



Appendix D

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# AIRPORT LAYOUT PLANS

## **Appendix D**

### **AIRPORT LAYOUT PLAN**

*Airport Master Plan*  
*Chandler Municipal Airport*

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As part of this master plan, the Federal Aviation Administration (FAA) requires the development of Airport Layout Plan (ALP) drawings detailing specific parts of the airport and its environs. The ALP 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. The ALP drawings will be reviewed by the FAA to be sure all applicable federal regulations are met. The FAA will use the ALP as the basis for justification for funding decisions.

It should be noted that FAA require that any changes to the airfield (i.e., runway and taxiway system, navigational aids, etc.) be presented on the ALP. The landside configuration developed during the master planning process is also depicted on the ALP, but the FAA recognizes that landside development is much more fluid and dependent upon developer needs. Thus, an updated ALP set is typically not necessary for future landside development.

The five primary functions of the ALP that define its purpose are provided in Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, as follows:

- 1) 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.

- 2) 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.
- 3) 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.
- 4) The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.
- 5) An approved ALP is necessary for the airport to receive financial assistance under the terms of the *Airport and Airway Improvement Act of 1982*, as amended, and to be able to impose and use Passenger Facility Charges. An airport must keep its ALP current and follow that plan because those are grant assurance requirements of the Airport Improvement Program (AIP) and previous airport development programs, including the 1970 *Airport Development Aid Program (ADAP)* and *Federal Aid Airports Program (FAAP)* of 1946, as amended.

The FAA requires that any planned changes to the airfield (i.e., runway and taxiway system, etc.) be represented on the drawings. However, the ALP drawing set is not intended to provide design engineering accuracy.

## ***AIRPORT LAYOUT PLAN DRAWING SET***

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

### **AIRPORT LAYOUT PLAN DRAWING**

An official ALP drawing has been developed for Chandler Municipal Airport, a draft of which is included in this appendix. The ALP drawing graphically presents the existing and future airport facilities and layout plan. The ALP drawing includes, but is not limited to, such elements as the physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids), and landside development. Also presented on the ALP 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 subsequent planning and design efforts, and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

## TERMINAL AREA PLAN DRAWING

The terminal area plan drawing presents a large-scale depiction of areas with significant terminal facility development. This drawing is an enlargement of a portion of the ALP. The drawing includes the landside facility areas as well as the supporting infrastructure, including access roads and parking facilities. The terminal area drawings include a listing of all airport buildings and identifies the aircraft apron areas.

## FAR PART 77 AIRPORT AIRSPACE DRAWING

Federal Aviation Regulation (F.A.R.) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The FAR Part 77 Airport Airspace drawing included in this Airport Master Plan is a graphic depiction of this regulatory criterion. The FAR Part 77 Airport Airspace drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. The FAR Part 77 Airport Airspace drawing can be a critical tool for the airport sponsor's use in reviewing proposed development near the airport.

The FAR Part 77 Airport 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 FAR Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface.

The airport sponsor should do all in their power to ensure development stays below the FAR Part 77 surfaces to protect the role of the airport. The drawing includes a table detailing the penetrations to any of the FAR Part 77 surfaces. A recommended action or disposition is also presented for each penetration. This drawing is based on the planned future condition of the airport.

Penetrations of the FAR Part 77 surfaces indicate an obstruction. Once an obstruction is identified, the FAA determines if the obstruction is a hazard to air navigation. When an obstruction is determined to be a hazard, a variety of actions can be taken to mitigate the hazard. The table included on the drawing presents a recommended action or disposition; however, the FAA is responsible to make the final determination as to what course of action should be taken. Potential mitigating measures include removing the hazard, lowering the hazard, adding an obstruction light, increasing instrument approach visibility minimums, or displacing runway landing thresholds. The following discussion will describe those surfaces that make up the recommended FAR Part 77 surfaces.

**Primary Surface:** The primary surface is longitudinally centered on the runways and extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. The primary surface for Runway 4R-22L is 500 feet wide as centered on the runway and 250 feet wide for Runway 4L-22R. If non-precision instrument approaches are established to either end of Runway 4L-22R in the future, the primary surface will increase to 500 feet wide.

**Approach Surface:** An approach surface is also established for each runway end. The approach surface begins at the end of the primary surface, extends upward and outward, and is centered along an extended runway centerline. The dimensions of the approach surface leading to each runway is based upon the type of instrument approach available (instrument or visual) or planned.

With visibility minimums of not lower than one-mile for Runway 4R, the approach surface extends a horizontal distance of 10,000 feet at a 34:1 slope. The outer width of the approach surface is 3,500 feet. Runways 4L, 22R, and 22L are visual-only runways currently so the approach surfaces have an outer width of 1,500 feet and extend a horizontal distance of 5,000 feet at a 20:1 slope. If instrument approaches of one-mile or greater minimums are established to these runways, the approach surface will match that of Runway 4R.

**Transitional Surface:** Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface rises at a slope of 7:1, up to a height 150 feet above the highest runway elevation. At that point, the horizontal surface begins where the transitional surface ends.

**Horizontal Surface:** The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the end of the primary surfaces of each runway.

**Conical Surface:** The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20:1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

## **INNER APPROACH SURFACE DRAWING**

The inner approach surface drawing provides greater detail of penetrations to the approach surface and the obstacle clearance surface (OCS) within a few thousand feet of the runway end. Any penetrations are documented in the obstruction table. The obstruction table includes a description of the object, its top elevation, the depth of penetration, and a recommended disposition to mitigate the penetration.

