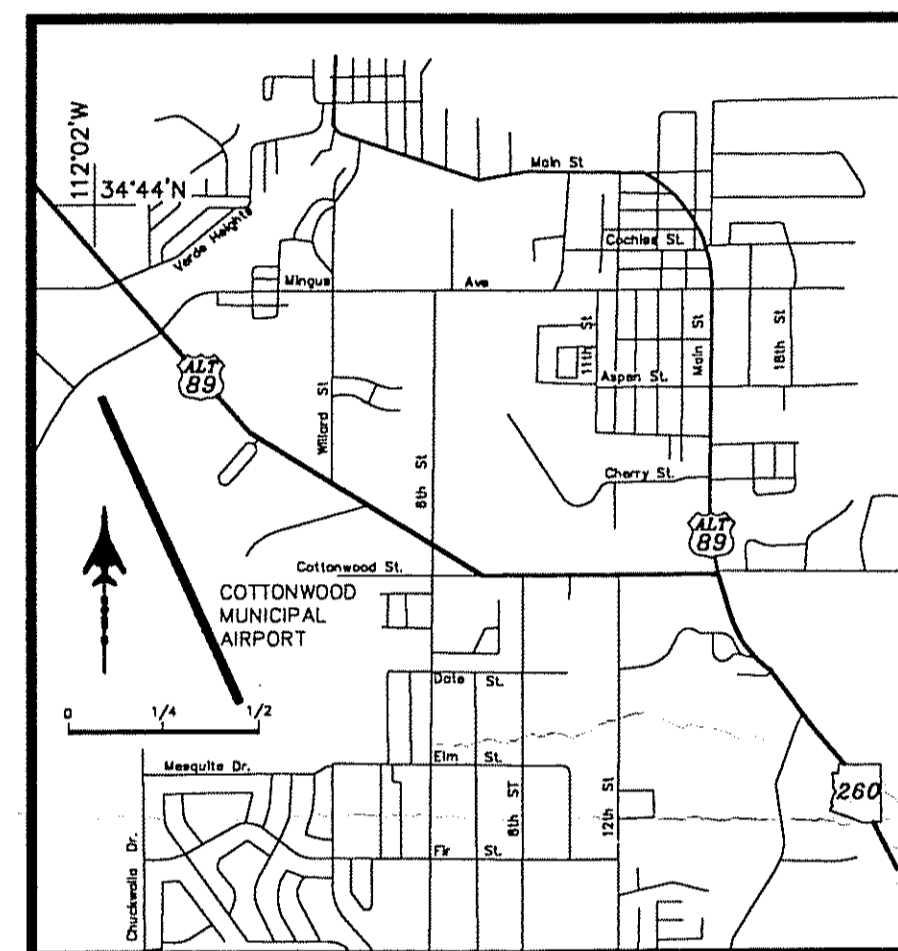


AIRPORT DATA			
COTTONWOOD MUNICIPAL AIRPORT (P52)			
CITY: COTTONWOOD, ARIZONA		COUNTY: YAVAPAI, ARIZONA	
RANGE: 3 EAST		TOWNSHIP: 15, 16 N	
		CIVIL TOWNSHIP: N/A	
	EXISTING	ULTIMATE	
AIRPORT SERVICE LEVEL	GENERAL AVIATION	SAME	
AIRPORT REFERENCE CODE	B-I	B-II	
AIRPORT ELEVATION (MSL)	3550	SAME	
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	98.4 F (JULY)	SAME	
AIRPORT REFERENCE POINT	Latitude 34°43'48.07688" N	SAME	
(ARP) COORDINATES (NAD 83)	Longitude 112°02'06.56751" W	SAME	
AIRPORT and TERMINAL NAVIGATIONAL AIDS	ROTATING BEACON	NDB	ROTATING BEACON



