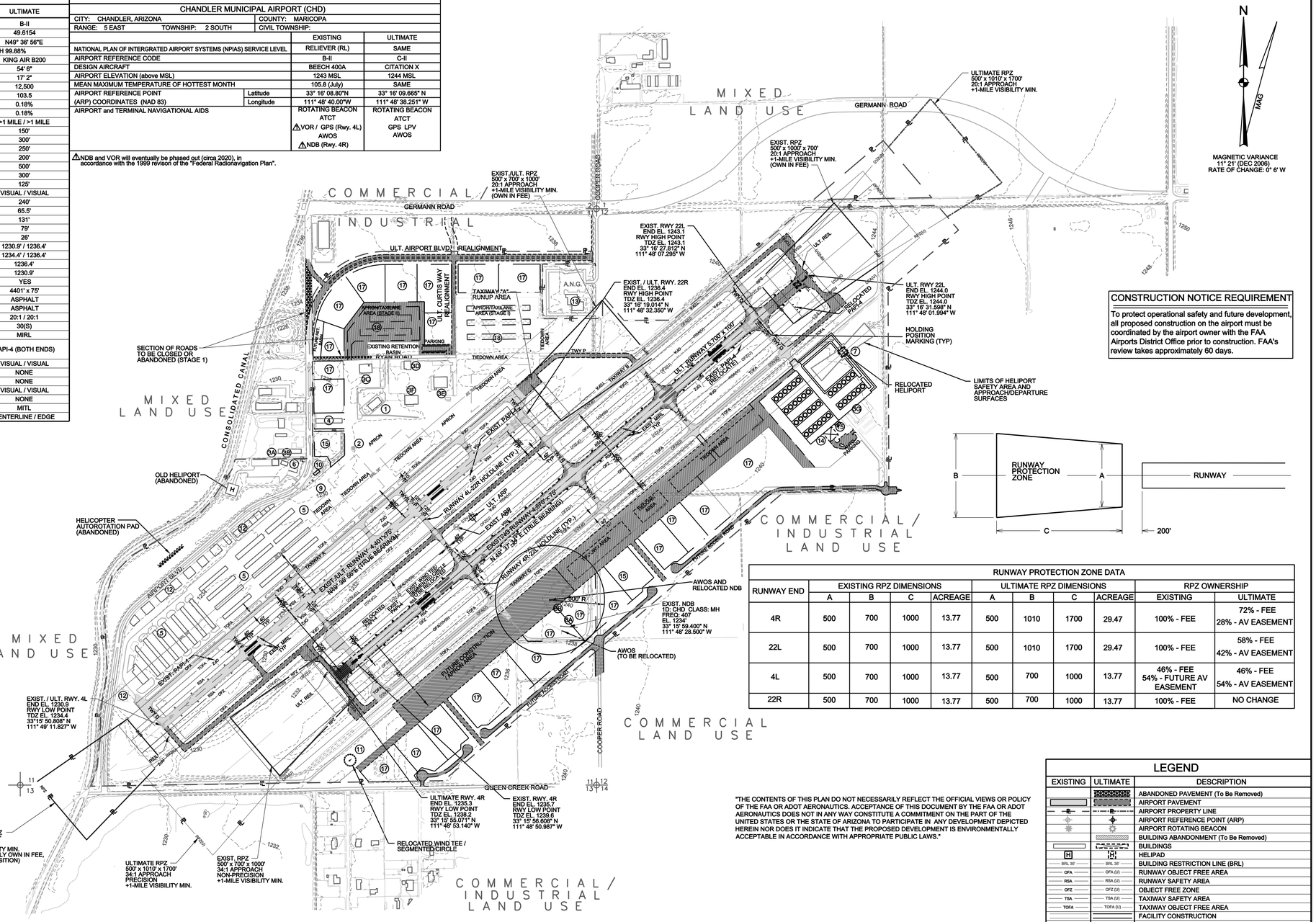
RUNWAY DATA	RUNWAY 4R-22L		RUNWAY 4L-22R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	C-II	B-II	B-II
RUNWAY AZIMUTH	49.6261	SAME	49.6154	49.6154
RUNWAY BEARING	N49° 37' 34"E	SAME	N49° 36' 56"E	N49° 36' 56"E
WIND COVERAGE (12 mph/15 mph)	12 MPH 98.02% / 15 MPH 99.88%		12 MPH 98.02% / 15 MPH 99.88%	
CRITICAL DESIGN AIRCRAFT (CDA)	BEECH 400A	CITATION X	KING AIR B200	KING AIR B200
CDA WINGSPAN	43' 6"	63' 7"	54' 6"	54' 6"
CDA UNDERCARRIAGE WIDTH	9' 4"	10' 7"	17' 2"	17' 2"
CDA MAXIMUM CERTIFIED TAKEOFF WEIGHT (lbs)	16,100	30,000	12,500	12,500
CDA APPROACH SPEED (KNOTS)	105	139	103.5	103.5
RUNWAY EFFECTIVE GRADIENT (in %)	0.16%	0.16%	0.18%	0.18%
RUNWAY MAXIMUM GRADIENT (in %)	0.16%	0.16%	0.18%	0.18%
APPROACH VISIBILITY MINIMUMS	>1 MILE / >1 MILE	>1 MILE / >1 MILE	>1 MILE / >1 MILE	>1 MILE / >1 MILE
RUNWAY SAFETY AREA (RSA) WIDTH	150'	500'	150'	150'
RSA LENGTH BEYOND EACH RUNWAY END	300'	1000'	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ) WIDTH	250'	400'	250'	250'
OFZ LENGTH BEYOND EACH RUNWAY END	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	500'	800'	500'	500'
ROFA LENGTH BEYOND EACH RUNWAY END	300'	1000'	300'	300'
DISTANCE FROM RWY CENTERLINE TO HOLDLINE	200'	200'	125'	125'
FAR PART 77 CATEGORY	NONPREC / VISUAL	PRECISION / VISUAL	VISUAL / VISUAL	VISUAL / VISUAL
STANDARD SEPARATION - RUNWAY CENTERLINE	400'	400'	240'	240'
STANDARD SEPARATION - TAXIWAY CENTERLINE	65.5'	65.5'	65.5'	65.5'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'	131'	131'
TAXIWAY SAFETY AREA WIDTH	79'	79'	79'	79'
TAXIWAY WINGTIP CLEARANCE	26'	26'	26'	26'
RUNWAY END ELEVATION (above MSL)	1235.7' / 1243.1'	1235.3' / 1244.0'	1230.9' / 1236.4'	1230.9' / 1236.4'
TOUCHDOWN ZONE ELEVATION (above MSL)	1239.6' / 1243.1'	1238.2' / 1244.0'	1234.4' / 1236.4'	1234.4' / 1236.4'
RUNWAY HIGH POINT (ABOVE MSL)	1243.1'	1244.0'	1236.4'	1236.4'
RUNWAY LOW POINT (ABOVE MSL)	1235.7'	1235.3'	1230.9'	1230.9'
LINE OF SIGHT REQUIREMENT MET	YES	YES	YES	YES
RUNWAY DIMENSIONS	4870' x 75'	5700' x 100'	4401' x 75'	4401' x 75'
RUNWAY SURFACE TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXIWAY SURFACE TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
RUNWAY APPROACH SLOPES	34:1 / 20:1	34:1 / 20:1	20:1 / 20:1	20:1 / 20:1
PAVEMENT STRENGTH (in thousand lbs.)[1]	30(S)	75 (D)	30(S)	30(S)
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
NAVIGATIONAL AND VISUAL AIDS	RNAV (GPS)(RWY 4R) PAPI-4 (BOTH ENDS) REIL (BOTH ENDS)	LPV (RWY 4R) PAPI-4 (BOTH ENDS) REIL (BOTH ENDS)	PAPI-4 (BOTH ENDS)	PAPI-4 (BOTH ENDS)
RUNWAY INSTRUMENTATION	NONPREC / VISUAL	PRECISION / VISUAL	VISUAL / VISUAL	VISUAL / VISUAL
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE	NONE	NONE
PAVEMENT SURFACE TREATMENT	NONE	NONE	NONE	NONE
RUNWAY MARKING	NONPREC / VISUAL	NONPREC / VISUAL	VISUAL / VISUAL	VISUAL / VISUAL
RUNWAY APPROACH LIGHTING	NONE	NONE	NONE	NONE
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
TAXIWAY MARKING	CENTERLINE / EDGE	CENTERLINE / EDGE	CENTERLINE / EDGE	CENTERLINE / EDGE