## **DEPARTURE SURFACE DRAWING**

For primary runways supporting instrument departures, a separate drawing depicting the departure surface is required. The departure surface, when clear, allows pilots to follow standard departure procedures. The departure surface emanates from the departure end of the runway to a distance of 10,200 feet. The inner width is 1,000 feet and the outer width is 6,466 feet. The slope of the departure surface is 40:1.

Obstacles frequently penetrate the departure surface. Where object penetrations exist, the departure procedure can be adjusted by:

- a) Non-standard climb rates, and/or
- b) Non-standard (higher) departure minimums.

Therefore, it is important for the airport sponsor to identify and remove departure surface obstacles whenever possible in order to enhance takeoff operations at the airport. The airport sponsor should also prevent any new obstacles from developing.

### **AIRPORT LAND USE DRAWING**

The objective of the 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, which 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.

### **EXHIBIT A - AIRPORT PROPERTY MAP**

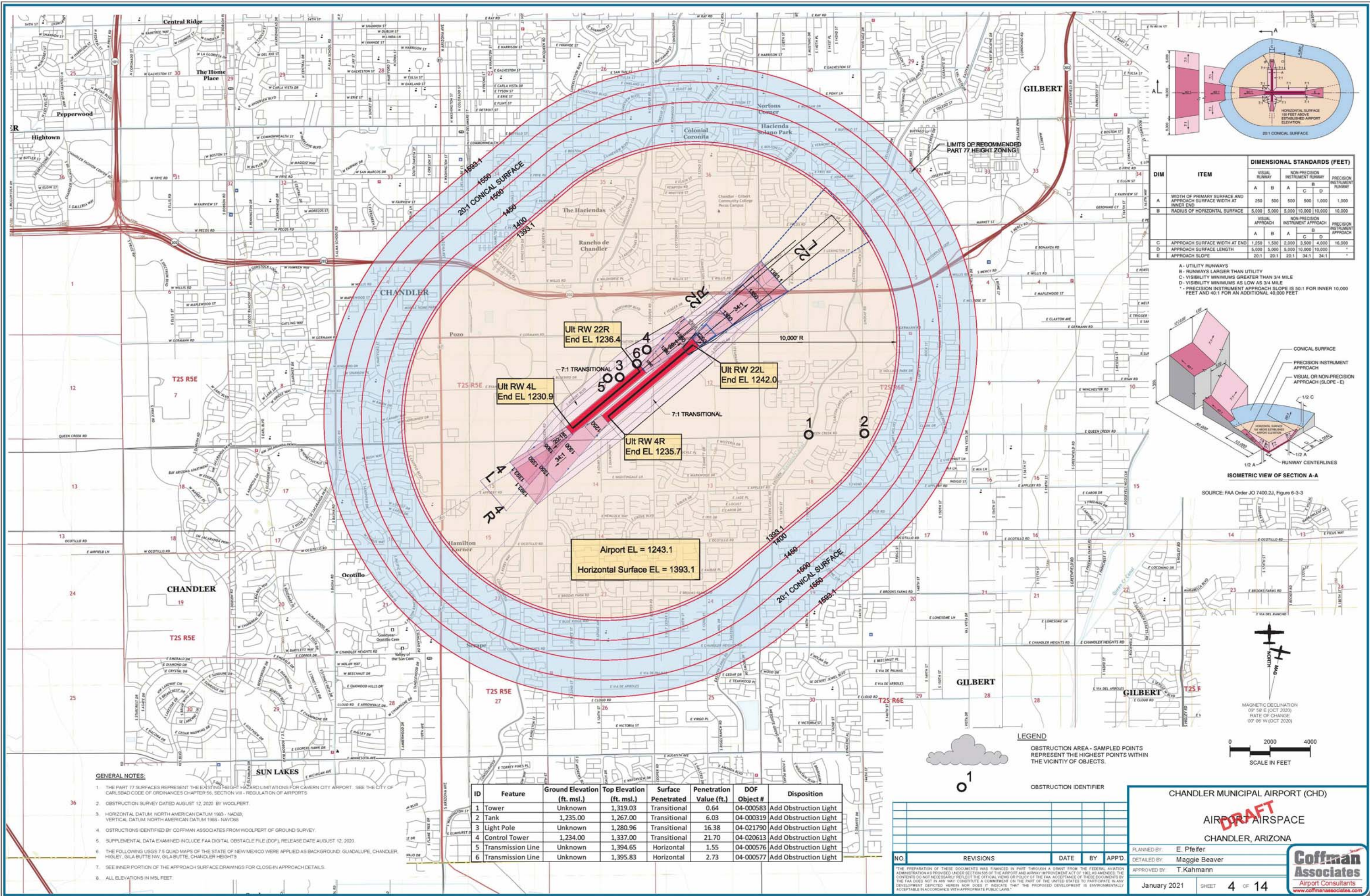
The airport property map provides a drawing depicting the airport property boundary, the various tracts of land that were acquired to develop the airport, the method of acquisition, and other information on the property under airport control that is subject to FAA grant assurances. The various recorded 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.





