

- NOTES
1. FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

2. ALP APPROVAL BY THE FAA IS CONDITIONED ON ACKNOWLEDGEMENT THAT ANY DEVELOPMENT ON AIRPORT PROPERTY REQUIRING FEDERAL ENVIRONMENTAL APPROVAL MUST RECEIVE SUCH WRITTEN APPROVAL FROM FAA PRIOR TO COMMENCEMENT OF THE SUBJECT DEVELOPMENT. THIS ALP APPROVAL IS ALSO CONDITIONED ON ACCEPTANCE OF THE PLAN UNDER LOCAL LAND USE LAWS.

3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).

4. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.

5. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83 NAVD88.

6. TOPOGRAPHY AND PLANIMETRICS FROM AERIAL SURVEYS OBTAINED FROM QUANTUM SPATIAL, INC., SURVEY DATE: MARCH 17, 2017.

7. ALL FUTURE DEVELOPMENT MUST MEET THE FULL DESIGN STANDARDS LISTED IN FAA AC 150/5300-13A, AND SUPPORT ACCESS AND CIRCULATION BY ARC GROUP III AIRCRAFT THROUGHOUT THE TERMINAL AREA.

8. THE BUILDING RESTRICTION LINE (BRL) SHOULD BE LOCATED ON AN AIRPORT LAYOUT PLAN TO IDENTIFY SUITABLE LOCATIONS FOR BUILDING AREAS ON AIRPORT PROPERTY. THE BRL IS DEPICTED BASED ON TITLE 14 CFR PART 77 SURFACE FOR A GIVEN DISTANCE FROM THE RUNWAY CENTERLINE. SPECIFIC SITE DEVELOPMENT MUST BE FURTHER EVALUATED BASED ON TOP ELEVATION OF PROPOSED STRUCTURE. IT IS RECOMMENDED THAT THE BRL ENCOMPASS THE RUNWAY PROTECTION ZONES, THE RUNWAY VISIBILITY ZONE, AND AREAS REQUIRED FOR AIRPORT TRAFFIC CONTROL TOWER CLEAR LINES OF SIGHT.

9. THE TOP ELEVATIONS FOR PROPOSED FACILITIES ARE APPROXIMATE.

10. THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) PENETRATIONS, OTHER THAN FRANGIBLE NAVAIDS.

11. THERE ARE KNOWN THRESHOLD SITING SURFACE (TSS) PENETRATIONS. SEE INNER APPROACH SURFACE DRAWINGS AND OBSTRUCTION CHARTS.

12. ULTIMATE FACILITY DEVELOPMENT CONCEPTS ARE DEPICTED FOR PLANNING PURPOSES ONLY. IT SHOULD BE NOTED THAT TERRAIN CONDITIONS (ELEVATION OR DENSITY) MAY IMPACT FINANCIAL FEASIBILITY OF FACILITIES AS DEPICTED. IN ADDITION, THE BUILDING HEIGHTS ARE TO BE REASSESSED AT THE TIME OF FACILITY DEVELOPMENT TO ENSURE THERE ARE NO PENETRATIONS TO THE CURRENT TITLE 14 CFR PART 77 SURFACE AT THAT TIME.

13. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.

14. AIRPORT LAYOUT PLAN DATA INFORMATION IS LOCATED ON THE AIRPORT LAYOUT PLAN & DATA TABLES, SHEET 5.

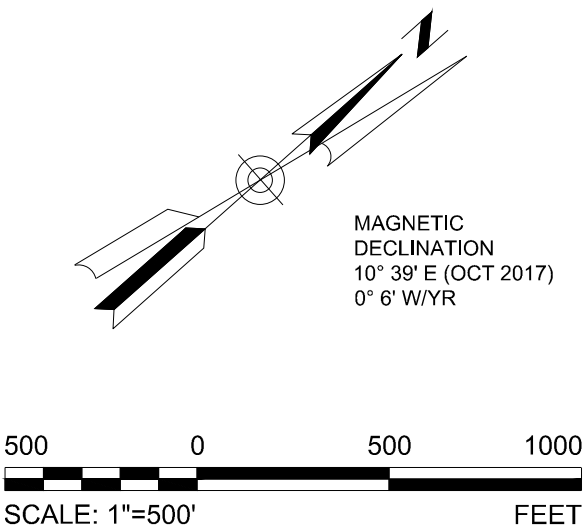
LAND ACQUISITION		DEVELOPMENT PROGRAM	
FUTURE DEVELOPMENT		PHASE I DEVELOPMENT (0-5 YEARS)	
APPROACH PROTECTION		PHASE II DEVELOPMENT (6-10 YEARS)	
BORROW SITE AND OTHER		PHASE III DEVELOPMENT (11-20 YEARS)	
ULTIMATE LAND ACQUISITION		ULTIMATE DEVELOPMENT (BEYOND 20 YEARS)	

