

AIRPORT DATA

DESCRIPTION		EXISTING	FUTURE
AIRPORT REFERENCE CODE		A-1 (SMALL)	B-1 (SMALL)
CRITICAL AIRCRAFT*		ENTIRE FLEET OF A-1 (SMALL) AIRCRAFT	
AIRPORT REFERENCE POINT (ARP) (NAD83)		34° 43' 48.20" N	34° 43' 46.08" N
LATITUDE		112° 02' 06.49" W	112° 02' 05.73" W
LONGITUDE			
AIRPORT ELEVATION (MSL) (NAVD88)		3,560.3'	NO CHANGE
MEAN MAXIMUM TEMPERATURE OF THE HOTTEST MONTH (JULY)		98.4° F	NO CHANGE
MAGNETIC DECLINATION		10.11" E ± 0.35" CHANGING BY 0.10" W PER YEAR	NO CHANGE
AIRPORT NAVAIDS †		ROTATING BEACON (OWNERSHIP: AIRPORT SPONSOR)	NO CHANGE
MISCELLANEOUS FACILITIES ‡		AWOS III, PAPI, REIL, SEGMENTED CIRCLE W/ LIGHTED WIND CONE	NO CHANGE
NPIAS SERVICE LEVEL		BASIC GENERAL AVIATION	NO CHANGE
STATE AIRPORT CLASSIFICATION ‡		GENERAL AVIATION - COMMUNITY	NO CHANGE
NOTES: MAGNETIC DECLINATION DATA SOURCED ON JUNE 13, 2022 (HTTPS://WWW.NGDC.NOAA.GOV/GEOMAG/CALCULATORS/MAGCALC.SHTML?USEFULLSITE=TRUE). MEAN MAXIMUM TEMPERATURE OF THE HOTTEST MONTH WAS SOURCED FROM NOAA CLIMATE SERVICES CENTER (HTTPS://WWW.W2.WEATHER.GOV/CLIMATE/). COORDINATE DATA IS BASED ON CALIFORNIA ZONE IV, HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83), VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). * THE CRITICAL AIRCRAFT* IS THE ENTIRE FLEET OF A-1 (SMALL) AIRCRAFT AS APPROVED BY THE FFA. † FAA AIRPORTS DIVISION (ARP) STANDARD OPERATING PROCEDURE (SOP) 2.0 "CHECKLIST FOR REVIEW AND APPROVAL OF AIRPORT LAYOUT PLANS" (DATED OCTOBER 1, 2013) SPECIFIES AIRPORT NAVIGATIONAL AIDS AS "NOB, TVOR, ASR, BEACON, ETC." LIGHTED WIND CONES, AWOS, AND AIRPORT LIGHTING ARE CONSIDERED "MISCELLANEOUS FACILITIES." ‡ AS PUBLISHED IN THE 2018 ARIZONA STATE AVIATION SYSTEM PLAN (ASAP).			

TAXIWAY DATA

				TWY DESIGN STANDARDS - BY TWY DESIGN GROUP (TDG)								TAXIWAY DESIGN STANDARDS - BY AIRPLANE DESIGN GROUP (ADG) ‡							
TAXIWAY *	TWY TYPE	TWY LIGHTING **	TWY DESIGN GROUP (TDG)	TWY WIDTH		TWY EDGE SAFETY MARGIN (TESM)		TWY SHOULDER WIDTH †		AIRPLANE DESIGN GROUP (ADG) ††	TWY SAFETY AREA (TSA)		TWY OBJECT FREE AREA (TOFA)		TWY SEPARATION: TWY CENTERLINE TO FIXED OR MOVABLE OBJECT				
				COND	STD	COND	STD	COND	STD		COND	STD	COND	STD	COND	STD			
EXISTING ##	TAXIWAY A	PARALLEL	N/A	1A	40'	25'	5'	5'	N/A	10'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY B	CONNECTOR	N/A	1A	30'	25'	5'	5'	N/A	10'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY C	CONNECTOR	N/A	1A	50'	25'	5'	5'	N/A	10'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY D	CONNECTOR	N/A	1A	40'	25'	5'	5'	N/A	10'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY E	CONNECTOR	N/A	1A	50'	25'	5'	5'	N/A	10'	I	49'	49'	89'	89'	39.5'	39.5'		
FUTURE ##	TAXIWAY A	PARALLEL	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY A1	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY A2	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY A3	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY A4	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY A5	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY B1	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY B2	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY C	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY D	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		
	TAXIWAY E	CONNECTOR	MITL	2	35'	35'	7.5'	7.5'	N/A	15'	I	49'	49'	89'	89'	39.5'	39.5'		

