

AIRPORT LAYOUT PLANS

Appendix E AIRPORT LAYOUT PLANS

As part of this Master Plan, the Federal Aviation Administration (FAA) requires the development of several technical drawings detailing specific parts of Scottsdale Airport and its environs. The technical drawings are collectively referred to as the Airport Layout Plan (ALP) set. These drawings are created on a computer-aided drafting (CAD) system and serve as the official depiction of the current and planned condition of the airport. These drawings are delivered to the FAA and Arizona Department of Transportation – Multi-Modal Planning Division (ADOT-MPD) – Aeronautics Group for their review. These entities critique the drawings from a technical perspective to be sure all applicable regulations are met. Ultimately, the FAA will approve the ALP drawing set.

The five primary functions of the ALP that define its purpose are:

- 1) An approved plan is necessary for the airport to receive financial assistance under the terms of the *Airport and Airway Improvement Act of 1982* (AIP), as amended. An airport must keep its ALP current and follow that plan, since those are grant assurance requirements of the AIP and previous airport development programs, including the 1970 Airport Development Aid Program (ADAP) and Federal Aid Airports Program (FAAP) of 1946, as amended. While ALPs are not required for airports other than those developed with assistance under the aforementioned federal programs, the same guidance can be applied to all airports.
- 2) An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure

that development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.

- 3) The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- 4) The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
- 5) The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.

It should be noted that the FAA requires that any planned changes to the airfield (i.e., runway and taxiway system) be represented on the drawings. A landside configuration is also depicted on the drawings, but the FAA recognizes that landside development is much more fluid and often dependent upon specific developer needs. Thus, an updated drawing set is not typically necessary for future landside alterations, provided they do not impact planned airside facilities and land use designations.

All drawings are prepared in a format which complies with the content contained with the FAA's current guidelines for the preparation of an ALP drawing set as defined by the FAA's Office of Airports (ARP) Standard Operating Procedure (SOP) 2.00, Standard Procedure for FAA Review and Approval of Airport Layout Plans (October 1, 2013).

AIRPORT LAYOUT PLAN SET

The ALP set includes several technical drawings which depict various aspects of the current and future layout of the airport. The Scottsdale Airport ALP set includes a total of 10 drawings. The following is a description of the ALP drawings included with this Master Plan.

TITLE SHEET (Sheet 1 of 10)

The Title Sheet includes an index of drawings that are included in the ALP set.

DATA SHEET (Sheet 2 of 10)

The Data Sheet provides existing and ultimate conditions for the airport as they relate to the runways, taxiways, navigational aids, and wind data tabulations.

AIRPORT LAYOUT DRAWING (Sheet 3 of 10)

An official Airport Layout Drawing (ALD) has been developed for Scottsdale Airport. The ALD graphically presents the existing and ultimate airport layout. The ALD includes such elements as the physical airport features, location of airfield facilities (i.e., runways, taxiways, navigational aids), and existing aviation development. Also presented on the ALD are the runway safety areas, airport property boundary, and revenue support areas.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys. The ALD is used by the FAA and ADOT-MPD – Aeronautics Group to determine funding eligibility for future capital projects.

TERMINAL AREA DRAWINGS (Sheet 4 and 5 of 10)

The Terminal Area Drawings are a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities.

AIRPORT AIRSPACE PART 77 DRAWING (Sheet 6 of 10)

Title 14 Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The Part 77 Airspace Drawing is a graphic depiction of this regulatory criterion. The Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. It can be a critical tool for the airport sponsor's use in reviewing proposed development in the vicinity of the airport and for establishing locally enforceable height and hazard zoning regulations.

The Airspace Drawing assigns three-dimensional imaginary surfaces associated with the airport. These imaginary surfaces emanate from the runway centerline(s) and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The Part 77 imaginary surfaces include the primary surface, horizontal surface, approach surface, transitional surface, and conical surface.

Penetrations to the Part 77 surfaces are considered obstructions to the airport airspace. Further analysis by the FAA, through an aeronautical survey, is necessary to determine if any obstructions are hazards to air navigation. It should be noted that the Part 77 drawing is based on ultimate planning recommendations and not necessarily existing conditions.

RUNWAY 3-21 INNER AND OUTER APPROACH DRAWING (Sheet 7 of 10)

The Inner and Outer Approach Drawing presents the entirety of the Part 77 approach surface to the end of each runway. It also depicts the runway centerline profile with elevations. This drawing provides profile details that the Airspace Drawing does not.

The drawings include identified penetrations to the approach surface. Penetrations to the approach surface are considered obstructions. The FAA will determine if any obstructions are also hazards which require mitigation. The FAA utilizes other design criteria such as the threshold siting surface (TSS) and various surfaces defined in FAA Order 8260.3B, *Terminal Instrument Procedures* (TERPS), to determine if an obstruction is a hazard.

If an obstruction is a hazard, the FAA can take many steps to protect air navigation. The mitigation options range from the airport owner removing the hazard to installing obstruction lighting, to the FAA adjusting the instrument approach minimums.

ON-AIRPORT LAND USE DRAWING (Sheet 8 of 10)

The objective of the On-Airport Land Use Drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning. These are to secure those areas essential to the safe and efficient operation of the airport and to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community. In essence, this drawing depicts the suggested highest and best potential uses for airport property.

The On-Airport Land Use Drawing presents generalized proposed uses of property for the future. The on-airport land uses on this drawing become the official FAA acceptance of current and future land uses. The map also depicts the existing and ultimate noise exposure limits set at the 65 Yearly Day-Night Average Sound Level (DNL).

EXHIBIT "A" PROPERTY MAP (Sheet 9 of 10)

The Exhibit "A" Property Map provides information on property under airport control and is, therefore, subject to FAA grant assurances. The various recorded deeds that make up the airport property are listed in tabular format. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds. The Exhibit "A" Property Map is updated in conformance with guidelines outlined in FAA's ARP SOP 3.00, Standard Operating Procedure for FAA Review of Exhibit "A" Airport Property Inventory Maps (October 1, 2013).

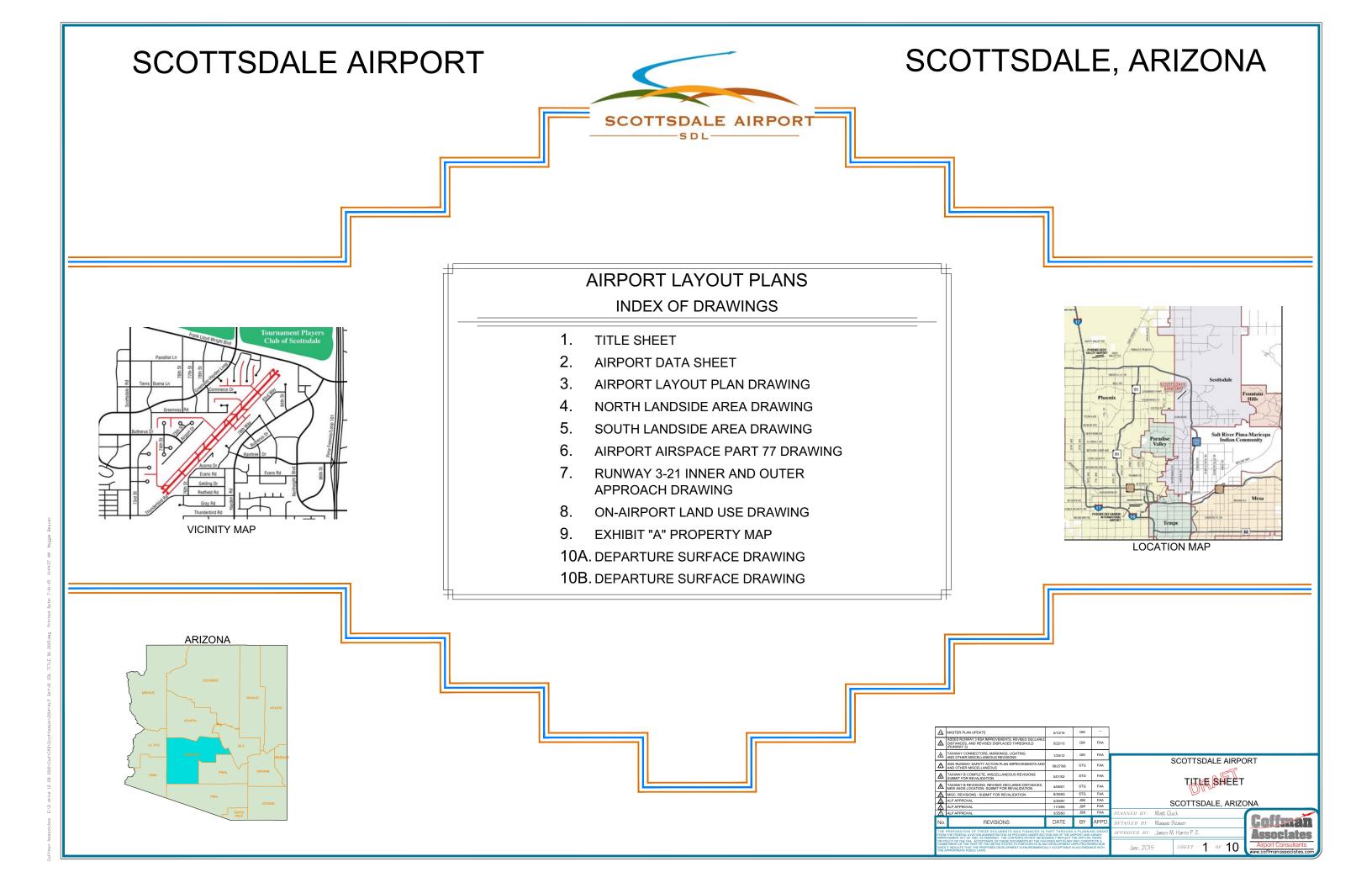
DEPARTURE SURFACE DRAWING (Sheet 10 of 10)

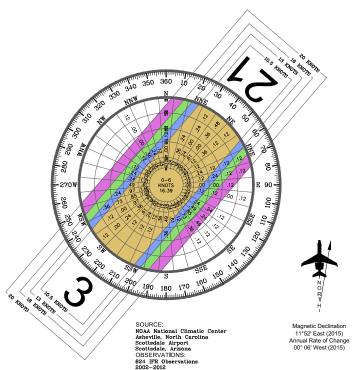
The Departure Surface Drawing provides detailed analysis of the existing and ultimate departure surface for each corresponding runway end. A composite profile of the extended ground line is depicted. Obstructions are shown where appropriate.

