Appendix A
Design Standards Inventory

Colorado City Municipal Airport
Airport Master Plan

Airside Inventory Checklist

Airport	Colorado City Municipal	ARC	B-II
City	Colorado City, Arizona	Approach Type	NPI>Utility, 1-Mile Vis
Contact	LaDell Bistline	Date Inventoried	August 13, 2007
Phone No.	928 875-2871	Inspected By	JZP/DAC

Runway 11/29 Inventory	**Published**	**Required**	**Actual**
Distance To:			
Hold lines from centerline	-	200'	200'
Parallel taxiway from centerline	-	240'	300'
Aircraft parking from centerline	-	250'	590'
Runway width	75'	75'	75'
Runway length	6,300'	-	6,300'
RSA width	-	150'	150'
ROFA width	-	500'	500'
Primary/transitional surface penetrations	-	Clear	None
Longitudinal grade - site distance problems	-	2%, RVZ Clear	RVZ Penetrations
OFZ	-	400'	400'
Pavement marking type	Basic	Basic	Basic
Pavement marking condition	Poor	-	Poor
Pavement strength	30,000	-	12,500
Pavement condition	Good	-	Fair, Longitudinal Cracking
Runway 11 End Inventory			
RSA beyond runway end	-	300'	300'
ROFA beyond runway end	-	300'	300'
Approach obstructions	-	-	
Runway end elevation	4845.0'	-	-
RPZ	Owned in Fee	Owned in Fee	Owned in Fee
Runway 29 End Inventory			
RSA beyond runway end	-	300'	300'
ROFA beyond runway end	-	300'	300'
Approach obstructions	-	-	
Runway end elevation	4852.0'	-	-
RPZ	Owned in Fee	Owned in Fee	Owned in Fee
Runway Lighting Inventory			
Distance from pavement edge	-	10' Max	OK
Maximum distance between lights	-	200' Max	OK
Type	MIRL	Optional	MIRL/ Direct Burial
Condition	-	-	Good
Color	-	White	White
Runway 11 Threshold			
Distance from pavement edge	-	10' Max	10'
Maximum distance between lights	-	Varies	10'
Color/Number of Lights	-	Red/Green/6	Red/Green/6
Runway 29 Threshold			
Distance from pavement edge	-	10' Max	10'
Maximum distance between lights	-	Varies	10'
Color/Number of Lights	-	Red/Green/6	Red/Green/6

COMMENTS *Brush growing in the Runway Safety Area off both ends of the runway.

Airside Inventory Checklist

Airport	Colorado City Municipal	ARC	B-II
City	Colorado City, Arizona	Approach Type	Basic Visual
Contact	LaDell Bistline	Date Inventoried	August 13, 2007
Phone No.	928 875-2871	Inspected By	JZP/DAC

Runway 2/20 Inventory	Published	Required	Actual
Distance To:			
Hold lines from centerline	-	125'	125'
Parallel taxiway from centerline	-	225'	240'
Aircraft parking from centerline	-	200'	900'
Runway width	60'	60'	60'
Runway length	5100'	-	5100'
RSA width	-	120'	120'
ROFA width	-	250'	250'
Primary/transitional surface penetrations	-	Clear	None
Longitudinal grade - site distance proble	-	2%, RVZ Clear	RVZ Penetrations
OFZ	-	250'	250'
Pavement marking type	Basic	Basic	Basic
Pavement marking condition	Good	-	Good
Pavement strength	12,500 K	-	12,500 K
Pavement condition	-	-	Good
Runway 2 End Inventory			
RSA beyond runway end	-	120'	120'
ROFA beyond runway end	-	240'	240'
Approach obstructions	-	-	None
Runway end elevation	7029.9	-	-
RPZ	Owned in Fee	Owned in Fee	Owned in Fee
Runway 20 End Inventory			
RSA beyond runway end	-	120'	120'
ROFA beyond runway end	-	240'	240'
Approach obstructions	-	-	None
Runway end elevation	7029.9	-	-
RPZ	Owned in Fee	Owned in Fee	Owned in Fee
Runway Lighting Inventory			
Distance from pavement edge	-	10' Max	OK
Maximum distance between lights	-	200' Max	OK
Type	MIRL	Optional	MIRL
Condition	-	-	Good
Color	-	White	White
Runway 2 Threshold			
Distance from pavement edge	-	10' Max	10'
Maximum distance between lights	-	Varies	10'
Color/Number of Lights	-	Red/Green/6	Red/Green/6
Runway 20 Threshold			
Distance from pavement edge	-	10' Max	10'
Maximum distance between lights	-	Varies	10'
Color/Number of Lights	-	Red/Green/6	Red/Green/6

COMMENTS Brush growing in the Runway Safety Area off both ends.

Airside Inventory Checklist

Airport	Colorado City Municipal	ARC	B-II
City	Colorado City, Arizona	Approach Type	NPI>Utility, 1-Mile Vis
Contact	LaDell Bistline	Date Inventoried	August 13, 2007
Phone No.	928 875-2871	Inspected By	JZP/DAC

Taxiway A Inventory	Published	Required	Actual
Taixway width	-	35'	35'
TSA width	-	79'	79'
TOFA width	-	131'	131'
Dist. from centerline to fixed or movable obj	-	65.5'	65.5'
Pavement marking type	-	Centerline	Centerline
Pavement marking condition	-	-	Good
Pavement strength	30,000	-	12,500
Pavement condition	-	-	Fair
Taxiway Lighting Inventory			
Distance from pavement edge	-	10'	10'
Maximum distance between lights	-	100'	Varies
Type	-	-	Reflectors
Condition	-	-	
Color	-	Blue	Blue
Miscellaneous			
Type of beacon	-	Yes	Standard
Size of beacon	-	-	L-801, class 2, 150 watt minimum
Visual Aids (i.e. PAPI, VASI, REIL, etc.)	-	-	RW 11 PAPI-2 - Good RW 11 REIL - Good RW 29 PAPI-2 -Good RW 29 REIL -
Windcone (condition & compliance)	-	Yes	
Segmented circle (condition & compliance)	-	Yes	Good
Traffic Pattern Indicator	Yes	Yes	Yes
Fencing	-	Perimeter	Yes
Signs (type, condition, placement)	-	Yes	Yes

COMMENTS Only a midfield partial parallel no parallel to Runway 11 or Runway 29.

Airside Inventory Checklist

Airport	Colorado City Municipal	ARC	B-II
City	Colorado City, Arizona	Approach Type	NPI>Utility, 1-Mile Vis
Contact	LaDell Bistline	Date Inventoried	August 13, 2007
Phone No.	928 875-2871	Inspected By	JZP/DAC

Taxiway B Inventory	Published	Required	Actual
Taixway width	-	25'	35'
TSA width	-	49'	49'
TOFA width	-	89'	89'
Dist. from centerline to fixed or movable ol	-	44.5'	480'
Pavement marking type	-	Centerline	Centerline
Pavement marking condition	-	-	Good
Pavement strength	-	12,500	12,500
Pavement condition	-	-	Good
Taxiway Lighting Inventory			
Distance from pavement edge	-	10'	
Maximum distance between lights	-	100'	
Type	-	-	Reflectors
Condition	-	-	
Color	-	Blue	

COMMENTS Only partial parallel to Runway 20, no parallel to Runway 2

Landside Inventory Checklist

Airport	Colorado City Municipal	ARC	B-II
City	Colorado City, Arizona	Approach Type	NPI>Utility, 1-Mile Vis
Contact	LaDell Bistline	Date Inventoried	August 13, 2007
Phone No.	928 875-2871	Inspected By	JZP/DAC

Facilities	Existing	Notes
Tie-downs	14	
T-hangars	8	
Box hangars	1	
Apron		
Size	380' x 320'	
Pavement strength	30	
Pavement condition	Good	
Pavement marking	Tiedowns	
Pavement marking condition	Good	
Automobile parking	15 spots	
Weather equipment	Yes	AWOS
Fuel storage	Yes	10,000G AvGas
Fuel type available	Jet A and AvGas	2,500 Jet A Truck 1,000 AvGas Truck
FBO/Terminal building	Yes	Located with RVZ

COMMENTS

Appendix B
Based Aircraft Tail Numbers

Colorado City Municipal Airport
Airport Master Plan

Colorado City Municipal Airport Based Aircraft

Type	Model	Tail Number	Type
Cessna	421	N283PT	MEP
Cessna	Citation	N47FH	TJ
Cessna	140	N76927	SEP
Cessna	172	N739MX	SEP
Cirrus	SR-22	N18DN	SEP
Cessna	182	N9024G	SEP
Piper	Super Cub	N9956T	SEP

