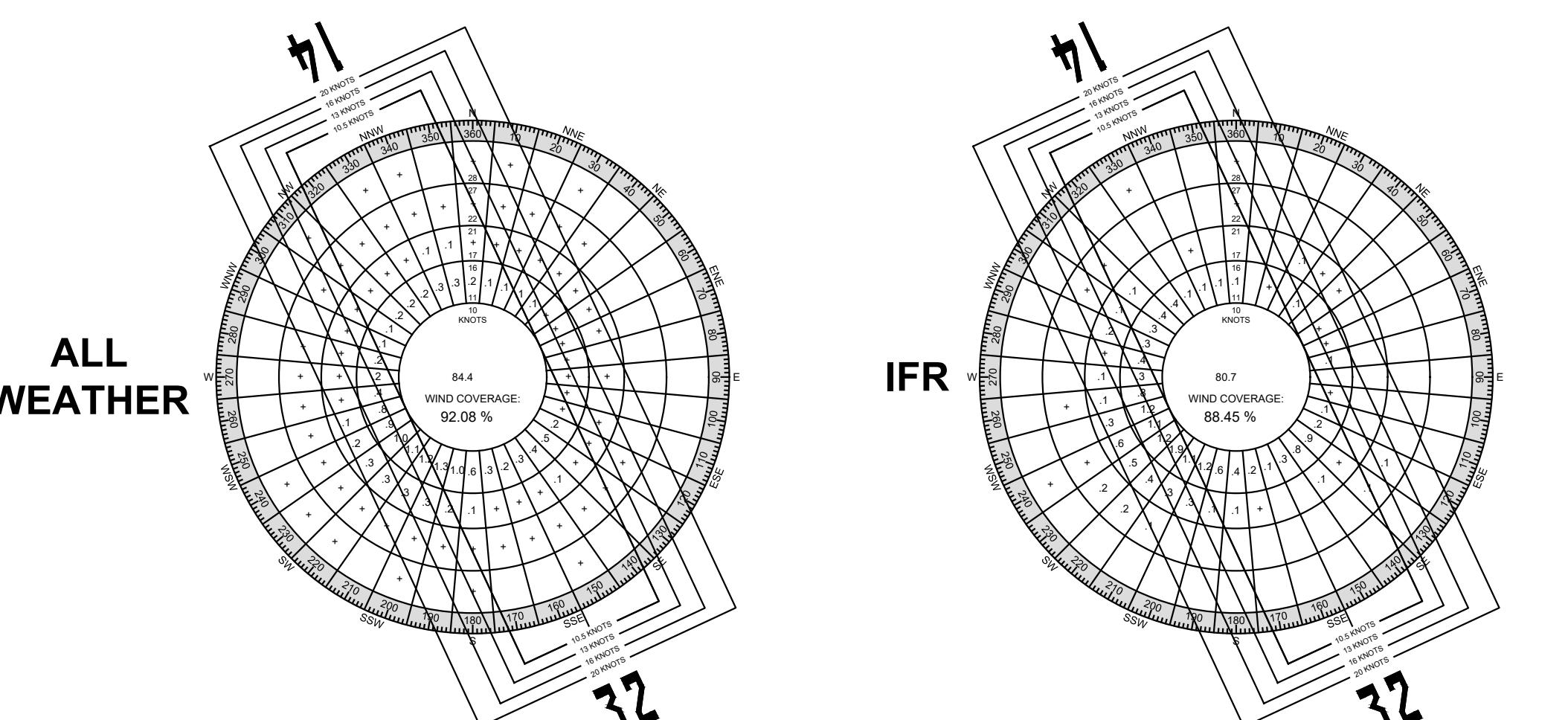


| AIRPORT DATA | | | |
|------------------------------------------------------|-----------|-------------------------------------------------------------|--------------------------------------------------------------|
| DESCRIPTION | | EXISTING | FUTURE |
| AIRPORT REFERENCE CODE | | A-I (SMALL) | B-I (SMALL) |
| CRITICAL AIRCRAFT* | | ENTIRE FLEET OF A-I (SMALL) AIRCRAFT | CESSNA CITATION I, BEECHCRAFT KING AIR 90, PIPER CHEYENNE II |
| AIRPORT REFERENCE POINT (ARP) (NAD83) | LATITUDE | 34° 43' 48.20" N | 34° 43' 46.08" N |
| | LONGITUDE | 112° 02' 06.49" W | 112° 02' 05.73" W |
| 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 |

| 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 APRON | 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 |

| Wind Data | | | | |
|--------------------------------|----------------------|----------|----------|----------|
| Airport * (For RWY 14-32 ‡) | Crosswing 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% |



RUNWAY DATA

| | EXISTING | | FUTURE | |
|--------------------------------------------------------------|-----------------------|-----------------------|----------------------|----------------------|
| | RUNWAY 14 | RUNWAY 32 | RUNWAY 14 | RUNWAY 32 |
| 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) | A-I(S) | B/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 |
| 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 | |
| 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 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' | |

NOTE 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).
OLD SITING SURFACE AND DEPARTURE SURFACE WERE DETERMINED USING ENGINEERING BRIEF NO. 99, TABLE 3-2.

DARD RUNWAY WIDTH FOR ADG II IS 60'. THE FAA INDICATED THAT A BENEFIT-COST ANALYSIS MAY BE CONDUCTED TO DETERMINED THE FINANCIAL FEASIBILITY OF MAINTAINING A 75' RUNWAY.
MENT STRENGTH AS LISTED BY THE AIRPORT MASTER RECORD.
MENT CLASSIFICATION NUMBER (PCN) SOURCED FROM ADOT AERONAUTICS GROUP'S 2014 COTTONWOOD AIRPORT PAVEMENT CLASSIFICATION NUMBER REPORT.
O THE AIRPORT'S INOPERABLE AWOS AS OF SEPTEMBER 2021, WIND DATA WAS OBTAINED FROM SEDONA AIRPORT'S AWOS III P/T (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 |
| FF RUN AVAILABLE (TORA) | N/A | N/A | 4,402' | 4,787' |

| DECLARED DISTANCES | | | | |
|--------------------------------------|-----------|-----------|-----------|-----------|
| DECLARED DISTANCES | EXISTING | | FUTURE | |
| | RUNWAY 14 | RUNWAY 32 | RUNWAY 14 | RUNWAY 32 |
| FF RUN AVAILABLE (TORA) | N/A | N/A | 4,402' | 4,787' |
| FF DISTANCE AVAILABLE (TODA) | N/A | N/A | 4,787' | 4,787' |
| ERATE STOP DISTANCE AVAILABLE (ASDA) | N/A | N/A | 4,547' | 4,787' |
| NG DISTANCE AVAILABLE (LDA) | N/A | N/A | 4,547' | 4,402' |



COTTONWOOD MUNICIPAL AIRPORT

COTTONWOOD, AZ

| NO. | DATE | REVISIONS | BY |
|-----|------|-----------|----|
| 5 | | | |
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 1 | | | |

The logo for Kimley-Horn features the word "Kimley" in a large, dark gray, sans-serif font. To the right of "Kimley" is a dark gray double-headed arrow pointing right. To the right of the arrow is the word "Horn" in a large, bold, red, sans-serif font. The entire logo is set against a white background with a thin black border.

DISCLAIMER

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AIRPORT DATA SHEET