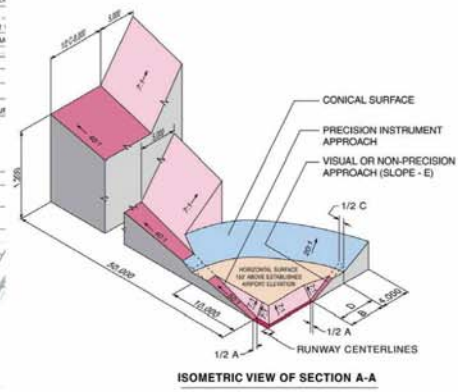




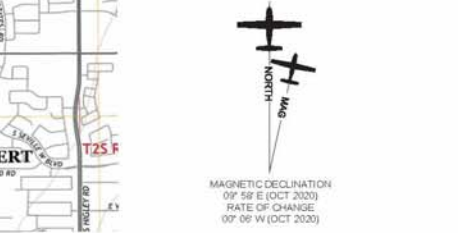


DIM	ITEM	DIMENSIONAL STANDARDS (FEET)						
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY		
A	B	A	B	C	D	A	B	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000	-
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	10,000	-
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	-	-

A - UTILITY RUNWAYS  
 B - RUNWAYS LARGER THAN UTILITY  
 C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE  
 D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE  
 E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A  
 SOURCE: FAA Order JO 7400.2J, Figure 6-3-3



- GENERAL NOTES:**
- THE PART 77 SURFACES REPRESENT THE EXISTING HEIGHT HAZARD LIMITATIONS FOR CAVENY CITY AIRPORT. SEE THE CITY OF CARLSBAD CODE OF ORDINANCES CHAPTER 96, SECTION VII - REGULATION OF AIRPORTS.
  - OBSTRUCTION SURVEY DATED AUGUST 12, 2020 BY WOOLPERT.
  - HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
  - OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM WOOLPERT OF GROUND SURVEY.
  - SUPPLEMENTAL DATA EXAMINED INCLUDE FAA DIGITAL OBSTACLE FILE (DOF), RELEASE DATE AUGUST 12, 2020.
  - THE FOLLOWING USGS 7.5 QUAD MAPS OF THE STATE OF NEW MEXICO WERE APPLIED AS BACKGROUND: GUADALUPE, CHANDLER, HIGLEY, GILA BUTTE NW, GILA BUTTE, CHANDLER HEIGHTS.
  - SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
  - ALL ELEVATIONS IN MSL FEET.

ID	Feature	Ground Elevation (ft. msl.)	Top Elevation (ft. msl.)	Surface Penetrated	Penetration Value (ft.)	DOF Object #	Disposition
1	Tower	Unknown	1,319.03	Transitional	0.64	04-000583	Add Obstruction Light
2	Tank	1,235.00	1,267.00	Transitional	6.03	04-000319	Add Obstruction Light
3	Light Pole	Unknown	1,280.96	Transitional	16.38	04-021790	Add Obstruction Light
4	Control Tower	1,234.00	1,337.00	Transitional	21.70	04-020613	Add Obstruction Light
5	Transmission Line	Unknown	1,394.65	Horizontal	1.55	04-000576	Add Obstruction Light
6	Transmission Line	Unknown	1,395.83	Horizontal	2.73	04-000577	Add Obstruction Light

**LEGEND**

OBSTRUCTION AREA - SAMPLED POINTS REPRESENT THE HIGHEST POINTS WITHIN THE VICINITY OF OBJECTS.

OBSTRUCTION IDENTIFIER

NO.	REVISIONS	DATE	BY	APPD.

CHANDLER MUNICIPAL AIRPORT (CHD)  
**AIR DRAFT**  
 AIRSPACE  
 CHANDLER, ARIZONA

PLANNED BY: E. Pfeifer  
 DETAILED BY: Maggie Beaver  
 APPROVED BY: T. Kahmann

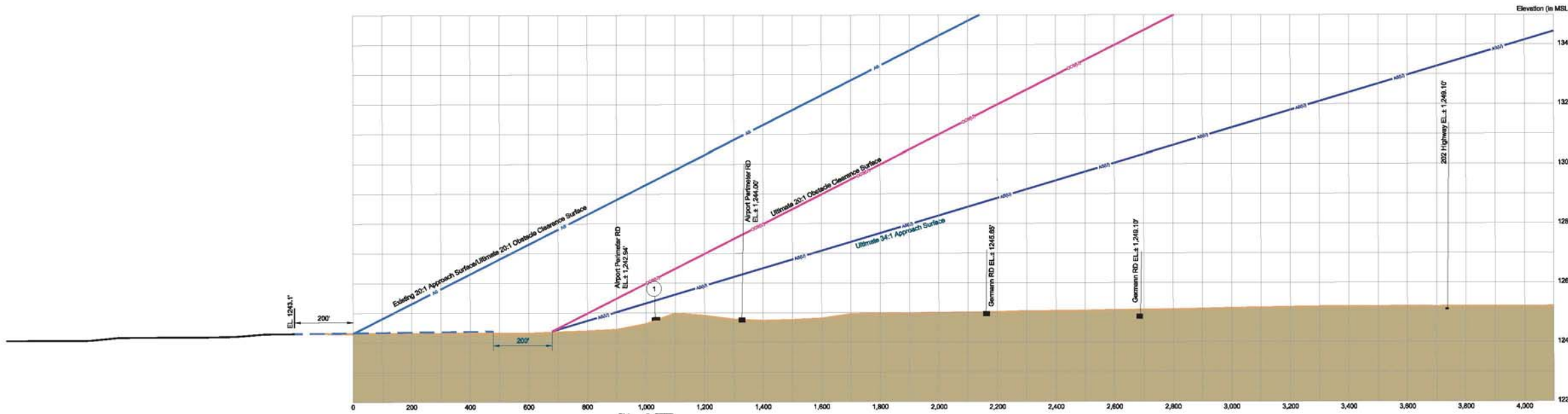
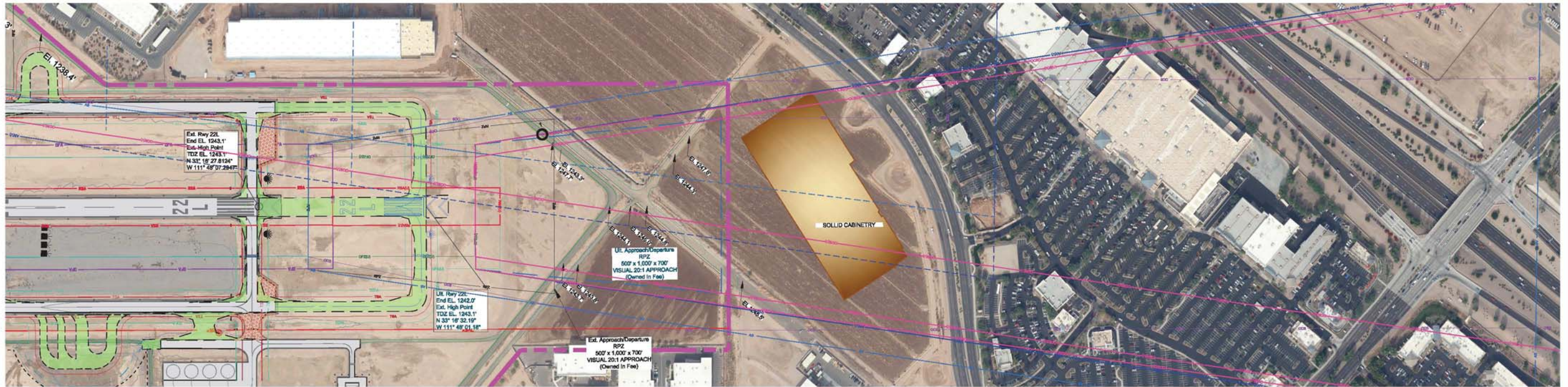
January 2021 SHEET 4 OF 14