AIRPORT CONTROL STATION (ACS)				
REF	STATION	NORTHING	EASTING	ELEVATION
0625	PRIMARY - PRC B	1328012.324	547815.263	543.016
0626	SECONDARY - PRC C	1329573.896	546304.275	542.647
0627	SECONDARY - PRC D	1334182.436	551291.695	539.421

LEGEND			
DESCRIPTION	EXISTING	FUTURE	ULTIMATE
AIRPORT BUILDING			
AIRPORT PAVEMENT			
AIRPORT PROPERTY			
AVIGATION EASEMENT	NA	NA	NA
DEMOLITION	NA		NA
GOLF COURSE		NA	NA
RUNWAY CENTERLINE MARKING			NA
RUNWAY VISIBILITY ZONE (RVZ)			NA
TAXIWAY / TAXILANE MARKING			NA
BUILDING RESTRICTION LINE (BRL)		NA	NA
FENCE			NA
FENCE (PERIMETER)		NA	NA

LEGEND			
DESCRIPTION	EXISTING	FUTURE	ULTIMATE
GLIDE SLOPE CRITICAL AREA			NA
GROUND ELEVATION CONTOURS		NA	NA
LOCALIZER CRITICAL AREA		NA	NA
OBSTACLE FREE ZONE (OFZ)		OFZ	NA
PART 77 APPROACH SURFACE			NA
PRECISION OBSTACLE FREE ZONE (POFZ)			NA
RUNWAY OBJECT FREE AREA (ROFA)			NA
RUNWAY PROTECTION ZONE (RPZ) [APPROACH]			NA
RUNWAY PROTECTION ZONE (RPZ) [DEPARTURE]			NA
RUNWAY SAFETY AREA (RSA)			NA
TAXILANE OBJECT FREE AREA (TOFA)			NA
TAXILANE SAFETY AREA (TISA)			NA
TAXIWAY OBJECT FREE AREA (TOFA)			NA

LEGEND			
DESCRIPTION	EXISTING	FUTURE	ULTIMATE
TAXIWAY SAFETY AREA (TSA)			NA
THRESHOLD SITING SURFACE (TSS)			NA
PAPI OBSTACLE CLEARANCE SURFACE			NA
GLIDE PATH QUALIFICATION SURFACE (GQS)			NA
AIRPORT REFERENCE POINT (ARP)			NA
AUTOMATED WEATHER OBSERVING SYSTEMS (AWOS)			NA
MEDIUM APPROACH LIGHT SYSTEM RUNWAY (MALSR)			NA
PRECISION APPROACH PATH INDICATOR (PAPI)			NA
ROADWAYS / APPROACH INTERSECTION			NA
ROTATING BEACON			NA
RUNWAY END IDENTIFIER LIGHT (REL)			NA
THRESHOLD LIGHTS			NA
WIND CONE / SEGMENTED CIRCLE			NA



NO.	REVISIONS	BY	APP.	DATE
1	ALP UPDATE	JHA	CM	

FEDERAL AVIATION ADMINISTRATION  
APPROVAL STAMP

APPROVED CONDITIONALLY  
June 29, 2022

SUBJECT TO COMMENTS CONTAINED IN OUR LETTER DATED: 06-29-2022

FEDERAL AVIATION ADMINISTRATION  
WESTERN-PACIFIC REGION  
BY: Mike N Williams, Manager - Phoenix Airports District Office

ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT)

NAME AND TITLE APPROVAL DATE

CITY OF PRESCOTT, ARIZONA

Robin Sobotta, Ph.D., A.A.E. 6/29/2022

NAME AND TITLE APPROVAL DATE

AIRPORT LAYOUT PLAN

PRESCOTT REGIONAL AIRPORT  
PRESCOTT, ARIZONA

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DRAWN BY: SCALE: 1" = 500'

CHECKED BY: DATE: APRIL 2022

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