[1] Pavement strengths are expressed in Single(S) and Dual(D) wheel loading capacities.

AIRPORT DATA			
CHANDLER MUNICIPAL AIRPORT (CHD)			
CITY: CHANDLER, ARIZONA		COUNTY: MARICOPA	
RANGE: 5 EAST TOWNSHIP: 2 SOUTH		CIVIL TOWNSHIP:	
		EXISTING	ULTIMATE
NATIONAL PLAN OF INTERGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		RELIEVER (RL)	SAME
AIRPORT REFERENCE CODE		B-II	C-II
DESIGN AIRCRAFT		BEECH 400A	CITATION X
AIRPORT ELEVATION (above MSL)		1243 MSL	1244 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		105.8 (July)	SAME
AIRPORT REFERENCE POINT	Latitude	33° 16' 08.80"N	33° 16' 09.665" N
(ARP) COORDINATES (NAD 83)	Longitude	111° 48' 40.00"W	111° 48' 38.251" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON ATCT ⚠VOR / GPS (Rwy. 4L) AWOS ⚠NDB (Rwy. 4R)	ROTATING BEACON ATCT GPS LPV AWOS

⚠NDB and VOR will eventually be phased out (circa 2020), in accordance with the 1999 revision of the "Federal Radionavigation Plan".