**Coffman Associates**  
 Airport Consultants  
 www.coffmanassociates.com

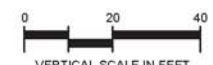
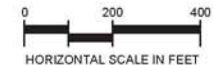
Coffman Associates C:\Users\Maggie Beaver\Coffman\Associates\100\CHD\100\CHD.dwg Plot Date: 1/28/21 03:35:44 PM Maggie Beaver







Runway 22L Obstructions									
ID	Feature	Height Above Ground (ft.)	Top Elevation (ft. msl.)	Penetration Values				DOF Object #	Disposition
				Existing 22L Approach	Ultimate 22L Approach	Existing 22L OCS	Ultimate 22L OCS		
1	Airport Perimeter Road	10.00	1,252.97	N/A	2.97	N/A	N/A	N/A	To Remain - Airport Controlled Road



**GENERAL NOTES:**

- GROUND SURVEY DATED AUGUST 12, 2020 BY WOOLPERT.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
- OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM WOOLPERT, DATED AUGUST 12, 2020. SUPPLEMENTAL DATA EXAMINED INCLUDE FAA DIGITAL OBSTACLE FILE (DOF).
- ALL ELEVATIONS IN MSL FEET.
- THE SOLID CABINTRY FACILITY DEPICTED ON THIS DRAWING IS BASED ON A JUNE 2018 PRELIMINARY SITE PLAN. THE OBSTRUCTION EVALUATION WILL BE UPDATED TO REFLECT THE BUILDING'S SURVEYED TOP ELEVATION ONCE CONSTRUCTION IS COMPLETED, AND THAT INFORMATION IS MADE AVAILABLE.

PROFILE VIEW SIGNIFICANT OBJECT PROFILE VIEW

SIGNIFICANT OBJECT OBSTRUCTION CALLOUT



NO.	REVISIONS	DATE	BY	APP'D.

