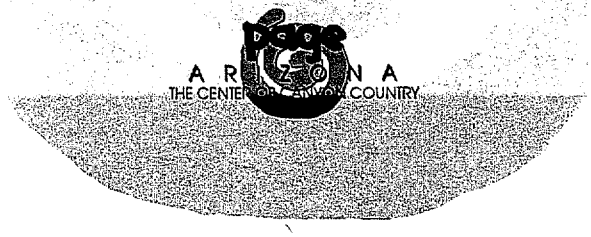
PAGE MUNICIPAL AIRPORT

MASTER PLAN UPDATE

2000-2020



Selected Airport Plans

CHAPTER 6 SELECTED AIRPORT PLANS

6.1 INTRODUCTION

A set of airport layout plans is prepared to graphically depict the proposed improvements for the Page Municipal Airport. These drawings, commonly referred to as the Airport Layout Plan (ALP) set, provide the physical details of the long-term development plan. Chapter 9, Implementation, identifies the phasing of this development. Projects eligible to receive federal funding under the Airport Improvement Program (AIP) must be shown on an approved Airport Layout Plan in order to qualify for assistance.

The primary drawing of the Plan set is the Airport Layout Plan (ALP) sheet, which is the overall development plan for the airport, showing both existing and proposed facilities. Other drawings in the set show existing and future airport conditions in terms of airspace, land use, and property ownership.

The ALP set is an important tool for airport development. All ALP set drawings should be reviewed and revised, as appropriate, upon completion of airport improvement projects. Each ALP set submitted for FAA review should include a completed ALP checklist. A reduced version of the ALP set is included at the end of this chapter. Drawings developed in the ALP set for Page Municipal Airport include the following:

- Title Sheet and Index
- Airport Layout Plan
- Terminal Area Plan
- Airspace Plan/Part 77
- Approach Plan and Profiles
- On-Airport Land Use Plan
- Off-Airport Land Use Plan /Noise Contour Map
- Airport Property Map

A brief description of the purpose of each drawing follows.

6.2 TITLE SHEET AND INDEX

The Title Sheet and Index serve as an introduction to the ALP set of drawings. This sheet outlines the title and exhibit number of each drawing within the set.

6.3 AIRPORT LAYOUT PLAN

Page's Airport Layout Plan reflects all projects recommended in the Master Plan Update through the year 2020 to include Runway 15-33 and parallel taxiway extension, Heliport with adjacent helicopter parking development, additional hangar development, apron expansion, construction of private hangar access road and auto parking expansion.

The ALP is incomplete without several other required pieces of information related to the drawings. The Airport Data Table, Runway Data Table, All-Weather Wind Rose, and the Legend are all included on the ALP. Much of this data is illustrated directly on the drawing. This information is given for the existing and future conditions.

The Airport Data Table includes information related to the airport overall such as airport elevation, airport reference point (ARP) coordinates, mean maximum daily temperature, and airport reference code. The airport reference code (ARC) is defined in FAA AC 150/5300-13, Airport Design, as a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport. The designation "B-II" indicates that aircraft using Page Municipal Airport are in Approach Category B, and Airplane Design Group II. Approach Category relates to aircraft approach speed, and Design Group relates to aircraft wingspan.

The Runway Data Table presents the information for each runway such as runway end elevations, approach category, aircraft design group, runway dimensions, runway surface and pavement strength, runway instrumentation, runway lighting and marking, approach aids, and runway safety area dimensions.

The all-weather wind rose, also shown on the ALP sheet, covers wind conditions under all weather conditions. The all-weather wind rose indicates by compass sector the frequencies at which winds in a given velocity range occur. Runway orientation is superimposed on the wind rose and the percentage of wind coverage for the all-weather condition is provided. For Page, wind coverage for each runway is in excess of 97 percent at 12 mph for Runway 15-33 and 99 percent on Runway 07-25.

A vicinity map and location map are also shown on the ALP sheet. The location map shows the general geographic location of Page and the Page Municipal Airport relative to other cities and towns in the State of Arizona. The vicinity map shows the location of the airport in relation to the City of Page.

6.4 TERMINAL AREA PLAN

The Terminal Area Plan represents a large-scale plan view of facilities such as the terminal building, aircraft apron, and parking. This plan serves to provide additional detail on the terminal area beyond that included on the ALP sheet.

6.5 AIRSPACE PLAN

Ideally, airports should be located so that the surrounding airspace is free and clear of obstructions that could be hazardous to aircraft. It is necessary to keep the surrounding airspace free from obstacles by preventing, where possible, the development and growth of obstructions that could interfere with the navigation of aircraft.

The regulations for the protection of airspace in the vicinity of airports are established by the definition of a set of "imaginary surfaces" penetration of which is an obstruction affecting navigable airspace. The geometry of these imaginary surfaces is governed by the regulations set forth in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace.

The Airspace Plan depicts the airspace for Page Municipal Airport, showing imaginary surfaces described in FAR Part 77. It is important to illustrate the airspace for the ultimate airport

development condition in order to prevent introduction of obstructions that would inhibit realization of the plan.

The principal imaginary surfaces shown in the airspace plan are:

- Primary Surface
- Approach Surface
- Horizontal Surface
- Transitional Surface
- Conical Surface

6.5.1 Primary Surface

The primary surface is a surface longitudinally centered on a runway. When the runway has a prepared hard surface, the primary surface extends 200 feet beyond each end of the runway. Existing and future primary Runway 15-33 is a runway with a non-precision approach and a primary surface width of 500 feet. Crosswind Runway 7-25 is a visual runway serving small aircraft with a primary surface of 250 feet.

6.5.2 Approach Surface

The approach surface is a surface longitudinally centered on the extended runway centerline, which extends outward and upward from each end of the primary surface. Approach slope and dimensions are determined for each runway end based on the type of approach.

Runway 15-33, is categorized as a non-precision runway and requires a 34:1 approach slope out a horizontal length of 10,000 feet. The approach surface measures 500 feet at the inner edge, where it matches the primary surface for this runway. Runway 7-25 is a visual runway with a 20:1 approach slope out with a horizontal length of 5,000 feet. The approach surface measures 250 feet at the inner edge, where it matches the primary surface for this runway.

6.5.3 Horizontal Surface

The horizontal surface is a horizontal plane 150 feet above the established airport elevation. At the Page Municipal Airport, the future elevation is approximately 4,319 feet MSL so the horizontal surface is at an elevation of 4,469 feet. The plan dimensions of the horizontal surface are set forth by arcs of specified dimensions from the end of the primary surface for each runway. A tangent line connects the arcs. These arcs correspond with the approach surface length described earlier.

6.5.4 Transitional Surface

The transitional surface is an inclined plane with a slope of 7:1 extending upward and outward from the primary and approach surfaces, terminating at the point where they intersect with the horizontal surface or any other surface where more critical restrictions are intercepted.

6.5.5 Conical Surface

The conical surface is an inclined plane extending upward and outward from the outer boundary of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The top of the

conical surface is at a height of 350 feet above the airport elevation, which is 4,669 feet for Page Municipal.

6.6 APPROACH PLAN AND PROFILES

The Approach Plan and Profiles Drawing provides a detailed look at the physical features near each runway's extended centerline including topography, roads, obstructions and incompatible objects in these critical areas. A table on each runway's plan and profile drawing summarizes the existing obstructions to the airspace and their disposition. For Page, the primary concern is the roadway and fence in the approach to Runway 33 end and a dirt road in approach to Runway 07 end.

6.7 ON-AIRPORT LAND USE PLAN

The On-Airport Land Use Plan prepared for Page reflects recommended land uses in support of the preferred development plan. Land uses, as described later in Chapter 8, include airfield operations area; aviation support, helicopter operations area; terminal area, FBO, and support facilities; corporate and private GA, government, and aviation reserve.

6.8 OFF-AIRPORT LAND USE PLAN AND NOISE CONTOUR MAP

The Off-Airport Land Use Plan/Noise Contour Maps illustrate the boundaries of the airport property, the adjacent land owners, designated off-airport land use as designated by the controlling jurisdiction, and noise contours for the base year (1998) and end of the planning period (2020). Noise contours presented include the 55, 60, 65, and 75 DNL contours. Chapter 8, Land Use Analysis, presents the details of the 1998 and 2020 drawings.

6.9 AIRPORT PROPERTY MAP

The Airport Property Map is the last drawing of the ALP set. This drawing is provided to show details on how the various parcels of land within the boundaries of the airport were acquired. All of the documents recording the land acquisitions are described in a table as well as the type of instrument used to acquire the property. The Property Map also reflects future acquisitions, easements, and/ or use agreements. For Page, land acquisition is not required during the planning period.