SEP: Single-engine piston
MEP: Multi-engine piston
TJ: Turbojet

Source: Airport Management (August, 2007)

Appendix C
Acronyms

Colorado City Municipal Airport
Airport Master Plan

COMMONLY USED ACRONYMS

AC	Advisory Circular
AD	Airport Design
ADG	Airplane Design Group
AGL	Above Ground Level
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ALS	Approach Lighting System
ARC	Airport Reference Code
ARP	Airport Reference Point
ARTCC	Air Route Traffic Control Center
ASDA	Accelerate Stop Distance
ASDE	Airport Surface Detection Equipment
ASR	Airport Surveillance Radar
ASV	Annual Service Volume
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation system
BRL	Building Restriction Line
CAT	Category
CFR	Code of Federal Regulations
CWY	Clearway
CY	Calendar Year
DME	Distance Measuring Equipment
EL	Elevation
EMT	Emergency Medical Technician
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FSS	Flight Service System
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
HIRL	High Intensity Runway Lights
IEMT	Intermediate Emergency Medical Technician
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
LDA	Landing Distance Available
LOC	Localizer
MALS	Medium Intensity Approach Lighting System
MALSF	Medium Intensity Approach Lighting System
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
ME	Multi-Engine
MIRL	Medium Intensity Runway Lights
MITL	Medium Intensity Taxiway Lights
MLS	Microwave Landing System
MOA	Military Operating Area
MSL	Mean Sea Level
NAVAID	Navigational Aid
NDB	Nondirectional Beacon
NM	Nautical Mile
NPIAS	National Plan of Integrated Airport Systems
ODALS	Onmnidirectional Approach Lighting System
OFA	Object Free Area
OFZ	Obstacle Free Zone
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
RAIL	Runway Alignment Indicator Lights
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RVR	Runway Visual Range
RW	Runway
SWY	Stopway
TERPS	Terminal Instrument Procedures
TH	Threshold
TL	Taxilane
TODA	Takeoff Distance Available
TOFA	Taxiway Object Free Area
TORA	Takeoff Run Available
TSA	Taxiway Safety Area
TVOR	Very High Frequency Omnirange on an Airport
TW	Taxiway
USGS	United States Geological Society
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOR	Very High Frequency Omnirange
WAAS	Wide Area Augmentation System

Appendix D
Glossary of Terms

Colorado City Municipal Airport
Airport Master Plan

GLOSSARY OF TERMS

Above Ground Level (AGL)	A height above ground as opposed to MSL (height above Mean Sea Level).
Advisory Circular (AC)	Publications issued by the FAA to provide a systematic means of providing non-regulator guidance and information in a variety of subject areas.
Airport Improvement Program (AIP)	The AIP of the Airport and Airways Improvement Act of 1982 as amended. Under this program, the FAA provide funding assistance for the design and development of airports and airport facilities.
Aircraft Mix	The number of aircraft movements categorized by capacity group or operational group and specified as a percentage of the total aircraft movements.
Aircraft Operation	An aircraft takeoff or landing.
Airport	An area of land or water used or intended to be used for landing and takeoff of aircraft, includes buildings and facilities, if any.
Airport Elevation	The highest point of an airport's useable runways, measured in feet above mean sea level.
Airport Hazard	Any structural or natural object located on or near a public airport, or any use of land near such airport, that obstructs the airspace required for flight of aircraft on approach, landing, takeoff, departure, or taxiing at the airport.
Airport Land Use Regulations	Are designed to preserve existing and/or establish new compatible land uses around airports, to allow land use not associated with high population concentration, to minimize exposure of residential uses to critical aircraft noise areas, to avoid danger from aircraft crashes, to discourage traffic congestion and encourage compatibility with non-motorized traffic from development around airports, to discourage expansion of demand for governmental services beyond reasonable capacity to provide services and regulate the area around the airport to minimize danger to public health, safety, or property from the operation of the airport, to prevent obstruction to air navigation and to aid in realizing the policies of a County Comprehensive Plan and Airport Master Plan.
Airport Layout Plan (ALP)	A graphic presentation, to scale, of existing and proposed airport facilities, their location on the airport and the pertinent applicable standards. To be eligible for AIP funding assistance, an airport must have an FAA-approved ALP.

Airport Master Record, Form 5010	The official FAA document, which lists basic airport data for reference and inspection purposes.
Airport Reference Code (ARC)	The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport.
Airport Reference Point (ARP)	The latitude and longitude of the approximate center of the airport.
Airspace	Space above the ground in which aircraft travel; divided into corridors, routes and restricted zones.
Air Traffic	Aircraft operating in the air or on an airport surface, excluding loading ramps and parking areas.
Approach Surface	A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.
Automated Weather Observing System (AWOS)	This equipment automatically gathers weather data from various locations on the airport and transmits the information directly to pilots by means of computer generated voice messages over a discrete frequency.
Based aircraft	An aircraft permanently stationed at an airport.
Building Restriction Line	A line, which identifies suitable building area locations on airports.
Ceiling	The height above the earth's surface of the lowest layer of clouds or other phenomena which obscure vision.
Conical Surfaces	A surface extending outward and upward form the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
Controlled Airspace	Airspace in which some or all aircraft may be subject to air traffic control to promote safe and expeditious flow of air traffic.
Critical/Design Aircraft	In airport design, the aircraft which controls one or more design items such as runway length, pavement strength, lateral separation, etc., for a particular airport. The same aircraft need not be critical for all design items.

Day Night Level (DNL)	24-hour average sound level, including a 10 decibel penalty for sound occurring between 10:00 PM and 7:00 AM
Decibel	Measuring unit for sound based on the pressure level.
Design Type	The design type classification for an airport refers to the type of runway that the airport has based upon runway dimensions and pavement strength.
Federal Aviation Administration (FAA)	The federal agency responsible for the safety and efficiency of the national airspace and air transportation system.
FAR Part 77	A definition of the protected airspace required for the safe navigation of aircraft.
Fixed Base Operator (FBO)	An individual or company located at an airport and providing commercial general aviation services.
Fuel Flowage Fees	A fee charged by the airport owner based upon the gallons of fuel either delivered to the airport or pump at the airport.
General Aviation (GA)	All aviation activity in the United States, which is neither military nor conducted by major, national or regional airlines.
Glider	A heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine (FAR Part 1),
Global Positioning System (GPS)	The global positioning system is a space based navigation system, which has the capability to provide highly accurate three-dimensional position, velocity and time to an infinite number of equipped users anywhere on or near the Earth. The typical GPS integrated system will provide: position, velocity, time, altitude, groundspeed and ground track error, heading and variation. The GPS measures distance, which it uses to fix position, by timing a radio signal that starts at the satellite and ends at the GPS receiver. The signal carries with it, data that discloses satellite position and time of transmission and synchronizes the aircraft GPS system with satellite clocks.
Hazard to Air Navigation	An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities or existing or potential airport capacity.
Horizontal Surface	A horizontal plane 150 feet above the established airport elevation, the perimeter which is constructed by swinging arcs of specified radii form the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

Imaginary Surfaces	Surfaces established in relation to the end of each runway or designated takeoff and landing areas, as defined in paragraphs 77.25, 77.28 and 77.29 of FAR Part 77, *Objects Affecting Navigable Airspace*. Such surfaces include the approach, horizontal, conical, transitional, primary and other surfaces.
Itinerant Operations	All operations at an airport, which are not local operations.
Jet Noise	The noise generated externally to a jet engine in the turbulent jet exhaust.
Knots	Nautical miles per hour, equal 1.15 statute miles per hour.
Large Airplane	An airplane of more than 12,500 pounds maximum certified takeoff weight.
Local Operations	Operations by aircraft flying in the traffic pattern or within sight of the control tower, aircraft known to be arriving or departing from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.
Location Identifier	A three-letter or other code, suggesting where practicable, the location name that it represents.
Maneuvering Area	That part of an airport to be used for the takeoff and landing of aircraft and for the movement of aircraft associated with takeoff and landing, excluding aprons.
Master Plan	A planning document prepared for an airport, which outlines directions and developments in detail for 5 years and less specifically for 20 years. The primary component of which is the Airport Layout Plan.
Mean/Maximum Temperature	The average of all the maximum temperatures usually for a given period of time.
Mean Sea Level (MSL)	Height above sea level.
Medium Intensity Runway Lights (MIRL)	For use on VFR runways or runway showing a nonprecision instrument flight rule (IFR) procedure for either circling or straight-in approach.
Minimum Altitude	That designated altitude below which an IFR pilot is not allowed to fly unless arriving or departing an airport or for specific allowable flight operations.