DRAFT ALP DISCLAIMER

The preparation of the ALP set has been supported, in part, through financial assistance from the FAA through the Airport Improvement Program (AIP). The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of the Master Plan does not in any way constitute a commitment on the part of the FAA to participate in any development depicted on the ALP drawings, nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

The ALP drawing set has been developed in accordance with accepted FAA standards. The ALP set has not been approved at the time of this printing and is subject to FAA airspace reviews. Land use and other changes may result. To review the currently approved ALP drawing set, contact the City of Scottsdale – Aviation Department at (480) 312-2321.





DECLARED DISTANCES	RUNWAY			
	3	21		
TAKEOFF RUN AVAILABLE (TORA)	8249'	8249'		
TAKEOFF DISTANCE AVAILABLE (TODA)	8249'	8249'		
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7849'	8069'		
LANDING DISTANCE AVAILABLE (LDA)	7110'	7669'		

	RUNWAY 3-21						
RUNWAY DATA	EXIS	TING	ULTI	MATE			
	3	21	3	21			
RUNWAY DESIGN CODE (RDC)	D-II-	5000	SA	ME			
APPROACH REFERENCE CODE		5000		ME			
DEPARTURE REFERENCE CODE		/II		ME			
RUNWAY AZIMUTH (TRUE)	43.99°	224.00°	SAME	SAME			
RUNWAY BEARING (TRUE)	N 43°59'1			ME			
APPROACH TYPE	NON-PRECISION		SAME	SAME			
PART 77 APPROACH CATEGORY	34:1	34:1	SAME	SAME			
APPROACH VISIBILITY MINIMUMS	≥1 MILE	≥1 MILE	SAME	SAME			
RUNWAY DEPARTURE SURFACE	40:1	40:1	SAME	SAME			
TYPE OF AERONAUTICAL SURVEY REQUIRED	NON-VERTICA	1011		ME			
THRESHOLD SITING SURFACE	20:1	20:1	SAME	SAME			
DESIGN AIRCRAFT	GULFST			ME			
DESIGN AIRCRAFT UNDERCARRIAGE WIDTH (FEET)	13.			ME			
DESIGN AIRCRAFT WINGSPAN	77.			ME			
DESIGN AIRCRAFT TAIL HEIGHT RUNWAY LENGTH	24.			ME			
	10						
RUNWAY WIDTH		-		ME			
RUNWAY END ELEVATION	1444.3'	1510.4'	SAME	SAME			
TOUCH DOWN ZONE ELEVATION	1469.4'	1507.2'	SAME	SAME			
DISPLACED THRESHOLD	739'	400'	SAME	SAME			
EFFECTIVE RUNWAY GRADIENT	0.81%		SAME				
MAXIMUM GRADIENT	0.9		SAME				
RUNWAY SURFACE TYPE	ASPHALT		SAME				
RUNWAY PAVEMENT STRENGTH (in thousand lbs.) 3	45(S), 75(D)		SAME				
RUNWAY SURFACE TREATMENT	NONE		NONE				
RUNWAY LIGHTING	MIRL	MIRL	SAME	SAME			
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	SAME	SAME			
VISUAL AND NAVIGATIONAL AIDS	PAPI-2		SA	ME			
	REILs		SA	ME			
	GPS		SAME				
	RNP		SAME				
	V	DR	SA	ME			
	ROTATING	BEACON	SA	ME			
RUNWAY SAFETY AREA BEYOND STOP END ¹	1000'	1000'	SAME	SAME			
RUNWAY SAFETY AREA WIDTH	40			ME			
OBJECT FREE AREA BEYOND STOP END 2	800'	800'	SAME	SAME			
OBJECT FREE AREA WIDTH 2	10	00'	SA	ME			
OBSTACLE FREE ZONE BEYOND STOP END (ACTUAL)	200'	200'	SAME	SAME			
OBSTACLE FREE ZONE WIDTH		00'		ME			
RUNWAY PROTECTION ZONE	500'x1700'	500'x1700'	SAME	SAME			
TANKS AND SERVICE OF S	x1010' x1010'						
TAXIWAY DESIGN GROUP (TDG)	TD		SAME				
TAXIWAY WIDTH	40'-			ME			
TAXIWAY OBJECT FREE AREA WIDTH	131'		SAME				
TAXIWAY SAFETY AREA WIDTH	7			ME			
TAXIWAY WING TIP CLEARANCE	2	-		ME			
TAXIWAY CL TO FIXED OR MOVEABLE OBJECT	65	-		ME			
TAXIWAY LIGHTING	MI	TL	SA	SAME			

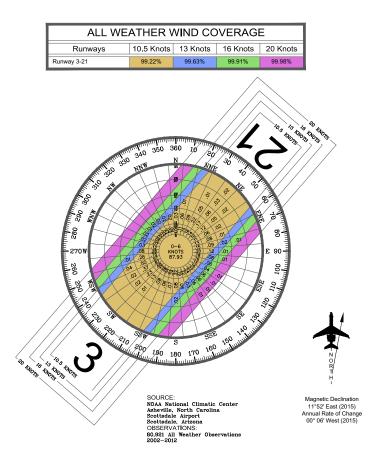
1 Based	on the	Declared	Distance

² Runway Object Free Area does not reflect existing conditions. Actual width is 630'. Actual distance beyond each runway end is 470' for Runway 3 and is 30' for Runway 21.
³ Pavement strengths are expressed in Single(S), Dual(D) wheel loading capacities.

RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 3	Latitude	33°36'53.0202"N	SAME
RUNWAY 3	Longitude	111°55'11.7770"W	SAME
DI INIMANA OA	Latitude	33°37'51.7223"N	SAME
RUNWAY 21	Longitude	111°54'04.0366"W	SAME
RUNWAY 3 DISPLACED THRESHOLD	Latitude	33°36'58.2827"N	SAME
RUNWAY 3 DISPLACED THRESHOLD	Longitude	111°55'05.7057"W	SAME
DUNINAY OF DIOD! FOED TUDEOUGLD	Latitude	33°37'48.8771"N	SAME
RUNWAY 21 DISPLACED THRESHOLD	Longitude	111°54'07.3208"W	SAME

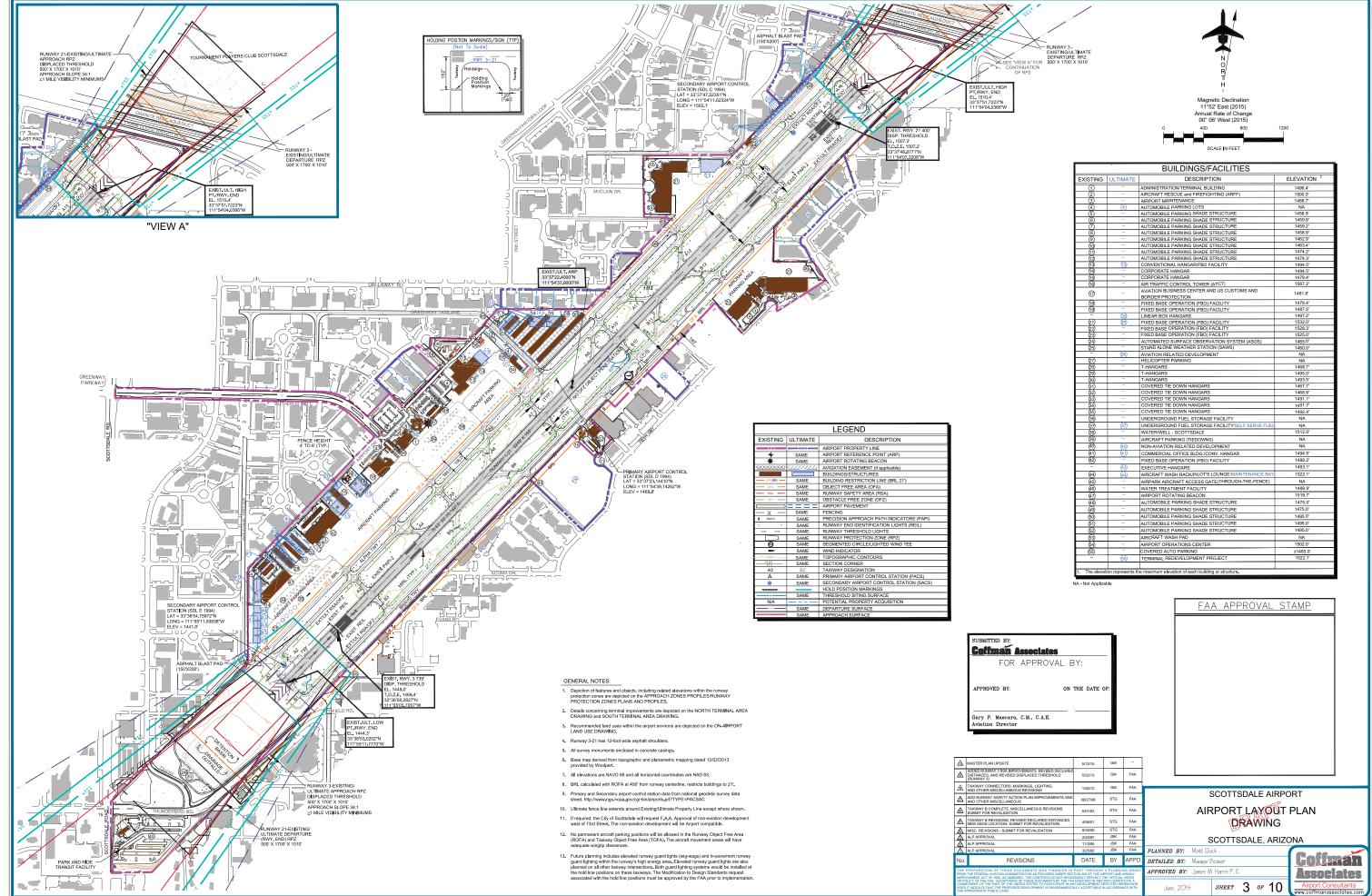
NOTE: Existing runway and ARP coordinates provided by the FAA's Aviation System Standards (AVN) (2015).