PAGE MUNICIPAL AIRPORT

PAGE, ARIZONA

AIRPORT MASTER PLAN UPDATE

AIRPORT LAYOUT PLANS

AIP NUMBER: 0-00-000-00000

SHEET INDEX

NO.	DESCRIPTION
1	COVER SHEET
2	AIRPORT LAYOUT PLAN
3	TERMINAL AREA PLAN
4	PART 77 AIRSPACE PLAN
5	RUNWAY 15-33 APPROACH PLAN AND PROFILE
6	RUNWAY 7-25 APPROACH PLAN AND PROFILE
7	ON - AIRPORT LAND USE PLAN
8	OFF - AIRPORT LAND USE/ 1998 NOISE MAP
9	OFF - AIRPORT LAND USE/ 2020 NOISE MAP
10	AIRPORT PROPERTY MAP

Page ARIZONA

THE CENTER OF CANYON COUNTRY

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Revision	By	Appd.	Date
1. Master Plan and ALP Update	RC	WR	00.05.31

File Name: pagecover.dwg	Dwn.	Dsgn.	Dsgn.	Date
	RC	AM		00.05.31

Title

COVER SHEET
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.
81430008

Drawing No.	Sheet	Revision
P1	1 of 10	1

TAXIWAY DATA TABLE

DATA ELEMENTS	T/W A		T/W A1		T/W A2		T/W A3	
	EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)
TAXIWAY SURFACE TYPE	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
TAXIWAY PAVEMENT STRENGTH	65,000 SWL	SAME	65,000 SWL	SAME	65,000 SWL	SAME	65,000 SWL	SAME
TAXIWAY MARKING	CENTERLINE	SAME	CENTERLINE	SAME	CENTERLINE	SAME	CENTERLINE	SAME
TAXIWAY LIGHTING (REFLECTORS, MITL)	MITL	SAME	MITL	SAME	MITL	SAME	MITL	SAME
DATA ELEMENTS	T/W A4		T/W A5		T/W A6		T/W A7	
	EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)
TAXIWAY SURFACE TYPE	ASPHALT	SAME	ASPHALT	SAME	————	ASPHALT	————	ASPHALT
TAXIWAY PAVEMENT STRENGTH	65,000 SWL	SAME	65,000 SWL	SAME	————	65,000 SWL	————	65,000 SWL
TAXIWAY MARKING	CENTERLINE	SAME	CENTERLINE	SAME	————	CENTERLINE	————	CENTERLINE
TAXIWAY LIGHTING (REFLECTORS, MITL)	MITL	SAME	MITL	SAME	————	MITL	————	MITL

LEGEND

DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE	PL	
AIRPORT REFERENCE POINT		
AIRPORT ROTATING BEACON		
BUILDINGS		
SEGMENTED CIRCLE		
WIND SOCK		
RUNWAY THRESHOLD LIGHTS		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
PAPI		
VASI		
RUNWAY LIGHTS		
FENCING	X	XX
TOPOGRAPHIC CONTOURS	750	
BUILDING RESTRICTION LINE (BRL)	BRL 25'	
OBJECT FREE AREA (OFA)	OFA	(F) OFA
RUNWAY SAFETY AREA (RSA)	RSA	
OBSTACLE FREE ZONE (OFZ)	OFZ	(F) OFZ
RUNWAY VISIBILITY ZONE		
SECTION CORNERS		
FUTURE/ULTIMATE DEVELOPMENT		
DISTANCE-TO-GO MARKER		
TVOR		
MLS AZIMUTH ANTENNA (LOCAT. APPROX.)		
MLS ELEVATION ANTENNA(LOCAT. APPROX.)		

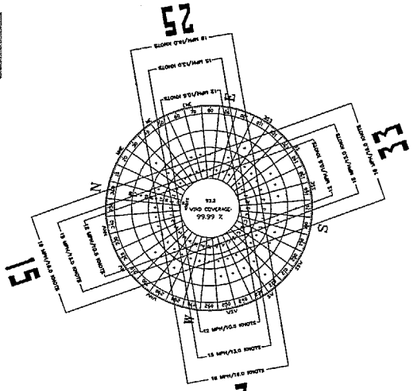
WIND COVERAGE

RUNWAYS	12 MPH (10.5 KNOTS)	15 MPH (13 KNOTS)	18 MPH (16 KNOTS)
RUNWAY 15–33	97.32%	98.68%	99.68%
RUNWAY 7–25	99.49%	99.9%	100.0%
COMBINED	99.5%	99.7%	100.0%

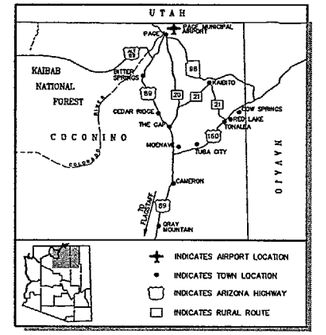
SOURCE: NATIONAL CLIMATIC DATA CENTER
FEDERAL BUILDING, ASHEVILLE, N.C.