National Airspace System	The common network of United States airspace, navigation aids, communications facilities and equipment, air traffic control equipment and facilities, aeronautical charts and information, rules, regulations, procedures, technical information and FAA manpower and material.
National Plan of Integrated Airport Systems (NPIAS)	A plan prepared annually by the FAA which identifies, for the public, the composition of a national system of airports together with the airport development necessary to anticipate and meet the present and future needs of civil aeronautics, to meet requirements in support of the national defense and to meet the special needs of the Postal Service. The plan includes both new and qualitative improvements to existing airports to increase their capacity, safety, technological capability, etc.
NAVAID	A ground based visual or electronic device used to provide course or altitude information to pilots.
Noise	Defined subjectively as unwanted sound. The measurement of noise involve understanding three characteristics of sound: intensity, frequency and duration.
Noise Contours	Lines drawn about a noise source indicating constant energy levels of noise exposure. DNL is the measure used to describe community exposure to noise.
Noise Exposure Level	The integrated value, over a given period of time of a number of different events of equal or different noise levels and durations.
Non-Precision Instrument	A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance for which a straight-in nonprecision instrument approach procedure has been approved.
Notice to Airmen (NOTAM)	A notice containing information (not known sufficiently in advance to publicize by other means concerning the establishment, condition or change in any component (facility, service, or procedure) of or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.
Object	Includes, but is not limited to, above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain and parked aircraft.
Object Free Area (OFA)	A two-dimensional ground area-surrounding runways, taxiways and taxilanes which is clear of objects except for object whose location is fixed by function.

Obstacle Free Zone (OFZ)	The airspace defined by the runway OFZ and, as appropriate, the inner-approach OFZ and the inner-transitional OFZ, which is clear of object penetrations other than frangible NAVAIDs.
Obstruction	An object which penetrates an imaginary surface described in the FAA's Federal Aviation Regulations (FAR), Part 77.
Parking Apron	An apron intended to accommodate parked aircraft.
Pattern	The configuration or form of a flight path flown by an aircraft or prescribed to be flown, as in making an approach to a landing
Precision Approach Path Indicators (PAPI)	The visual approach slope indicator system furnishes the pilot visual slope information to provide safe descent guidance. It provides vertical visual guidance to aircraft during approach and landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that they are "on path" if they see red/white, "above path" if they see white/white and "below path" if they see red/red.
Primary Surface	A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway, but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway.
Rotating Beacon	A visual navaid operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport.
Runway	A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.
Runway End Identifier Lights (REIL)	REILs are flashing strobe lights which aid the pilot in identifying the runway end at night or in bad weather conditions.
Runway Gradient	The average gradient consisting of the difference in elevation of the two ends of the runway divided by the runway length may be used provided that no intervening point on the runway profile lies more than five feet above or below a straight line joining the two ends of the runway. In excess of five feet the runway profile will be segmented and aircraft data will be applied for each segment separately.
Runway Lighting System	A system of lights running the length of a system that may be either high intensity (HIRL), medium intensity (MIRL), or low intensity (LIRL).
Runway Orientation	The magnetic bearing of the centerline of the runway.

Runway Protection Zone (RPZ)	An area off the runway end used to enhance the protection of people and property on the ground.
Runway Safety Area (RSA)	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion form the runway.
Segmented Circle	A basic marking device used to aid pilots in locating airports and which provides a central location for such indicators and signal devices as may be required.
Small Aircraft	An airplane of 12,500 pounds or less maximum certified takeoff weight.
Taxiway	A defined path established for the taxiing of aircraft from one part of an airport to another.
Terminal Area	The area used or intended to be used for such facilities as terminal and cargo buildings, gates, hangars, shops and other service buildings, automobile parking, airport motels, restaurants, garages and automobile services and a specific geographical area within which control of air traffic is exercised.
Threshold	The beginning of that portion of the runway available for landing.
Touch and Go Operations	Practice flight performed by a landing touch down and continuous takeoff without stopping.
Traffic Pattern	The traffic flow that is prescribed for aircraft landing at, taxiing on or taking off form an airport. The usual components are the departure, crosswind, downwind, and base legs; and the final approach.
Transitional Surface	These surfaces extend outward and upward at right angles to runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.
Universal Communications (UNICOM)	A private aeronautical advisory communications facility for purpose other than air traffic control. Only one such station is authorized in any landing area. Service available are advisory in nature primarily concerning the airport services and airport utilization. Locations and frequencies of UNICOMs are listed on aeronautical charts and publications.
Visual Flight Rules (VFR)	Rules that govern flight procedures under visual conditions.
Visual Runway	A runway intended for visual approaches only with no straight-in instrument approach procedure either existing or planned for that runway.

Appendix E
Public Involvement

Colorado City Municipal Airport
Airport Master Plan

Colorado City Municipal Airport Meeting Summary
August 13, 2007 1:00 PM Airport Terminal Building

A Kickoff meeting was held on August 13, 2007 to present the Airport Master Planning process to the Airport Board, City Staff and interested community members. Attendance at the meeting comprised of 16 individuals, including representatives from the Federal Aviation Administration (FAA), Arizona Department of Transportation (ADOT) Aeronautics Division, Airport Board Members and City Staff.

The goals of the airport master plan were presented along with the role of the airport planning advisory committee. The airport master plan will ensure that the needs of airport users and the local community are met. The planning advisory committee will be included in all aspects of the airport master plan process including the review of working papers, draft reports and drawings.

An introduction was given on the status of the airport and the impact the airport has on the local economy. The types and volumes of activity that are currently taking place were discussed which includes business, pleasure, search and rescue operations, students performing cross-country flights from St. George, as well as itinerant general aviation aircraft for fuel. The airport manager stated that there are seven based aircraft at the airport including one multiengine piston and one multiengine jet.

Airport Reference Codes (ARCs) were described and the existing airport reference code was discussed. The possibility of the airport upgrading the airport reference code was presented. The design standards were briefly covered and included impacts associated with an ARC upgrade. The future instrument approach minimums were discussed which included the possibility of implementing a GPS approach with WAAS to obtain lower minimums, allowing aircraft the ability to operate during poor visibility. The existing NDB approach was discussed including its usefulness and the maintenance required in keeping it operational.

The Runway Visibility Zone (RVZ) was described. The existing terminal building and apron area are currently located within the RVZ. There are several options available for correcting the RVZ obstruction of which includes shifting runway(s) or relocating the building and apron outside of RVZ. The airport master plan will evaluate the alternatives available along with the advantages and disadvantages of each alternative.

A question regarding land use compatibility surrounding the airport was raised. Land use compatibility will be addressed as part of the airport master plan. An airport overlay zone will be developed and a zoning ordinance for potential adoption by the City and County will be provided.

The City indicated that they would like to include the airport minimum standards, rules and regulations and airport land and facility lease agreements as part of the airport master plan which would be funded 90 percent by ADOT and 10 percent locally.

The next step will be to develop the Inventory Chapter, Forecast Chapter and Facility Requirements Chapters for the Airport Master Plan. This information will be distributed in a working paper to participating parties for review and comment.

Meeting Sign-In Sheet

Project:	Colorado City Municipal Airport Kickoff Meeting	Meeting Date:	8/13/07

Name	Title	Company	Phone	Fax	E-Mail
Dennis Corsi	Director of Planning	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	dennis@armstrongconsultants.com
Justin Pietz	Airport Planner	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	justin@armstrongconsultants.com
Lowell L.	Airport Mgr.		928-875-7811		
RON DARGER	Member	Airport Committee	435-467-5235	928-875-2220	
LaDell Bistline	Airport Manager	Colorado City	435-616-2871	928.875.2824	westavi@gmail.com
Daniel Barlow, Jr	Airport Committee Member	Colorado City	928-875-2281		
Terrill	Mayor C. C. A.	Colorado City	928 875 2646		
David Darger	Town Manager	Town of Colorado City	928-875-2646	928-875-2778	davidd @ tocc.us
DENNIS CORSI					
Floyd ED	lack town	Colorado City	928 875 9164		floyd@domelabes.com
John Klodnicki		TENANT HANGER #2	435-668-3832		JohnKlod@aol.com
Darrell Fo	Kersey Hurricane City Airport Board		435-680-9366	W.C.F @ InFowest.Com	
Clint Hicklin	AEROSPACE ENGINEER, HURRICANE, UT.		435-635-2471		

Meeting Sign-In Sheet

Project:	Colorado City Municipal Airport Kickoff Meeting	Meeting Date:	8/13/07

Name	Title	Company	Phone	Fax	E-Mail
Jasmine Evains	Environmental Protection Spec.	FAA	310-725-3680		jasmine.evains@faa.gov
George Bailey	Program Mgr	"	310-725-3771		george.bailey@faa.gov
MATTHEW SMITH	Airport Projects Mgr.	ADOT	602-294-9144	602-294-9141	mvsmith@azdot.gov
KENNETH POTTS	Airport Planning Proj.	ADOT - AERO	602 294 9144	602 794 9141	KPotts@azdot.gov

Colorado City Municipal Airport Master Plan
Planning Advisory Committee Meeting Minutes
November 13, 2007; 10:00 a.m. Airport Terminal Building

Attendees: Attendees included representatives from the Town Council and Staff, Airport Advisory Board, Bureau of Land Management, Armstrong Consultants, Airport Users, and Interested Citizens. The FAA and ADOT were unable to attend due to travel budget constraints.

