Appendix B
AIRPORT PLANS

As part of this master plan, the FAA requires the development of several computer drawings detailing specific parts of the airport and its environs. These drawings were created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of the airport. These drawings will be delivered to the FAA for their review and inspection. The FAA will critique the drawings from a technical perspective to be sure all applicable federal regulations are met. The FAA will use the CAD drawings as the basis and justification for funding decisions.

It should be noted that the FAA requires that any changes to the airfield (i.e., runway and taxiway system, etc.) be represented on the drawings. The landside configuration, developed during this master planning process, is also depicted on the drawings but the FAA recognized that landside development is much more fluid and dependent upon developer needs. Thus, an updated drawing set is not necessary for future landside alterations.

The following is a description of the CAD drawings included with this master plan.

AIRPORT LAYOUT PLAN

An official Airport Layout Plan (ALP) drawing has been developed for Phoenix-Mesa Gateway Airport, a draft of which is included in this appendix. The ALP drawing graphically presents the existing and ultimate airport layout plan. The ALP drawing will include such elements as the physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids),

and existing general aviation development (and commercial development for air carrier airports). Also presented on the ALP are the runway safety areas, airport property boundary, and revenue support areas. The ALP is used by FAA to determine funding eligibility for future capital projects.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

AIRSPACE DRAWING

Federal Aviation Regulation (F.A.R.) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The Part 77 Airspace Drawing included in this master plan is a graphic depiction of this regulatory criterion. The Part 77 Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. The Airspace Drawing can be a critical tool for the airport sponsor's use in planning against future development limitations.

The Williams Gateway Airport Authority should do all in its power to ensure development stays below the Part 77 surfaces to protect the future role of the airport. The following discussion will describe those approach surfaces that make up the recommended F.A.R. Part 77 operations at Phoenix-Mesa Gateway Airport.

The Part 77 Airspace Drawing assigns three-dimensional imaginary areas to each runway. These imaginary surfaces emanate from the runway centerline and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Part 77 imaginary surfaces are described as follows.

Primary Surface

The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. Under Part 77 regulations, the primary surface for all runways is 1,000 feet wide.

Approach Surface

An approach surface is also established for each runway. The approach surface begins at the same width as the primary surface and extends upward and outward from the primary surface end and is centered along an extended runway centerline. The approach surface leading to each runway is based upon the type of approach available (instrument or visual) or planned. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly.

The approach surface to Runway 30C, as defined by the presence of the Instrument Landing System (ILS), is 10,000 feet long rising at a 50:1 slope with an additional 40,000 feet at a 40:1 slope. The width of this approach surface is 16,000 feet.

The approach surface to runway ends 12C, 12R, and 30L is 10,000 feet long, rising at a 34:1 slope to an ultimate width of 3,500 feet. This approach surface is dictated by the presence of instrument approach procedures to these runway ends with not lower than ¾-mile visibility minimums.

As a visual approach runway, Runway 12L-30R has an approach surface that extends to a width of 1,500 feet at a 20:1 ratio to a distance of 5,000 feet.

Transitional Surface

Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces of each runway. The surface rises at a slope of 7 to 1, up to a height 150 feet above the highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

Horizontal Surface

The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the end of the primary surfaces of each runway.

Conical Surface

The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20 to 1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

DEPARTURE SURFACE

For commercial service runways, such as those at Phoenix-Mesa Gateway Airport, the departure surface drawing is a required element of the ALP set. The departure service, also called the one engine inoperable (OEI) obstacle identification surface (OIS) is a surface emanating from the departure end of the runway to a distance of 10,200 feet. The inner width is 1,000 feet and the outer width is 6,466 feet. The OEI surface emanates from the runway end at a 62.5:1 ratio. On January 1, 2010, the FAA requires that the airport have this drawing completed. The departure surface information should be made available to any commercial operator at the airport.

RUNWAY PROFILE DRAWING

The runway profile drawing presents the entirety of the F.A.R. Part 77 approach surface to each runway end. It also depicts the runway centerline profile with elevations. This drawing provides profile detail that the Airspace Drawing does not. There is a separate drawing for each runway.

INNER APPROACH SURFACE DRAWINGS

The Inner Portion of the Approach Surface Plan is a scaled drawing of the runway protection zone (RPZ), the runway safety area (RSA), the obstacle free zone (OFZ), and the object free area (OFA) for each runway end. A plan and profile view of each RPZ is provided to facilitate identification of obstructions that lie within these safety areas. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of obstructions. A drawing of each runway end is provided.

TERMINAL AREA DRAWING

The terminal area drawing is a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities. It is prepared in accordance with FAA AC 150/5300-13, *Airport Design*.

GENERAL AVIATION AREA PLANS

The general aviation drawing is a larger scale plan view drawing of those areas typically considered for general aviation use. It includes existing and ultimate aprons, buildings, hangars, parking lots, and other landside facilities. The drawing is prepared in accordance with FAA AC 150/5300-13, *Airport Design*.

AIRPORT LAND USE DRAWING

The objective of the Airport Land Use Drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning. These are to secure those areas essential to the safe and efficient operation of the airport and to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community.

In the development of an airport land use plan for Phoenix-Mesa Gateway Airport, the airport property was broken into several large general tracts. Each tract was analyzed for specific site characteristics such as: tract size and shape, land characteristics, and existing land uses. The availability of utilities and the accessibility to various transportation modes were also considered. Limitations and constraints to development such as height and noise restrictions, runway visibility zones, and contiguous land uses were analyzed next. Finally, the compatibility of various land uses in each tract was analyzed.

AIRPORT PROPERTY MAP

The Property Map provides information on the acquisition and identification of all land tracts under control of the airport. Easement interests in areas outside the fee property line are also included. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds.

DRAFT ALP DISCLAIMER

The Airport Layout Plan (ALP) set has been developed in accordance with accepted Federal Aviation Administration (FAA) and Arizona Department of Transportation – Aeronautics Division (ADOT) standards. The ALP set has not been approved by the FAA and is subject to FAA airspace review. Land use and other changes may result. A sampling of the major drawings is provided in this draft document.

AIRPORT LAYOUT PLANS
FOR
PHOENIX-MESA GATEWAY AIRPORT
MESA, ARIZONA

Prepared for

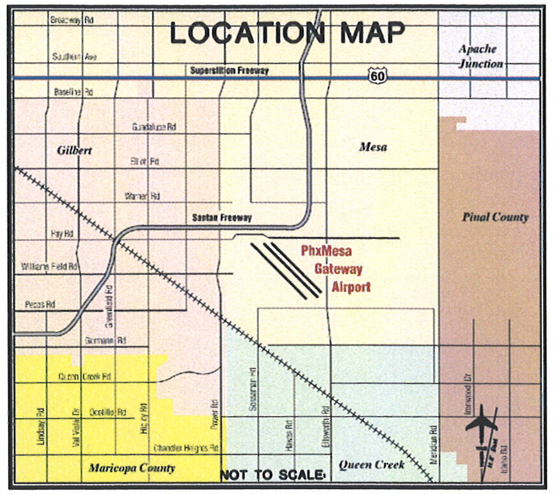
WILLIAMS GATEWAY AIRPORT AUTHORITY

PhxMesa **Gateway** Airport

INDEX OF DRAWINGS

Coffman Associates
Airport Consultants
www.coffmanassociates.com

February 2009



AIRPORT DATA

OWNER: Williams Gateway Airport Authority		AIRPORT NPIAS CODE: RL/CS (Ultimate)	
CITY: Mesa, Arizona		COUNTY: Maricopa, Arizona	
RANGE: 6 East	TOWNSHIP: 10/11 North	CIVIL TOWNSHIP: N/A	

PHOENIX-MESA GATEWAY AIRPORT (IWA)		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		Commercial Service	Commercial Service
AIRPORT REFERENCE CODE		D-V	D-V
DESIGN AIRCRAFT		Boeing 747-400	Boeing 747-400
AIRPORT ELEVATION		1383.5' MSL	1383.5' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		108.4° F (July)	108.4° F (July)
AIRPORT REFERENCE POINT (ARP)	Latitude	33° 18' 28.200" N	33° 18' 28.650" N
COORDINATES (NAD 83)	Longitude	111° 39' 19.700" W	111° 39' 20.970" W
AIRPORT INSTRUMENT APPROACHES		HI-ILS (30C) Cat I-ILS (30C) HI-VOR/DME (30C) VOR or TACAN (30C)	HI-ILS (30C) Cat I-ILS (30C) HI-VOR/DME (30C) VOR or TACAN (30C) Cat I-ILS (12C)
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ATCT, ASR-8 Rotating Beacon Localizer/GS	ATCT Rotating Beacon Localizer/GS
GPS Approach		12C-30C 12R-30L	12L-30R 12C-30C 12R-30L