MODIFICATIONS OF AIRPORT DESIGN STANDARDS APPROVAL TABLE										
STANDARD TO BE MODIFIED (NON-STANDARD CONDITION)	AFFECTED DESIGN STANDARD	STANDARD	EXISTING	DESCRIPTION OF MODIFICATION	SUBMITTAL DATE	APPROVAL DATE	AIRSPACE CASE NO			
Runway 3 Object Free Area Length Beyond Runway End	AC 150/5300-13A-Change 1	1,000'	470'	The airport's blast fence and perimeter service road as well as Frank Lloyd Wright Boulevard and Central Airzona Project (CAP) canal penetrate the ROFA beyond the departure end of Runway 3. It is not practicable to remove/relocate these facilities due to the environmental impacts, construction costs, and impacts to adjacent off-airport facilities.	10/29/2014					
Runway 21 Object Free Area Length Beyond Runway End	AC 150/5300-13A-Change 1	1,000'	30'	The airport's perimeter service road as well as Redfield Road penetrate the ROFA beyond the departure end of Runway 21. It is not practicable to remove/relocate these facilities due to construction costs and impacts to adjacent off-airport facilities.	10/29/2014					
Runway Object Free Area - Width	AC 150/5300-13A-Change 1	800'	630'	Several on-airport and off-airport facilities penetrate the ROFA on the east and west sides of the runway system. It is not practicable to remove/relocate these facilities due to reduced airfield efficiency and capacity, property acquisition costs, and impacts to off-airport facilities.	10/29/2014					
Runway Centerline to Parallel Taxiway Centerline	AC 150/5300-13A-Change 1	300'	250'	The relocation of parallel Taxiways A and B would create significant impacts to on-airport and off-airport facilities. It is not practicable to relocate the taxiways due to properly acquisition costs, reduced airfield efficiency and capacity, and impacts to off-airport facilities.	10/29/2014		-			
Runway Centerline to Holding Position Location	AC 150/5300-13A-Change 1	250'	152'	The holding position location is dependent on the runway-to-parallel taxiway separation. It is not practicable to relocate parallel Taxiways A and B. The Safety Risk Management Document (August 2013) further indicated that a hold position relocation change cannot be introduced into the National Airspace System with an acceptable level of risk.	10/29/2014					
Runway Centerline to Aircraft Parking Area	AC 150/5300-13A-Change 1	400'	325'	Several on-airport and off-airport facilities penetrate the runway centerline to aircraft parking area on the east and west sides of the runway system. It is not practicable to removerletocate these facilities due to reduced airfield efficiency and capacity, property acquisition costs, and impacts to off-airport facilities.	10/29/2014					