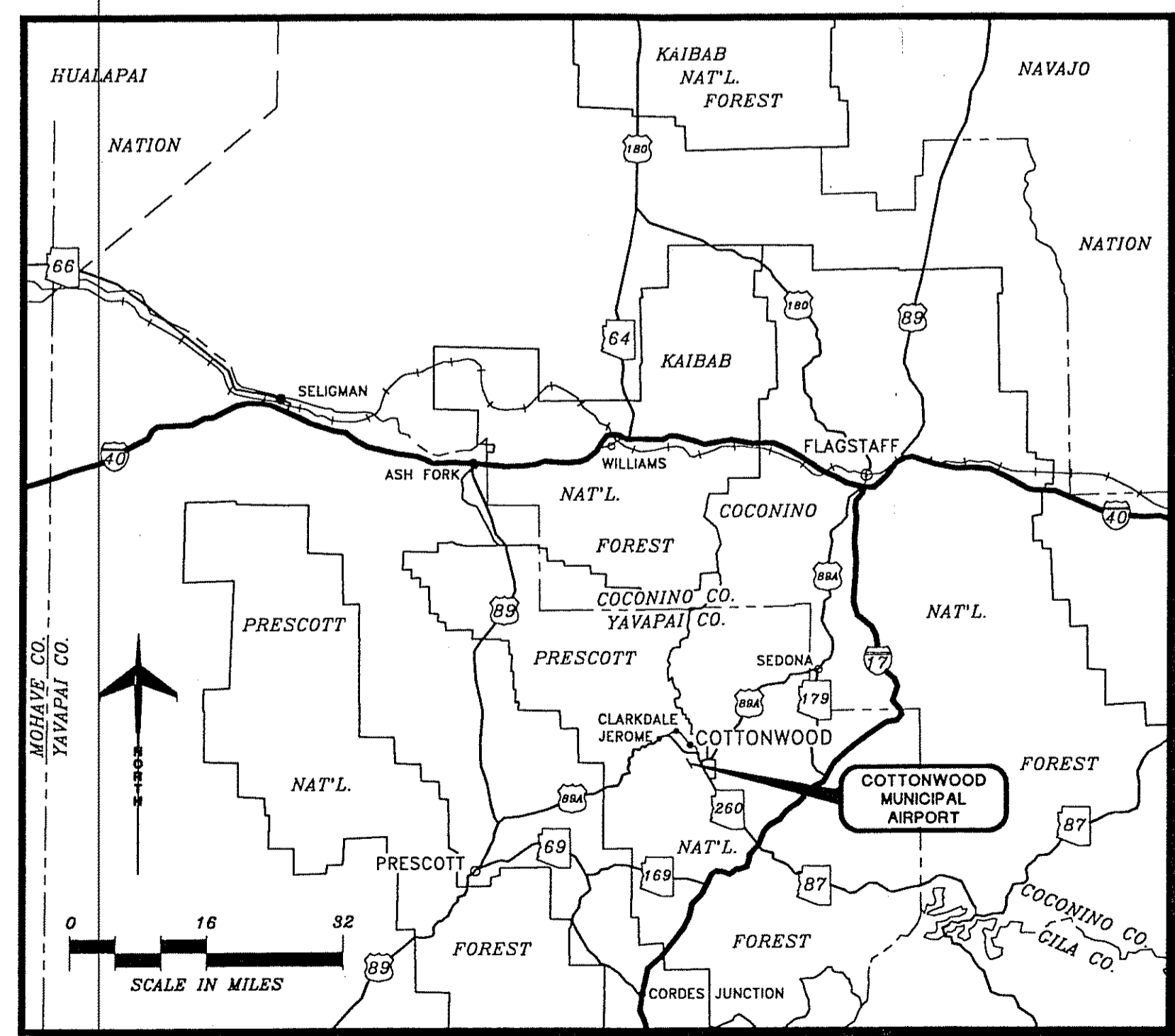
VICINITY MAP

RUNWAY DATA	RUNWAY 14-32	
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-I	B-II
RUNWAY AZIMUTH	24.417	SAME
RUNWAY BEARING	N24°25'00" W	SAME
RUNWAY DIMENSIONS	4250' X 75'	SAME
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	NONPREC./NONPREC.
RUNWAY APPROACH SURFACES	20:1/20:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME
RUNWAY STOPWAY	300' X 75'	SAME
RUNWAY SAFETY AREA	4850' X 150'	SAME
RUNWAY OBSTACLE FREE ZONE	4650' X 250'	SAME
RUNWAY OBJECT FREE AREA	5100' X 400'	SAME
TAKEOFF RUN AVAILABLE (TORA)	4250'/4250'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	4250'/4250'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4250'/4250'	SAME