SITE: PAGE MUNICIPAL AIRPORT

PERIOD: OCTOBER 10, 1994 – DECEMBER 31, 1998

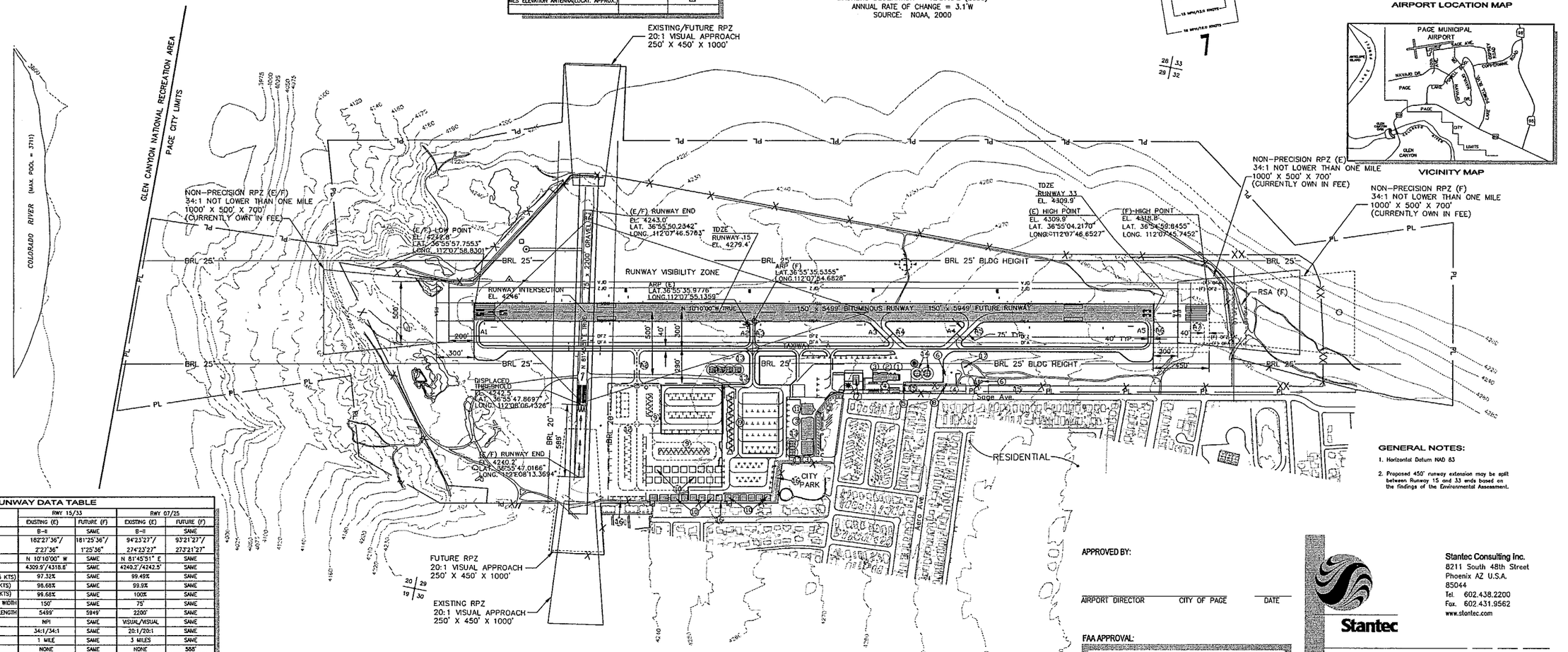


MAGNETIC DECLINATION = 12°37.6'E (2000)
ANNUAL RATE OF CHANGE = 3.1'W
SOURCE: NOAA, 2000



AIRPORT LOCATION MAP

VICINITY MAP



RUNWAY DATA TABLE

DATA ELEMENTS		RWY 15/33		RWY 07/25	
		EXISTING (E)	FUTURE (F)	EXISTING (E)	FUTURE (F)
RUNWAY CATEGORY/DESIGN GROUP CODE		B-II	SAME	B-II	SAME
RUNWAY AZIMUTH		152°27'36"/ 2°27'36"	151°25'36"/ 1°25'36"	94°23'27"/ 274°23'27"	93°21'27"/ 273°21'27"
RUNWAY BEARING (TRUE)		N 10°10'00" W	SAME	N 81°45'51" E	SAME
MAXIMUM RUNWAY ELEVATION (MSL)		4309.9'/4318.8'	SAME	4240.2'/4242.5'	SAME
WIND COVERAGE (%)	12 MPH (10.5 KTS)	97.32%	SAME	99.49%	SAME
	15 MPH (13 KTS)	98.68%	SAME	99.9%	SAME
	18 MPH (16 KTS)	99.68%	SAME	100%	SAME
RUNWAY DIMENSIONS	WIDTH	150'	SAME	75'	SAME
	LENGTH	5499'	5949'	2200'	SAME
RUNWAY INSTRUMENTATION		NPI	SAME	VISUAL/VISUAL	SAME
APPROACH SLOPE		34:1/34:1	SAME	20:1/20:1	SAME
APPROACH VISIBILITY MINIMUMS		1 MILE	SAME	3 MILES	SAME
THRESHOLD DISPLACEMENT		NONE	SAME	NONE	588'
RUNWAY STOPWAY	WIDTH	NONE	SAME	NONE	SAME
	LENGTH	NONE	SAME	NONE	SAME
RUNWAY SAFETY AREA (RSA)	DIMENSIONS	150' X 6099'	150' X 6549'	150' X 2600'	SAME
	LENGTH BEYOND RUNWAY END	300'	SAME	300'	SAME
OBJECT FREE AREA	DIMENSIONS	500' X 6099'	150' X 6549'	500' X 2800'	SAME
	LENGTH BEYOND RUNWAY END	300'	SAME	300'	SAME
OBSTACLE FREE ZONE	DIMENSIONS	400' X 5899'	150' X 6349'	250' X 2600'	SAME
	LENGTH BEYOND RUNWAY END	200'	SAME	200'	SAME
TAKEOFF RUN AVAILABLE (TORA)		6000'	SAME	4800'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)		6000'	SAME	4800'	SAME
LANDING DISTANCE AVAILABLE (LDA)		6000'	SAME	4800'	SAME
PAVEMENT STRENGTH	POUNDS	65,000	SAME	NOT RATED	12,500
	TYPE	SINGLE WHEEL	SAME	NOT RATED	SINGLE WHEEL
RUNWAY SURFACE TYPE		ASPHALT	SAME	GRAVEL	SAME
PAVEMENT SURFACE TREATMENT		ASPHALTIC CONCRETE	SAME	N/A	SAME
RUNWAY MARKING		BASIC	NON-PRECIS.	NONE	BASIC
RUNWAY EFFECTIVE GRADIENT (%)		1.23%	1.29%	0.14%	SAME
RUNWAY LIGHTING (URL, MIRL, MIRL)		MIRL	SAME	MIRL	SAME
RUNWAY APPROACH LIGHTING (ODALS, MALSAR, ETC.)		NONE	SAME	NONE	SAME
NAVAIDS (ILS, NDB, GPS)		GPS	SAME	NONE	SAME
VISUAL AIDS (OVGI, REIL, ETC.)		REIL/VASI	SAME	PAPI	SAME
FAR PART 77 CATEGORY		NP/NP	SAME	VISUAL/VISUAL	SAME

AIRPORT BUILDINGS/FACILITIES

EXISTING (E) BLDG. NUMBER	FUTURE (F) BLDG. NUMBER	DESCRIPTION
1		OLD TERMINAL
2		FBO
3		HANGAR
4	(4)	AUTO PARKING
5		FIRE STATION
6		FUEL STORAGE
7		NATIONAL PARK SERVICE HANGAR
8		ELECTRICAL BUILDING
9	(9)	T-HANGARS
10		CONVENTIONAL HANGARS
11		TERMINAL BUILDING
	12	FUTURE G.A. APRON
13	13	PRIVATE USE HELIPADS
	14	TRANSIENT HELIPADS
15	15	LONG TERM AUTO PARKING
	16	FIRE ACCESS ROAD
17		ASOS D

AIRPORT DATA TABLE

AIRPORT: PAGE MUNICIPAL AIRPORT (PGA)
RANGE AND TOWNSHIP: 9 E 41 N
COUNTY: COCONINO
OWNER: CITY OF PAGE

DATA ELEMENTS		EXISTING (E)	FUTURE (F)
AIRPORT NPIAS CATEGORY		GA	SAME
DESIGN AIRCRAFT		JETSTREAM 31	SAME
AIRPORT REFERENCE CODE		B-II	SAME
AIRPORT ELEVATION (FEET/MSL)		4313'	4319'
MEAN MAXIMUM TEMPERATURE (FAHRENHEIT/HOTTEST MONTH)		97° F JULY	SAME
AIRPORT REFERENCE POINT (ARP)	LAT.	36°55'35.9776"N	36°55'35.5355"N
	LONG.	112°07'55.1359"W	112°07'54.6828"W
AIRPORT & TERMINAL NAVAIDS (ON- AND OFF-AIRPORT)		BEACON, RDLS	SAME
INSTRUMENT APPROACH TYPES (GPS, VOR, ILS, ETC.)		GPS, VOR	SAME

0 400 800 1200
SCALE: 1"=400'

RUNWAY END COORDINATES

RUNWAYS		EXISTING	FUTURE
RUNWAY 15	LAT.	36°55'57.7553"N	SAME
	LONG.	112°07'58.8301"W	SAME
RUNWAY 33	LAT.	36°55'04.2170"N	36°54'59.8455"W
	LONG.	112°07'46.6527"W	112°07'45.7452"W
RUNWAY 07	LAT.	36°55'47.0166"N	SAME
	LONG.	112°08'13.3694"W	SAME
RUNWAY 25	LAT.	36°55'50.2342"N	SAME
	LONG.	112°07'46.5763"W	SAME

GENERAL NOTES:

1. Horizontal Datum NAD 83
2. Proposed 450' runway extension may be split between Runway 15 and 33 ends based on the findings of the Environmental Assessment.

APPROVED BY:

AIRPORT DIRECTOR CITY OF PAGE DATE

FAA APPROVAL:

FAA / ADOT AERONAUTICS STATEMENT

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Revision	By	Appd.	Date
2. ALP UPDATE	RC	AM	00.05.31
1. MASTER PLAN AND ALP UPDATE	AM	WR	00.05.31

File Name: Pag-alp.dwg	Dwn.	Dsgn.	Dsgn.	Date
	RC	AM		00.05.31

Title
AIRPORT LAYOUT PLAN
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No. 81430008
Scale 1:400 (0, 400', 600', 800')
Drawing No. P1
Sheet 2 of 10
Revision 1

T:\81430008-Page\81430008-MASTER PLAN\Drawings & Exhibits\Airport Plans\pag-alp.dwg

EL. 4243.0'
LAT. 36°55'50.2342"
LONG. 112°07'46.5763"

TDZE
RUNWAY 15
EL. 4279.4'

EL. 4309.9'
LAT. 36°55'04
LONG. 112°07

4270

BRL 25'

ARP (F)
LAT.36°55'35.5355"
LONG.112°07'54.6828"

BRL 25' BLDG HEIGHT

ARP (E)
LAT.36°55'35.9776"
LONG.112°07'55.1359"

N 10°10.00"W/TRUE

150' x 5499' BITUMINOUS RUNWAY

150' x 5949' FUTURE RUNWAY

75' x 2200' GRAVEL

N 81°45'51"E TRUE

500'
40'
300'
290'

A2 A3 A3 A4 A4 A5 75' TYP

TAXIWAY A

BRL 25'

BRL 25' BLDG HEIGH

BRL 20'
588'

BRL 20'

CITY PARK

Sage Ave.

Aero Ave.

RESIDENTIAL

LEGEND		
DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE		
AIRPORT REFERENCE POINT		
AIRPORT ROTATING BEACON		
BUILDINGS		
SEGMENTED CIRCLE		
ASOS		
RUNWAY THRESHOLD LIGHTS		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
PAPI		
VASI		
RUNWAY LIGHTS		
FENCING		
TOPOGRAPHIC CONTOURS	750	
BUILDING RESTRICTION LINE (BRL)		
OBJECT FREE AREA (OFA)		
RUNWAY SAFETY AREA (RSA)		
OBSTACLE FREE ZONE (OFZ)		
RUNWAY VISIBILITY ZONE		
SECTION CORNERS		
AVIGATION EASEMENT		
FUTURE/ULTIMATE DEVELOPMENT		
TO BE ABANDONED		

AIRPORT BUILDINGS/FACILITIES		
EXISTING (E) BLDG. NUMBER	FUTURE (F) BLDG. NUMBER	DESCRIPTION
①		TERMINAL
②		FBO
③		HANGAR
④	④	AUTO PARKING
⑤		FIRE STATION
⑥		FUEL STORAGE
⑦		NATIONAL PARK SERVICE HANGAR
⑧		ELECTRICAL BUILDING
⑨	⑨	T-HANGARS
⑩		INDIVIDUAL HANGARS
⑪		TERMINAL BUILDING
	⑫	FUTURE G.A. APRON
⑬		PRIVATE HELIPADS
	⑭	NEW HELIPADS
⑮	⑮	LONG TERM AUTO PARKING
	⑯	ACCESS ROAD
⑰		ASOS D

GENERAL NOTES

1. NORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT/LONG IDENTIFICATIONS.
2. THE BUILDING RESTRICTION LINE (BRL) IS ESTABLISHED BASED ON PART 77 CLEARANCE FOR A 25-FT HIGH OBJECT, TAXIWAY OFA, RUNWAY VISIBILITY ZONE, AND APRON EDGE.
3. THERE ARE NO OFZ PENETRATIONS.

