CHAPTER 3, PARAGRAPH 307	NO PENETRATION	RELOCATE HANGAR ACCESS ROAD
(B)	TAXIWAY OBJECT FREE AREA (TOFA) IS PENETRATED BY TIEDOWN	AC 150/5300-13 CHG 8, CHAPTER 4, PARAGRAPH 404	NO PENETRATION	RECONFIGURE APRON LAYOUT
(C)	TAXIWAY OBJECT FREE AREA (TOFA) IS PENETRATED BY AIRCRAFT WHILE REFUELING	AC 150/5300-13 CHG 8, CHAPTER 4, PARAGRAPH 404	NO PENETRATION	RELOCATE FUEL ISLAND

NOTES

PACS MONUMENT TYL A
THE MARK IS A PUNCH HOLE, TOP CENTER ON STAINLESS STEEL ROD DRIVEN TO REFUSAL AT A DEPTH OF 4.63 M (15.2 FT) ENCASED IN A 0.9 CM (3.0 FT) LONG GREASED PVC PIPE, ENCLOSED IN A 5-INCH PVC PIPE WITH LOGO LID, SURROUNDED BY A CONCRETE COLLAR FLUSH WITH THE GROUND.

SACS MONUMENT TYL B
THE MARK IS A NGS BRASS DISK SET IN THE TOP OF A CONCRETE POST

SACS MONUMENT TYL C
THE MARK IS A NGS BRASS DISK SET IN THE TOP OF CONCRETE POST

NOTE: RUNWAY END COORDINATES FROM FAA - AVN DATA SHEET 09.22.09. RUNWAY END ELEVATIONS FROM CONSTRUCTION PLANS FOR RUNWAY 3/21 REHABILITATION. (A.I.P. 3-04-0065-15 & 17)

RUNWAY END COORDINATES (NAVD 83)(NAVD 88)			
RUNWAY END	EXISTING	FUTURE	ELEVATION
3	LAT 34° 26' 44.032" LONG 110° 07' 21.970"	LAT 34° 26' 44.032" LONG 110° 07' 21.970"	5,823.0'
21	LAT 34° 27' 35.654" LONG 110° 06' 26.266"	LAT 34° 27' 35.654" LONG 110° 06' 26.266"	5,719.5'

NOTES

- NO THRESHOLD SITING SURFACE PENETRATIONS
- NAD 83/NAVD 88 COORDINATES AND ELEVATIONS ARE BASED ON FAA No. 405, STANDARDS FOR AERONAUTICAL SURVEYS
- RUNWAY - TAXIWAY SEPARATION IS 300' WITH THE EXCEPTION OF 2,533' AT THE RUNWAY 21 END
- BASE MAP IS USGS 7.5 MINUTE QUADRANGLES (TAYLOR)

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)(MSL)	5,823.0'	5,823.0'
AIRPORT REFERENCE POINT (ARP) LAT COORDINATES (NAVD 83)	34°27'09.843" N 110°06'54.122" W	34°27'09.843" N 110°06'54.122" W
MEAN MAX. TEMP: HOTTEST MONTH	90° (July)	90° (July)
AIRPORT REFERENCE CODE	B-II	B-II
NPIAS ROLE	GA	GA
MAGNETIC VARIATION	11.10°	11.10°
VISUAL /NAVIGATIONAL AIDS	RW 3: REILS, PAPI-2 RW 21: REILS, PAPI-2	RW 3: REILS, PAPI-2 RW 21: REILS, PAPI-2
AIRPORT & TERMINAL NAVAIDS	GPS	GPS
AIRPORT IDENTIFIER	TYL	TYL
CRITICAL AIRCRAFT	BEECH KING AIR C90	FALCON 900
APPROACH SPEED (KNOTS)	100	100
WINGSPAN MAX.	50.2'	63.4'
CERTIFIED TAKEOFF WEIGHT	9,650	45,500
UNDERCARRIAGE WIDTH	12' 9"	14' 7"

AIRPORT IS LOCATED IN SECTIONS 3, 9, & 10, T. 12 N., R. 21 E., GILA AND SALT RIVER MERIDIAN, SW OF THE TOWN OF TAYLOR, ARIZONA.

LEGEND					
EXISTING	FUTURE	DESCRIPTION	EXISTING	FUTURE	DESCRIPTION
[Symbol]	[Symbol]	AIRFIELD DEVELOPMENT (ASPHALT)	000 000	0000 0000	THRESHOLD LIGHTS
[Symbol]	[Symbol]	STRUCTURE/FACILITIES (BUILDING)	[Symbol]	[Symbol]	REIL
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE (APL)	[Symbol]	[Symbol]	VASI/PAPI
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]	AIRPORT BEACON
[Symbol]	[Symbol]	OBSTACLE FREE ZONE (OFZ)	[Symbol]	[Symbol]	WIND CONE & SEGMENTED CIRCLE
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]	[Symbol]	AIRCRAFT TIEDOWN
[Symbol]	[Symbol]	TAXIWAY SAFETY AREA (TSA)	[Symbol]	[Symbol]	SECTION CORNER
[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]	AWOS
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)	[Symbol]	[Symbol]	DRAINAGE/ CULVERT
[Symbol]	[Symbol]	BARB FENCING/ WILDLIFE FENCING	4125	4125	CONTOURS
[Symbol]	[Symbol]	TO BE REMOVED	[Symbol]	[Symbol]	PACS/ SACS

MAGNETIC NORTH SOURCE: NOAA
NATIONAL GEOPHYSICAL DATA CENTER
JUNE 30, 2006
RATE OF CHANGE: 0°06' WEST/YEAR

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TAYLOR MUNICIPAL AIRPORT
TAYLOR, ARIZONA
AIRPORT LAYOUT PLANS

No.	Project No.	Date	Revision / Description	File	Drawn	Chkd.	Approved
1	085926	11.05.09	AS-BUILT		JOS	DPS	DAC
0	045680	11.30.05	ORIGINAL		RF	REH	DAC

AIRPORT LAYOUT PLAN
Sheet: 2 of 9