LANDING DISTANCE AVAILABLE (LDA)	4250'/4250'	SAME
PAVEMENT MATERIAL	ASPHALT	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.) ¹	12.5(S)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	0.97%	SAME
RUNWAY MARKING	VISUAL	NONPRECISION
RUNWAY LIGHTING	MIRL	SAME
RUNWAY APPROACH LIGHTING	PAPI-2, REIL (32)	SAME, REIL (14)
TAXIWAY LIGHTING	NONE	MITL
TAXIWAY MARKING	CENTERLINE	SAME
NAVIGATIONAL AIDS	PAPI-2 REIL (32)	SAME REILS (14-32) NDB

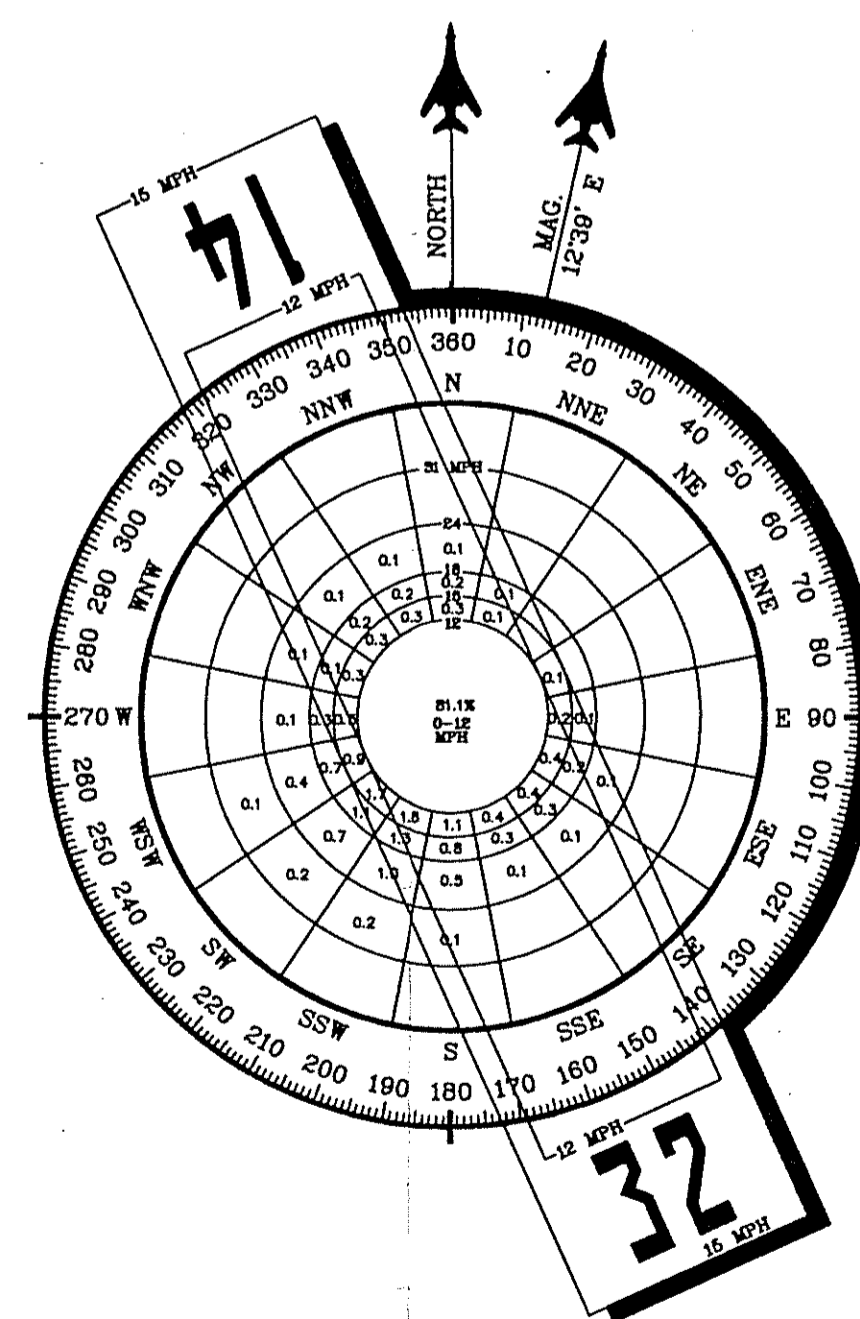
¹Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT), wheel loading capacities.