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Revision	By	Appd.	Date
1. MASTER PLAN AND ALP UPDATE	RC	AM	00.04.15

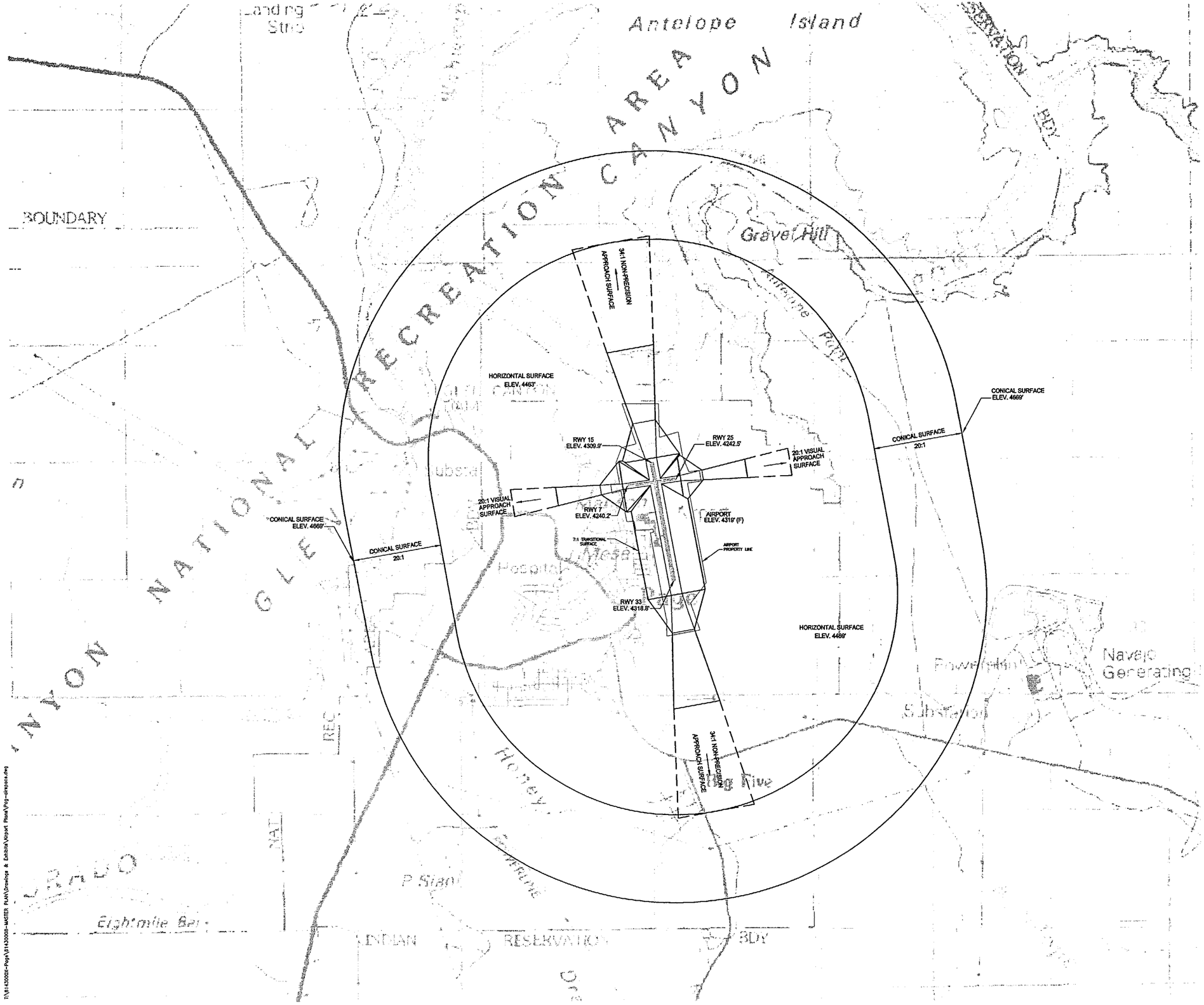
File Name: Pag-termplan.dwg	Dwn.	Dsgn.	Dsgn.	Date
	RC	AM		00.04.15

Title

TERMINAL AREA PLAN
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.	Scale	Sheet	Revision
81430008	1:150 (0, 150', 225', 300')	3 of 10	1
Drawing No.			
P1			

T:\81430008-Page\81430008-MASTER PLAN\Drawings & Exhibits\Airport Plans\Pag-termplan.dwg



OBSTRUCTION TABLE					
OBJECT NO.	OBJECT	TOP ELEVATION	SURFACE	PENETRATION	DISPOSITION
1	FENCE	4229' MSL	APPROACH	CLEARS 39.5'	N/A
2	FENCE	4322' MSL	APPROACH	1.7'*	TO BE RELOCATED
3	ROAD	4322' MSL	APPROACH	7'**	TO BE RELOCATED
4	FENCE	4240' MSL	APPROACH	CLEARS 58.8'	N/A
5	ROAD	4241' MSL	APPROACH	CLEARS 59.4'	N/A
6	DIRT ROAD	4248' MSL	APPROACH	6.4'	CLEARS WITH DISPLACED THRESHOLD
7	DIRT ROAD	4243' MSL	APPROACH	CLEARS 3.4'	N/A
8	FENCE	4237' MSL	APPROACH	CLEARS 11.1'	N/A

NOTE: SEE SHEET 5 FOR OBSTRUCTIONS 1-3
AND SHEET 6 FOR OBSTRUCTIONS 4-8.

*PENETRATES FUTURE PRIMARY SURFACE
**PENETRATES FUTURE APPROACH SURFACE

N

GENERAL NOTES

1. TERRAIN DATA FROM QUAD MAPS USA.
2. DETAILS OF GROUND CENTERLINE AND OBSTRUCTION ELEVATIONS WITHIN THE APPROACH SURFACES ARE ILLUSTRATED ON THE APPROACH PLAN AND PROFILE DRAWINGS (SHEETS 5 AND 6).

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Revision	By	Appd.	Date
1. MASTER PLAN AND ALP UPDATE	RC	AM	00.05.31

File Name: Pag-airspace.dwg	Dwn.	Dsgn.	Dsgn.	Date
	RC	AM		00.05.31

Title
AIRSPACE PLAN
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.	Scale	Drawing No.	Sheet	Revision
81430008	1:2000' (0, 2000', 3000', 4000')	P1	4 of 10	1

