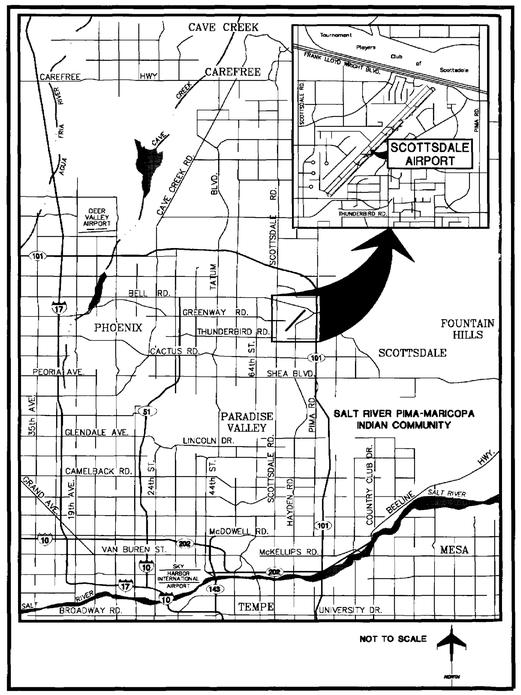
RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 3	Latitude	33°36'53.013"N	SAME
	Longitude	111°55'11.785"W	SAME
RUNWAY 21	Latitude	33°37'51.721"N	SAME
	Longitude	111°54'04.036"W	SAME
RUNWAY 3 THRESHOLD	Latitude	33°36'58.210"N	SAME
	Longitude	111°55'05.790"W	SAME
RUNWAY 21 THRESHOLD (Calculated)	Latitude	33°37'48.873"N	SAME
	Longitude	111°54'07.326"W	SAME

NOTE: Existing runway and ARP coordinates provided by the FAA's Los Angeles Flight Procedures Office (July 2000).

RUNWAY DATA	RUNWAY 3-21	
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	D-II	SAME
RUNWAY AZIMUTH	43.97275	SAME
RUNWAY BEARING	43°58'21.895"E	SAME
RUNWAY DIMENSIONS [1]	8249' X 100'	SAME
MAXIMUM RUNWAY ELEVATION (above MSL)	1508.8'	SAME
WIND COVERAGE (in %)	12 MPH 98%/15 MPH 99.3%	SAME
APPROACH VISIBILITY MINIMUMS	+1 MILE/+1 MILE	+3/4 MILE/+3/4 MILE
FAR PART 77 CATEGORY	NONPREC./NONPREC.	SAME
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	NONPREC./NONPREC.
RUNWAY APPROACH SURFACES	20:1/20:1	34:1/20:1
RUNWAY THRESHOLD DISPLACEMENT	740'/400'	SAME/SAME
RUNWAY STOPWAY	NONE	SAME
RUNWAY SAFETY AREA	9109' X 400'	SAME
RSA DISTANCE BEYOND EACH RUNWAY END	600' X 260'	SAME
RUNWAY OBSTACLE FREE ZONE	8649' X 400'	SAME
RUNWAY OBJECT FREE AREA	8749' X 670'	SAME
TAKEOFF RUN AVAILABLE (TORA)	8249'/8249'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	8249'/8249'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7849'/7509'	SAME
LANDING DISTANCE AVAILABLE (LDA)	7109'/7109'	SAME
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.) [2]	45(S),75(D)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	.81	SAME
RUNWAY MARKING	VISUAL	NONPRECISION
RUNWAY LIGHTING	MIRL	SAME
RUNWAY APPROACH LIGHTING	NONE	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
TAXIWAY LIGHTING	MITL, REFLECTORS	MITL
TAXIWAY MARKING	CENTERLINE	SAME
NAVIGATIONAL AND VISUAL AIDS	NDB (Circling)	GPS (Both)
	VOR/GPS (Circling)	SAME
	PAPI-2 (Both)	SAME
	REIL (Both)	SAME