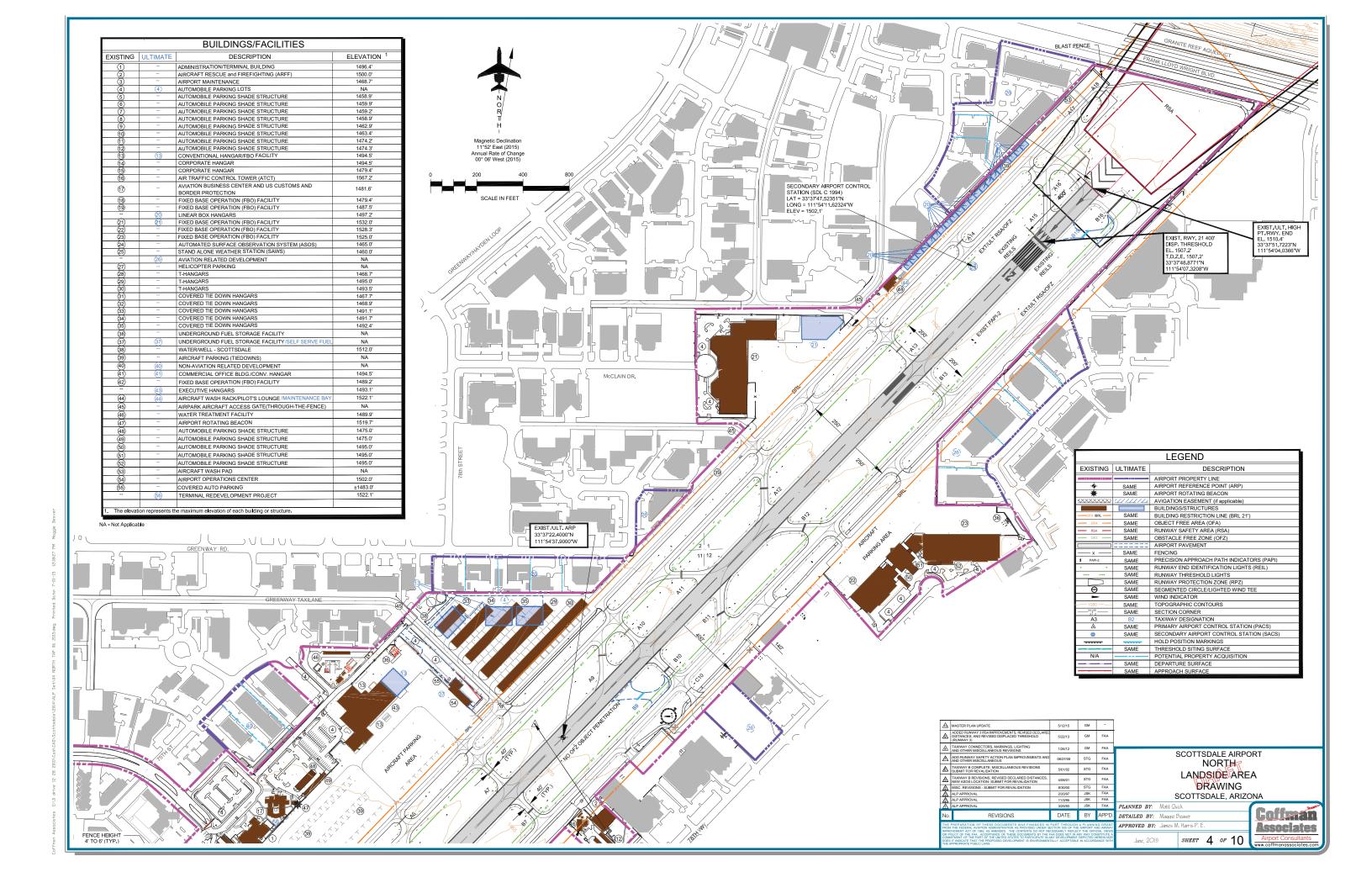


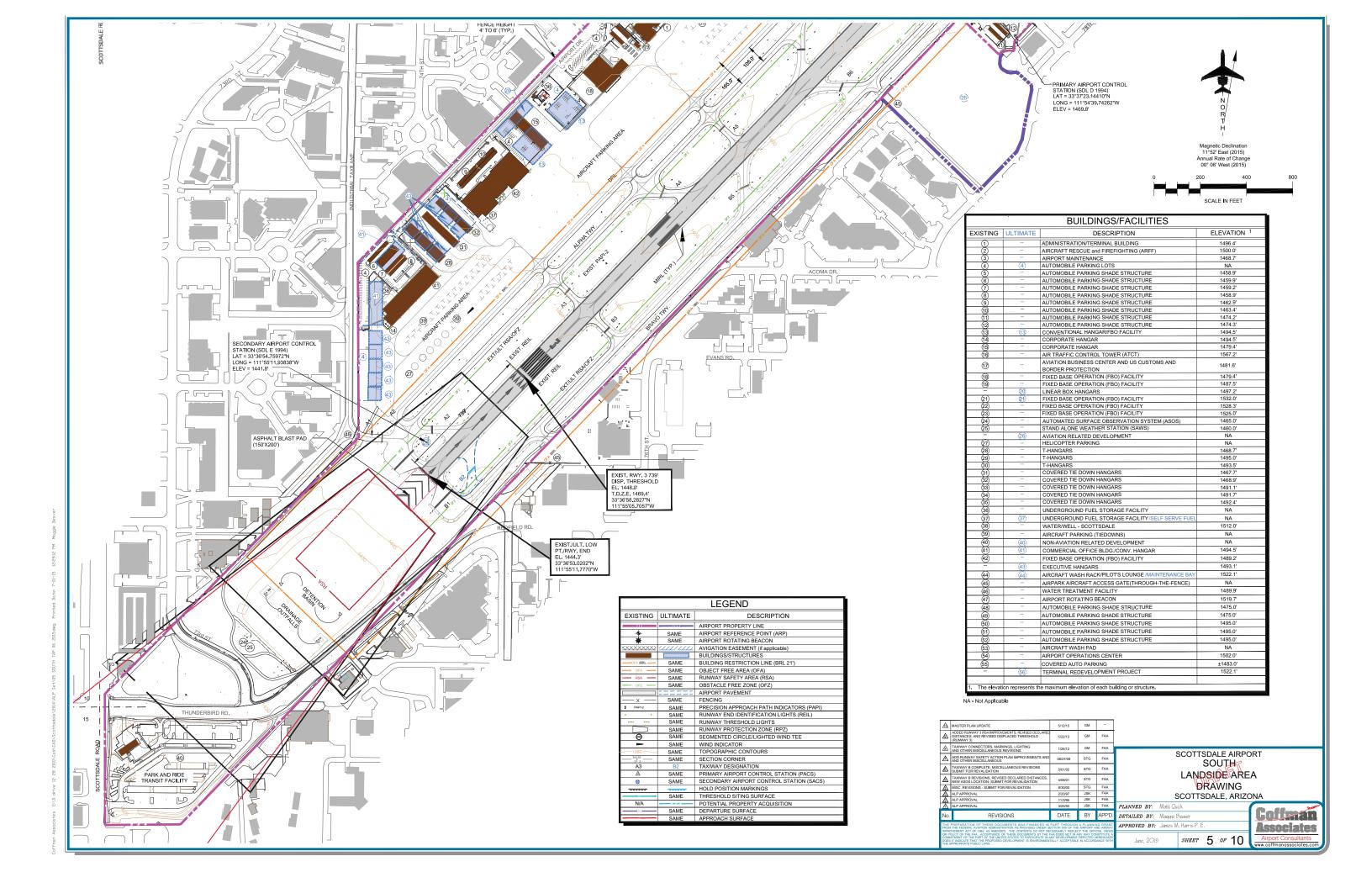
AIRPORT DATA									
SCOTTSDALE AIRPORT (SDL)									
CITY: SCOTTSDALE, ARIZONA	COUNTY:	MARICOPA COUNTY, ARIZO	DNA						
RANGE: 4 EAST TOWNSHIP: 3 NORTH	CIVIL TOW	NSHIP: N/A							
		EXISTING	ULTIMATE						
NPIAS SERVICE LEVEL		RELIEVER	SAME						
STATE SERVICE ROLE		GENERAL AVIATION/RELIEVER	SAME						
CRITICAL DESIGN AIRCRAFT		GULFSTREAM IV	SAME						
AIRPORT REFERENCE CODE (ARC)		D-II	SAME						
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		1510.3'	SAME						
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		104.8°F (July)	SAME						
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33°37'22.4000"N	SAME						
	Longitude	111°54'37.9000"W	SAME						
AIRPORT NAVIGATIONAL AIDS	PAPI-2 REILs GPS RNP VOR ROTATING BEACON	SAME SAME SAME SAME SAME SAME SAME							
MISCELLANEOUS FACILITIES		LIGHTED WIND CONE ASOS ATCT	SAME SAME SAME						

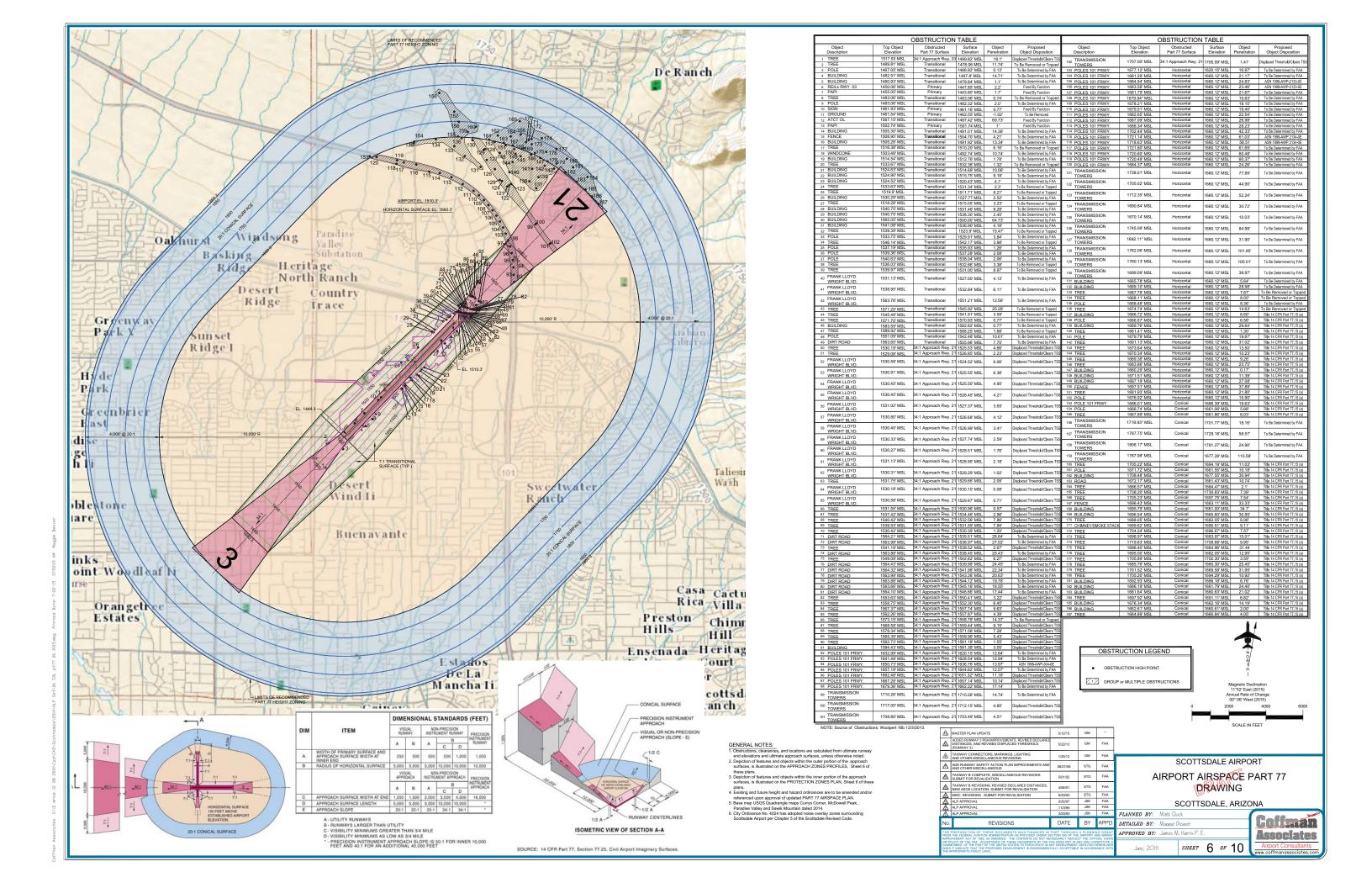
Δ	MASTER PLAN UPDATE	5/12/15	GM	-				
A	ADDED RUNWAY 3 RSA IMPROVEMENTS, REVISED DECLARED DISTANCES, AND REVISED DISPLACED THRESHOLD (RUNWAY 3)	5/22/13	GM	FAA				
A	TAXIWAY CONNECTORS, MARKINGS, LIGHTING AND OTHER MISCELLANEOUS REVISIONS	1/25/12	GM	FAA	OCCUTODAL E AIDDORT			
Δ	ADD RUNWAY SAFETY ACTION PLAN IMPROVEMENTS AND AND OTHER MISCELLANEOUS	08/27/08	STG	FAA	SCOTTSDALE AIRPORT			
A	TAXIWAY B COMPLETE, MISCELLANEOUS REVISIONS SUBMIT FOR REVALIDATION	5/01/02	STG	FAA	AIRPORT DATA SHEET			
Æ	TAXIWAY B REVISIONS, REVISED DECLARED DISTANCES, NEW ASOS LOCATION- SUBMIT FOR REVALIDATION	4/06/01	STG	FAA	AIRPURIDUATA SHEET			
4	MISC. REVISIONS - SUBMIT FOR REVALIDATION	8/30/00	STG	FAA				
A	ALP APPROVAL	2/20/97	JSK	FAA	SCOTTSDALE, ARIZONA			
Δ	ALP APPROVAL	11/3/95	JSK	FAA	SCOTTSDALE, ARIZONA			
Α	ALP APPROVAL	3/25/93	JSK	FAA	PLANNED BY: Matt Quick			
No	. REVISIONS	DATE	BY	APP'D.	DETAILED BY: Maggie Beaver GOILLAGE			
THE	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN MITHER FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECUREMENT ACT OF 1982, AS AMERICAN FEDERAL POWER PROVIDED THE CONTENTS TO ANY THESE	PART THROUGH TION 505 OF THE AI	A PLANNI IRPORT AND	NG GRANT AIRWAY	APPROVED BY: James M. Harris P. E.			
OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY MAY CONSTITUTE A COMMITMENT OF THE PART OF THE UNITED STATE OF PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN OR DOES IT ROCKATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH THE APPROPRIATE FUBLIC LUMB.					June, 2015 SHEET 2 OF 10 Airport Consultants www.coffmanossociates.com			