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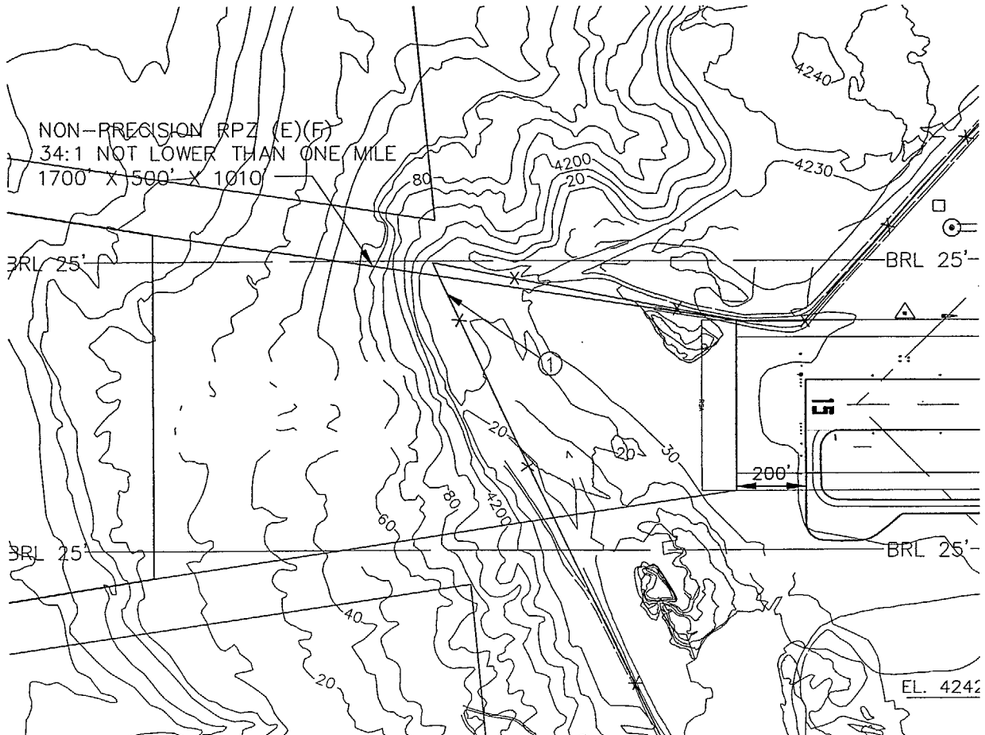
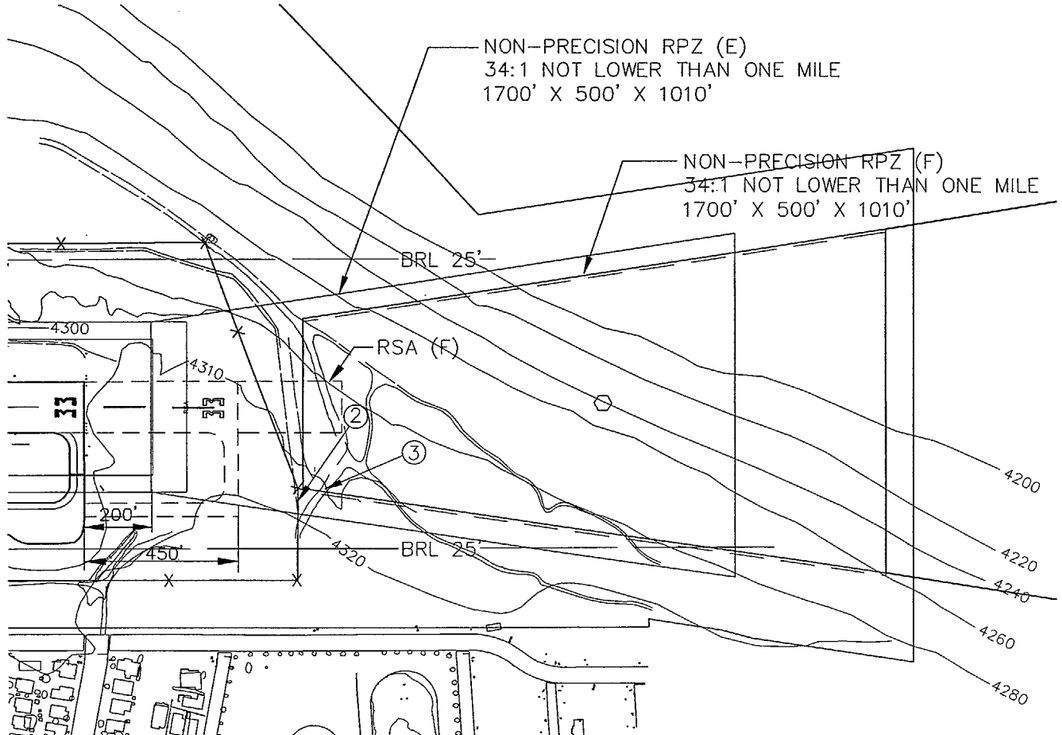




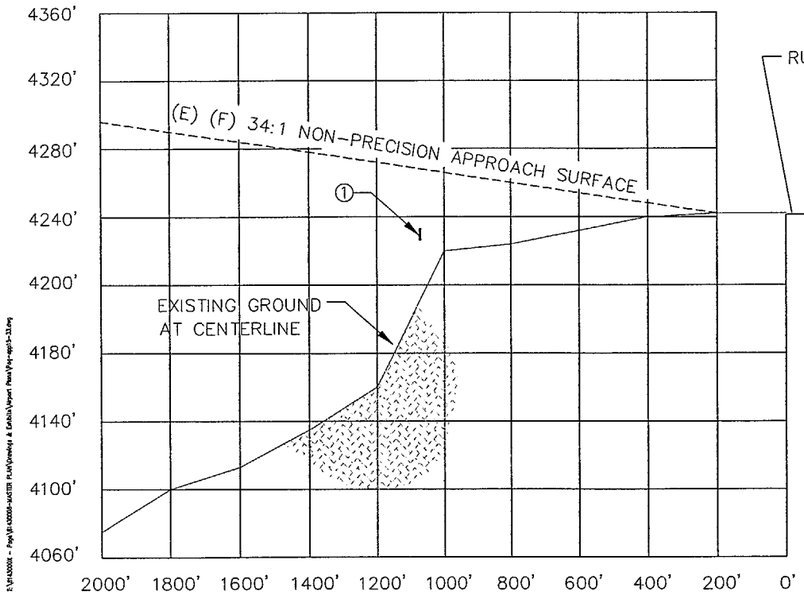
LEGEND		
DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE		
BUILDINGS		
RUNWAY THRESHOLD LIGHTS		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
PAPI		
VASI		
RUNWAY LIGHTS		
FENCING		
TOPOGRAPHIC CONTOURS	750	
BUILDING RESTRICTION LINE (BRL)	BRL	
OBJECT FREE AREA (OFA)		
RUNWAY SAFETY AREA (RSA)		
OBSTACLE FREE ZONE (OFZ)		
PART 77 PRIMARY SURFACE		
PART 77 APPROACH SURFACE		
SECTION CORNERS		
AVIGATION EASEMENT		
FUTURE/ULTIMATE DEVELOPMENT		

GENERAL NOTES

1. BASE MAP AND TERRAIN DATA FROM PREVIOUS AIRPORT LAYOUT PLAN (1993), AIRPORT MASTER PLAN (1990), AND U.S. GEOLOGICAL SURVEY (1985), WHICH WERE THE BEST INFORMATION AVAILABLE AT TIME OF APPROACH PLAN AND PROFILE PREPARATION. UPDATED INFORMATION PROVIDED BY CITY OF SAFFORD.
2. OBSTRUCTION DATA FROM THE AIRPORT MASTER RECORD, FAA FORM 5010, JANUARY 1, 1998 (BEST INFORMATION AVAILABLE AT TIME).
3. THE BUILDING RESTRICTION LINE (BRL) IS ESTABLISHED BASED ON PART 77 CLEARANCE FOR A 20-FT HIGH OBJECT, TAXIWAY OFA, RUNWAY VISIBILITY ZONE, AND APRON EDGE.
4. GROUND CENTERLINE AND OBSTRUCTION ELEVATIONS ESTIMATED BASED ON AVAILABLE DATA PROVIDED BY THE SOURCES NOTED ABOVE.

OBSTRUCTION TABLE					
OBJECT NO.	OBJECT	TOP ELEVATION	SURFACE	PENETRATION	DISPOSITION
1	FENCE	4229' MSL	APPROACH	CLEARS 39.5'	N/A
2	FENCE	4322' MSL	APPROACH	1.7'*	TO BE RELOCATED
3	ROAD	4322' MSL	APPROACH	7'**	TO BE RELOCATED

*PENETRATES FUTURE PRIMARY SURFACE
**PENETRATES FUTURE APPROACH SURFACE



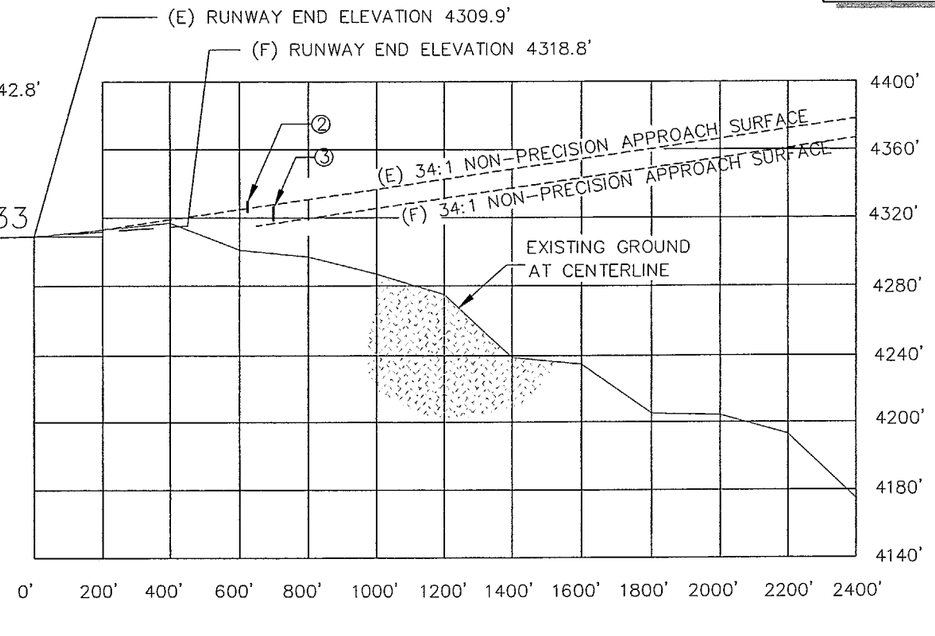
RUNWAY END ELEVATION 4242.8'

RUNWAY 33

RUNWAY 15

HORIZONTAL SCALE
1:200 0 200' 300' 400'

VERTICAL SCALE
1:40 0 40' 60' 80'



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Revision	By	Appd.	Date
1. MASTER PLAN AND ALP UPDATE	RC	WR	00.05.31
File Name: #sg-app15-33.dwg	Dwn. RC	Dsgn. AM	Dsgn. 00.05.31