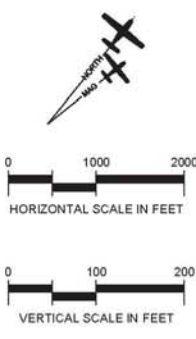
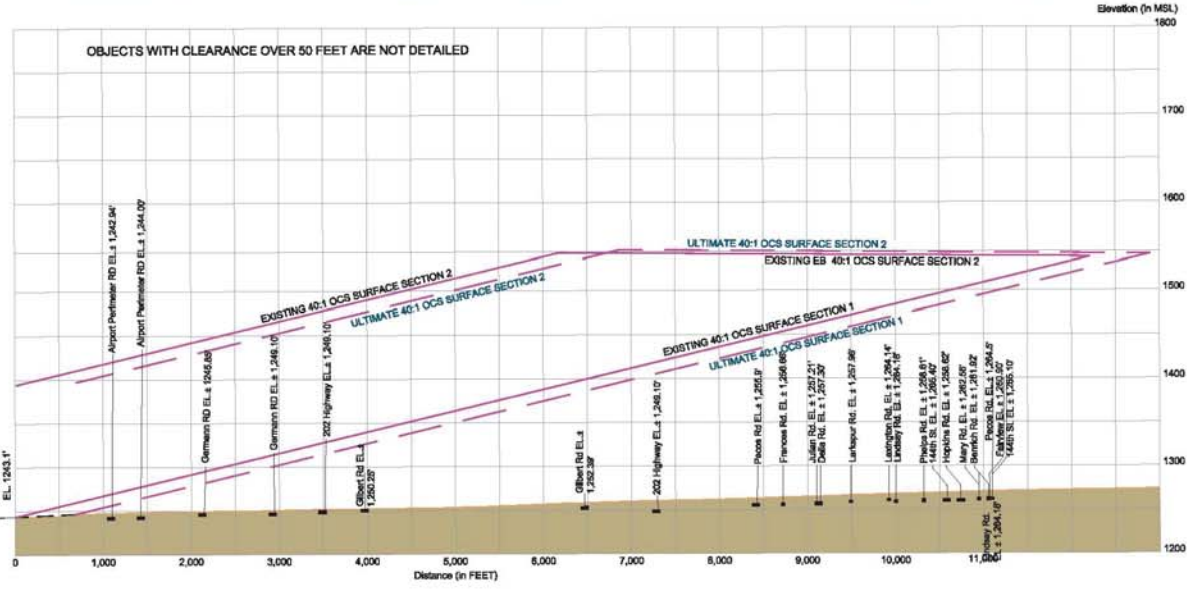
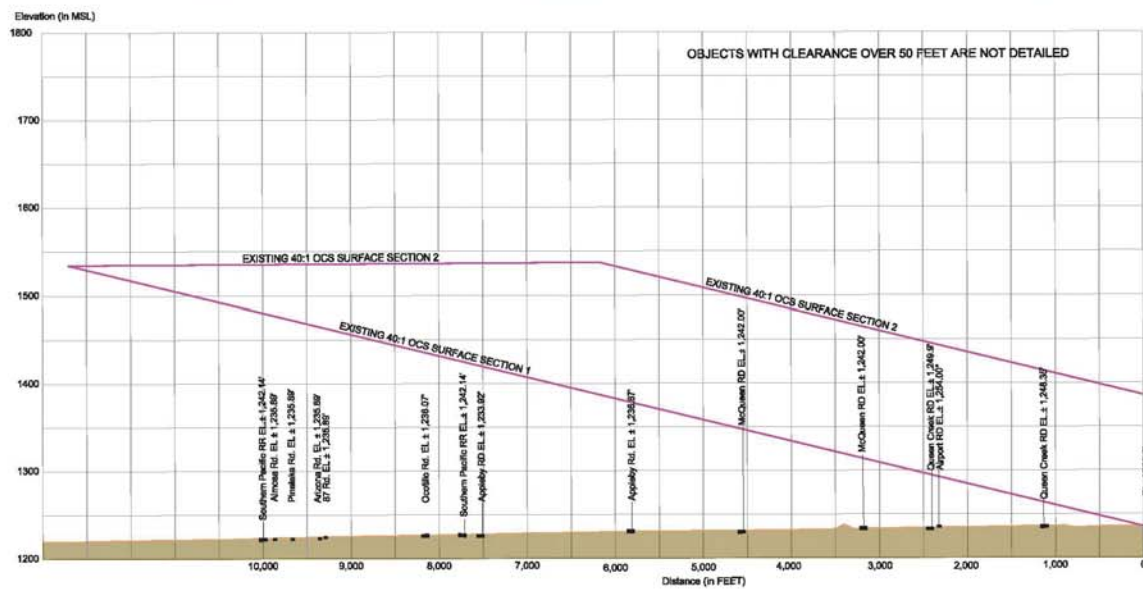
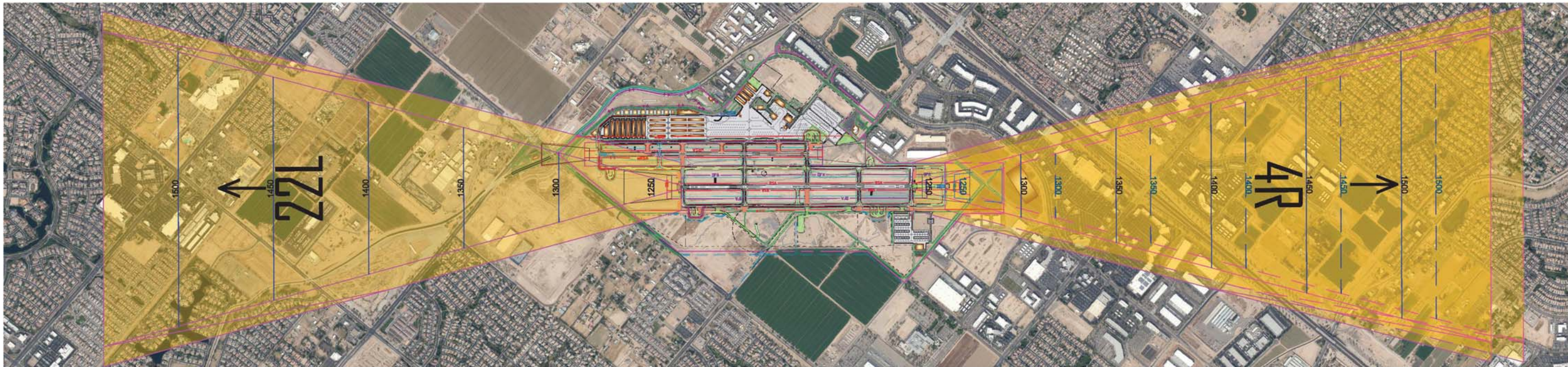
CHANDLER MUNICIPAL AIRPORT (CHD)  
INNER PORTION OF THE APPROACH  
SURFACE  
**RUNWAY 22L**  
CHANDLER, ARIZONA

PLANNED BY: E. Pfeiffer  
DETAILED BY: Maggie Beaver  
APPROVED BY: T. Kahmann

January 2021 SHEET 7 OF 14

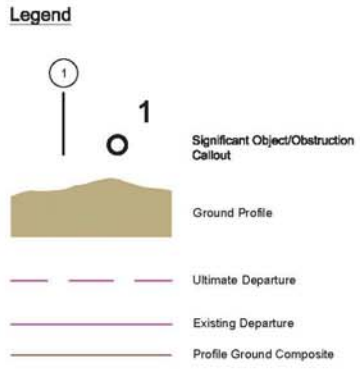






Runway 4R End Departure Obstructions							
ID	Feature	Height Above Ground (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)		DOF Object #	Disposition
				Existing 22L End Departure	Ultimate 22L End Departure		
No Obstructions							