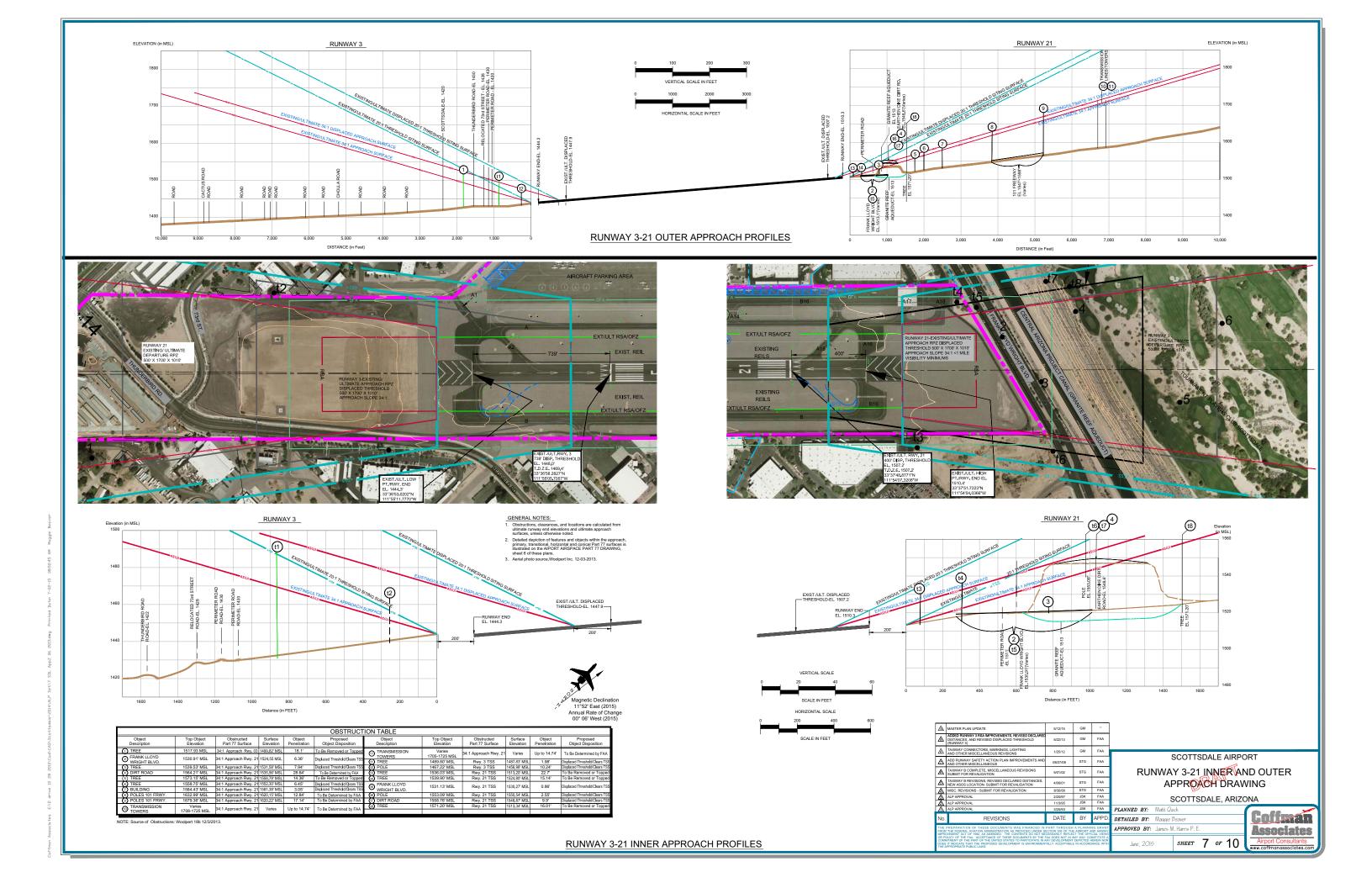


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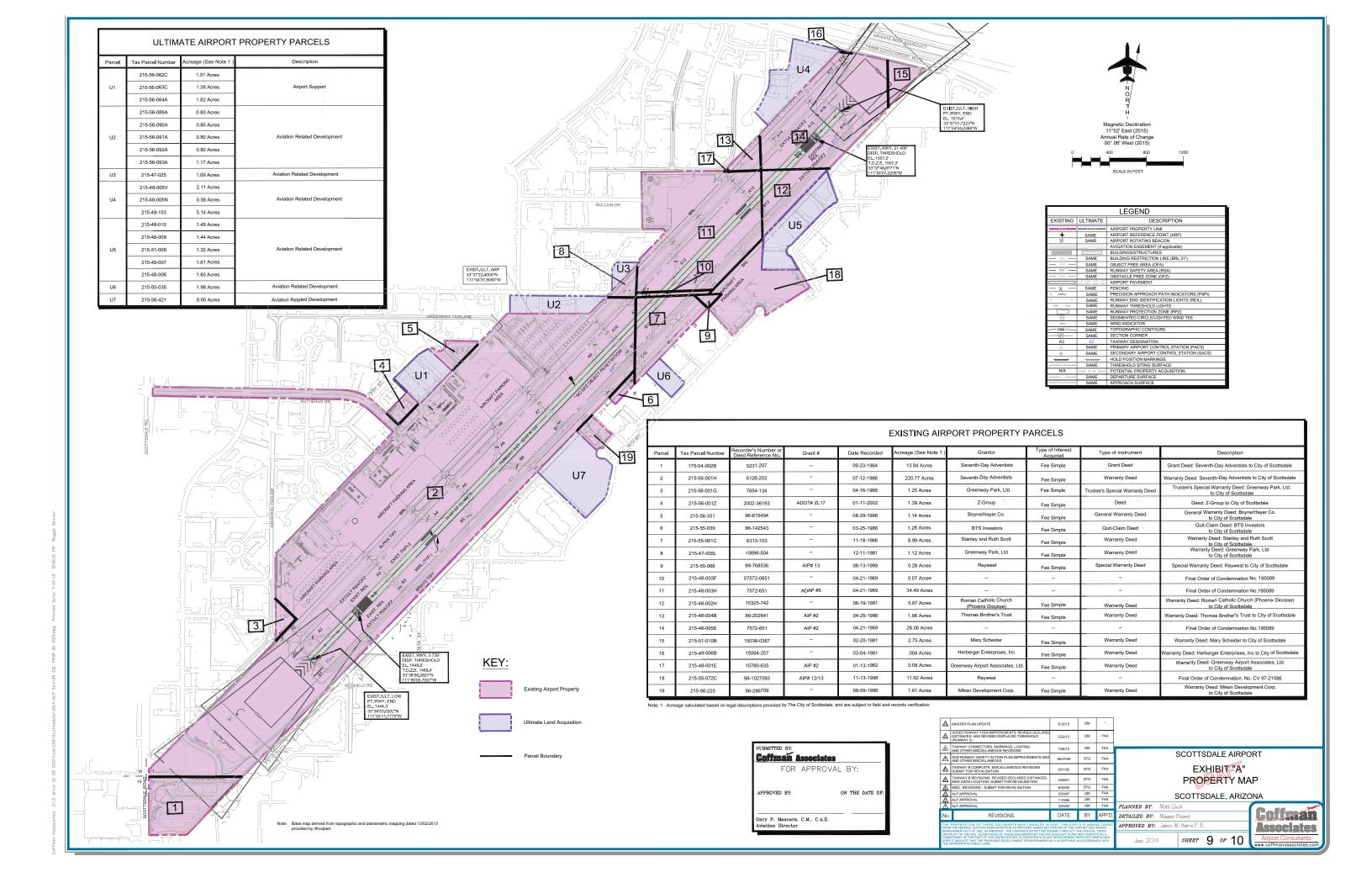