NOTES:  
COND = EXISTING / FUTURE CONDITION  
STD = FAA STANDARD  
MITL = MEDIUM INTENSITY TAXIWAY EDGE LIGHTING  
\* EXISTING AND FUTURE TAXIWAYS ARE LISTED IN ALPHABETICAL ORDER BY NAME THEN FROM NORTH TO SOUTH ON THE AIRFIELD.  
\*\* TAXIWAYS ARE EQUIPPED WITH EDGE REFLECTORS.  
† TAXIWAY SHOULDERS ARE NOT REQUIRED FOR AIRPORTS ACCOMODATING ADG-I (SMALL) AIRCRAFT. HOWEVER, ACCORDING TO AC 150/5300-13A CHANGE 1, TURF, AGGREGATE-TURF, SOIL CEMENT, LIME, OR BITUMINOUS STABILIZED SOIL ARE RECOMMENDED ADJACENT TO PAVED. TAXIWAYS FOR AIRPORTS ACCOMODATING ADG-I (SMALL) AIRCRAFT.  
†† FUTURE ADG FOR P25 IS I (SMALL). HOWEVER, THE "SMALL" INDICATOR IS NOT UTILIZED FOR TAXIWAY DESIGN STANDARDS IN AC 150/5300-13A CHANGE 1.  
‡ EXISTING/FUTURE VALUES SHOWN (COND) REPRESENT NO PENETRATIONS TO TSA AND TOFA.  
‡‡ EXISTING AND FUTURE TAXIWAY DESIGNATIONS ARE DISPLAYED ON THE RESPECTIVE AIRPORT LAYOUT DRAWINGS.

EXISTING NONSTANDARD CONDITIONS

NO.	NONSTANDARD CONDITION	DESCRIPTION	ACTION
1	TAXIWAY FILLETS	EXISTING TAXIWAY FILLETS DO NOT MEET DESIGN STANDARDS	REMOVAL / ADDITION OF PAVEMENT TO MEET TAXIWAY FILLET DESIGN STANDARDS FOR TDG 2
2	DIRECT RUNWAY ACCESS FROM ARPON	TAXIWAYS B AND C ALLOW DIRECT ACCESS BETWEEN APRON AND RUNWAY	CONSTRUCTION OF TAXIWAY CONNECTORS WITH SITUATIONAL AWARENESS TURNS FROM APRON TO RUNWAY
3	VARIOUS TAXILANE OFA PENETRATIONS*	TAXILANE OFA PENETRATIONS INCLUDE: AIRCRAFT TIE-DOWNS, HELICOPTER PARKING AREA, PRIVATE AIRCRAFT HANGARS	RECONFIGURATION OF APRON AND TAXILANES TO MITIGATE OFA PENETRATIONS