RUNWAY END COORDINATES (NAD 83)

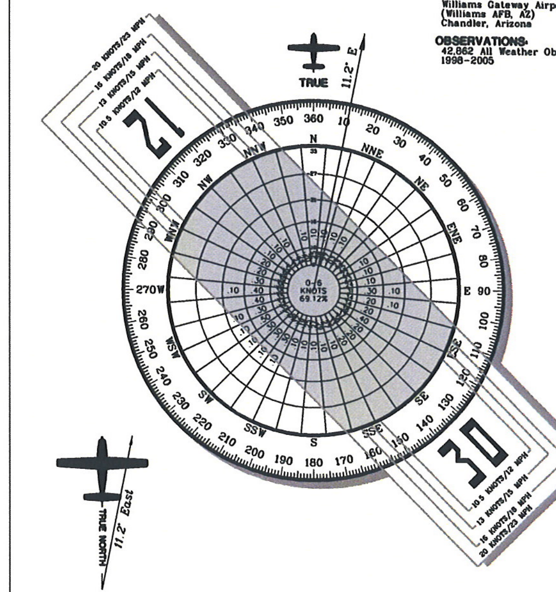
MAPPING 07	AIRPORT 5010 / ASIS / AIRNAV			EXISTING	ULTIMATE
LP EL 1356.0 TDZE-1365.1	Runway 12L EL. 1354.5	TDZE 1363.7	Latitude Longitude	33° 19' 03.320" N 111° 39' 40.730" W	33° 19' 10.388" N 111° 39' 48.978" W
TDZE-RW 30/ HP EL 1383.5	Runway 30R EL. 1382.2	TDZE 1382.2	Latitude Longitude	33° 17' 57.610" N 111° 38' 24.020" W	33° 17' 57.610" N 111° 38' 24.020" W
LP EL 1347.8 TDZE-1358.3	Runway 12C EL. 1347.6	TDZE 1358.1	Latitude Longitude	33° 19' 03.400" N 111° 39' 57.320" W	33° 19' 03.400" N 111° 39' 57.320" W
TDZE-RW 30/ HP EL 1380.4	Runway 30C EL. 1379.9	TDZE 1379.9	Latitude Longitude	33° 17' 51.330" N 111° 38' 33.190" W	33° 17' 51.330" N 111° 38' 33.190" W
LP EL 1340.2 TDZE-1348.6	Runway 12R EL. 1340.2	TDZE 1348.6	Latitude Longitude	33° 19' 03.610" N 111° 40' 22.320" W	33° 19' 09.442" N 111° 40' 29.130" W
TDZE-RW 30/ HP EL 1373.6	Runway 30L EL. 1373.4	TDZE 1376.4	Latitude Longitude	33° 17' 50.140" N 111° 38' 56.540" W	33° 17' 41.127" N 111° 38' 46.014" W

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots 12 MPH	13 Knots 15 MPH	16 Knots 18 MPH	20 Knots 23 MPH
Runway 12-30	*96.22%*	*97.88%*	*99.61%*	*99.82%*

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Williams Gateway Airport (IWA)
(Williams AFB, AZ)
Chandler, Arizona

OBSERVATIONS:
42,862 All Weather Observations
1998-2005



Magnetic Declination 11° 12' East (2007)
Annual Rate of Change 6' West (2007)

RUNWAY DATA

RUNWAY DATA	Runway 12L-30R EXISTING	Runway 12L-30R ULTIMATE	Runway 12C-30C EXISTING	Runway 12C-30C ULTIMATE	Runway 12R-30L EXISTING	Runway 12R-30L ULTIMATE
RUNWAY CATEGORY	Commercial Service	Commercial Service	Commercial Service	Commercial Service	Commercial Service	Commercial Service
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-V	D-V	D-V	D-V	D-V	D-V
DESIGN CRITICAL AIRCRAFT	B 747-400	B 747-400	B 747-400	B 747-400	B 747-400	B 747-400
WINGSPAN OF DESIGN AIRCRAFT	213'	213'	213'	213'	213'	213'
MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C	870,000#	870,000#	870,000#	870,000#	870,000#	870,000#
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	84'	84'	84'	84'	84'	84'
DESIGN AIRCRAFT APPROACH SPEED IN KNOTS	154 Knots	154 Knots	154 Knots	154 Knots	154 Knots	154 Knots
RUNWAY CENTERLINE TO PARALLEL RUNWAY CENTERLINE	1000' (12C) and 2500' (12R)	1000' (12C) and 2500' (12R)	1000' (12L) and 1500' (12R)	1000' (12L) and 1500' (12R)	1000' (12C) and 2500' (12L)	1000' (12C) and 2500' (12L)
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	160'	160'	160'	160'	160'	160'
TAXIWAY WINGTIP CLEARANCE	53'	53'	53'	53'	53'	53'
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE	450'	450'	N/A	N/A	450' and 787.5'	450' and 787.5'
RUNWAY DIMENSIONS (L X W)	9301' x 150'	10,301' x 150'	10,201' x 150'	10,201' x 150'	10,401' x 150'	12,501' x 150'
RUNWAY TRUE BEARING (NGS SURVEY)	S 44° 25' 48" E	S 44° 25' 48" E	S 44° 25' 48" E	S 44° 25' 48" E	S 44° 26' 24" E	S 44° 26' 24" E
RUNWAY AZIMUTH	135.57° / 315.58°	135.57° / 315.58°	135.57° / 315.58°	135.57° / 315.58°	135.56° / 315.57°	135.56° / 315.57°
RUNWAY WIND COVERAGE (16 KNOTS/18 MPH)	99.61%	99.61%	99.61%	99.61%	99.61%	99.61%
RUNWAY SHOULDERS	35'	35'	35'	35'	35'	35'
RUNWAY MAXIMUM ELEVATION/HIGH POINT OF RUNWAY	1383.5 MSL	1383.5 MSL	1380.4 MSL	1380.4 MSL	1373.6 MSL	1378.0 MSL
RUNWAY LOW POINT ELEVATION	1356.0 MSL	1356.0 MSL	1347.8 MSL	1347.8 MSL	1340.2 MSL	1338.0 MSL
RUNWAY LIGHTING	HIRL	HIRL	HIRL	HIRL	MIRL	MIRL
RUNWAY EFFECTIVE GRADIENT/MAXIMUM GRADIENT	.3 %	.3 %	.32 %	.32 %	.32 %	.32 %
RUNWAY PAVEMENT MATERIAL / SURFACE TREATMENT	Concrete	Concrete	Asphalt/Concrete	Asphalt/Concrete	Concrete	Concrete
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.) [1]	75(S), 210(D), 590(DT), 850(DDT)	75(S), 210(D), 590(DT), 850(DDT)	55(S), 95(D), 185(DT), 550(DDT)	55(S), 95(D), 185(DT), 550(DDT)	55(S), 95(D), 185(DT), 550(DDT)	55(S), 95(D), 185(DT), 550(DDT)
LINE OF SIGHT REQUIREMENT MET	YES	YES	YES	YES	YES	YES
FAR PART 77 APPROACH SURFACES	500' x 5000' x 1500' (12L) 500' x 5000' x 1500' (30R)	500' x 10,000' x 3500' (12L) 500' x 10,000' x 3500' (30R)	1000' x 10,000' x 3500' (12C) 1000' x 50,000' x 16000' (30C)	1000' x 50,000' x 16000' (12C) 1000' x 50,000' x 16000' (30C)	500' x 10,000' x 3500' (12R) 500' x 10,000' x 3500' (30L)	500' x 10,000' x 3500' (12R) 500' x 10,000' x 3500' (30L)
RUNWAY PROTECTION ZONES	500' x 1700' x 1010' (12L) 500' x 1700' x 1010' (30R)	500' x 1700' x 1010' (12L) 500' x 1700' x 1010' (30R)	500' x 1700' x 1010' (12C) 1000' x 1700' x 1510' (30C)	1000' x 2500' x 1750' (12C) 1000' x 2500' x 1750' (30C)	500' x 1700' x 1010' (12R) 500' x 1700' x 1010' (30L)	500' x 1700' x 1010' (12R) 500' x 1700' x 1010' (30L)
TAXIWAY WIDTH	75' (Varies)	75' (Varies)	75' (Varies)	75' (Varies)	75' (Varies)	75' (Varies)
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL
TAXIWAY MARKING	Centerline/Signage	Centerline/Signage	Centerline/Signage	Centerline/Signage	Centerline/Signage	Centerline/Signage
TAXIWAY SURFACE MATERIAL	Asphalt/Concrete	Asphalt/Concrete	Asphalt/Concrete	Asphalt/Concrete	Asphalt/Concrete	Asphalt/Concrete
TAXIWAY SAFETY AREA WIDTH	214'	214'	214'	214'	214'	214'
TAXIWAY OBJECT FREE AREA WIDTH	320'	320'	320'	320'	320'	320'
TAXIWAY HOLDING POSITION MARKING/HOLDSIGN	264'	264'	294'	294'	264'	264'

