



AIRPORT PLANS

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AIRPORT LAYOUT PLANS - ATTACHMENT

The following FAA approved Airport Layout Plan drawings are included as an 11' x 17" Attachment:

- 01 Title Sheet
- 02 Airport Data Sheet
- 03 Airport Layout Plan Drawing
- 04 Part 77 Airspace Drawing Plan
- 05 Part 77 Airspace Drawing Plan Profile View
- 06 Runway 19 Inner Portion of Approach Surface
- 07 Runway 1 Inner Portion of Approach Surface
- 08 Runway 1-19 Profile
- 09 Runway 19 and Runway 1 Departure Surface Drawing
- 10 Terminal Area Drawing
- 11 Land Use Drawing and Noise Contour Drawing
- 12 Exhibit A – Property Map

The ARP SOP 2.00 Appendix A Checklist was used in lieu of the FAA AC 150/5070-6B, Appendix F, Airport Layout Plan Drawing set checklist. The ARP SOP 2.00 check list became effective on October 1, 2013 when it was adopted by all the Regional FAA Airport Division Managers and the FAA Headquarters Director of Airport Planning and Programming.

This checklist is required for use when submitting a new or updated ALP to the FAA for review and approval. The completed checklist is submitted to the FAA and used in their review and verification of the ALP.

The revisions to the 2009 ALP required by the new ARP SOP 2.00 Appendix A checklist are extensive. Following approval of the master plan by the Tribal Council in April of 2014, submission of the updated ALP Drawing Set was delayed to circumstances beyond the Control of the Sponsor and Consultant. The ALP Drawing set included in the Attachment is current to December 2015 when the revisions required for FAA final approval were made.

On the following pages is the May 20, 2016 FAA letter approving the ALP Drawings.

The ALP Drawing Set is included the Master Plan Document.



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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Pacific Region
Airports Division
Phoenix Airports District Office

3800 N. Central Ave.
Suite 1025 10th Floor
Phoenix, AZ 85012

May 20, 2016

Mr. Ted Swendra
Airport Manager
Colorado River Indian Tribe
28940 Airport Road
Parker, Arizona 85344



Dear Mr. Swendra:

The Avi Suquilla Airport Layout Plan (ALP), prepared by Morison Maierle Consultants, and bearing your Tribal President's signature, is approved and the Avi Suquilla Master Plan is accepted. A signed copy of the approved ALP is enclosed.

An aeronautical study (No. **2015-AWP-1007-NRA**) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. Additionally, the United States will only participate in the cost of projects that meet the standards for which that airport is designed. Associated costs for any projects that exceed the appropriate airport design standard will be the responsibility of the airport sponsor.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP

approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner. Additionally, any future development that will require amendments to instrument flight procedures must be coordinated by the airport district office and the airport manager to ensure those changes are made in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport. If we can be of further assistance, please do not hesitate to call Mr. Jared Raymond, Airport Planner, at 602-792-1072.

Sincerely,

A handwritten signature in blue ink that reads "Mike N Williams" followed by a horizontal line.

Mike N Williams A.A.E
Manager, Phoenix Airports District Office

cc: ADOT, Mr. Matt Smith, ADOT Grant Manager
Morrison Maierle, Inc., John Morrison, Jr., Senior Airport Engineer

Enclosure: Updated Airport Layout Plan