Title
RUNWAY 15-33 APPROACH PLAN AND PROFILE
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.	Scale	
81430008		
Drawing No.	Sheet	Revision
P1	5 of 10	1

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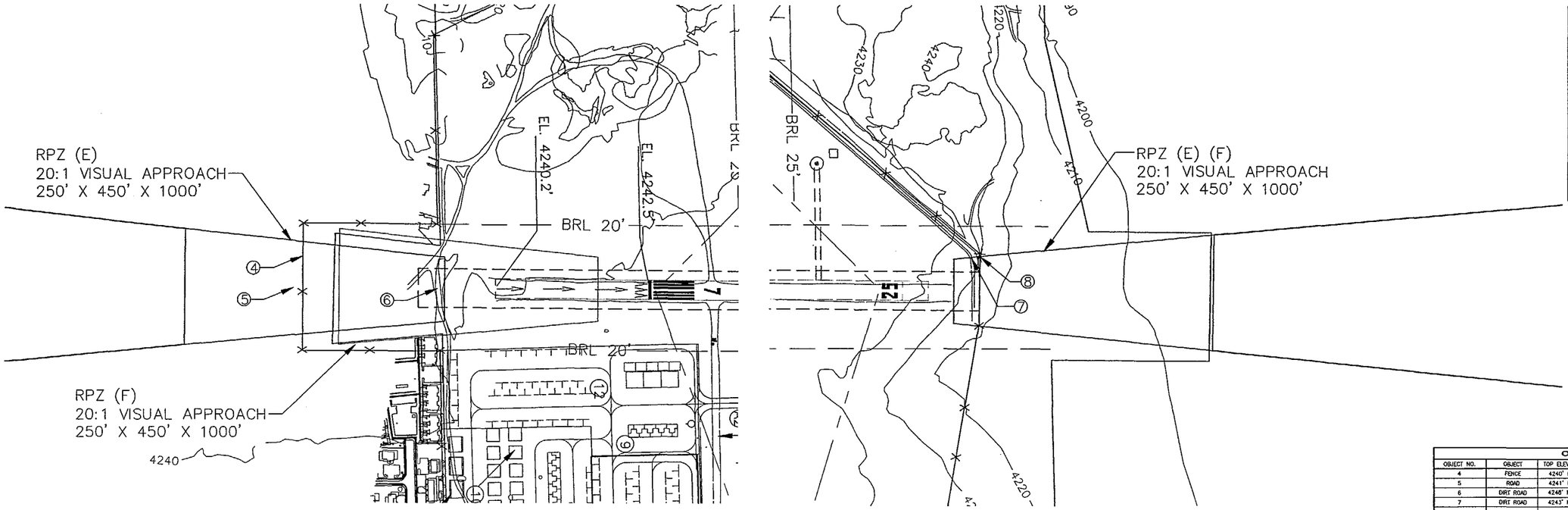

LEGEND		
DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE	───	
BUILDINGS	▨	
RUNWAY THRESHOLD LIGHTS	●●●	
RUNWAY END IDENTIFIER LIGHTS (REIL)	● ●	
PAPI	●●●●	oooo
VASI	●●	
RUNWAY LIGHTS	✱	
FENCING	───	
TOPOGRAPHIC CONTOURS	──750──	
BUILDING RESTRICTION LINE (BRL)	── BRL ──	
OBJECT FREE AREA (OFA)	───	
RUNWAY SAFETY AREA (RSA)	───	
OBSTACLE FREE ZONE (OFZ)	───	
PART 77 PRIMARY SURFACE	───	───
PART 77 APPROACH SURFACE	───	───
SECTION CORNERS	╬	
AVIGATION EASEMENT	▨	
FUTURE/ULTIMATE DEVELOPMENT		☐

GENERAL NOTES

1. BASE MAP AND TERRAIN DATA FROM PREVIOUS AIRPORT LAYOUT PLAN (1993), AIRPORT MASTER PLAN (1990), AND U.S. GEOLOGICAL SURVEY (1985), WHICH WERE THE BEST INFORMATION AVAILABLE AT TIME OF APPROACH PLAN AND PROFILE PREPARATION.
2. OBSTRUCTION DATA FROM THE AIRPORT MASTER RECORD, FAA FORM 5010, JANUARY 1, 1998 (BEST INFORMATION AVAILABLE AT TIME).
3. THE BUILDING RESTRICTION LINE (BRL) IS ESTABLISHED BASED ON PART 77 CLEARANCE FOR A 20-FT HIGH OBJECT, TAXIWAY OFA, RUNWAY VISIBILITY ZONE, AND APRON EDGE.
4. GROUND CENTERLINE AND OBSTRUCTION ELEVATIONS ESTIMATED BASED ON AVAILABLE DATA PROVIDED BY THE SOURCES NOTED ABOVE.

OBSTRUCTION TABLE					
OBJECT NO.	OBJECT	TOP ELEVATION	SURFACE	PENETRATION	DISPOSITION
4	FENCE	4240' MSL	APPROACH	CLEARS 58.6'	N/A
5	ROAD	4241' MSL	APPROACH	CLEARS 59.4'	N/A
6	DIRT ROAD	4248' MSL	APPROACH	6.4'	CLEARS WITH DISPLACED THRESHOLD
7	DIRT ROAD	4243' MSL	APPROACH	CLEARS 3.4'	N/A
8	FENCE	4237' MSL	APPROACH	CLEARS 11.1'	N/A

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1. MASTER PLAN AND ALP UPDATE	RC	WR	00.05.31

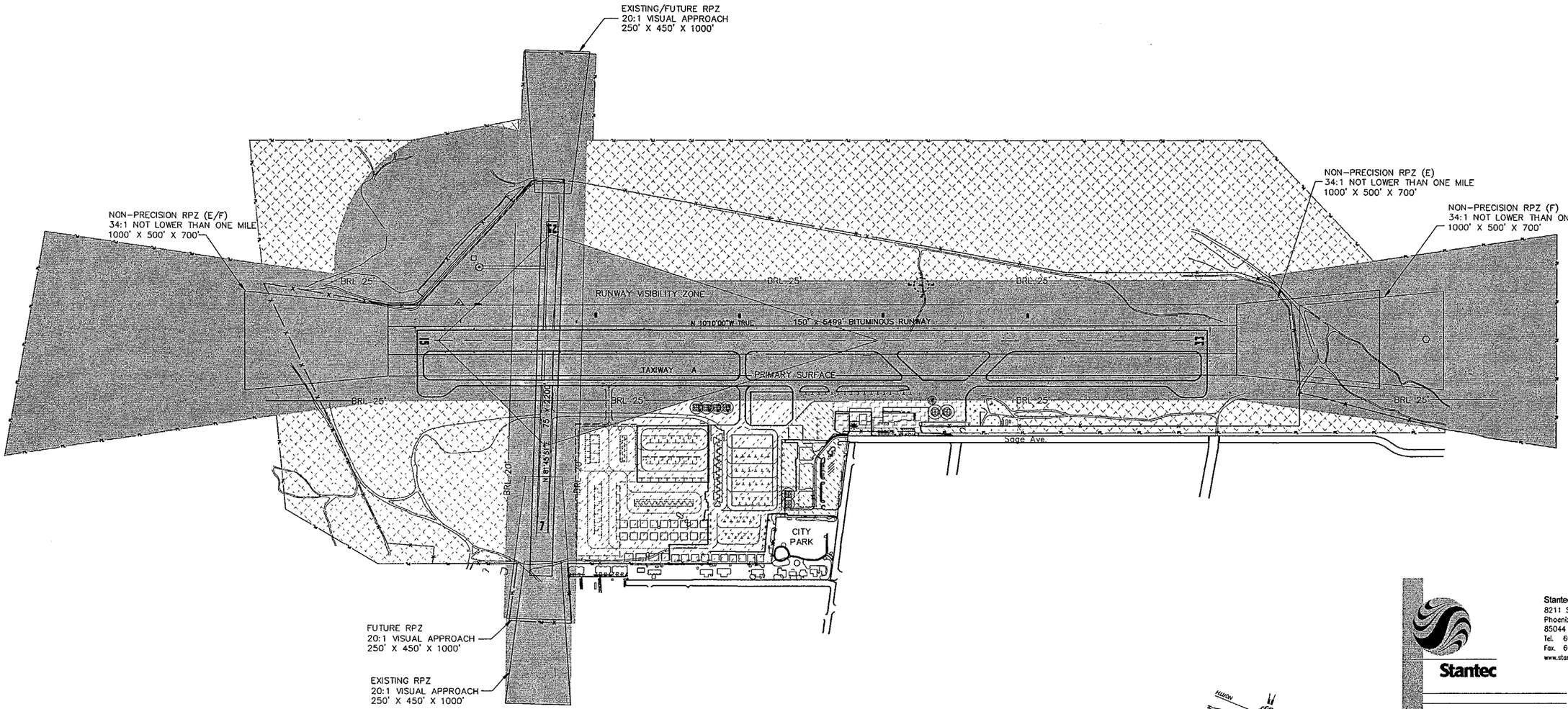
File Name:	Dwn.	Dsgn.	Dsgn.	Date
Pag-app7-25.dwg	RC	RC		00.05.31