RUNWAY ENDS DATA	RUNWAY 12L	RUNWAY 30R	RUNWAY 12L	RUNWAY 30R	RUNWAY 12C	RUNWAY 30C	RUNWAY 12C	RUNWAY 30C	RUNWAY 12R	RUNWAY 30L	RUNWAY 12R	RUNWAY 30L
FAR PART 77 CATEGORY	Visual	Visual	Nonprecision (c)	Nonprecision (c)	Nonprecision (c)	Precision	Precision	Precision	Nonprecision (c)	Nonprecision (c)	Nonprecision (c)	Nonprecision (c)
FAR PART 77 APPROACH SLOPE	20:1	20:1	34:1	34:1	34:1	50:1/40:1	50:1/40:1	50:1/40:1	34:1	34:1	34:1	34:1
RUNWAY INSTRUMENTATION	Visual	Visual	Nonprecision	Nonprecision	Nonprecision	Precision	Precision	Precision	Nonprecision	Nonprecision	Nonprecision	Nonprecision
RUNWAY MARKING	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision
RUNWAY BLAST PAD	400'	400'	400'	400'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'
RUNWAY STOPWAY	None	None	None	None	None	None	None	None	None	None	None	None
RUNWAY APPROACH VISIBILITY MINIMUMS (LOWEST)	1 mile	1 mile	1 mile	1 mile	1 mile	3/4 mile	1/2 mile	1/2 mile	1 mile	1 mile	1 mile	1 mile
RUNWAY APPROACH LIGHTING	None	None	None	None	None	MALSR	MALSR	MALSR	None	None	None	None
PRECISION OBJECT FREE ZONE (800' X 200')	N/A	N/A	N/A	N/A	N/A	POFZ	POFZ	POFZ	N/A	N/A	N/A	N/A
THRESHOLD SITING REQUIREMENTS (APPENDIX 2)	20:1	20:1	20:1	20:1	20:1	34:1	34:1	34:1	20:1	20:1	20:1	20:1
THRESHOLD SITING SURFACE OBJECT PENETRATIONS	None	None	None	None	None	None	None	None	None	None	None	None
RUNWAY THRESHOLD DISPLACEMENT	None	None	None	None	None	None	None	None	None	None	None	None
RUNWAY DISPLACED THRESHOLD ELEVATION	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
RUNWAY END ELEVATION	1356.0 MSL	1383.5 MSL	1352.0 MSL	1383.5 MSL	1347.8 MSL	1380.4 MSL	1347.8 MSL	1380.4 MSL	1340.2 MSL	1373.6 MSL	1338.0 MSL	1378.0 MSL
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE)	1365.1 MSL	1383.5 MSL	1365.1 MSL	1383.5 MSL	1358.3 MSL	1380.4 MSL	1358.3 MSL	1380.4 MSL	1348.6 MSL	1373.6 MSL	1348.6 MSL	1378.0 MSL
RUNWAY SAFETY AREA (RSA BEYOND STOP END)	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'
RUNWAY SAFETY AREA WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
RUNWAY OBJECT FREE AREA (OFA BEYOND STOP END)	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'	1000'
RUNWAY OBJECT FREE AREA WIDTH	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'
RUNWAY OBSTACLE FREE ZONE (BEYOND STOP END)	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBSTACLE FREE ZONE WIDTH	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'
TAKEOFF RUN AVAILABLE (TORA)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LANDING DISTANCE AVAILABLE (LDA)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ELECTRONIC NAVIGATIONAL AIDS	*None*	*None*	*None*	*None*	*RNAV (GPS)*	*HI-ILS ILS Cat-I GPS HI-VOR/DME VORTAC*	*RNAV (GPS)*	*HI-ILS ILS Cat-I GPS HI-VOR/DME VORTAC*	*RNAV (GPS)*	*RNAV (GPS)*	*RNAV (GPS)*	*RNAV (GPS)*
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4L REIL	PAPI-4L REIL	PAPI-4L REIL	PAPI-4L REIL	PAPI-4L –	PAPI-4L –	PAPI-4L –	PAPI-4L –	None –	None –	PAPI-4L REIL	PAPI-4L REIL

1 PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE (S), DUAL (D), DUAL TANDEM (DT), AND/OR DOUBLE DUAL TANDEM (DDT) WHEEL LOAD CAPACITIES.

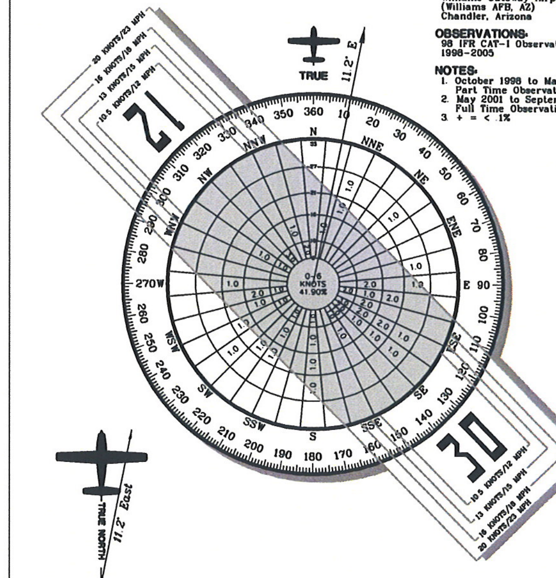
IFR CAT-I WIND COVERAGE

Runways	10.5 Knots 12 MPH	13 Knots 15 MPH	16 Knots 18 MPH	20 Knots 23 MPH
Runway 12-30	*80.50%*	*85.97%*	*92.69%*	*95.70%*

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Williams Gateway Airport (IWA)
(Williams AFB, AZ)
Chandler, Arizona

OBSERVATIONS:
98 IFR CAT-I Observations
1998-2005

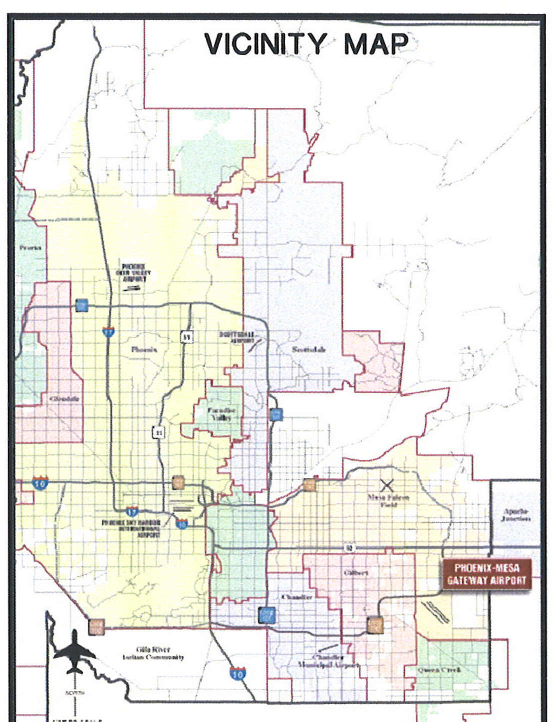
NOTES:
1. October 1998 to May 2001 Part Time Observations
2. May 2001 to September 2005 Full Time Observations
3. + = < .1%



Magnetic Declination 11° 12' East (2007)
Annual Rate of Change 6' West (2007)

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the EASTSIDE FACILITIES DRAWING and WESTSIDE FACILITIES DRAWING
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
4. PHOENIX-MESA GATEWAY AIRPORT Runway 12L, 30R, 12R and 30L Supplemental 34:1 Approach Surface (O.C. Chart 74, December 1995).



OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS

OBJECT	PENETRATION	DISPOSITION
None	–	–
–	–	–
–	–	–

THRESHOLD SITING SURFACE OBJECT PENETRATIONS

OBJECT	PENETRATION	DISPOSITION
None		

MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS

STANDARD MODIFIED	DESCRIPTION	AIRSPACE CASE NUMBER	APPROVAL DATE
None	–	–	–
–	–	–	–

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
None	–	–	–	–
–	–	–	–	–
–	–	–	–	–

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 2/2/2005)	2/05	LDJ	JMH
3	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 7/12/2000)	6/00	LDJ	JMH
2	1999 MASTER PLAN (ALP APPROVED 6/23/1998)	5/98	WEH	JMH
1	1993 MASTER PLAN	9/93	BH	JMH

PHOENIX-MESA GATEWAY AIRPORT
AIRPORT DATA SHEET
Mesa, Arizona

PLANNED BY: Steven G. Benson/Patrick Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 8, 2008 | *SHEET* 1 *OF* 7

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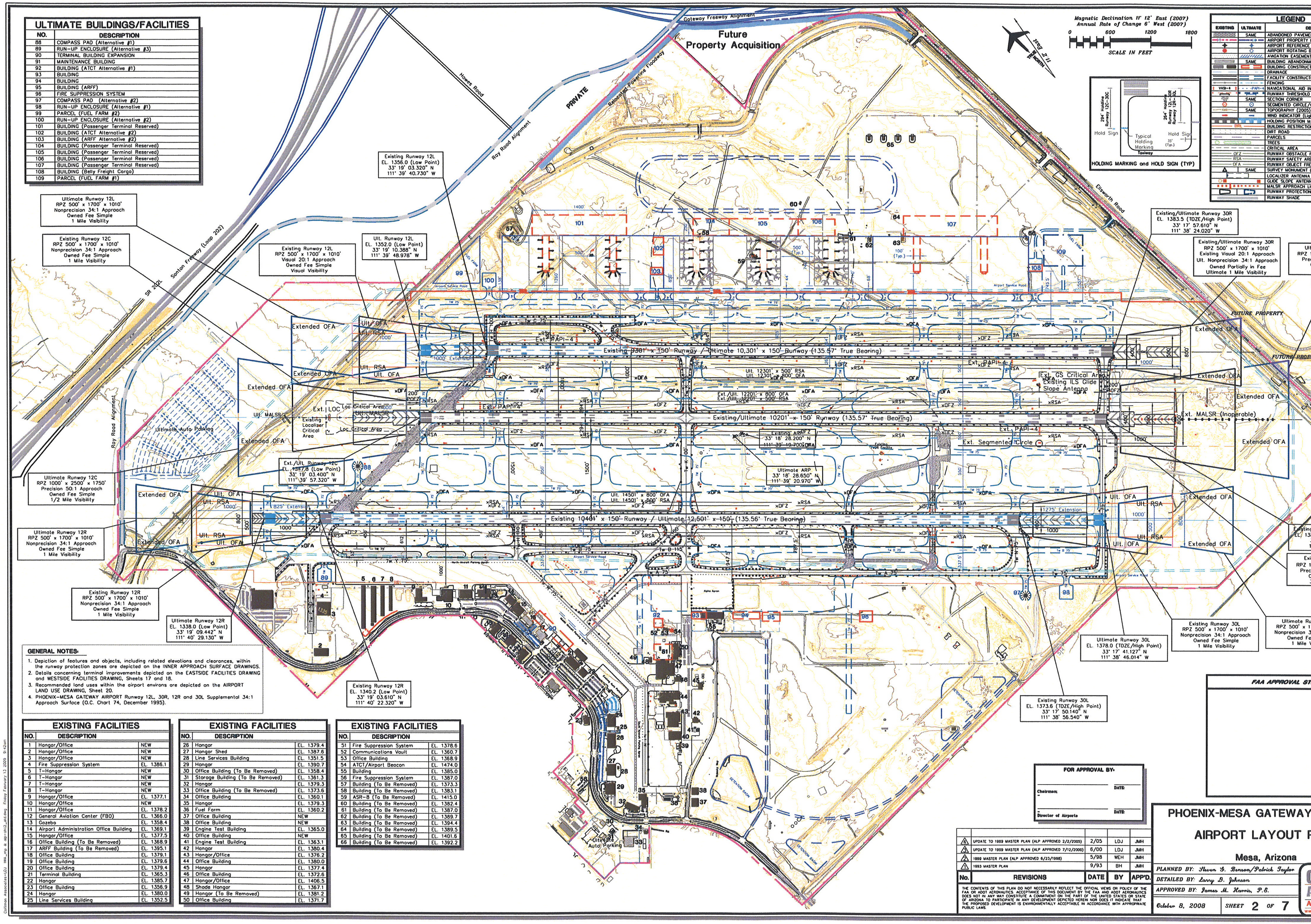

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
88	COMPASS PAD (Alternative #1)
89	RUN-UP ENCLOSURE (Alternative #3)
90	TERMINAL BUILDING EXPANSION
91	MAINTENANCE BUILDING
92	BUILDING (ATCT Alternative #1)
93	BUILDING
94	BUILDING
95	BUILDING (ARFF)
96	FIRE SUPPRESSION SYSTEM
97	COMPASS PAD (Alternative #2)
98	RUN-UP ENCLOSURE (Alternative #1)
99	PARCEL (FUEL FARM #2)
100	RUN-UP ENCLOSURE (Alternative #2)
101	BUILDING (Passenger Terminal Reserved)
102	BUILDING (ATCT Alternative #2)
103	BUILDING (ARFF Alternative #2)
104	BUILDING (Passenger Terminal Reserved)
105	BUILDING (Passenger Terminal Reserved)
106	BUILDING (Passenger Terminal Reserved)
107	BUILDING (Passenger Terminal Reserved)
108	BUILDING (Belly Freight Cargo)
109	PARCEL (FUEL FARM #1)

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION (Off / on Airport)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
	SAME	SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1060	SAME	TOPOGRAPHY (2005)
		WIND INDICATOR (Lighted)
		HOLDING POSITION MARKING
BRL		BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		PARCELS
		TREES
		CRITICAL AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
	SAME	SURVEY MONUMENT (PACS/SACS)
		LOCALIZER ANTENNA
		GLIDE SLOPE ANTENNA
		MALSR APPROACH LIGHT SYSTEM (inoperable)
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SHADE

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the EASTSIDE FACILITIES DRAWING and WESTSIDE FACILITIES DRAWING, Sheets 17 and 18.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING, Sheet 20.
4. PHOENIX-MESA GATEWAY AIRPORT Runway 12L, 30R, 12R and 30L Supplemental 34:1 Approach Surface (O.C. Chart 74, December 1995).