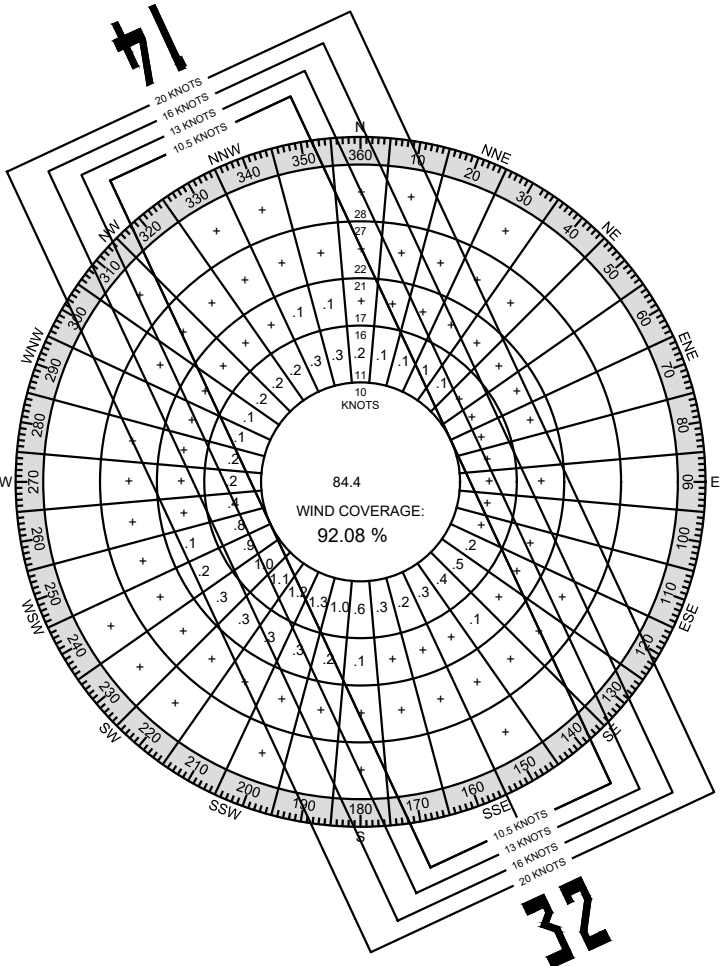
NOTE: \* TAXILANE OFA PENETRATIONS SHOWN ON SHEET 5 - TERMINAL AREA DRAWING.

WIND DATA

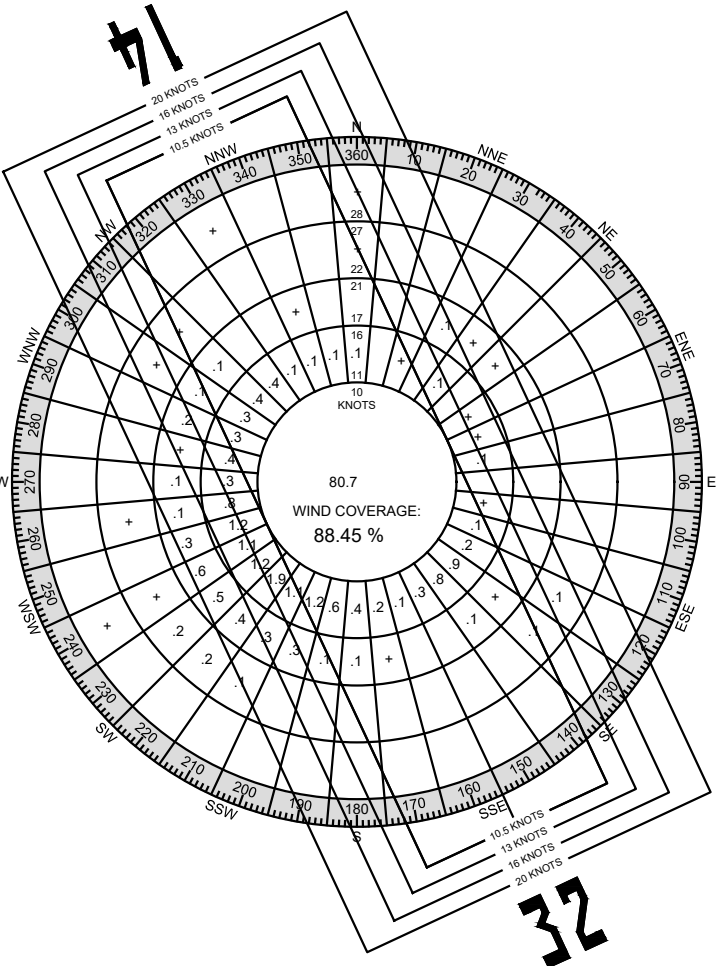
AIRPORT * (FOR RWY 14-32 ‡)	CROSSWIND COVERAGE †			
ALL WEATHER				
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
PRC	92.08%	95.51%	98.55%	99.66%
SEZ	89.51%	94.82%	99.30%	99.91%
IFR				
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
PRC	88.45%	92.84%	97.14%	99.13%
SEZ	98.00%	99.04%	99.75%	99.94%
VFR				
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
PRC	92.21%	95.61%	98.60%	99.68%
SEZ	89.25%	94.69%	99.28%	99.91%