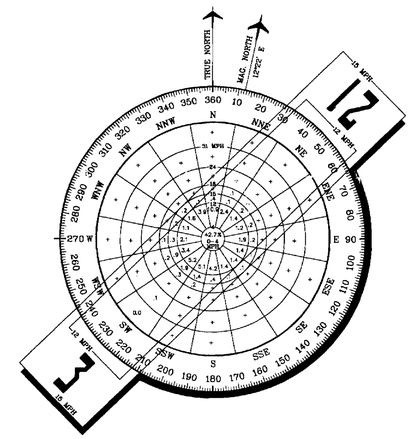
[1] Runway 3-21 has 12' wide asphalt shoulders.
[2] Pavement strengths are expressed in Single(S) and Dual(D) wheel loading capacities.

AIRPORT DATA			
SCOTTSDALE AIRPORT (SDL)			
CITY: SCOTTSDALE		COUNTY: MARICOPA	
RANGE: 4 East TOWNSHIP: 3 North		CIVIL TOWNSHIP: --	
		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		UTILITY	SAME
AIRPORT REFERENCE CODE		D-II	SAME
DESIGN AIRCRAFT		GULFSTREAM IV	SAME
AIRPORT ELEVATION (above MSL)		1510.4'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		104.8°F (July)	SAME
AIRPORT REFERENCE POINT	Latitude	33°37'22.400N	SAME
(ARP) COORDINATES (NAD 83)	Longitude	111°54'37.900"W	SAME
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON	SAME
		ATCT	SAME
		ASOS	SAME
		NDB	SAME
GPS APPROACH TO AIRPORT		YES	SAME



LOCATION MAP

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Runway 3 Safety Area Length Beyond Runway End	AC 150/5300-13	1000'	600'	REQUEST RUNWAY SAFETY AREA DETERMINATION
Runway 21 Safety Area Length Beyond Runway End	AC 150/5300-13	1000'	260'	
Runway Safety Area Width	AC 150/5300-13	500'	400'	
Runway 3 Object Free Area Length Beyond Runway End	AC 150/5300-13	1000'	470'	REQUEST MODIFICATION TO STANDARD
Runway 21 Object Free Area Length Beyond Runway End	AC 150/5300-13	1000'	30'	
Rwy. Object Free Area Width	AC 150/5300-13	800'	670'	
Rwy. Centerline to Holdline	AC 150/5300-13	250'	152'	
Rwy. Centerline to Parallel Taxiway	AC 150/5300-13	300'	250'	
Rwy. Centerline to Aircraft Parking	AC 150/5300-13	400'	325'	
Taxiway Shoulder Width (Taxiway "A")	AC 150/5300-13	10'	0'	



SOURCE:
NOAA National Climatic Center
Asheville, N.C.
NOTE:
Wind information for Luke Air Force Base, Glendale, Arizona
OBSERVATIONS:
64,000 Observations
1969-1981

WIND COVERAGE		
	12 MPH	15 MPH
Runway 03-21	98%	99.3%

ALL WEATHER WINDROSE

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No.	REVISIONS	DATE	BY	APP'D.
6	TAXIWAY B COMPLETE, MISCELLANEOUS REVISION SUBMIT FOR REVALIDATION	5/01/02	STG	FAA
5	TAXIWAY B REVISIONS, REVISED DECLARED DISTANCES, NEW ASOS LOCATION-- SUBMIT FOR REVALIDATION	4/06/01	STG	FAA
4	MISC. REVISIONS - SUBMIT FOR REVALIDATION	8/30/00	STG	FAA
3	ALP APPROVAL	2/20/97	JSK	FAA
2	ALP APPROVAL	11/3/95	JSK	FAA
1	ALP APPROVAL	3/25/93	JSK	FAA

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SCOTTSDALE AIRPORT

AIRPORT DATA SHEET

SCOTTSDALE, ARIZONA

PLANNED BY: James M. Harris, P.E.
DETAILED BY: W.S. Holland/M.J. Rogers
APPROVED BY: James M. Harris, P.E.

May 1, 2002 SHEET 1 OF 2

Coffman Associates
Airport Consultants

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