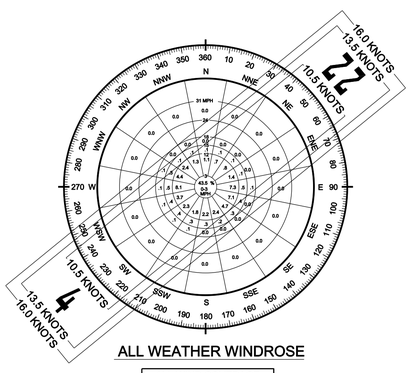


CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 4R	Latitude	33° 15' 56.608" N	33° 15' 55.071" N
	Longitude	111° 48' 50.987" W	111° 48' 53.140" W
RUNWAY 22L	Latitude	33° 16' 27.812" N	33° 16' 31.598" N
	Longitude	111° 48' 07.295" W	111° 48' 01.994" W
RUNWAY 4L	Latitude	33° 15' 50.808" N	SAME
	Longitude	111° 49' 11.827" W	SAME
RUNWAY 22R	Latitude	33° 16' 19.014" N	SAME
	Longitude	111° 48' 32.350" W	SAME

RUNWAY PROTECTION ZONE DATA										
RUNWAY END	EXISTING RPZ DIMENSIONS				ULTIMATE RPZ DIMENSIONS				RPZ OWNERSHIP	
	A	B	C	ACREAGE	A	B	C	ACREAGE	EXISTING	ULTIMATE
4R	500	700	1000	13.77	500	1010	1700	29.47	100% - FEE	72% - FEE 28% - AV EASEMENT
22L	500	700	1000	13.77	500	1010	1700	29.47	100% - FEE	58% - FEE 42% - AV EASEMENT
4L	500	700	1000	13.77	500	700	1000	13.77	46% - FEE 54% - FUTURE AV EASEMENT	46% - FEE 54% - AV EASEMENT
22R	500	700	1000	13.77	500	700	1000	13.77	100% - FEE	NO CHANGE



ALL WEATHER WINDROSE

ALL WIND COVERAGE	
RUNWAY 4-22	
12 MPH (10.5 KNOTS)	98.02%
15 MPH (13.5 KNOTS)	99.88%
18 MPH (16.0 KNOTS)	99.95%

USAFETAC
Air Weather Service (MAC)
DATA STATION:
Williams Air Force Base, Mesa, Arizona
OBSERVATIONS:
53,403 Observations, 1983-1992

NOTES:

1. THERE ARE NO OFZ PENETRATIONS.
2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
3. THE TOPOGRAPHICAL BASE (2-FOOT CONTOUR INTERVAL) FOR THE CHANDLER AIRPORT ALP WAS REATED BY COOPER AERIGI OF PHOENIX, INC. USING GROUND SURVEY, FLIGHT SURVEY, AND END ANALYTICS. (DATE: 01-28-1997)
4. PROPERTY LINES ESTABLISHED BASED ON SURVEY AND AIRPORT OWNER INFORMATION. TO BE USED FOR PLANNING PURPOSES ONLY.

"This signature certifies the Sponsor's approval of the information contained in this plan"

SPONSOR'S NAME _____ DATE _____
TITLE

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THIS DOCUMENT BY THE FAA OR ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES OR THE STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

EXISTING AND FUTURE FACILITIES

THE EXISTING AND FUTURE FACILITIES TABLE, AS WELL AS ASSOCIATED ELEVATIONS, ARE LISTED ON SHEET 1A OF THIS PLAN.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PAVEMENT
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING ABANDONMENT (To Be Removed)
		BUILDINGS
		HELIPAD
BRL 35'	BRL 35'	BUILDING RESTRICTION LINE (BRL)
OFA	OFA (U)	RUNWAY OBJECT FREE AREA
RSA	RSA (U)	RUNWAY SAFETY AREA
OFZ	OFZ (U)	OBJECT FREE ZONE
TSA	TSA (U)	TAXIWAY SAFETY AREA
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
34	34	SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080		TOPOGRAPHY (Source: Digital Survey Data)
		WIND INDICATOR (Lighted)

DEVELOPMENT STAGES

STAGE I 0-5 YEARS	STAGE II 6-10 YEARS	STAGE III 11-20 YEARS

REVISIONS:

REV. NO.	DATE	DESCRIPTION OF REVISION

500 0 500 1000 1500
SCALE: 1" = 500'

DESIGNED BY	SP	DATE	11/06
DRAWN BY	LKH	DATE	04/10
CHECKED BY	JM	DATE	04/10

APPROVALS:

TITLE DATE
TITLE DATE
TITLE DATE

PLANS PREPARED BY

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Phone: 480-775-4344

PLANS PREPARED FOR

CHANDLER MUNICIPAL AIRPORT
CHANDLER, ARIZONA

PROJECT NO. (CLIENT) AZDOT - E5S64
PROJECT NO. (WSA) A31476

AIRPORT LAYOUT PLAN

1

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