See attached Attendance Roster attendees.

Meeting Summary: A Planning Advisory Committee (PAC) meeting was held on November 13, 2007 to present the proposed alternatives for Colorado City Municipal Airport to the Town of Colorado City, Airport Advisory Committee, Bureau of Land Management and interested parties.

Armstrong Consultants began with a review of the status of the Environmental Assessment (EA) for the conveyance of BLM land and acquisition of private land to meet Runway Visibility Zone and Building Restriction Line standards. The Revised Draft EA has been prepared and was distributed at the meeting. The Revised Draft includes the "cadastral survey" alternative for the land acquisition boundary that will follow the fence lines rather than aliquot parcel descriptions. The BLM indicated they will have the estimated cost recovery account deposit requirement completed shortly. It is anticipated it will include the costs for the environmental review effort, cadastral survey and processing of the land conveyance patent and that it is likely the deposit can be made in those three phases as the administrative costs are incurred by the BLM. The BLM will begin their review process of the EA document as soon as the administrative cost recovery account is in place.

Armstrong Consultants provided a brief review of the Airport Master Plan Working Paper #1 and moved into detailed discussions of the development alternatives, focusing on the options for correcting the RVZ deficiencies. The concepts, advantages and disadvantages of Alternatives #1 through #5 were discussed. Alternative 2 was eliminated due the limited remaining runway length remaining. Alternatives 3 and 5 were eliminated as it would further encroach into jurisdictional waters of the United States. Alternatives 1 and 4 were further discussed with Alternative 1 being selected as the preferred alternative by the group based on the lesser cost and timeframe for completing the improvements.

The options of extending the runway 480' to 6,780' or 1,200' to 7,500' were discussed. A runway length of 6,780' accommodates 75% of large airplanes at 60% useful load and a runway length of 7,500' accommodates 75% of large airplanes at 80% useful load. Although the extension is not anticipated until the 10 to 20-year time frame, planning for the longer length will allow for the long-term compatible land use planning to protect the airport from encroachment and for the airport to achieve the highest utility level. The consensus of the PAC was to depict the longer ultimate runway length of 7,500' on the ALP and in the Master Plan.

The Draft Airport Layout Plan drawing set will be prepared based on the airfield configuration shown in Alternative 1, including the recommended runway extension to 7,500'

Landside discussions included the need for improved utilities and hangar development. The next PAC meeting will include discussions of the draft Terminal Area Layout including hangars, apron, terminal area, and utilities. Options for providing improved utility service, including septic or sewer, and water will be evaluated to be included in the 20-year Capital Improvement Program (CIP).

The next PAC meeting will be scheduled near the completion of the preliminary draft Airport Layout Plans.

Meeting Sign-In Sheet

Project:	**Colorado City Municipal Airport Meeting**	**Meeting Date:**	**11/13/07**

Name	Title	Company	Phone	Fax	E-Mail
Dennis Corsi	Vice President	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	dennis@armstrongconsultants.com
Dan Barlow Jr.	Airport Committee Member	Colorado City	875-2281		
Brian Zitting	Principal	Canaan Peaks Eng.	435.467.1069		brianz@canaanpeaks.com
RICHARD SPOTTS	ENVIRONMENTAL COORDINATOR	BLM - ASDO	435 688-3207		Richard_Spotts@blm.gov
Laurie Ford	Team Lead, Lands & Minerals	BLM - AS FO	435-688-3271	435-688-3258	laurie_ford@blm.gov
Lorraine Christian	Field Manager, AZ Strip BLM	BLM - AZ Strip FO	435-688-3323	↓	Lorraine_Christian@blm.gov
Freeman Barlow	Building Inspector CCA	CCA	928-875-2646		Fpeemanb@tocc.us
Dean Cooke	Public Works	Colorado City	928-875-8015		deanc@tocc.us
Floyd Black	Colorado City town	Colorado city	928-875-8104		floyd@Domelabels.com
BYGNAL DUTSON	COUNCIL MEMBER Colo. City	Colo City	435-467-2334	—	—
Terrill Johnson	mayor pro tem C.C.	Colo City	435 467-2554		
David Darger	Town Manager	Colo. City	928-875-2153 435-467-2153	928-875-2778	davidd@tocc.us
Ron Darger	Airport Advisory Committee	Colorado City	435-467-5235	928 875-2220	Rdarger@gmail.com

Meeting Sign-In Sheet

Project:	Colorado City Municipal Airport Meeting	Meeting Date:	11/13/07

Name	Title	Company	Phone	Fax	E-Mail
[illegible]		Airport Board	435-[illegible]7-[illegible]		
LaDell Bistline	Airport Manager		435-616-2871		wcstavi@gmail.com

Colorado City Municipal Airport Master Plan
Planning Advisory Committee Meeting Minutes
February 19; 2008 11:00 a.m. Airport Terminal Building

Attendees: Attendees included representatives from the Town Council and Staff, Airport Advisory Board, ADOT Aeronautics Division, Armstrong Consultants, Airport Users and Interested Citizens. The FAA was unable to attend due to travel budget constraints.

See attached Attendance Roster attendees.

Meeting Summary: A Planning Advisory Committee (PAC) meeting was held on February 19, 2008 to present the third working paper for Colorado City Municipal Airport to the Town of Colorado City, Airport Advisory Committee, ADOT and interested parties.

Armstrong Consultants began with a review of the status of the Airport Master Plan. The topics included the Airport Layout Plan, Environmental Overview and Financial Development.

Armstrong Consultants provided a brief review of the airport development goals and the Airport Master Plan deliverables. The working papers have all been sent out for review and comment. The Draft Airport Layout Plans have also been sent out for review and comment. The next deliverables for the Airport Master Plan project will include the Draft Airport Master Plan Report, compatible land use zoning ordinance, Final Airport Layout Plan drawing set, Final Airport Master Plan Report and the Executive Summary.

The Draft Airport Layout Plan was presented which included the layout determined to be the most suitable during the Development Alternatives Chapter and meeting. The layout includes removing the existing landside development out of the Runway Visibility Zone (RVZ). The plan also shows a future runway extension on Runway 11/29 to the northwest to provide an ultimate runway length of 7,500 feet. There are also full length parallel taxiways shown for both runways to enhance safety at the airport.

The Draft Terminal Area Drawing was discussed including the changes to the hangar layout to prevent future north facing hangars. The airport has indicated a problem in the past with north facing doors in the winter freezing shut. The layout includes hangars facing east, west and south. Concerns were raised regarding the location shown for the future snow removal equipment building. It was determined the moving the building down to the apron area would be more suitable. A question about helicopter parking was also raised. The attendees agreed that it would be good to show a future helicopter parking area. The Town also requested that additional automobile parking be shown adjacent to the future terminal building and that a road to the fuel tanks be added to prevent fuel delivery trucks from driving on the apron to deliver fuel to the airport. The Town requested that we show the future sewer line ultimately connecting into the City sewer. These comments/recommendations will be incorporated into the Final Airport Layout Plan drawing set.

The Environmental Overview was briefly discussed, it was stated that no significant environmental impacts were identified during the review. The majority of the future airport development shown on the Airport Layout Plan drawing would not require an Environmental Assessment with the exception of the runway extension.

The Financial Development Plan was the last item of discussion. The items sequence and preliminary cost estimates were presented. The Town requested that we add AWOS upgrade and a 405 survey for a future WAAS approach to the short term. The town also indicated that they thought the cost for the wildlife fence was low. The items will be added to the Financial Chapter of the Draft Report.

The next step will include releasing the Draft Airport Master Plan Report for comment and review.