EXISTING FACILITIES

NO.	DESCRIPTION	
1	Hangar/Office	NEW
2	Hangar/Office	NEW
3	Hangar/Office	NEW
4	Fire Suppression System	EL. 1386.1
5	T-Hangar	NEW
6	T-Hangar	NEW
7	T-Hangar	NEW
8	T-Hangar	NEW
9	Hangar/Office	EL. 1377.1
10	Hangar/Office	NEW
11	Hangar/Office	EL. 1378.2
12	General Aviation Center (FBO)	EL. 1366.0
13	Gazebo	EL. 1358.4
14	Airport Administration Office Building	EL. 1369.1
15	Hangar/Office	EL. 1377.5
16	Office Building (To Be Removed)	EL. 1368.9
17	ARFF Building (To Be Removed)	EL. 1395.1
18	Office Building	EL. 1379.1
19	Office Building	EL. 1379.6
20	Office Building	EL. 1379.4
21	Terminal Building	EL. 1365.3
22	Hangar	EL. 1385.7
23	Office Building	EL. 1356.9
24	Hangar	EL. 1380.0
25	Line Services Building	EL. 1352.5

EXISTING FACILITIES

NO.	DESCRIPTION	
26	Hangar	EL. 1379.4
27	Hangar Shed	EL. 1387.6
28	Line Services Building	EL. 1351.5
29	Hangar	EL. 1390.7
30	Office Building (To Be Removed)	EL. 1358.4
31	Storage Building (To Be Removed)	EL. 1361.3
32	Hangar	EL. 1379.3
33	Office Building (To Be Removed)	EL. 1373.6
34	Office Building	EL. 1360.1
35	Hangar	EL. 1379.3
36	Fuel Farm	EL. 1360.2
37	Office Building	NEW
38	Office Building	NEW
39	Engine Test Building	EL. 1365.0
40	Office Building	NEW
41	Engine Test Building	EL. 1363.1
42	Hangar	EL. 1380.4
43	Hangar/Office	EL. 1376.2
44	Office Building	EL. 1380.0
45	Hangar	EL. 1377.4
46	Office Building	EL. 1372.6
47	Hangar/Office	EL. 1406.5
48	Shade Hangar	EL. 1367.1
49	Hangar (To Be Removed)	EL. 1381.2
50	Office Building	EL. 1371.7

EXISTING FACILITIES

NO.	DESCRIPTION	
51	Fire Suppression System	EL. 1378.6
52	Communications Vault	EL. 1360.7
53	Office Building	EL. 1368.9
54	ATCT/Airport Beacon	EL. 1474.0
55	Building	EL. 1385.0
56	Fire Suppression System	EL. 1387.0
57	Building (To Be Removed)	EL. 1373.3
58	Building (To Be Removed)	EL. 1383.1
59	ASR-8 (To Be Removed)	EL. 1415.0
60	Building (To Be Removed)	EL. 1382.4
61	Building (To Be Removed)	EL. 1387.0
62	Building (To Be Removed)	EL. 1389.7
63	Building (To Be Removed)	EL. 1394.4
64	Building (To Be Removed)	EL. 1389.5
65	Building (To Be Removed)	EL. 1401.6
66	Building (To Be Removed)	EL. 1392.2

FAA APPROVAL STAMP

FOR APPROVAL BY:

Chairman: ______ DATE: ______

Director of Airports ______ DATE: ______

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 2/2/2005)	2/05	LDJ	JMH
3	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 7/12/2000)	6/00	LDJ	JMH
2	1999 MASTER PLAN (ALP APPROVED 6/23/1998)	5/98	WEH	JMH
1	1993 MASTER PLAN	9/93	BH	JMH

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PHOENIX-MESA GATEWAY AIRPORT

AIRPORT LAYOUT PLAN

Mesa, Arizona

PLANNED BY: Steven G. Benson/Patrick Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 8, 2008 SHEET 2 OF 7

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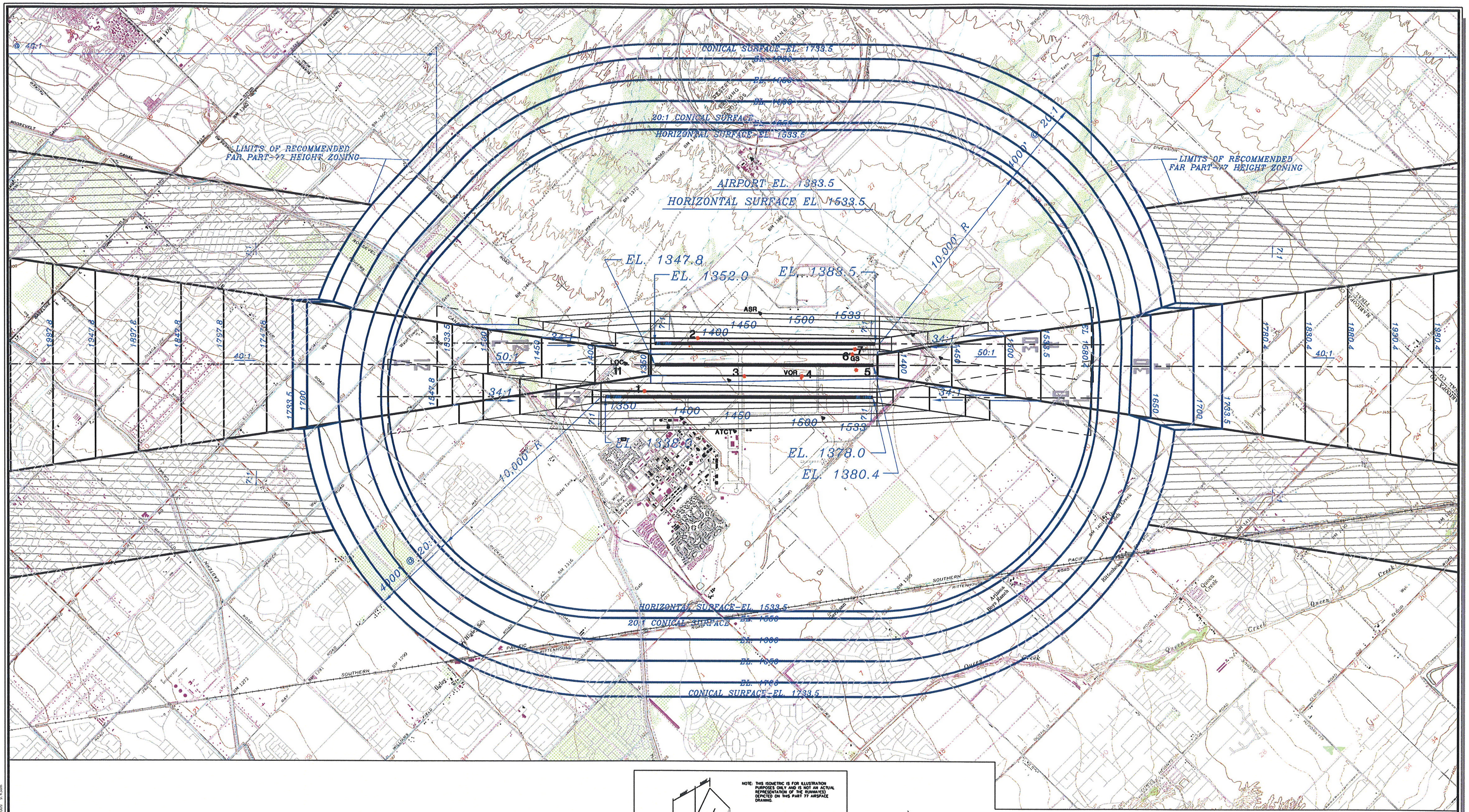


OBSTRUCTION TABLE							
Object Description/ Elevation (MSL)	Primary Surface	Approach Surface	Transitional Surface	Horizontal Surface	Conical Surface	Penetrate Surface	Proposed Disposition
1. WIND SOCK – EL. 1367			EL 1347			20'	NO ACTION (Navaid)
2. WIND SOCK – EL. 1379			EL 1357			22'	NO ACTION (Navaid)
3. OL ON EQUIP – EL 1383			EL 1372			11'	NO ACTION (Navaid)
4. VORTAC – EL 1408			EL 1408			0'	NO ACTION (Navaid)
5. ROD ON OL POLE – EL 1393	EL 1377					16'	NO ACTION (Navaid)
6. GLIDE SLOPE – EL 1424			EL 1377			47'	NO ACTION (Navaid)
7. WIND SOCK – EL 1402	EL 1381					21'	NO ACTION (Navaid)

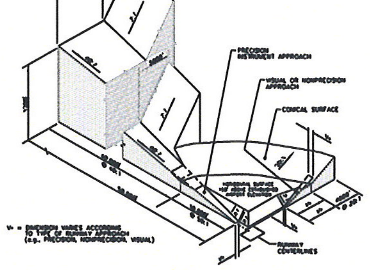
OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Additional obstruction data is illustrated on National Ocean Survey document OC 74, AIRPORT OBSTRUCTION CHART.

NOTE: THIS ISOMETRIC IS FOR ILLUSTRATION PURPOSES ONLY AND IS NOT AN ACTUAL REPRESENTATION OF THE RUNWAY(S) DEPICTED ON THIS PART 77 AIRSPACE DRAWING.