NOTES:  
WIND DATA SOURCED FROM NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) NATIONAL CLIMATIC CENTER.  
\* COTTONWOOD MUNICIPAL AIRPORT'S AWOS WAS INOPERABLE AS OF SEPTEMBER 2021. FOR THIS ANALYSIS, WIND DATA WAS OBTAINED FROM SEDONA AIRPORT'S (SEZ) AWOS III P/T (LOCATED APPROXIMATELY 16 MILES NORTHWEST OF COTTONWOOD) AND ERNEST A. LOVE FIELD'S (PRC) ASOS (LOCATED APPROXIMATELY 23 MILES SOUTHWEST OF COTTONWOOD).  
† BASED ON 244,441 TOTAL OBSERVATIONS SEZ AND 89,448 TOTAL OBSERVATIONS AT PRC BETWEEN 2010 AND 2019.  
‡ ANALYSIS PERFORMED FOR TRUE RUNWAY HEADINGS OF 155° AND 335°.

ALL WEATHER



IFR



RUNWAY DATA

		EXISTING		FUTURE	
		RUNWAY 14	RUNWAY 32	RUNWAY 14	RUNWAY 32
RUNWAY AND AIRSPACE DESIGN	RUNWAY DESIGN CODE (RDC)	A-I(S)-VIS	A-I(S)-5000	B-I(S)-VIS	B-I(S)-5000
	APPROACH REFERENCE CODE (APRC)	A-I(S)-VIS	A-I(S)-5000	B-I(S)-VIS	B-I(S)-5000
	DEPARTURE REFERENCE CODE (DPRC)	A-I(S)		B-I(S)	
	APPROACH TYPE	VISUAL	NON-PRECISION	NO CHANGE	NO CHANGE
	VISIBILITY MINIMUMS	VISUAL	1 MILE	NO CHANGE	NO CHANGE
	AERONAUTICAL SURVEY REQUIREMENT	NON-VERTICALLY GUIDED	NON-VERTICALLY GUIDED	NO CHANGE	NO CHANGE
	14 CFR PART 77 RUNWAY DESIGNATION	VISUAL	UTILITY	NO CHANGE	NO CHANGE
	14 CFR PART 77 APPROACH CATEGORY (SLOPE)	20:1	20:1	NO CHANGE	NO CHANGE
	DEPARTURE SURFACE (40:1 SLOPE)	YES	YES	NO CHANGE	NO CHANGE
	THRESHOLD SITING SURFACE (TSS) - TYPE / SLOPE *	TYPE 1 / 15:1	TYPE 4 / 20:1	TYPE 2 / 20:1	NO CHANGE
	THRESHOLD SITING SURFACE (TSS) - PENETRATIONS	SEE SHEETS 34-36	SEE SHEETS 34-36	SEE SHEETS 34-36	SEE SHEETS 34-36
	DEPARTURE SURFACE - TYPE / SLOPE *	TYPE 7 / 40:1	TYPE 7 / 40:1	NO CHANGE	NO CHANGE
	DEPARTURE SURFACE - PENETRATIONS	SEE SHEETS 37 AND 38	SEE SHEETS 37 AND 38	SEE SHEETS 37 AND 38	SEE SHEETS 37 AND 38
	GLIDESLOPE QUALIFICATION SURFACE (GQS) - TYPE / SLOPE *	N/A	N/A	NO CHANGE	NO CHANGE
RUNWAY CHARACTERISTICS	GLIDESLOPE QUALIFICATION SURFACE (GQS) - PENETRATIONS	N/A	N/A	NO CHANGE	NO CHANGE
	RUNWAY LENGTH	4,252'		4,787'	
	RUNWAY WIDTH	75'		75' **	
	RUNWAY SHOULDER WIDTH	10' (UNPAVED)		NO CHANGE	
	RUNWAY BLAST PAD (LENGTH X WIDTH)	300' X 75'	300' X 75'	60' X 80'	N/A