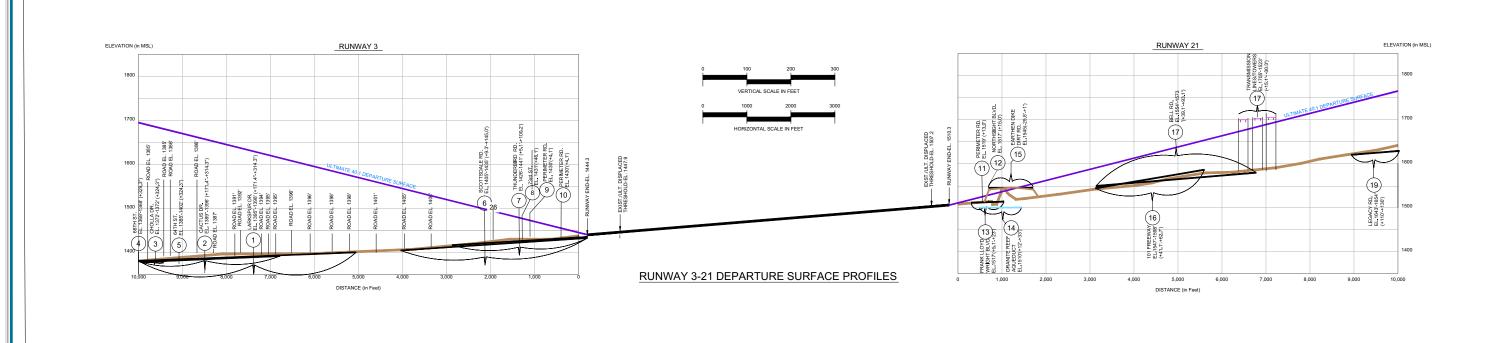






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	OBSTACLE IDENTIFICATION SURFACE (OIS)									
	Object	40:1 Depa	arture Surface	Obstacle Clearance Requirements						
	Description/Elevation	Elevation	Penetrations	(Remove, Relocate, or Lower Object)						
1.	SCOTTSDALE ROAD	1405'-1435'	0.7'	NONE						
2.	THUNDERBIRD ROAD	1426'-1441'	4.9'	NONE						
3.	PERIMETER ROAD	1430'	5.9'	NONE						
4.	FRANK LLOYD BLVD.	1517'	4.9'	NONE						
5.	EARTHEN DIKE DIRT ROAD	1535'-1536'	1'-25.8'	NONE						
6.	TRANSMISSION LINES/TOWERS	1705'-1723'	15.1'-30.3'	NONE						

GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10° for dirt roads or private roads, 15° for noninterstate roads, 17° for interstate roads, and 23° for railroad.
- Roads and Buildings Clearance of more than 50 feet AGL are not detailed in Departure Surface Profiles.
- 3. Aerial Photo Woolpert Aerial 2013.

	<u> </u>
OBSTRUCTION LEGEND	<u> </u>
	A
OBSTRUCTION HIGH POINT	A
GROUP or MULTIPLE OBSTRUCTIONS	A

Δ	MASTER PLAN UPDATE	5/12/15	GM		
♠	ADDED RUNWAY 3 RSA IMPROVEMENTS, REVISED DECLARED DISTANCES, AND REVISED DISPLACED THRESHOLD (RUNWAY 3)	5/22/13	GM	FAA	
<u> </u>	TAXIWAY CONNECTORS, MARKINGS, LIGHTING AND OTHER MISCELLANEOUS REVISIONS	1/25/12	GM	FAA	COOTTODALE AIRPORT
Δ	ADD RUNWAY SAFETY ACTION PLAN IMPROVEMENTS AND AND OTHER MISCELLANEOUS	08/27/08	STG	FAA	SCOTTSDALE AIRPORT
▲	TAXIWAY B COMPLETE, MISCELLANEOUS REVISIONS SUBMIT FOR REVALIDATION	5/01/02	STG	FAA	DEPARTURE SURFACE DRAWING
A	TAXIWAY B REVISIONS, REVISED DECLARED DISTANCES, NEW ASOS LOCATION- SUBMIT FOR REVALIDATION	4/06/01	STG	FAA	DEPARTURE SURFACE DRAWING
Δ	MISC. REVISIONS - SUBMIT FOR REVALIDATION	8/30/00	STG	FAA	
B	ALP APPROVAL	2/20/97	JSK	FAA	SCOTTSDALE, ARIZONA
Ā	ALP APPROVAL	11/3/95	JSK	FAA	SCOTTSDALE, ARIZUNA
$\overline{\Lambda}$	ALP APPROVAL	3/25/93	JSK	FAA	PLANNED BY: Matt Quick
No.	REVISIONS	DATE	BY	APP'D.	DETAILED BY: Maggle Beaver
RON MPRO	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN ITHE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER S DVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NE	PART THROUGH ECTION 505 OF THE CESSARILY REFLE	A PLANNIN AIRPORT A	NG GRANT ND AIRWAY CIAL VIEWS	APPROVED BY: James M. Harris P. E.
	OLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE I MITMENT OF THE PART OF THE UNITED STATES TO PARTICIPATE IN A I IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMEN APPROPRIATE PUBLIC LAWS.	AA DOES NOT IN ANY WAY CONSTITUTE A WY DEVELOPMENT DEPICTED HEREIN NOR TALLY ACCEPTABLE IN ACCORDANCE WITH			June, 2015 SHEET 10 AoF 10 Airport Consulta