ISOMETRIC VIEW OF SECTION THRU CENTERLINE OF RUNWAYS

N.T.S.

TRUE NORTH 11°12' East

Magnetic Declination
11° 12' East (2007)
Annual Rate of Change
6' West (2007)

0 2000 4000 6000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 2/2/2005)	2/05	LDJ	JMH
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1	1993 MASTER PLAN	9/93	BH	JMH

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PHOENIX-MESA GATEWAY AIRPORT
AIRPORT AIRSPACE DRAWING
CONICAL SURFACE

Mesa, Arizona

PLANNED BY: Steven G. Benson/Patrick Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 8, 2008 SHEET 3 OF 7

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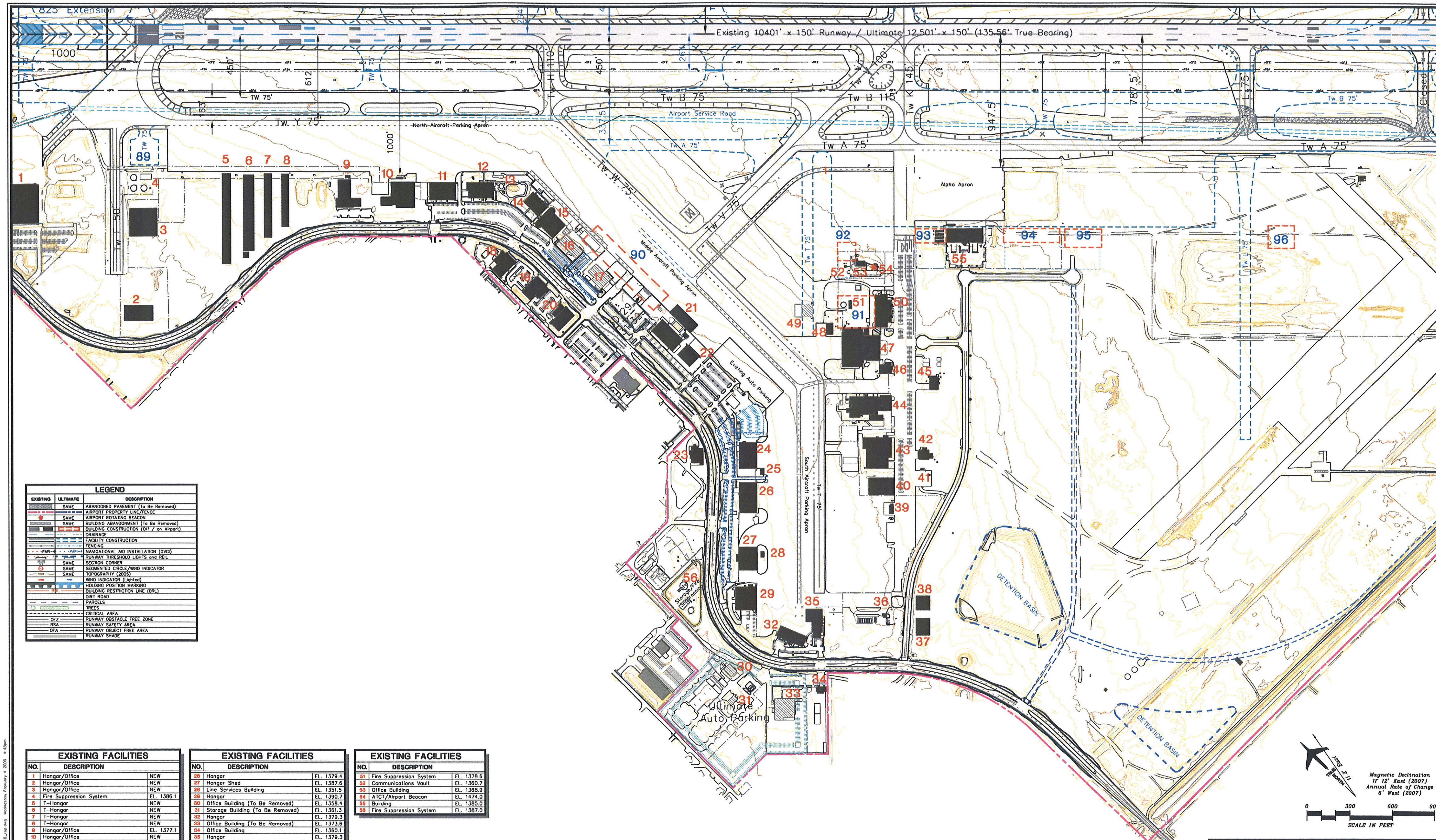


LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
	SAME	AIRPORT ROTATING BEACON
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION (Off / on Airport)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
PAPI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
	SAME	SECTION CORNER
	SAME	SEGMENTED CIRCLE/WIND INDICATOR
	SAME	TOPOGRAPHY (2005)
		WIND INDICATOR (Lighted)
		HOLDING POSITION MARKING
BRL		BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		PARCELS
		TREES
		CRITICAL AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
		RUNWAY SHADE

EXISTING FACILITIES

NO.	DESCRIPTION	
1	Hangar/Office	NEW
2	Hangar/Office	NEW
3	Hangar/Office	NEW
4	Fire Suppression System	EL. 1386.1
5	T-Hangar	NEW
6	T-Hangar	NEW
7	T-Hangar	NEW
8	T-Hangar	NEW
9	Hangar/Office	EL. 1377.1
10	Hangar/Office	NEW
11	Hangar/Office	EL. 1378.2
12	General Aviation Center (FBO)	EL. 1366.0
13	Gazebo	EL. 1358.4
14	Airport Administration Office Building	EL. 1369.1
15	Hangar/Office	EL. 1377.5
16	Office Building (To Be Removed)	EL. 1368.9
17	ARFF Building (To Be Removed)	EL. 1395.1
18	Office Building	EL. 1379.1
19	Office Building	EL. 1379.6
20	Office Building	EL. 1379.4
21	Terminal Building	EL. 1365.3
22	Hangar	EL. 1385.7
23	Office Building	EL. 1356.9
24	Hangar	EL. 1380.0
25	Line Services Building	EL. 1352.5

EXISTING FACILITIES

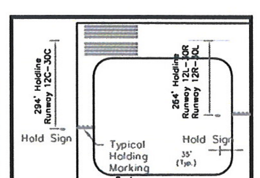
NO.	DESCRIPTION	
26	Hangar	EL. 1379.4
27	Hangar Shed	EL. 1387.6
28	Line Services Building	EL. 1351.5
29	Hangar	EL. 1390.7
30	Office Building (To Be Removed)	EL. 1358.4
31	Storage Building (To Be Removed)	EL. 1361.3
32	Hangar	EL. 1379.3
33	Office Building (To Be Removed)	EL. 1373.6
34	Office Building	EL. 1360.1
35	Hangar	EL. 1379.3
36	Fuel Farm	EL. 1360.2
37	Office Building	NEW
38	Office Building	NEW
39	Engine Test Building	EL. 1365.0
40	Office Building	NEW
41	Engine Test Building	EL. 1363.1
42	Hangar	EL. 1380.4
43	Hangar/Office	EL. 1376.2
44	Office Building	EL. 1380.0
45	Hangar	EL. 1377.4
46	Office Building	EL. 1372.6
47	Hangar/Office	EL. 1406.5
48	Shade Hangar	EL. 1367.1
49	Hangar (To Be Removed)	EL. 1381.2
50	Office Building	EL. 1371.7

EXISTING FACILITIES

NO.	DESCRIPTION	
51	Fire Suppression System	EL. 1378.6
52	Communications Vault	EL. 1360.7
53	Office Building	EL. 1368.9
54	ATCT/Airport Beacon	EL. 1474.0
55	Building	EL. 1385.0
56	Fire Suppression System	EL. 1387.0

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
89	RUN-UP ENCLOSURE (Alternative #3)
90	TERMINAL BUILDING EXPANSION
91	MAINTENANCE BUILDING
92	BUILDING (ATCT Alternative #1)
93	BUILDING
94	BUILDING
95	BUILDING (ARFF)
96	FIRE SUPPRESSION SYSTEM



HOLDING MARKING and HOLD SIGN (TYP)