Meeting Sign-In Sheet

Project:	**Colorado City Municipal Airport PAC Meeting**	**Meeting Date:**	**2/19/08**

Name	Title	Company	Phone	Fax	E-Mail
Keith Koler	President	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	keith@armstrongconsultants.com
Justin Pietz	Airport Planner	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	justin@armstrongconsultants.com
KENNOTH POTTS	Airport Projects Planning Manager	ADOT - Aeronautics	(602) 294-9144	(602) 294-9141	KPOTTS@AZdot.GOV
David Darger	Town Manager	Town of Colo. City	928.875-2646	928-875-2778	davidd @ tocc.US
Ron Darger	Airport Committee	Colorado City	435.467.5235	928.875.2220	rdarger@gmail.com
Carl Nielsen	Airport Comm	Airport Comm.			carlelsn@gmail.com
Daniel Barlow Jr.	Airport Committee member	Colorado City	875-2281		
Jerril Johnson	mayor	Town of Colorado City	875,2568		
Jake Barlow	PLANNING + ZONING	TOWN of Colorado City	928.875.2153	928.875.2778	Jakeb@tocc.us
Vergel Steed	Councilman	Town of Colorado City	435-618-6932		
Victor Jessop	Utilities	Town of Colorado City	435-874-1160		
John Stewart	Utilities	Town of Colo. City	928-875-2350	—	—
Lorin Fischer	Manager Twin City Power	Town of Colorado City	435-467-0501	435-874-2603	lorindee@hildalecity.com

Appendix F
Overlay Zoning Ordinance

Colorado City Municipal Airport
Airport Master Plan

DRAFT

COLORADO CITY, ARIZONA
COLORADO CITY MUNICIPAL AIRPORT
OVERLAY ZONING ORDINANCE

An ordinance regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of Colorado City Municipal Airport by creating the appropriate zones and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used herein, referring to Colorado City Municipal Airport FAR Part 77 Airspace Drawing and Off Airport Land Use Drawing which are incorporated in and made a part of this ordinance; providing for enforcement; establishing a board of adjustment; and imposing penalties.

It is hereby found that an obstruction has the potential for endangering the lives and property of users of the Colorado City Municipal Airport and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums at the Colorado City Municipal Airport; and that an obstruction may reduce the size of areas available for the landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of the Colorado City Municipal Airport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by the Colorado City Municipal Airport.

2. That the encroachment of noise sensitive or otherwise incompatible land uses within certain areas as set forth herein below may endanger the health, safety and welfare of the owners, occupants or users of the land; and

3. That it is necessary in the interest of the public health, public safety and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented; and

4. That the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation; and

5. That the Colorado City Municipal Airport fulfills an essential community purpose.

It is further declared that the prevention of the creation of establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or the marking and lighting of construction are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

It is hereby ordained by the Town of Colorado City as follows:

SECTION I
SHORT TITLE

This Ordinance shall be known and may be cited as the Colorado City Municipal Airport Overlay Zoning Ordinance.

SECTION II
DEFINITIONS

As used in this Ordinance, unless the context otherwise requires:

1. AIRPORT – Colorado City Municipal Airport.

2. AIRPORT ELEVATION - The highest point of an airport's usable landing area measured in feet above mean sea level.

3. APPROACH SURFACE - A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Section IV of this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.

4. APPROACH, TRANSITIONAL, HORIZONTAL AND CONICAL ZONES - These zones are set forth in Section III of this Ordinance.

5. BOARD OF ADJUSTMENT - A Board consisting of _____#_____ members appointed by the Colorado City Town Council.

6. CONICAL SURFACE - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

7. HAZARD TO AIR NAVIGATION - An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

8. HEIGHT - For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

9. HELIPORT PRIMARY SURFACE - The primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.

10. HORIZONTAL SURFACE - A horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

11. LARGER THAN UTILITY RUNWAY - A runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

12. NAVD 88 - North American Vertical Datum 1988. All elevations in this ordinance are referenced to the 1988 North American Vertical Datum.

13. NONCONFORMING USE - Any pre-existing structure, object of natural growth, or use of and which is inconsistent with the provisions of this Ordinance or an amendment thereto.

14. NONPRECISION INSTRUMENT RUNWAY - A runway having an existing instrument approach procedure utilizing air navigation facilities with only

horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned. It also means a runway for which a nonprecision approach system is planned and is so indicated on an approved Airport Layout Plan or any other planning document.

15. OBSTRUCTION - Any structure, growth or other object, including a mobile object, which exceeds a limiting height set forth in Section IV of this Ordinance.

16. PERSON - An individual, firm, partnership, corporation, company, association, joint stock association or governmental entity; includes a trustee, a receiver, an assignee or a similar representative of any of them.

17. PRECISION INSTRUMENT RUNWAY - A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), a Precision Approach Radar (PAR) or a Global Positioning System (GPS). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

18. PRIMARY SURFACE - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in Section III of this Ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

19. RUNWAY - A defined area on an airport prepared for landing and takeoff of aircraft along its length.

20. STRUCTURE - An object, including mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation and overhead transmission lines.

21. TRANSITIONAL SURFACES - These surfaces extend outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90 degree angles to the extended runway centerline.

22. TREE - Any object of natural growth.

23. UTILITY RUNWAY - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

24. VISUAL RUNWAY - A runway intended solely for the operation of aircraft using visual approach procedures.

SECTION III
AIRPORT HEIGHT RESTRICTION ZONES

In order to carry out the provisions of this ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to the Colorado City Municipal Airport. Such zones are shown on the Colorado City Municipal Airport Federal Aviation Regulation (FAR) Part 77 Airspace Drawing. Three (3) original, official, and identical copies of the FAR Part 77 Airspace Drawing reflecting the boundaries of the airport height restriction overlay zoning districts of the Town of Colorado City, Arizona are hereby adopted, and the Commissioner and Colorado City Town Clerk are hereby authorized to sign and attest each map as the official Colorado City Municipal Airport FAR Part 77 Airspace Drawing of the Town of Colorado City, Arizona, and such maps shall be filed and maintained as follows:

1. One (1) copy shall be filed for permanent record in the office of the Colorado City Town Clerk and shall be designated as Exhibit 1. This copy shall not be changed in any manner.

2. One (1) copy shall be filed in the office of the Director of Planning and shall be designated as Exhibit 2. This copy shall be maintained by the Planning Department by posting thereon all subsequent changes and amendments.

3. One (1) copy shall be filed in the office of the Airport Manager and shall be designated as Exhibit 3. This copy shall be maintained by the Planning Department by posting thereon all subsequent changes and amendments.

Each portion of an area located in more than one (1) of the following zones shall be evaluated independently according to the zone in which it is located. The various zones are hereby established and defined as follows:

1. PRECISION INSTRUMENT RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY) – The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet. Its centerline is the continuation of the centerline of the runway.

2. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY) - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

3. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (UTILITY AIRCRAFT) – The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

4. VISUAL RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY) – The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach surface expands uniformly to a width of 1,500 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

5. VISUAL RUNWAY APPROACH ZONE (UTILITY AIRCRAFT) - The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach surface expands uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway.

6. TRANSITIONAL ZONE - The transitional zones are the areas beneath the transitional surfaces.

7. HORIZONTAL ZONE - The horizontal zone is established by swinging arcs of 5,000 or 10,000 feet radii from the center of each end of the primary surface of the primary runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones. The horizontal zone was constructed with 10,000 feet radii.

8. CONICAL ZONE - The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of 4,000 feet.

SECTION IV
AIRPORT ZONE HEIGHT LIMITATIONS

Except as otherwise provided in this ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

1. PRECISION INSTRUMENT RUNWAY APPROACH ZONE – Slopes fifty (50) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline. Then slopes forty (40) feet outward for each foot upward beginning at the end of and at the same elevation as the first 10,000 feet and extending to a horizontal distance of 40,000 feet along the extended runway centerline.

2. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY) - Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

3. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (UTILITY AIRCRAFT) – Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

4. VISUAL RUNWAY APPROACH ZONE - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

5. TRANSITIONAL ZONE - Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.

6. HORIZONTAL ZONE - Established at 150 feet above the airport elevation.

7. CONICAL ZONE - Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

SECTION V
COMPATIBLE LAND USE REGULATIONS

1. AIRPORT COMPATIBLE LAND USE OVERLAY ZONING DISTRICTS - For the purpose of regulating the development of noise sensitive land uses to promote compatibility between the Airport and the surrounding land uses, to protect the Airport from incompatible development and to promote the health, safety and general welfare of property users, the controlled area of Colorado City Municipal Airport is divided into Airport Compatible Land Use Overlay Zoning districts. The Airport Compatible Land Use Overlay Zoning districts established herein shall be known as:

Off Airport Land Use Zone Number	Zoning District Name
D	Airport Influence Zone (AIZ)
C	Traffic Pattern Zone (TPZ)
B	Approach Zone (AZ)
A	Runway Protection Zone (RPZ)

2. OFF AIRPORT LAND USE DRAWING

A. The boundaries of the Airport Compatible Land Use Overlay Zoning Districts set out herein are delineated upon the Colorado City Municipal Airport Off Airport Land Use Drawing of the Town of Colorado City, Arizona, said Off Airport Land Use Drawing being adopted by reference and made a part of this chapter as fully as if the same were set forth herein in detail.