	RUNWAY END ELEVATION (NAVD 88)	3,519.4'	3,560.3'	3,517.7'	3,558.4'
	RUNWAY END LATITUDE (NAD83)	34° 44' 07.33" N	34° 43' 29.06" N	34° 44' 8.36" N	34° 43' 25.24" N
	RUNWAY END LONGITUDE (NAD83)	112° 02' 17.02" W	112° 01' 55.97" W	112° 02' 17.58" W	112° 01' 53.87" W
	RUNWAY HIGH-POINT ELEVATION (NAVD 88)	3,560.3'		NO CHANGE	
	RUNWAY HIGH-POINT LATITUDE (NAD83)	34° 43' 29.06" N		NO CHANGE	
	RUNWAY HIGH-POINT LONGITUDE (NAD83)	112° 01' 55.97" W		NO CHANGE	
	RUNWAY LOW-POINT ELEVATION (NAVD 88)	3,519.4'		3,517.7'	
	RUNWAY LOW-POINT LATITUDE (NAD83)	34° 44' 07.33" N		34° 44' 08.36" N	
	RUNWAY LOW-POINT LONGITUDE (NAD83)	112° 02' 17.02" W		112° 02' 17.58" W	
MISCELLANEOUS	RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE) (NAVD 88)	3,548.4'	3,560.3'	NO CHANGE	NO CHANGE
	RUNWAY TRUE BEARING	N 24° 21' 11.93" W		NO CHANGE	
	DISPLACED THRESHOLD DISPLACEMENT	N/A	N/A	N/A	385.6'
	DISPLACED THRESHOLD LATITUDE (NAD 83)	N/A	N/A	N/A	34° 43' 28.72" N
	DISPLACED THRESHOLD LONGITUDE (NAD 83)	N/A	N/A	N/A	112° 01' 55.78" W
	DISPLACED THRESHOLD ELEVATION (NAVD 88)	N/A	N/A	N/A	3,560.3'
	EFFECTIVE RUNWAY GRADIENT	0.96%		0.89%	
	PAVEMENT STRENGTH - SINGLE WHEEL (LBS.) †	4,000		12,500	
	PAVEMENT STRENGTH - DUAL WHEEL (LBS.) †	N/A		12,500	
	PAVEMENT STRENGTH - DUAL TANDEM WHEEL (LBS.) †	N/A		N/A	
	PAVEMENT STRENGTH - DOUBLE DUAL TANDEM WHEEL (LBS.) †	N/A		N/A	
	PAVEMENT CLASSIFICATION NUMBER (PCN) ††	3/F/D/Y/T		TBD	
	SURFACE TYPE	ASPHALT		NO CHANGE	
	RUNWAY LIGHTING	MIRL		NO CHANGE	
RUNWAY SAFETY AREAS	RUNWAY MARKINGS	BASIC	NON-PRECISION	NO CHANGE	NO CHANGE
	VISUAL APPROACH NAVIGATIONAL AIDS	PAPI 2L, REIL	PAPI 2L, REIL	NO CHANGE	NO CHANGE
	INSTRUMENT APPROACH NAVIGATIONAL AIDS	NONE	NONE	NO CHANGE	NO CHANGE
	TYPE OF INSTRUMENT APPROACH	NONE	RNAV (GPS)	NO CHANGE	NO CHANGE
	WIND COVERAGE REQUIREMENT	10.5 KNOTS	10.5 KNOTS	NO CHANGE	NO CHANGE
	PERCENT WIND COVERAGE (ALL WEATHER, 10.5 KNOTS) (PRZ, SEZ) ‡	92.08% , 89.51%		NO CHANGE	
	RUNWAY PROTECTION ZONE (RPZ)				
	INNER WIDTH (APPROACH / DEPARTURE)	250' / 250'	250' / 250'	NO CHANGE	NO CHANGE
	OUTER WIDTH (APPROACH / DEPARTURE)	450' / 450'	450' / 450'	NO CHANGE	NO CHANGE