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 2/2/2005)	2/05	LDJ	JMH
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PHOENIX-MESA GATEWAY AIRPORT

WESTSIDE FACILITIES DRAWING

Mesa, Arizona

PLANNED BY: Steven G. Benson/Patrick Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 8, 2008 SHEET 4 OF 7

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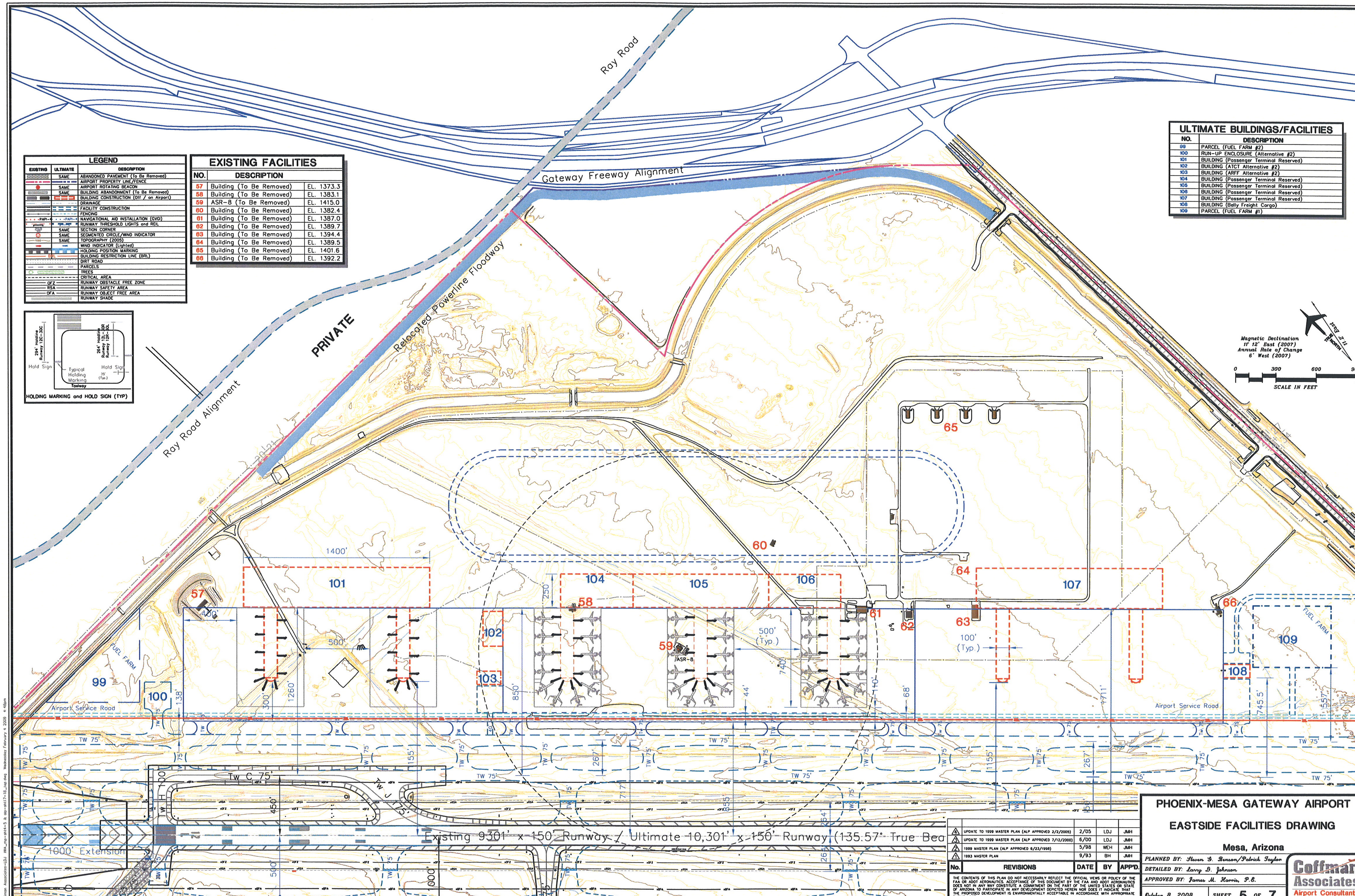
Coffman Associates-LDJ IWA_mp-sht4-5 & alp-sht17-18_lap.dwg Wednesday February 4 2009 4:48pm



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
	SAME	AIRPORT ROTATING BEACON
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION (Off / on Airport)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
PAPI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
	SAME	SECTION CORNER
	SAME	SEGMENTED CIRCLE/WIND INDICATOR
1060	SAME	TOPOGRAPHY (2005)
		WIND INDICATOR (Lighted)
		HOLDING POSITION MARKING
BRL		BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		PARCELS
		TREES
		CRITICAL AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
		RUNWAY SHADE

EXISTING FACILITIES

NO.	DESCRIPTION	
57	Building (To Be Removed)	EL. 1373.3
58	Building (To Be Removed)	EL. 1383.1
59	ASR-8 (To Be Removed)	EL. 1415.0
60	Building (To Be Removed)	EL. 1382.4
61	Building (To Be Removed)	EL. 1387.0
62	Building (To Be Removed)	EL. 1389.7
63	Building (To Be Removed)	EL. 1394.4
64	Building (To Be Removed)	EL. 1389.5
65	Building (To Be Removed)	EL. 1401.6
66	Building (To Be Removed)	EL. 1392.2

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
99	PARCEL (FUEL FARM #2)
100	RUN-UP ENCLOSURE (Alternative #2)
101	BUILDING (Passenger Terminal Reserved)
102	BUILDING (ATCT Alternative #2)
103	BUILDING (ARFF Alternative #2)
104	BUILDING (Passenger Terminal Reserved)
105	BUILDING (Passenger Terminal Reserved)
106	BUILDING (Passenger Terminal Reserved)
107	BUILDING (Passenger Terminal Reserved)
108	BUILDING (Belly Freight Cargo)
109	PARCEL (FUEL FARM #1)

No.	REVISIONS	DATE	BY	APP'D.
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PHOENIX-MESA GATEWAY AIRPORT

EASTSIDE FACILITIES DRAWING

Mesa, Arizona

PLANNED BY: Steven G. Benson/Patrick Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 8, 2008

Coffman Associates
Airport Consultants
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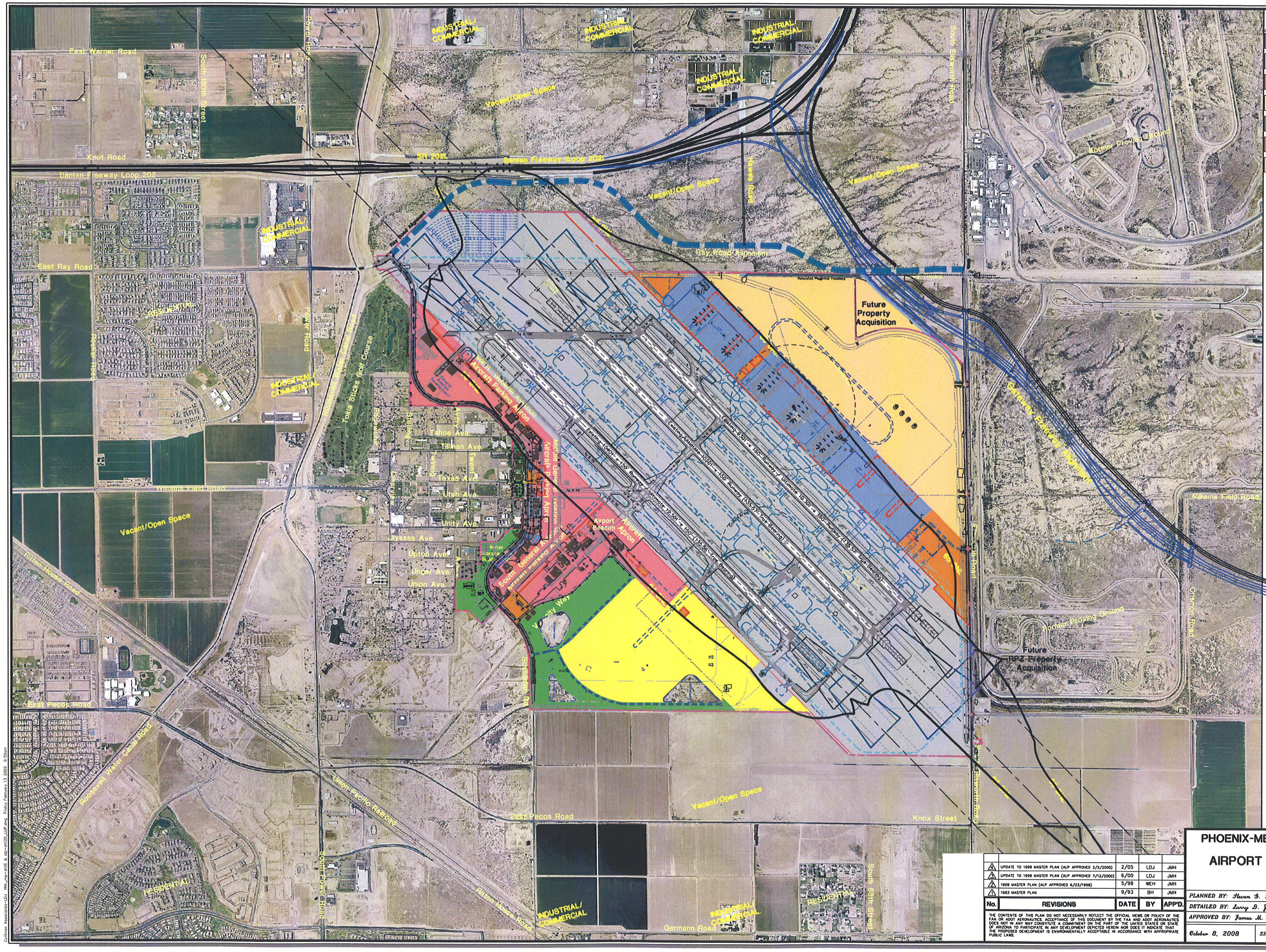