B. Three (3) original, official, and identical copies of the Off Airport Land Use Drawing reflecting the boundaries of the Airport Compatible Land Use Overlay Zoning districts of the Town of Colorado City, Arizona are hereby adopted, and the Commissioner and the Colorado City Town Clerk are hereby authorized to sign and attest each map as the official Off Airport Land Use Drawing of the Town of Colorado City, Arizona, and such maps shall be filed and maintained as follows:

1) One (1) copy shall be filed for permanent record in the office of the Colorado City Town Clerk and shall be designated as Exhibit 1. This copy shall not be changed in any manner.

2) One (1) copy shall be filed in the office of the Director of Planning and shall be designated as Exhibit 2. This copy shall be maintained by the Planning Department by posting thereon all subsequent changes and amendments.

3) One (1) copy shall be filed in the office of the Airport Manager and shall be designated as Exhibit 3. This copy shall be maintained by the Planning Department by posting thereon all subsequent changes and amendments.

3. AIRPORT COMPATIBLE LAND USE OVERLAY ZONING DISTRICT BOUNDARIES

A. The Airport Compatible Land Use Overlay Zoning District boundary lines shown on the official Off Airport Land Use Drawing shall be located and delineated along contour lines established for the Colorado City Municipal Airport. Where uncertainty exists as to the boundaries of the Airport Compatible Land Use Overlay Zoning Districts as shown on the official Map, the following rules shall apply:

1) Boundaries shall be scaled from the nearest runway end shown on the map.

2) Boundaries shall be scaled from the nearest physical feature shown on the map.

3) Boundaries may be scaled from the nearest platted lot line as shown on the map.

4) Distances not specifically indicated on the original Off Airport Land Use Drawing shall be determined by a scaled measurement on the map.

B. Where physical features on the ground differ from the information shown on the official Off Airport Land Use Drawing or when there arises a question as to how or where a parcel of property is zoned and such questions cannot be resolved by the application of Section V-3A, the property shall be considered to be classified as the most restrictive Airport Compatible Land Use Overlay Zoning District.

C. Where a parcel of land lies within more than one (1) Airport Compatible Land Use Overlay Zoning District, the zone within which each portion of the property is located shall apply individually to each portion of the development.

4. USE OF LAND AND BUILDINGS

A. Within the Airport Compatible Land Use Overlay Zoning Districts as defined herein, no land shall hereafter be used and no structure or other object shall hereafter be erected, altered, converted or modified other than for those compatible land uses permitted by underlying comprehensive zoning districts, as specified in the Town of Colorado City Land Use Code. Additional land uses are prohibited in the Airport Compatible Land Use Overlay Zoning Districts, regardless of underlying zoning, as set forth in the Land Use Compatibility Table included in Attachment A.

B. Where any use of prohibited land and buildings set forth in Section V-4A conflicts with any use of land and buildings set forth in the Town of Colorado Land Use Code, as an allowed use on the Zoning District Map, this chapter shall apply.

C. Section V-4 does not apply to property within the official boundaries of the airport.

D. Where specified on the Airport Compatible Land Use Table, the property owner shall dedicate, in advance of receiving a building permit, an aviation clear zone easement to the Town of Colorado City, Arizona. The purpose of this easement shall be to establish a maximum height restriction on the use of property and to hold the public harmless for any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft landing at, taking off from, or operating on, or at, public airport facilities.

5. ADDITIONAL LAND USE REGULATIONS

A. Within the Town of Colorado City, Arizona the more restrictive of the Town of Colorado City Land Use Code or Section V-4A, shall apply to the development of all property covered by the Off Airport Land Use Drawing.

B. On property within the Off Airport Land Use Drawing jurisdiction, but outside the jurisdictional limits of the Town of Colorado City, Arizona, Section V-4A shall apply to formulate land use recommendations or responses to land use comment requests from other jurisdictions.

C. When a provision of this section conflicts with any airport height hazard restrictions, the most restrictive provision shall apply.

D. Notwithstanding any other provisions of this chapter or other chapter of the Town of Colorado City Land Use Code, no use may be made of land, water, or structures within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, or result in glare in the eyes of pilots using the airport; impair visibility in the vicinity of the airport; create bird strike hazards, or otherwise in any way endanger or interfere with the landing, taking off or flight operations of aircraft utilizing the airport.

E. When a subdivision plat is required for any property within an Airport Compatible Land Use Overlay Zoning District or within an area shown on the FAR Part 77 Airspace Drawing for the Colorado City Municipal Airport, the property owner shall dedicate an aviation hazard easement to the Town of Colorado City over and across that property. This easement shall establish a height restriction on the use of the property and hold the public harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft taking off, landing, or operating on or near the Colorado City Municipal Airport.

SECTION VI
NONCONFORMING USES

1. REGULATIONS NOT RETROACTIVE - The regulations prescribed by this ordinance shall not be construed to require the removal, lowering, or other change or alteration of any

structure or tree not conforming to the regulations as of the effective date of this ordinance, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this ordinance, and is diligently prosecuted. Nonconforming land uses existing as of the effective date of this ordinance may be modified such that 1) only existing structures may be enlarged or expanded; 2) that they do not result in any greater violation of height restrictions; and 3) a variance in accordance with Section VII-4 is obtained.

2. MARKING AND LIGHTING - Notwithstanding the preceding provision of this section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Town of Colorado City to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated and maintained at the expense of the Colorado City Municipal Airport.

SECTION VII
PERMITS

1. FUTURE USES - Except as specifically provided in A and B hereunder, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefore shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the regulating use, structure, or tree would conform to the regulations herein prescribed. An FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, shall accompany each application. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this ordinance shall be granted unless a variance has been approved in accordance with Section VII, 4.

   A. In the area lying within the limits of the approach zone, transition zone, horizontal zone, and conical zone, no permit shall be required by this ordinance for any tree or structure less than 200 feet above ground level which is also lower than an imaginary surface extending outward and upward at a slope of 100 feet horizontal for each 1 foot vertical beginning at the closest point of the closest runway.

   B. Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction or alteration of any structure, or growth of any tree in excess of any of the height limits established by this ordinance.

2. EXISTING USES - No permit shall be granted that would allow the establishment or creation of any obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. NONCONFORMING USES ABANDONED OR DESTROYED - Whenever the Town of Colorado City determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

4. VARIANCES - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this ordinance, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of a proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this ordinance.

   Additionally, no application for variance to the requirements of this ordinance may be considered by the Board of Adjustment unless a copy of the application has been furnished to the Town of Colorado City for advice as to the aeronautical effects of the variance. If the Town of Colorado City does not respond to the application within fifteen (15) days after receipt, the Board of Adjustment may act on its own to grant or deny said application.

5. OBSTRUCTION MARKING AND LIGHTING - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as condition may require in accordance with FAA provisions.

SECTION VIII
ENFORCEMENT

It shall be the duty of the Town of Colorado City to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Town of Colorado City upon a form published for that purpose. Applications required by this ordinance to be submitted to the Town of Colorado City shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the Town of Colorado City.

SECTION IX
BOARD OF ADJUSTMENT

1. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) to hear and decide appeals from any order, requirements, decision, or determination made by the Town of Colorado City in the enforcement of this ordinance; (2) to hear and decide special exceptions to the terms of this ordinance upon which such Board of Adjustment under such regulations may be required to pass; and (3) to hear and decide specific variances.

2. The Board of Adjustment shall consist of members appointed by the Town of Colorado City and each shall serve for a term of __#__ years until a successor is duly appointed and qualified. Of the members first appointed one shall be appointed for a term of __#__ years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.

3. The Board of Adjustment shall adopt rules for its governance and in harmony with the provisions of this ordinance. Meetings of the Board of adjustment shall be held at the call of the chairperson and at such other times as the Board of Adjustment may determine. The chairperson or, in the absence of the chairperson, the acting chairperson may

administer oaths and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each questions; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions all of which shall immediately be filed in the office of the Town of Colorado City Planning and Zoning Department and on due cause shown.

4. The Board of Adjustment shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order requirement, decision or determination which comes before it under the provisions of this ordinance.

5. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision or determination of the Town of Colorado City or decide in favor of the application on any matter upon which it is required to pass under this ordinance, or to effect variation to this ordinance.

SECTION X
APPEALS

1. Any person aggrieved, or any taxpayer affected, by any decision of the Town of Colorado City made in the administration of the ordinance, may appeal to the Board of Adjustment.

2. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the Town of Colorado City a notice of appeal specifying the grounds thereof. The Town of Colorado City shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.