Title

RUNWAY 7-25 APPROACH PLAN AND PROFILE
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.	Scale	
81430008		
Drawing No.	**Sheet**	**Revision**
P1	6 of 10	1

LAND USE TABLE	
LAND USE	KEY
AIRFIELD OPERATIONS AREA	
AVIATION RESERVE	
AVIATION SUPPORT	
CORPORATE AND PRIVATE GENERAL AVIATION	
HELICOPTER OPERATIONS AREA	
GOVERNMENT	
TERMINAL AREA, FBO, AND SUPPORT FACILITIES	



LEGEND		
DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE		
AIRPORT ROTATING BEACON		
BUILDINGS		
SEGMENTED CIRCLE		
RUNWAY THRESHOLD LIGHTS		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
VASI		
RUNWAY LIGHTS		
FENCING		
BUILDING RESTRICTION LINE (BRL)	BRL 25'	
RUNWAY SAFETY AREA (RSA)		

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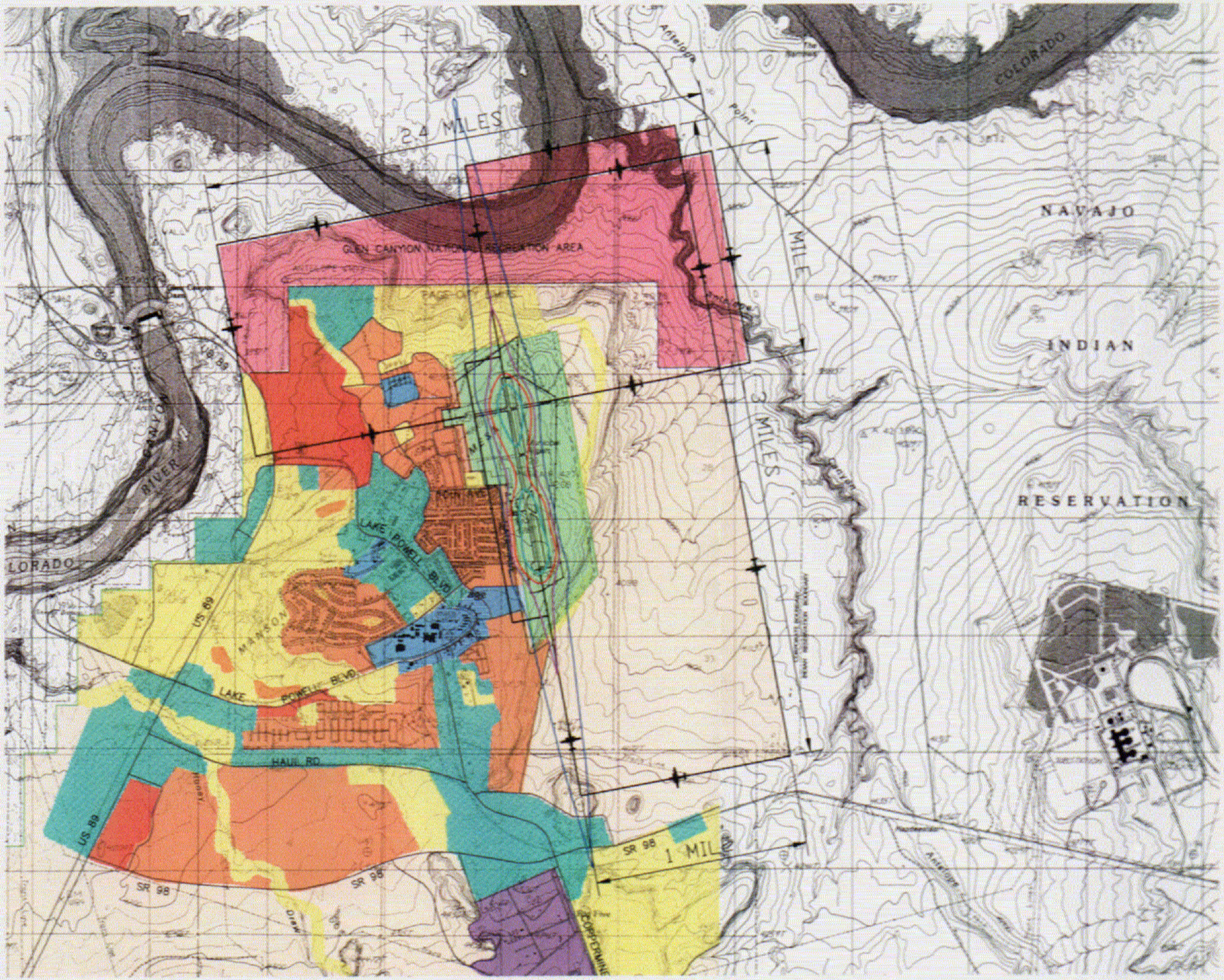
Revision	By	Appd.	Date

File Name: on-airport-plan.dwg	Dwn. RC	Dsgn. AM	Dsgn.	Date 00.05.31

Title

ON AIRPORT LANDUSE PLAN
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.	Scale	Drawing No.	Sheet	Revision
81430008	1:350 (0, 350', 525', 700')	P1	7 of 10	1



LAND USE TABLE	
LAND USE	KEY
RESIDENTIAL AREAS	
INDUSTRIAL AREAS	
COMMERCIAL AREAS	
PARKS/OPEN SPACE/PUBLIC	
FUTURE DEVELOPMENT	
AIRPORT AREA	
SOCIETAL AREAS (SCHOOLS, CHURCHES, HOSPITALS, ETC.)	
RESIDENTIAL & COMMERCIAL MIX	
GLEN CANYON NATIONAL RECREATION AREA	

LEGEND	
DESCRIPTION	KEY
1998+ 65 DNL NOISE CONTOUR	
1998+ 70 DNL NOISE CONTOUR	
1998+ 75 DNL NOISE CONTOUR	
1998+ 79 DNL NOISE CONTOUR	
PROPOSED "BASE" AIRPORT INFLUENCE AREA (AIA)	

Notes:

Per ADOT Aeronautics' recommendation, proposed Page Airport Influence Areas (AIA) is based on the VFR traffic pattern airspace addressed in FAA Order 7400.2D, 9/16/98. In addition, the 65 DNL contour is included in the proposed AIA.

As shown, the traffic pattern is a standard left for approaches to Runways 07 and 15 and a non-standard right for Runways 25 and 33. The size of the AIA is based on aircraft approach category B operations for both runways. While primary Runway 15-33's portion of the AIA does not extend over the core of the City of Page, crosswind Runway 7-25's portion extends over the northern part of the City.

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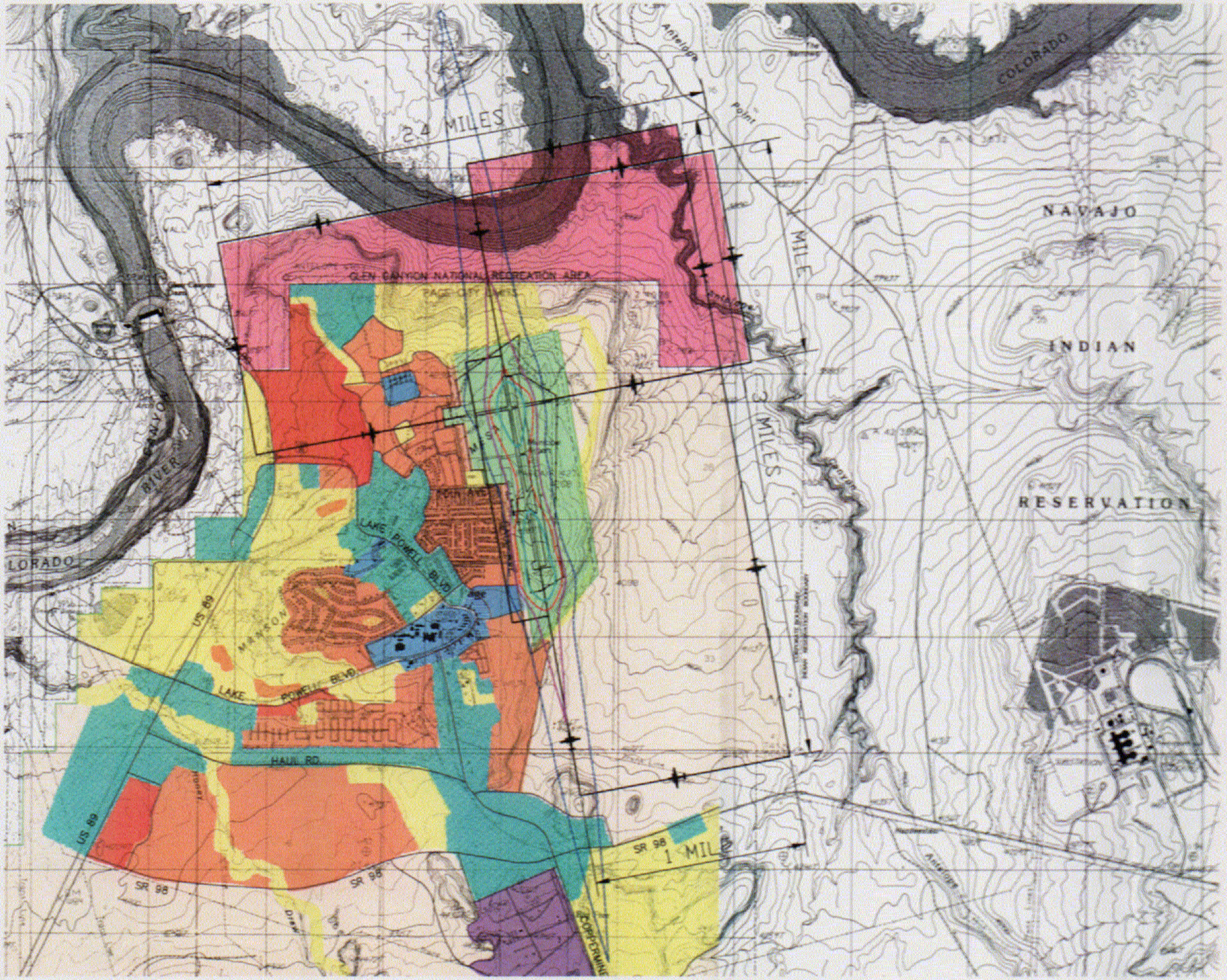
OFF AIRPORT LANDUSE / 1998 NOISE MAP
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