AIRPORT LAND USE LEGEND

- PASSENGER TERMINAL
- AIRFIELD OPERATIONS
- GENERAL AVIATION FACILITIES
- AVIATION-RELATED-TAXIWAY ACCESS
- NON-AVIATION RELATED
- AIRPORT SUPPORT AREA
- REVENUE SUPPORT AREA

Existing Property Line

Ultimate Property Line

TRUE NORTH 11.2 East

Magnetic Declination 11° 12' East (2007)
Annual Rate of Change 6' West (2007)

0 1000 2000 3000
SCALE IN FEET

PHOENIX-MESA GATEWAY AIRPORT

AIRPORT LAND USE DRAWING

Mesa, Arizona

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 2/2/2005)	2/05	LDJ	JMH
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PLANNED BY: Steven G. Benson/Patrick Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

October 8, 2008 SHEET 6 OF 7

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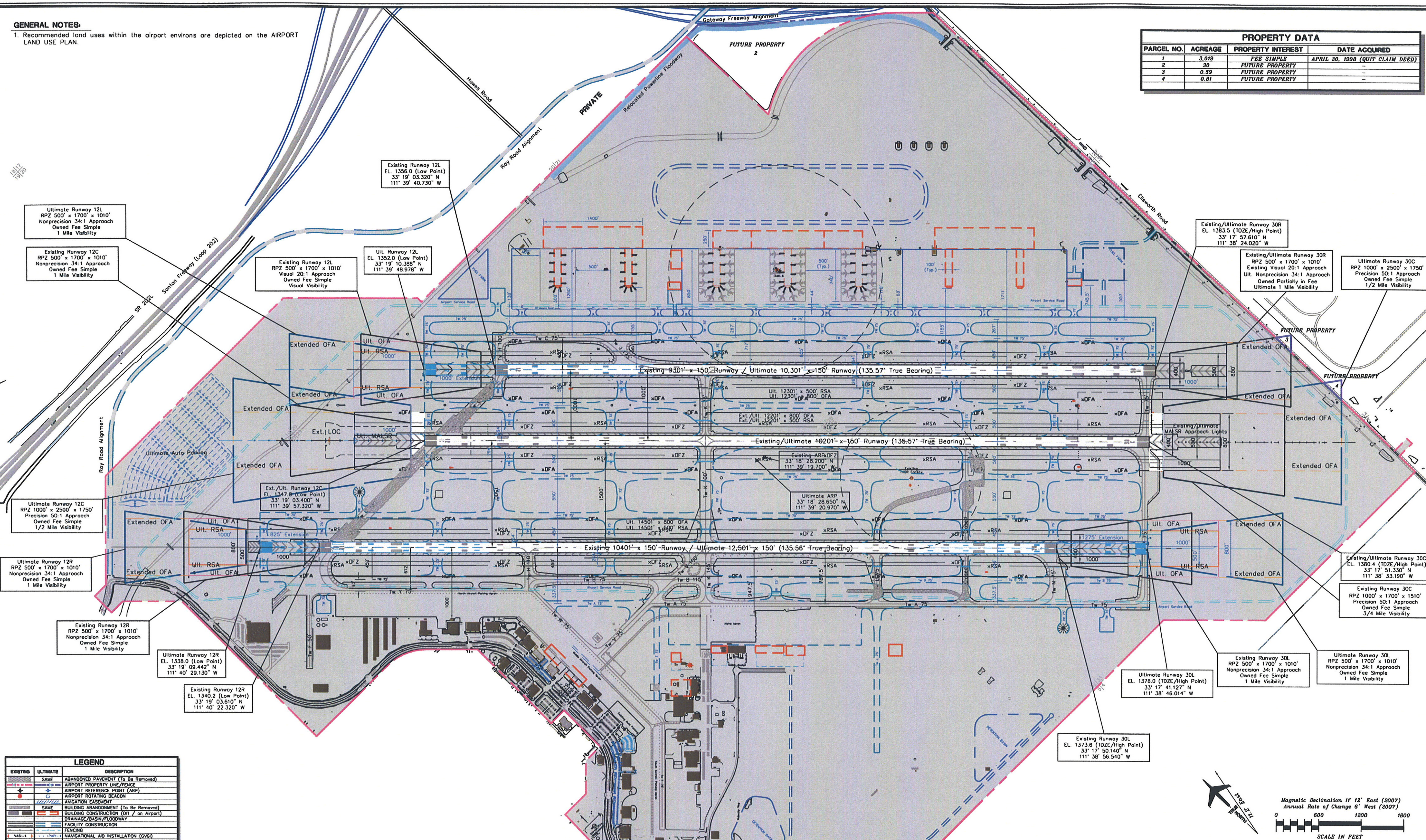
GENERAL NOTES:

1. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.

PROPERTY DATA			
PARCEL NO.	ACREAGE	PROPERTY INTEREST	DATE ACQUIRED
1	3,019	FEE SIMPLE	APRIL 30, 1998 (QUIT CLAIM DEED)
2	30	FUTURE PROPERTY	–
3	0.59	FUTURE PROPERTY	–
4	0.81	FUTURE PROPERTY	–



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION (Off / on Airport)
		DRAINAGE/BASIN/FLOODWAY
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
	SAME	SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080	SAME	TOPOGRAPHY (2005)
		WIND INDICATOR (Lighted)
		HOLDING POSITION MARKING
BRL		BUILDING RESTRICTION LINE (BRL)
		DIRT ROAD
		PARCELS
		TREES
		CRITICAL AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
	SAME	SURVEY MONUMENT (PACS/SACS)
		LOCALIZER ANTENNA
		GLIDE SLOPE ANTENNA
		MALSR APPROACH LIGHT SYSTEM (inoperable)
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SHADE

No.	REVISIONS	DATE	BY	APP'D.
4	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 2/2/2005)	2/05	LDJ	JMH
3	UPDATE TO 1999 MASTER PLAN (ALP APPROVED 7/12/2000)	6/00	LDJ	JMH
2	1999 MASTER PLAN (ALP APPROVED 6/23/1998)	5/98	WEH	JMH
1	1993 MASTER PLAN	9/93	BH	JMH

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PHOENIX-MESA GATEWAY AIRPORT

AIRPORT PROPERTY MAP

Mesa, Arizona

PLANNED BY: Steven G. Benson/Patrick Taylor

DETAILED BY: Larry D. Johnson

APPROVED BY: James M. Harris, P.E.

October 8, 2008 | SHEET 7 OF 7

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