3. An appeal shall stay all proceedings in furtherance of the action appealed from unless the Town of Colorado City certifies to the Board of Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of the Town of Colorado City cause imminent peril to life or property. In such case, proceedings shall not be stayed except by the order of the Board of Adjustment on notice to the Town of Colorado and on due cause shown.

4. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.

5. The Board of Adjustment may, in conformity with the provisions of this ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision or determination appealed form and may make such order, requirement, decision or determination as may be appropriate under the circumstances.

SECTION XI
JUDICIAL REVIEW

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may appeal to the Court of _____ a provided in Section _____ of Chapter _____ of the Public Laws of _____.

SECTION XII
PENALTIES

Each violation of this ordinance or of any regulations, order, or ruling promulgated hereunder shall constitute a misdemeanor and shall be punishable by a fine of not more than _____ dollars or imprisonment for not more than _____ days or both; and each day a violation continues to exist shall constitute a separate offense.

SECTION XIII
CONFLICTING REGULATIONS

Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirements shall govern and prevail.

SECTION XIV
SEVERABILITY

If any of the provisions of this ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are declared to be severable.

SECTION XV
EFFECTIVE DATE

WHEREAS, the immediate operation of the provisions of this ordinance is necessary for the preservation of the public health, public safety, and general welfare, and emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the Town of Colorado City and publication and posting as required by law. Adopted by this _____ day of _____, 20____.

ATTACHMENT A

LAND USE COMPATIBILITY TABLE

LAND USE CATEGORY	AIRPORT INFLUENCE ZONE (AIZ)	TRAFFIC PATTERN ZONE (TPZ)	APPROACH ZONE (AZ)	RUNWAY PROTECTION ZONE (RPZ)
RESIDENTIAL				
Single-Family, Nursing Homes, Mobile Homes, Multi-Family, Apartments, condominiums	+	o(3)	-(1,3)	--
			-(1,3)	
PUBLIC				
Schools, Libraries, Hospitals	+	o(3)	-(3)	--
Churches, Auditoriums, Concert Halls	+	o(3)	-(3)	--
Transportation, Parking, Cemeteries	++	++	++	-(2,5)
COMMERCIAL & INDUSTRIAL				
Offices, Retail Trade	++	+	o(3)	--
Service Commercial, Wholesale Trade, Warehousing, Light Industrial	++	+	o(3)	--
General Manufacturing, Utilities, Extractive industry	++	++	o(3)	--
AGRICULTURAL & RECREATIONAL				
Cropland	++	++	++	++
Livestock Breeding	++	++	++	-(2)
Parks, Playgrounds, Zoos, Golf Courses, Riding Stables, Water Recreation	++	++	++	-(2)
Outdoor Spectator Sports,	++	+	-(3)	--
Amphitheaters	o	-(4)	--	--
Open Space	++	++	++	++

++ Clearly Acceptable + Normally Acceptable o Marginally Acceptable - Normally Unacceptable - - Clearly Unacceptable

Note: Development projects which are wildlife attractant, including sewerage ponds and landfills, within 10,000 feet of the airport are unacceptable. (Ref.: FAA AC 150/5200-33)

Conditions:

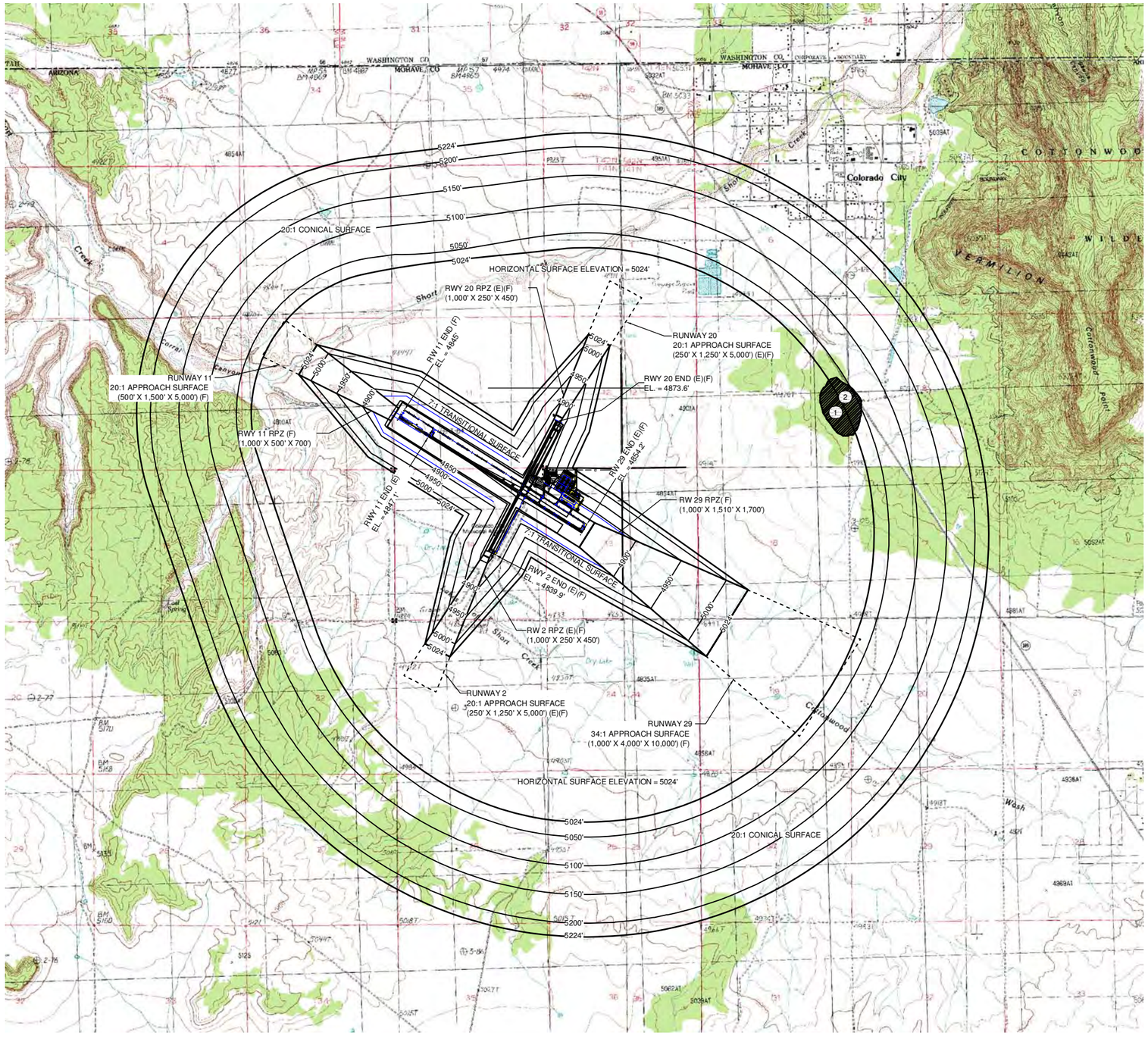
(1) If allowed, avigation easements and disclosure must be required as a condition of development.

(2) Any structures associated with uses allowed in the RPZ must be located outside the RPZ.

(3) If no reasonable alternative exists, use should be located as far from extended centerline as possible.

(4) If no reasonable alternative exists, use should be located as far form extended runway centerline and traffic patterns as possible.

(5) Transportation facilities in the RPZ (i.e. roads, railroads, waterways) must be configured to comply with Part 77 requirements.