RUNWAY END COORDINATES (NAD 83)	EXISTING		ULTIMATE
	RUNWAY 14	Latitude 34°44'07.03854" N	Longitude 112°02'15.16092" W
RUNWAY 32	Latitude 34°43'28.45222" N	Longitude 112°01'54.44197" W	SAME

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
INADEQUATE OBJECT FREE AREA-RWY. 14-32	ULTIMATE OBJECT FREE AREA	250' FROM RUNWAY CL	200' FROM RUNWAY CL	REQUEST FAA APPROVAL
INADEQUATE OBJECT FREE AREA-RWY. 14	ULTIMATE OBJECT FREE AREA	600' FROM RUNWAY END	340' FROM RUNWAY END	FOR MODIFICATIONS
INADEQUATE OBJECT FREE AREA-RWY. 32	ULTIMATE OBJECT FREE AREA	600' FROM RUNWAY END	510' FROM RUNWAY END	TO STANDARDS
AIRPORT OBSTRUCTIONS	F.A.R. PART 77 CRITERIA	SEE SHEET 4	SEE SHEET 4	REQUEST FAA AERONAUTICAL STUDY

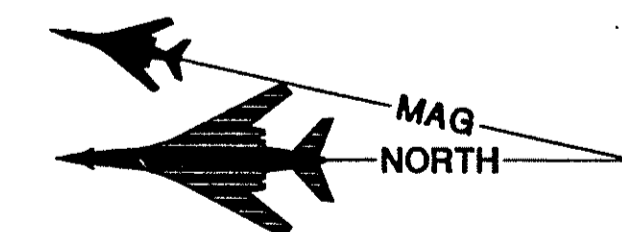


LOCATION MAP



WIND COVERAGE	
Runway 14-32	91.68% 96.38%

SOURCE:
U.S. Department of Commerce,
National Oceanic and
Atmospheric Administration
DATA STATION:
National Climate Center
Ashville, North Carolina
OBSERVATIONS:
90,000 Estimated
1945-1978
Ernest A. Love Field
Prescott, Arizona



MAGNETIC VARIANCE-12°38' E (APRIL 1999)
RATE OF CHANGE 2.4' W

COTTONWOOD MUNICIPAL AIRPORT
AIRPORT DATA SHEET

COTTONWOOD, ARIZONA

PLANNED BY: Scott J. Gray
DETAILED BY: W.S. Holland
APPROVED BY: Jeanette V. Coffman

Coffman Associates
Airport Consultants

No.	REVISIONS	DATE	BY	APP'D.

July 12, 1993 SHEET 1 OF 7