	LENGTH (APPROACH / DEPARTURE)	1,000' / 1,000'	1,000' / 1,000'	NO CHANGE	NO CHANGE
	RUNWAY SAFETY AREA (RSA)				
	LENGTH BEYOND RUNWAY END (EXISTING / STANDARD)	240' / 240'	240' / 240'	NO CHANGE	NO CHANGE
	WIDTH (EXISTING / STANDARD)	120' / 120'		NO CHANGE	
	RUNWAY OBJECT FREE AREA (ROFA)				
	LENGTH BEYOND RUNWAY END (EXISTING / STANDARD)	240' / 240'	240' / 240'	NO CHANGE	NO CHANGE
	WIDTH (EXISTING / STANDARD)	250' / 250'		NO CHANGE	
	RUNWAY OBSTACLE FREE ZONE (ROFZ)				
	LENGTH BEYOND RUNWAY END (EXISTING / STANDARD)	200' / 200'	200' / 200'	NO CHANGE	NO CHANGE
	WIDTH (EXISTING / STANDARD)	120' / 120'		250' / 250'	
NOTES: COORDINATE DATA IS BASED ON CALIFORNIA ZONE IV, HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83), VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). * THRESHOLD SITING SURFACE AND DEPARTURE SURFACE WERE DETERMINED USING ENGINEERING BRIEF NO. 99, TABLE 3-2. ** STANDARD RUNWAY WIDTH FOR ADG-I IS 60'. THE FAA INDICATED THAT A BENEFIT-COST ANALYSIS MAY BE CONDUCTED TO DETERMINED THE FINANCIAL FEASIBILITY OF MAINTAINING A 75' RUNWAY. † PAVEMENT STRENGTH AS LISTED BY THE AIRPORT MASTER RECORD. †† PAVEMENT CLASSIFICATION NUMBER (PCN) SOURCED FROM ADOT AERONAUTICS GROUPS' 2014 COTTONWOOD AIRPORT PAVEMENT CLASSIFICATION NUMBER REPORT. ‡ DUE TO THE AIRPORT'S INOPERABLE AWOS AS OF SEPTEMBER 2021, WIND DATA WAS OBTAINED FROM SEDONA AIRPORT'S AWOS III PIT (LOCATED 16 MILES NORTHWEST OF COTTONWOOD) AND ERNEST A. LOVE FIELD'S ASOS (LOCATED 23 MILES SOUTHWEST OF COTTONWOOD).					

DECLARED DISTANCES

DECLARED DISTANCES	EXISTING		FUTURE	
	RUNWAY 14	RUNWAY 32	RUNWAY 14	RUNWAY 32
TAKEOFF RUN AVAILABLE (TORA)	N/A	N/A	4,402'	4,787'
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	N/A	4,787'	4,787'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	N/A	N/A	4,547'	4,787'
LANDING DISTANCE AVAILABLE (LDA)	N/A	N/A	4,547'	4,402'



COTTONWOOD MUNICIPAL AIRPORT  
COTTONWOOD, AZ

AIRPORT DATA SHEET

JOB NO.	291447000	DRAWN	KH	CHECKED	CBW
DATE:	DECEMBER 2022	DESIGNED	JTC	APPROVED	CBW

SHEET 2 OF 40

Kimley»Horn

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