OBSTRUCTION CHART

SURFACE	DESCRIPTION	TOP ELEVATION	PENETRATION	REMARKS
PRIMARY	NONE	--	--	NONE
TRANSITIONAL	NONE	--	--	NONE
HORIZONTAL	① TERRAIN	5100'	76'	NONE
CONICAL	② TERRAIN	5100'	70'	NONE
DEPARTURE SURFACE	NONE	--	--	NONE
THRESHOLD SITING SURFACE	NONE	--	--	NONE

NOTES

a) HEIGHT RESTRICTION ZONING IS CURRENTLY IN EFFECT

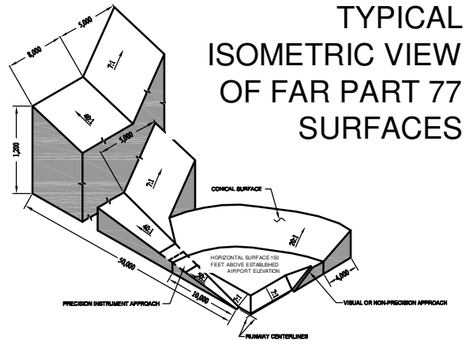
b) REFER TO "INNER PORTION OF THE APPROACH SURFACE" DRAWING FOR DETAILS ON ANY CLOSE-IN APPROACH OBSTRUCTIONS.

c) APPROACH SURFACES BASED ON ULTIMATE CONDITION

N
W E
S

0 2000 4000
SCALE IN FEET

TYPICAL ISOMETRIC VIEW OF FAR PART 77 SURFACES



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COLORADO CITY MUNICIPAL AIRPORT
COLORADO CITY, ARIZONA

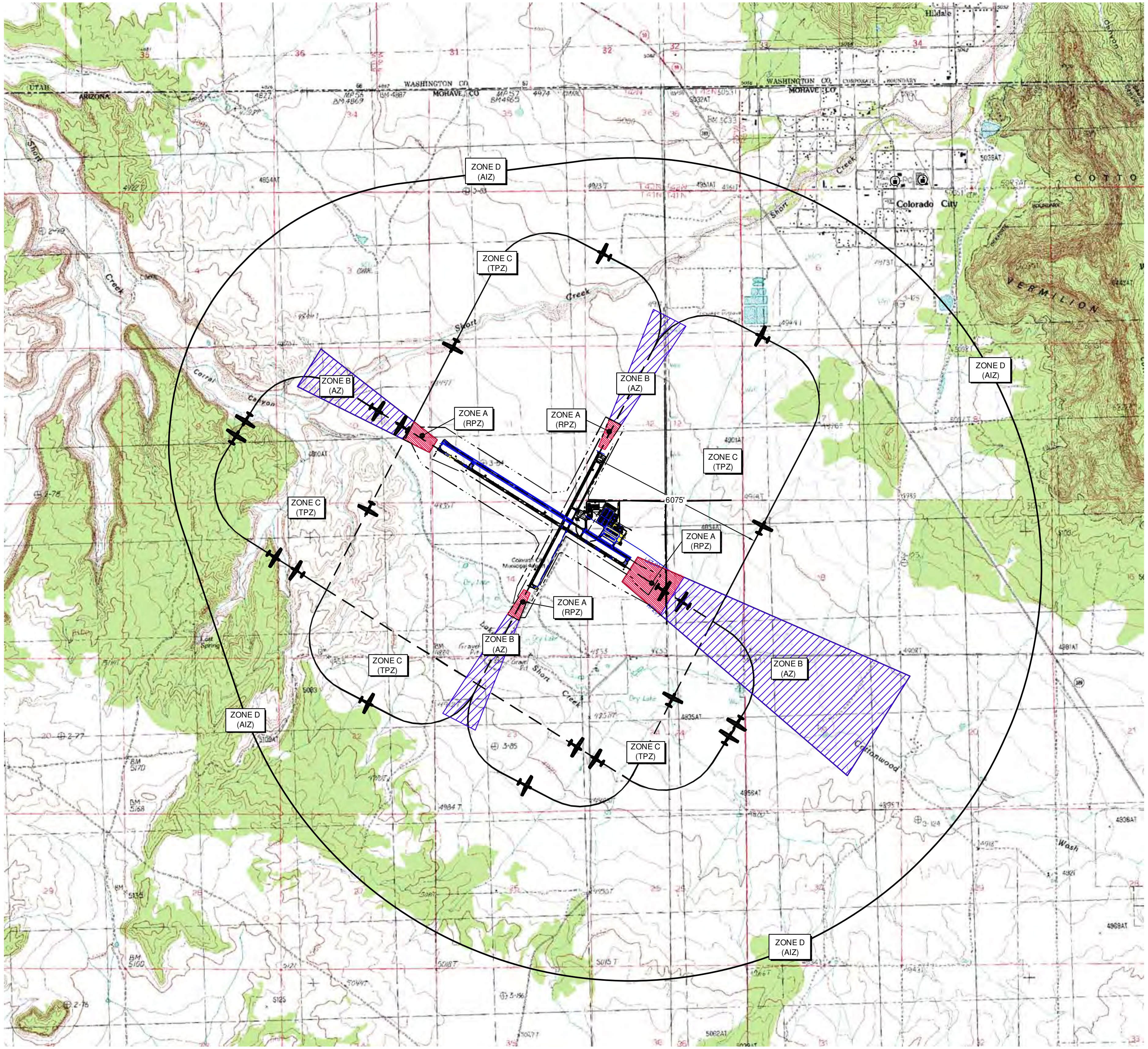
AIRPORT LAYOUT PLANS

No.	Revision	Date	By

Project No: 075831
Date: 02.27.08
File Name: 5831504

Drawn: GWK
Checked: JZP
Approved: DAC

PART "77"
AIRSPACE
DRAWING



[red hatch]	RUNWAY PROTECTION ZONE (RPZ) AS DIMENSIONED ON SHEET 2 OF AIRPORT LAYOUT PLAN.
[blue hatch]	APPROACH SURFACE AS DESCRIBED ON THE FAR PART 77 DRAWING OF THE AIRPORT LAYOUT PLAN.
[double line]	STANDARD 1-MILE TRAFFIC PATTERNS.
[dash-dot line]	AIRPORT PROPERTY LINE

TYPICAL TRAFFIC PATTERN DIRECTION AND FLIGHT TRACK AREA.

N W E S

0 2000 4000

SCALE IN FEET

LAND USE COMPATIBILITY GUIDELINES

Land Use Category	ZONE D Airport Influence (AIZ)	ZONE C Traffic Pattern (TPZ)	ZONE B Approach (AZ)	ZONE A Runway Protection (RPZ)
Residential				
single-family, nursing homes, mobile homes, multi-family, apartments, condominiums	+	o (3)	- (1,3)	- -
transient lodging, hotel, motel	+	o (3)	- (1,3)	- -
Public				
schools, libraries, hospitals	+	o (3)	- (3)	- -
churches, auditoriums, concert halls	+	o (3)	- (3)	- -
transportation, parking, cemeteries	++	++	++	- (2,5)
Commercial and Industrial				
offices, retail trade, service commercial, wholesale trade, warehousing, light industrial, general manufacturing, utilities, extractive industry	++	+	o (3)	- -
Agricultural and Recreational				
cropland	++	++	++	++
livestock breeding	++	++	++	- (2)
parks, playgrounds, zoos, golf courses, riding stables, water recreation	++	++	++	- (2)
outdoor spectator sports	++	+	- (3)	- -
amphitheaters	o	- (4)	- -	- -
open space	++	++	++	++

NOTE: DEVELOPMENT PROJECTS WHICH ARE WILDLIFE ATTRACTANT, INCLUDING SEWERAGE PONDS AND LANDFILLS, WITHIN 10,000 FEET OF THE AIRPORT ARE UNACCEPTABLE. (REF.: FAA AC 150/5200-33)

(1) If allowed, avigation easements and disclosure must be required as a condition of development.
(2) Any structures associated with uses allowed in the RPZ must be located outside the RPZ.
(3) If no reasonable alternative exists, use should be located as far from extended centerline as possible.
(4) If no reasonable alternative exists, use should be located as far from extended runway centerline and traffic patterns as possible.
(5) Transportation facilities in the RPZ (i.e. roads, railroads, waterways) must be configured to comply with Part 77 requirements.

CRITERIA

Land Use Availability	Interpretation/Comments
++ Clearly Acceptable	The activities associated with the specified land use will experience little or no impact due to airport operations. Disclosure of airport proximity should be required as a condition of development.
+ Normally Acceptable	The specified land use is acceptable in this zone or area. Impact may be perceived by some residents. Disclosure of airport proximity should be required as a condition of development. Dedication of avigation easements may also be advisable.
o Marginally Acceptable	An impact will be perceived as a result of allowing the specified use in this zone or area. Disclosure of airport proximity and avigation easements should be required as a condition of development.
- Normally Unacceptable	Specified use should be allowed only if no reasonable alternative exists. Disclosure of airport proximity and avigation easements must be required as a condition of development.
- - Clearly Unacceptable	Specified use must not be allowed. Potential safety or overflight nuisance impacts are likely in this area.

EXISTING ZONING ORDINANCES

Compatible land use and height restriction zoning is currently existing.

NOTICE OF PROPOSED CONSTRUCTION

An FAA Form 7460-1, "Notice of Proposed Construction or Alteration" must be submitted for any construction or alteration (including hangars and other on-airport and off-airport structures, towers, etc.) within 20,000 horizontal feet of the airport greater in height than an imaginary surface extending outward and upward from the runway at a slope of 100 to 1 or greater in height than 200 feet above ground level.

LEGEND

- CHURCH
- SCHOOL
- H HOSPITAL
- P PARK

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COLORADO CITY MUNICIPAL AIRPORT
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AIRPORT LAYOUT PLANS

No.	Revision	Date	By

Project No: 075831
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OFF AIRPORT LAND USE

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