P1 8 of 10 1



LAND USE TABLE	
LAND USE	KEY
RESIDENTIAL AREAS	
INDUSTRIAL AREAS	
COMMERCIAL AREAS	
PARKS/OPEN SPACE/PUBLIC	
FUTURE DEVELOPMENT	
AIRPORT AREA	
SENSITIVE AREAS (SCHOOLS, CHURCHES, HOSPITALS, ETC.)	
RESIDENTIAL & COMMERCIAL MIX	
GLEN CANYON NATIONAL RECREATION AREA	

LEGEND	
DESCRIPTION	KEY
2020- 55 DNL NOISE CONTOUR	
2020- 60 DNL NOISE CONTOUR	
2020- 65 DNL NOISE CONTOUR	
2020- 75 DNL NOISE CONTOUR	
PROPOSED "2020" AIRPORT INFLUENCE AREA (AIA)	

Notes:

Per ADOT Aeronautics' recommendation, proposed Page Airport Influence Area (AIA) is based on the VFR traffic pattern airspace addressed in FAA Order 7400.2D, 9/16/98. In addition, the 65 DNL contour is included in the proposed AIA.

As shown, the traffic pattern is a standard left for approaches to Runways 07 and 15 and a non-standard right for Runways 25 and 33. The size of the AIA is based on aircraft approach category B operations for both runways. While primary Runway 15-33's portion of the AIA does not extend over the core of the City of Page, crosswind Runway 7-25's portion extends over the northern part of the City.

SCALE 1"=2,000'

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Title

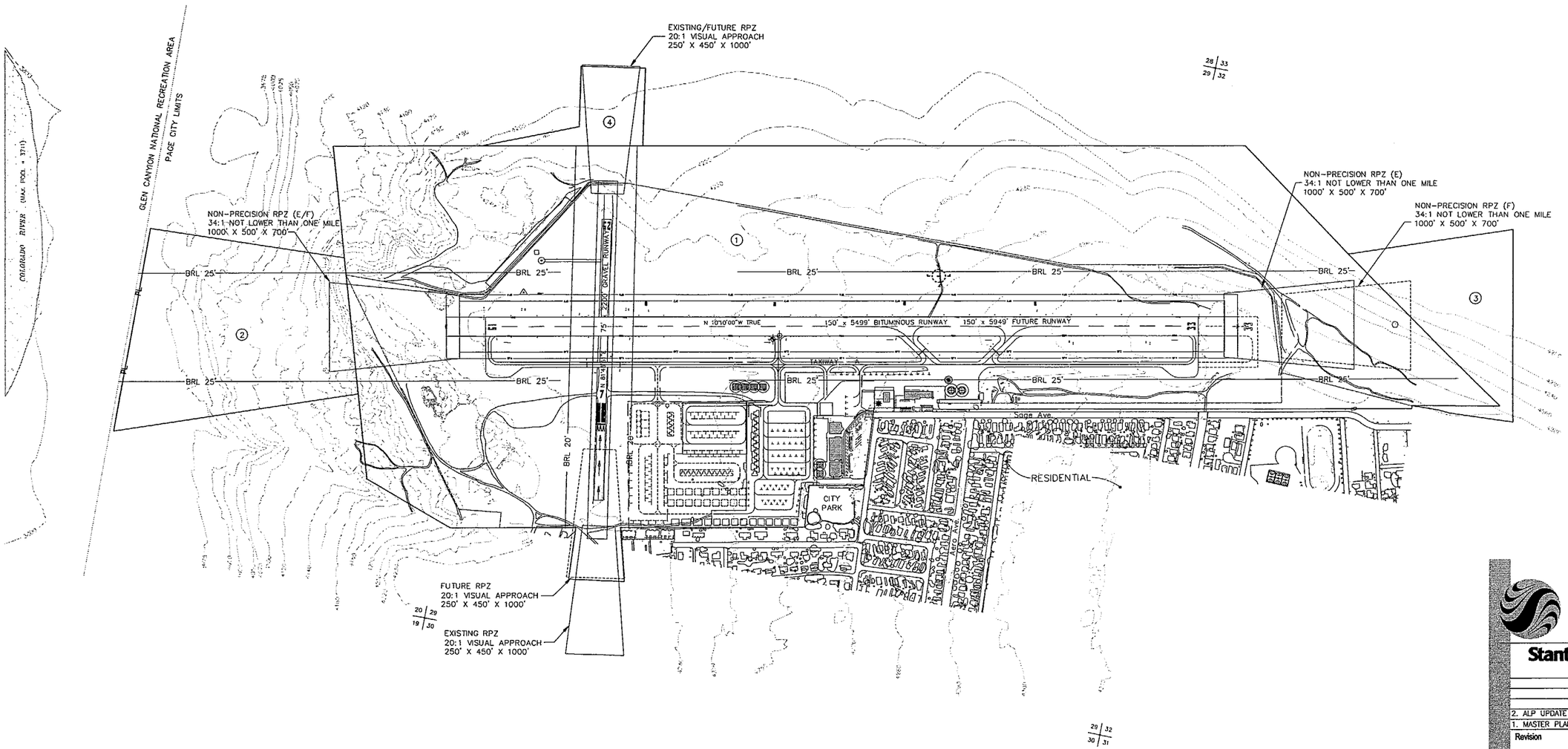
OFF AIRPORT LANDUSE / 2020 NOISE MAP
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Drawing No. P1 | Sheet 9 of 10 | Revision 1

PROPERTY TABLE				
PARCEL NUMBER	ACREAGE	ACQUISITION TYPE	DATE ACQUIRED	FUNDING SOURCE
①	450 ACRES*	QUIT CLAIM DEED	MAR. 1, 1975	
②	52 ACRES	CITY – TRANSFER	MAY 2000	
③	23 ACRES	CITY – TRANSFER	MAY 2000	
④	8 ACRES	CITY – TRANSFER	MAY 2000	

NOTE: PROPERTY ACQUISITION DATA COLLECTION IN PROGRESS

LEGEND		
DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE	PL	
AIRPORT REFERENCE POINT		
AIRPORT ROTATING BEACON		
BUILDINGS		
SEGMENTED CIRCLE		
WIND SOCK		
RUNWAY THRESHOLD LIGHTS		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
PAPI	****	
VASI	**	
RUNWAY LIGHTS		
FENCING		
TOPOGRAPHIC CONTOURS		
BUILDING RESTRICTION LINE (BRL)		
OBJECT FREE AREA (OFA)	OFA	
RUNWAY SAFETY AREA (RSA)	RSA	
OBSTACLE FREE ZONE (OFZ)	OFZ	
SECTION CORNERS		
FUTURE/ULTIMATE DEVELOPMENT		
DISTANCE-TO-GO MARKER	4	
TVOR		
MLS AZIMUTH ANTENNA (LOCAT. APPROX.)		
MLS ELEVATION ANTENNA(LOCAT. APPROX.)		



GENERAL NOTES:

1. Fence in the vicinity of relocated TVOR may require relocation as necessary.
2. Horizontal Datum NAD 83
3. Property data collection is in progress.

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Revision	By	Appd.	Date
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File Name: Pag-propmap.dwg	Dwn.	Dsgn.	Dsgn.	Date
	RC	AM		00.05.31

Title

AIRPORT PROPERTY MAP
PAGE MUNICIPAL AIRPORT
PAGE, ARIZONA

Project No.	Scale	Revision
81430008	1:400 (0, 400', 600', 800')	
Drawing No.	Sheet	
P1	10 of 10	1