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OBSTRUCTION TABLE RUNWAY 3									
Object Description	Top Object Elevation	Obstructed Departure Surface	Departure Surface El.	Object Penetration	Proposed Object Disposition				
1 TREE	1522.77' MSL	Rwy. 3 Departure	1484.41' MSL	38.36'	To Be Removed or Topped				
2 TREE	1485.36' MSL	Rwy. 3 Departure	1483.18' MSL	2.18'	To Be Removed or Topped				
3 TREE	1500.05' MSL	Rwy. 3 Departure	1477.49' MSL	22.56	To Be Removed or Topped				
4 TREE	1473.51' MSL	Rwy. 3 Departure	1469.76' MSL	3.76'	To Be Removed or Topped				
5 TREE	1478.44' MSL	Rwy. 3 Departure	1473.60' MSL	4.85'	To Be Removed or Topped				
6 TREE	1489.81' MSL	Rwy. 3 Departure	1471.00' MSL	18.81'	To Be Removed or Topped				
7 TREE	1485.03' MSL	Rwy. 3 Departure	1467.60' MSL	17.44'	To Be Removed or Topped				
8 TREE	1471.64' MSL	Rwy. 3 Departure	1462.97' MSL	8.68'	To Be Removed or Topped				
9 TREE	1466.70' MSL	Rwy. 3 Departure	1461.22' MSL	5.48'	To Be Removed or Topped				
10 BUILDING	1476.24' MSL	Rwy. 3 Departure	1458.01' MSL	18.23'	To Be Determined by FAA				
11 BUILDING	1468.14' MSL	Rwy. 3 Departure	1454.06" MSL	14.08'	To Be Determined by FAA				
12 PARKING LOT	1458.44' MSL	Rwy. 3 Departure	1448.63' MSL	9.81'	To Be Determined by FAA				
13 GATE	1449.72' MSL	Rwy. 3 Departure	1445.50' MSL	4.22'	Fixed By Function				
14 GATE	1449.16' MSL	Rwy. 3 Departure	1448.27' MSL	0.89'	Fixed By Function				
15 TREE	1517.93' MSL	Rwy. 3 Departure	1496.48' MSL	21.45'	To Be Removed or Topped				
16 POLE	1467.05' MSL	Rwy. 3 Departure	1461.29' MSL	5.76'	To Be Determined by FAA				
17 TREE	1462.97' MSL	Rwy. 3 Departure	1462.51' MSL	0.47'	To Be Removed or Topped				
18 BUILDING	1466.42' MSL	Rwy. 3 Departure	1456.54' MSL	9.89'	To Be Determined by FAA				
19 POLE	1467.22' MSL	Rwy. 3 Departure	1455.57' MSL	11.65'	To Be Determined by FAA				
20 BUILDING	1466.65' MSL	Rwy. 3 Departure	1452.98' MSL	13.67'	To Be Determined by FAA				
21 TREE	1457.88' MSL	Rwy. 3 Departure	1450.35' MSL	7.54'	To Be Removed or Topped				
22 BUILDING	1467.32' MSL	Rwy. 3 Departure	1448.96' MSL	9.18'	To Be Determined by FAA				
23 TREE	1453.95' MSL	Rwy. 3 Departure	1453.95' MSL	5.72'	To Be Removed or Topped				
24 POLE	1458.22' MSL	Rwy. 3 Departure	1445.52' MSL	12.7'	To Be Determined by FAA				
25 FENCE	1449.82' MSL	Rwy. 3 Departure	1446.26' MSL	3.56'	To Be Determined by FAA				
26 TREE	1489.90' MSL	Rwy. 3 Departure	1480.02' MSL	9.89'	To Be Removed or Topped				
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	OBSTRUCTION TABLE RUNWAY 21				OBSTRUCTION TABLE RUNWAY 21						
Object Description	Top Object Elevation	Obstructed Part 77 Surface	Departure Surface El.	Object Penetration	Proposed Object Disposition	Object Description	Top Object Elevation	Obstructed Part 77 Surface	Departure Surface El.	Object Penetration	Proposed Object Disposition
27 POLE	1540.63' MSL	Rwy. 21 Departure	1516.16' MSL	24.48'	To Be Determined by FAA	100 TREE	1574.81' MSL	Rwy. 21 Departure	1570.08' MSL	4.73'	To Be Removed or Topped
28 POLE	1539.36' MSL	Rwy. 21 Departure	1513.93' MSL	25.43'	To Be Determined by FAA	101 TREE	1578.33' MSL	Rwy. 21 Departure	1566.92' MSL	11.42'	To Be Removed or Topped
29 BUILDING	1536.30' MSL	Rwy. 21 Departure	1513.20' MSL	23.10'	To Be Determined by FAA	102 TREE	1572.42' MSL	Rwy. 21 Departure	1569.55' MSL	2.88'	To Be Removed or Topped
30 TREE	1544.42' MSL	Rwy. 21 Departure	1519.78' MSL	24.64'	To Be Removed or Topped	103 BUILDING	1584.36' MSL	Rwy. 21 Departure	1571.85' MSL	12.52'	To Be Determined by FAA
31 TREE	1546.53' MSL	Rwy. 21 Departure	1523.42' MSL	23.12'	To Be Removed or Topped	104 BUILDING	1600.00' MSL	Rwy. 21 Departure	1571.85' MSL	28.84'	To Be Determined by FAA
32 TREE	1539.97' MSL	Rwy. 21 Departure	1522.48' MSL	17.50'	To Be Removed or Topped	105 BUILDING	1584.14' MSL	Rwy. 21 Departure	1574.63' MSL	9.52'	To Be Determined by FAA
33 FRANK LLOYD	1531.13' MSL	Rwy. 21 Departure	1525.19' MSL	5.94'	To Be Determined by FAA	106 BUILDING	1584.43' MSL	Rwy. 21 Departure	1575.69' MSL	8.74'	To Be Determined by FAA
WRIGHT BLVD.		, ,,			,	107 BUILDING	1583.59' MSL	Rwy. 21 Departure	1573.10' MSL	10.49'	To Be Determined by FAA
34 FRANK LLOYD	1527.89' MSL	Rwy. 21 Departure	1524.87' MSL	3.03'	To Be Determined by FAA	108 TREE	1589.92' MSL	Rwy. 21 Departure	1575.76' MSL	14.16'	To Be Removed or Topped
WRIGHT BLVD.					·	109 TREE	1591.69' MSL 1592.79' MSL	Rwy. 21 Departure Rwy. 21 Departure	1578.81' MSL 1576.60' MSL	12.88' 16.20'	To Be Removed or Topped
35 FRANK LLOYD WRIGHT BLVD.	1527.89' MSL	Rwy. 21 Departure	1527.69' MSL	0.20'	To Be Determined by FAA	110 TREE 111 BUILDING	1584.51' MSL	Rwy. 21 Departure	1570.60 MSL	11.97'	To Be Removed or Topped To Be Determined by FAA
36 FRANK LLOYD						112 BUILDING	1583.60' MSL	Rwy. 21 Departure	1580.25' MSL	3.36'	To Be Determined by FAA
WRIGHT BLVD.	1530.58' MSL	Rwy. 21 Departure	1527.36' MSL	3.22'	To Be Determined by FAA	113 BUILDING	1584.58' MSL	Rwy. 21 Departure	1578.46' MSL	6.12'	To Be Determined by FAA
EDANIK I LOVO	4500 4511401					114 BUILDING	1587.56' MSL	Rwy. 21 Departure	1576.53' MSL	11.04'	To Be Determined by FAA
WRIGHT BLVD.	1530.45' MSL	Rwy. 21 Departure	1528.19' MSL	2.26'	To Be Determined by FAA	115 TREE	1589.06' MSL	Rwy. 21 Departure	1585.29' MSL	3.77'	To Be Removed or Topped
38 FRANK LLOYD	1530.45' MSL	Puny 21 Departure	1528.83' MSL	1.62'	To Do Dotormined by EAA	116 CHIMNEY/SMOKE STACK	1589.06' MSL	Rwy. 21 Departure	1588.35' MSL	0.71'	To Be Determined by FAA
WRIGHT BLVD.	1530.45 MSL	Rwy. 21 Departure	1528.83 MSL	1.62	To Be Determined by FAA	117 CHIMNEY/SMOKE STACK	1588.73' MSL	Rwy. 21 Departure	1585.97' MSL	2.76'	To Be Determined by FAA
39 FRANK LLOYD	1531.02' MSL	Rwy. 21 Departure	1529.78' MSL	1.24'	To Be Determined by FAA	118 CHIMNEY/SMOKE STACK	1587.07' MSL	Rwy. 21 Departure	1582.14' MSL	4.91'	To Be Determined by FAA
WRIGHT BLVD.	1001.02 WICE	rwy. 21 Departure	1329.70 WISE	1.24	To be betermined by I AA	119 BUILDING	1617.72' MSL	Rwy. 21 Departure	1611.01' MSL	6.72'	To Be Determined by FAA
40 FRANK LLOYD	1530.79' MSL	Rwy. 21 Departure	1529.20' MSL	1.60'	To Be Determined by FAA	120 BUILDING	1621.03' MSL	Rwy. 21 Departure	1615.74' MSL	5.30'	To Be Determined by FAA
WRIGHT BLVD.		,		50		121 BUILDING	1621.03' MSL	Rwy. 21 Departure	1618.57' MSL	2.47'	To Be Determined by FAA
41 FRANK LLOYD	1530.40' MSL	Rwy. 21 Departure	1529.46' MSL	0.94'	To Be Determined by FAA	122 BUILDING	1617.06' MSL	Rwy. 21 Departure	1615.70' MSL	1.36'	To Be Determined by FAA
WRIGHT BLVD.	1	1	1		,	123 BUILDING	1601.90' MSL	Rwy. 21 Departure	1593.39' MSL	8.51'	To Be Determined by FAA
42 FRANK LLOYD	1530.33' MSL	Rwy. 21 Departure	1530.10' MSL	0.23'	To Be Determined by FAA	124 BUILDING	1601.90' MSL	Rwy. 21 Departure	1594.59' MSL	7.32'	To Be Determined by FAA
WRIGHT BLVD.	1518.21' MSL		1511.19' MSL	7.02'	· ·	125 BUILDING	1601.90' MSL 1601.79' MSL	Rwy. 21 Departure Rwy. 21 Departure	1594.60' MSL 1595.31' MSL	7.30' 6.48'	To Be Determined by FAA
43 PARKING LOT	1519.68' MSL	Rwy. 21 Departure	1511.19 MSL 1513.84' MSL	5.84'	To Be Determined by FAA To Be Determined by FAA	126 BUILDING	1600.69' MSL	Rwy. 21 Departure	1595.31 MSL 1596.30' MSL	4.39'	To Be Determined by FAA To Be Determined by FAA
44 VERTICAL POINT 45 BUILDING	153078' MSL	Rwy. 21 Departure	1513.84 MSL	16.64'	To Be Determined by FAA	127 BUILDING 128 BUILDING	1600.89 MSL	Rwy. 21 Departure	1595.81' MSL	4.54'	To Be Determined by FAA
46 TREE	1533.53' MSL	Rwy. 21 Departure	1513.97' MSL	19.56'	To Be Removed or Topped	129 POLES ON 101 FRWY.	1619.85' MSL	Rwy. 21 Departure	1594.20' MSL	25.62'	To Be Determined by FAA
47 TREE	1536.03' MSI	Rwy. 21 Departure	1516.73' MSL	19.31'	To Be Removed or Topped	130 POLES ON 101 FRWY.	1625.37' MSI	Rwy. 21 Departure	1601.43' MSL	23.94'	To Be Determined by FAA
48 POLE	1530.02' MSL	Rwy. 21 Departure	1517.63' MSL	12.39'	To Be Determined by FAA	131 POLES ON 101 FRWY.	1632.90' MSL	Rwy. 21 Departure	1608.64' MSL	24.34'	To Be Determined by FAA
49 TREE	1528.40' MSL	Rwy. 21 Departure	1523.68' MSL	4.73'	To Be Removed or Topped	132 POLES ON 101 FRWY.	1641.47' MSL	Rwy. 21 Departure	1615.78' MSL	25.70'	To Be Determined by FAA
50 TREE	1537.45' MSL	Rwy. 21 Departure	1526.40' MSL	11.05'	To Be Removed or Topped	133 POLES ON 101 FRWY.	1650.73' MSL	Rwy. 21 Departure	1622.76' MSL	27.97'	To Be Determined by FAA
51 TREE	1531.74' MSL	Rwy. 21 Departure	1531.73' MSL	0.02'	To Be Removed or Topped	134 POLES ON 101 FRWY.	1657.45' MSL	Rwy. 21 Departure	1629.45' MSL	27.74'	To Be Determined by FAA
52 TREE	1539.53' MSL		1533.37' MSL	6.16'	To Be Removed or Topped	135 POLES ON 101 FRWY.	1662.48' MSL	Rwy. 21 Departure	1635.14' MSL	27.34'	To Be Determined by FAA
53 TREE	1540.40' MSL	Rwy. 21 Departure	1534.19' MSL	6.23'	To Be Removed or Topped	136 POLES ON 101 FRWY.	1641.58' MSL	Rwy. 21 Departure	1638.80' MSL	2.78'	To Be Determined by FAA
54 TREE	1537.41' MSL	Rwy. 21 Departure	1535.81' MSL	1.61'	To Be Removed or Topped	137 POLES ON 101 FRWY.	1667.28' MSL	Rwy. 21 Departure	1640.09' MSL	27.19'	To Be Determined by FAA
55 TREE	1536.05' MSL	Rwy. 21 Departure	1533.84' MSL	2.22'	To Be Removed or Topped	138 POLES ON 101 FRWY.	1639.69' MSL	Rwy. 21 Departure	1638.36' MSL	1.33'	To Be Determined by FAA
56 POLE	1553.09' MSL	Rwy. 21 Departure	1535.33' MSL	17.76'	To Be Determined by FAA	139 POLES ON 101 FRWY.	1645.97' MSL	Rwy. 21 Departure	1645.68' MSL	0.29'	To Be Determined by FAA
57 TREE	1536.25' MSL	Rwy. 21 Departure	1534.56' MSL	1.69'	To Be Removed or Topped	140 POLES ON 101 FRWY.	1679.35' MSL	Rwy. 21 Departure	1644.41' MSL	34.95'	To Be Determined by FAA
58 POLE	1551.86' MSL	Rwy. 21 Departure Rwy. 21 Departure	1538.05' MSL	13.82'	To Be Determined by FAA	141 POLES ON 101 FRWY.	1645.48' MSL	Rwy. 21 Departure Rwy. 21 Departure	1645.32' MSL	0.16' 28.60'	To Be Determined by FAA
59 TREE	1530.19' MSL 1528.70' MSL	Rwy. 21 Departure	1528.22' MSL 1528.55 MSL	1.97' 0.15'	To Be Removed or Topped To Be Determined by FAA	142 POLES ON 101 FRWY.	1677.08' MSL 1650.06' MSL	Rwy. 21 Departure	1648.48' MSL 1648.16' MSL	1.91'	To Be Determined by FAA
60 DIRT ROAD 61 DIRT ROAD	1564.65' MSL		1531.45' MSL	33.20'	To Be Determined by FAA	143 POLES ON 101 FRWY. 144 POLES ON 101 FRWY.	1681.29' MSL	Rwy. 21 Departure	1651.91' MSL	29.30'	To Be Determined by FAA To Be Determined by FAA
62 DIRT ROAD	1563.96' MSL	Rwy. 21 Departure	1532.69' MSL	31.27'	To Be Determined by FAA	145 POLES ON 101 FRWY.	1684.94' MSL	Rwy. 21 Departure	1654.76' MSL	30.18'	To Be Determined by FAA
63 TREE	1578.54' MSL	Rwy. 21 Departure	1536.03' MSL	42.51'	To Be Removed or Topped	146 TRANSMISSION					
64 DIRT ROAD	1563.76' MSL	Rwy. 21 Departure	1534.49' MSL	29.77'	To Be Determined by FAA	TOWERS	1732.00" MSL	Rwy. 21 Departure	1692.72' MSL	39.28'	To Be Determined by FAA
65 DIRT ROAD	1538.95' MSL	Rwy. 21 Departure	1533.31' MSL	5.64'	To Be Determined by FAA	147 TRANSMISSION	1725.00' MSL	Due: 21 Departure	4005 041 1401	20.70	To Do Dotomicod by EAA
66 TREE	1549.66' MSL	Rwy. 21 Departure	1540.37' MSL	9.29'	To Be Removed or Topped	TOWERS	1725.00 WSL	Rwy. 21 Departure	1685.24' MSL	39.76'	To Be Determined by FAA
67 TREE	1565.26' MSL	Rwy. 21 Departure	1540.06' MSL	25.21'	To Be Removed or Topped	148 TRANSMISSION	1717.00' MSL	Rwy. 21 Departure	1686.84' MSL	30.16'	To Be Determined by FAA
68 TREE	1571.20' MSL	Rwy. 21 Departure	1537.66' MSL	33.55'	To Be Removed or Topped	TOWERS	17 17.00 WOL	rtwy. 21 Departure	1000.04 W.S.L	30.10	To be betermined by I AA
69 DIRT ROAD	1564.21' MSL	Rwy. 21 Departure	1536.75' MSL	27.46'	To Be Determined by FAA	149 TRANSMISSION	1708.00' MSL	Rwy. 21 Departure	1679.51' MSL	28.49'	To Be Determined by FAA
70 TREE	1572.03' MSL	Rwy. 21 Departure	1549.63' MSL	22.41'	To Be Removed or Topped	TOWERS		,			
71 TREE	1555.98' MSL	Rwy. 21 Departure	1553.69' MSL	2.30'	To Be Removed or Topped	150 TRANSMISSION	1707.00' MSL	Rwy. 21 Departure	1681.27' MSL	58.57'	To Be Determined by FAA
72 TREE	1549.50' MSL 1571.70' MSL	Rwy. 21 Departure Rwy. 21 Departure	1547.26' MSL 1552.99' MSL	2.25' 18.72'	To Be Removed or Topped	TOWERS					
73 TREE 74 TREE	15/1./0 MSL 1549.08' MSL	Rwy. 21 Departure	1542.91' MSL	6.18'	To Be Removed or Topped To Be Removed or Topped	I					
75 TREE	1541.19' MSL	Rwy. 21 Departure	1539.26' MSL	1.93'	To Be Removed or Topped	I					
76 DIRT ROAD	1563.99' MSL	Rwy. 21 Departure	1537.95' MSL	26.04'	To Be Determined by FAA						
77 DIRT ROAD	1563.87' MSL	Rwy. 21 Departure	1539.20' MSL	24.68'	To Be Determined by FAA	I					
78 DIRT ROAD	1564.43' MSL	Rwy. 21 Departure	1540.50' MSL	23.93'	To Be Determined by FAA						
79 DIRT ROAD	1564.32' MSL	Rwy. 21 Departure	1542.20' MSL	22.13'	To Be Determined by FAA	I					
80 DIRT ROAD	1563.99' MSL	Rwy. 21 Departure	1543.37' MSL	20.62'	To Be Determined by FAA	I					
81 DIRT ROAD	1564.43' MSL	Rwy. 21 Departure	1540.50' MSL	23.93'	To Be Determined by FAA	I					
82 DIRT ROAD	1563.65' MSL	Rwy. 21 Departure	1544.91' MSL	18.75'	To Be Determined by FAA	I					
83 DIRT ROAD	1564.10' MSL	Rwy. 21 Departure	1546.18' MSL	17.92'	To Be Determined by FAA	I					
84 DIRT ROAD	1563.65' MSL	Rwy. 21 Departure		14.78'	To Be Determined by FAA	I					
85 DIRT ROAD	1563.54' MSL	Rwy. 21 Departure		12.41'	To Be Determined by FAA	I					
86 DIRT ROAD	1563.54' MSL	Rwy. 21 Departure		10.30'	To Be Determined by FAA						
87 DIRT ROAD	1564.43' MSL	Rwy. 21 Departure		23.93'	To Be Determined by FAA	I					
88 DIRT ROAD	1564.43' MSL 1567.36' MSL	Rwy. 21 Departure Rwy. 21 Departure		23.93' 11.77'	To Be Determined by FAA To Be Removed or Topped						
89 TREE 90 TREE	1562.25' MSL	Rwy. 21 Departure		6.55'	To Be Removed or Topped	I					
90 TREE 91 TREE	1573.15' MSL	Rwy. 21 Departure		16.67'	To Be Removed or Topped	I					
92 TREE	1568.59' MSL	Rwy. 21 Departure		11.55'	To Be Removed or Topped	I					
93 TREE	1565.39' MSL	Rwy. 21 Departure		7.91'	To Be Removed or Topped	I					
94 TREE	1562.72' MSL	Rwy. 21 Departure		4.21'	To Be Removed or Topped	I					
95. TREE	1564.86' MSL	Rwy. 21 Departure		0.61'	To Be Removed or Topped	I					
96 TREE	1567.45' MSL	Rwy. 21 Departure		2.87'	To Be Removed or Topped	I					
97 TREE	1571.68' MSL	Rwy. 21 Departure	1570.36' MSL	1.33'	To Be Removed or Topped	I					
98 TREE	1573.29' MSL	Rwy. 21 Departure		6.57'	To Be Removed or Topped	I					
99 BUILDING	1584.16' MSL	Rwy. 21 Departure	1568.75' MSL	15.42'	To Be Determined by FAA						
NOTE: Source of Obstructions	Woolnert 18h 12/3/20	113				-					