Runway 22L End Departure Obstructions							
ID	Feature	Height Above Ground (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)		DOF Object #	Disposition
				Existing 22L End Departure	Ultimate 22L End Departure		
No Obstructions							



**GENERAL NOTES:**

- ADDITIONAL DATA SOURCE INCLUDES GROUND SURVEY PREPARED BY WOOLFERT AUGUST 12, 2020.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83. VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD83.
- MAGNETIC DECLINATION FROM NOAA NATIONAL GEOPHYSICAL DATA CENTER.
- OBSTRUCTIONS WITHIN THIS GROUPING REPRESENT TALLEST MANMADE AND/OR NATURAL FEATURE.
- THE SOLID CABINTRY FACILITY DEPICTED ON THIS DRAWING IS BASED ON A JUNE 2019 PRELIMINARY SITE PLAN. THE OBSTRUCTION EVALUATION WILL BE UPDATED TO REFLECT THE BUILDING'S SURVEYED TOP ELEVATION ONCE CONSTRUCTION IS COMPLETED, AND THAT INFORMATION IS MADE AVAILABLE.

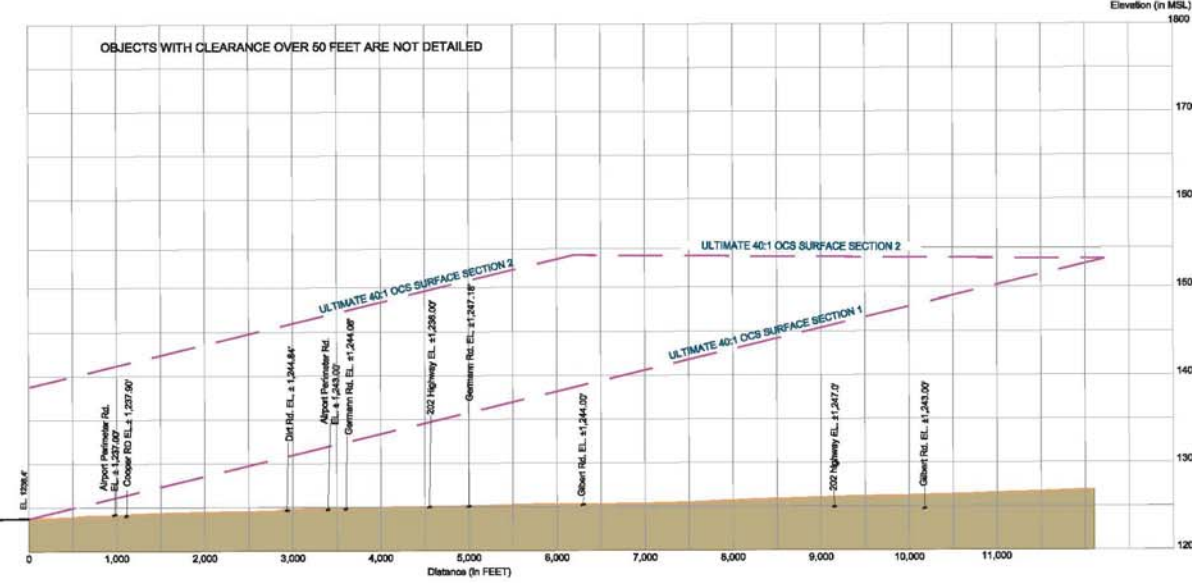
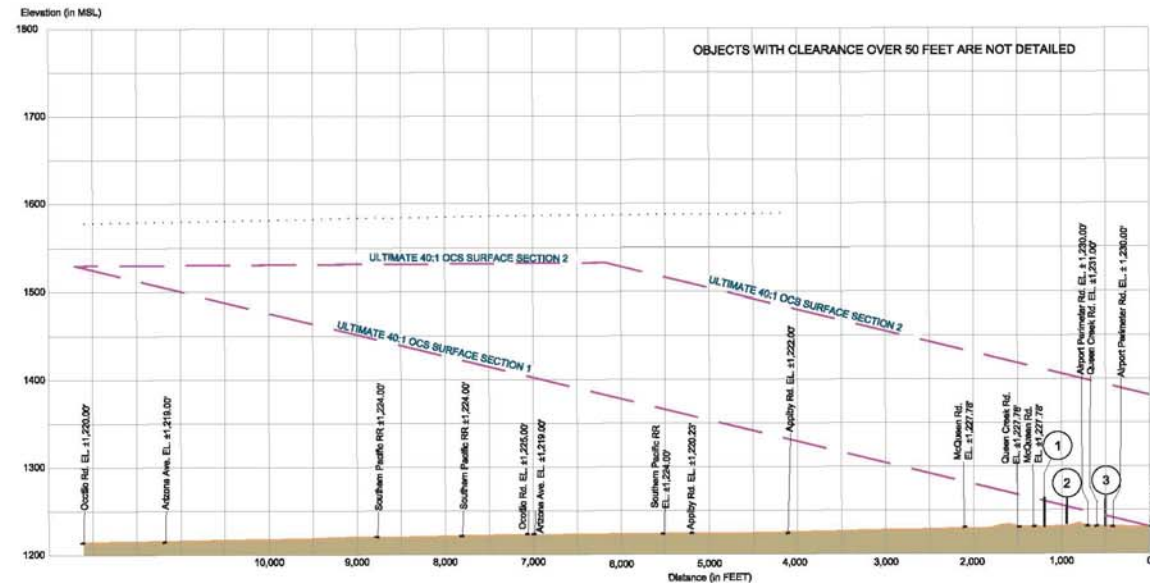
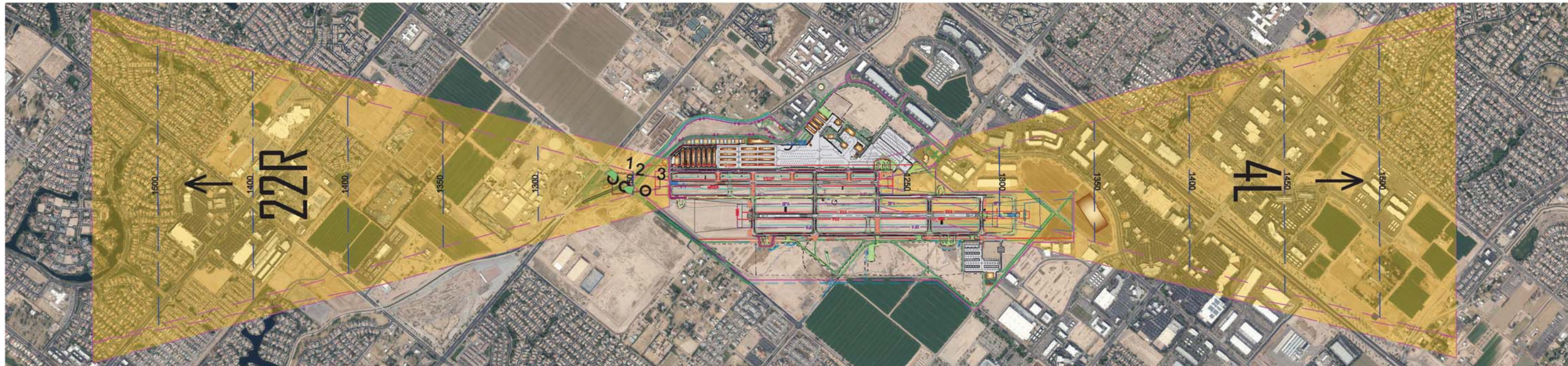
NO.	REVISIONS	DATE	BY	APPD.