SCOTTSDALE AIRPORT

DEPARTURE SURFACE DRAWING

SCOTTSDALE, ARIZONA

APPROVED BY: James M. Harris P. E SHEET 10BOF 10 Airport June, 2015

Coffman Associates



FAA FORECAST APPROVAL LETTER



Federal Aviation Administration Phoenix Airports Field Office 3800 N Central Ave Suite 1025 Phoenix, AZ 85012

August 7, 2014

Mr. Gary Mascaro C.M., C.A.E Aviation Director Scottsdale Airport 15000 N. Airport Dr, Suite 200 Scottsdale, Arizona 85260

Dear Mr. Mascaro:

Scottsdale Municipal Airport (SDL) Aviation Activity Forecast Approval

The Federal Aviation Administration (FAA) has reviewed the aviation forecast for the airport master plan for Scottsdale Municipal Airport (SDL) dated September 9, 2013. The FAA approves these forecasts for airport planning purposes, including Airport Layout Plan development.

In summary, while the difference between the FAA Terminal Area Forecast (TAF) and SDL's forecast update regarding total operations isn't within the 10 percent and 15 percent allowance for the 5 and 10 year planning horizons, the airport forecast update attributes most of the difference to an annual five percent increase in airport operations that occur outside of the airport traffic control tower's hours of operation. We find this to be a reasonable estimate of operations conducted when the tower is closed.

Therefore, regardless of this discrepancy the FAA approves this forecast for planning purposes at SDL. It is important to note that the approval of this forecast doesn't automatically justify all capital improvements that your master plan might recommend. All future projects will need to be justified by current activity levels reached at the time the projects are proposed for implementation.

If you have any questions about this forecast approval, please call me at 602-792-1073.

Sincerely,

Airport Planner

cc: Ms. Jennifer Grunest, ADOT, Airport Grant Manager



www.coffmanassociates.com

KANSAS CITY (816) 524-3500

PHOENIX (602) 993-6999

237 N.W. Blue Parkway Suite 100 Lee's Summit, MO 64063 4835 E. Cactus Road Suite 235 Scottsdale, AZ 85254