CHANDLER MUNICIPAL AIRPORT (CHD)  
**RUNWAY 4R-22L**  
 DEPARTURE SURFACE DRAWING  
 CHANDLER, ARIZONA

PLANNED BY: E. Pfeiffer  
 DETAILED BY: Maggie Beaver  
 APPROVED BY: T. Kahmann

January 2021 SHEET 9 OF 14

Coffman Associates: C:\Users\Maggie Beaver\Coffman Associates\Projects\CHD\202003\4R\_22L\Drawings\CHD\202003\4R\_22L\4R\_22L\_Dep\_Surf.dwg Printed Date: 3/6/21 10:27:43 PM Page: 9 of 14

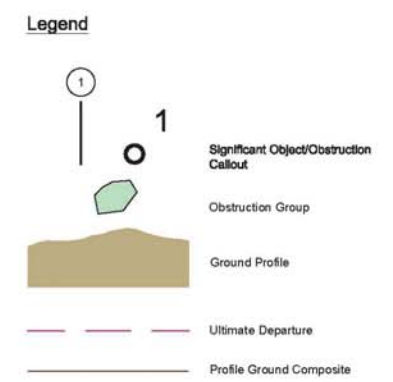


Ultimate Runway 4L End Departure Obstructions					
ID	Feature	Height Above Ground (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	DOF Object # Disposition
1	Pole	16.00	1,245.00	1.76	04-020175 Lower/Relocate
2	Pole	35.00	1,264.00	9.56	04-020608 Lower/Relocate
3	Pole	37.00	1,266.00	5.57	04-020609 Lower/Relocate

APPLY STANDARDS SET FORTH IN FAA ORDER 8260.4E DEPARTURE PROCEDURE (DP) PROGRAM

Ultimate Runway 22R End Departure Obstructions					
ID	Feature	Height Above Ground (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	DOF Object # Disposition
No Obstructions					

APPLY STANDARDS SET FORTH IN FAA ORDER 8260.4E DEPARTURE PROCEDURE (DP) PROGRAM



- GENERAL NOTES:**
- ADDITIONAL DATA SOURCE INCLUDES GROUND SURVEY PREPARED BY WOOLPERT AUGUST 12, 2020.
  - HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83, VERTICAL DATUM: NORTH AMERICAN DATUM 1986 - NAVD83.
  - MAGNETIC DECLINATION FROM NOAA NATIONAL GEOPHYSICAL DATA CENTER.
  - OBSTRUCTIONS WITHIN THIS GROUPING REPRESENT TALLEST MANMADE AND/OR NATURAL FEATURE.
  - THE SOLID CABINTRY FACILITY DEPICTED ON THIS DRAWING IS BASED ON A JUNE 2018 PRELIMINARY SITE PLAN. THE OBSTRUCTION EVALUATION WILL BE UPDATED TO REFLECT THE BUILDING'S SURVEYED TOP ELEVATION ONCE CONSTRUCTION IS COMPLETED, AND THAT INFORMATION IS MADE AVAILABLE.

CHANDLER MUNICIPAL AIRPORT (CHD)

**RUNWAY 4L-22R**

DEPARTURE SURFACE DRAWING

CHANDLER, ARIZONA

PLANNED BY:	E. Pfeiffer
DETAILED BY:	Maggie Beaver
APPROVED BY:	T. Kahmann

January 2021

SHEET 10 OF 14

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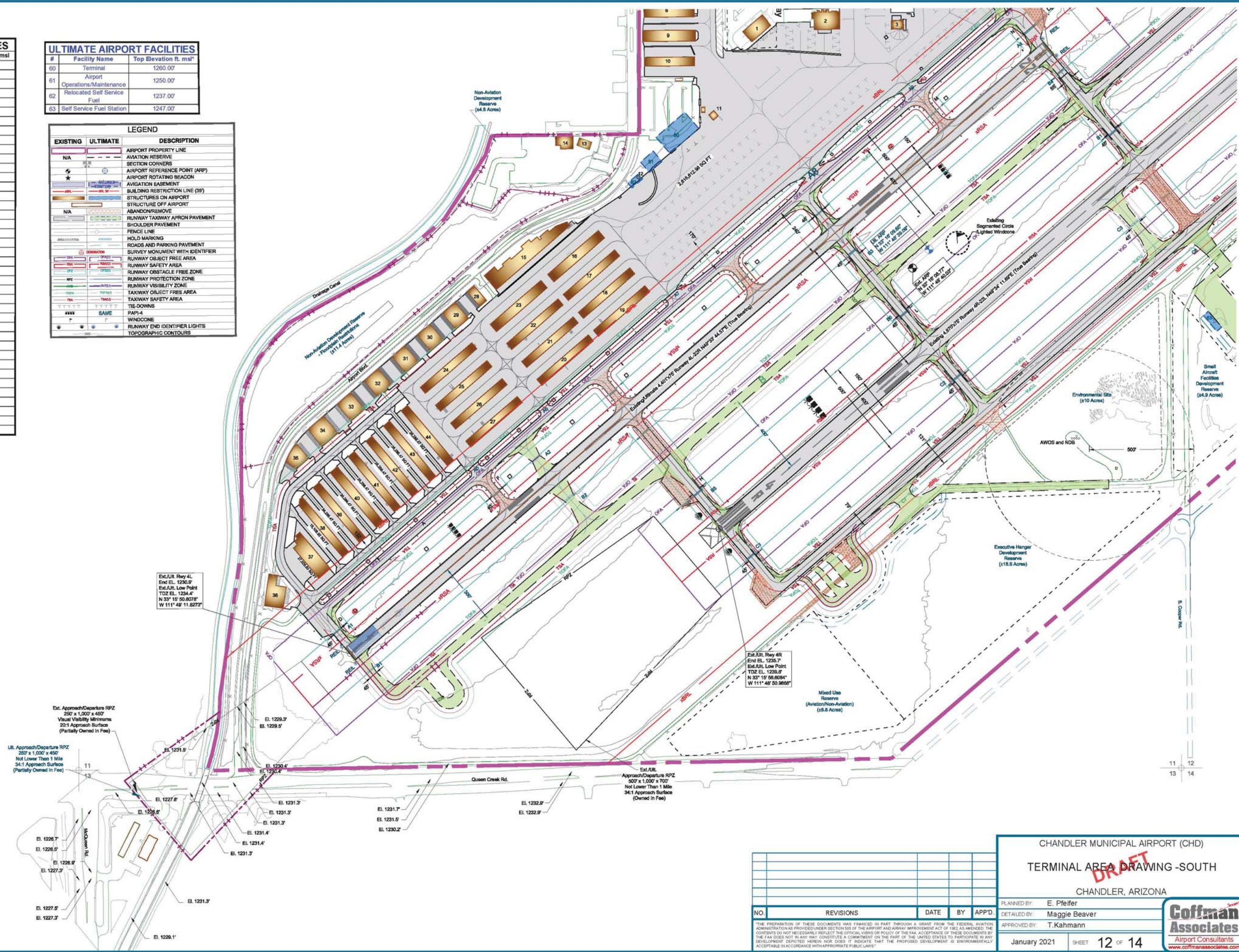




EXISTING AIRPORT FACILITIES		
#	Facility Name	Top Elevation ft. msl
1	Terminal	1252.39'
2	Chandler Air	1252.92'
3	Chandler Air Fuel Storage	1244.43'
8	T-Hangar	1256.36'
9	T-Hangar	1248.41'
10	T-Shade	1237.8'
11	ATCT	1317.21'
12	Self Service Fuel	1237.23'
13	Maintenance Building	1245.11'
14	Airport Operations	1256.72'
15	Conventional Hangars	1257.44'
16	T-Hangars	1253.24'
17	T-Hangars	1243.90'
18	T-Hangars	1247.65'
19	T-Hangars	1247.67'
20	T-Hangars	1248.30'
21	T-Hangars	1248.51'
22	T-Hangars	1248.08'
23	T-Hangars	1254.43'
24	T-Hangars	1250.56'
25	T-Hangars	1249.05'
26	T-Hangars	1249.05'
27	T-Hangars	1248.62'
28	Conventional Hangar	1256.36'
29	Conventional Hangar	1256.36'
30	Conventional Hangar	1256.58'
31	Conventional Hangar	1256.58'
32	Conventional Hangar	1255.61'
33	Conventional Hangar	1255.50'
34	Conventional Hangar	1255.93'
35	Conventional Hangar	1255.50'
36	Conventional Hangar	1253.89'
37	T-Hangars	1253.03'
38	T-Hangars	1248.73'
39	T-Hangars	1248.19'
40	T-Hangars	1250.45'
41	T-Hangars	1248.84'
42	T-Hangars	1249.48'
43	T-Hangars	1249.81'
44	T-Hangars	1250.13'

ULTIMATE AIRPORT FACILITIES		
#	Facility Name	Top Elevation ft. msl
00	Terminal	1260.00'
61	Airport Operations/Maintenance	1250.00'
62	Relocated Self Service Fuel	1237.00'
63	Self Service Fuel Station	1247.00'

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	AVIATION RESERVE
---	---	SECTION CORNERS
---	---	AIRPORT REFERENCE POINT (ARP)
---	---	AIRPORT ROTATING BEACON
---	---	AVIATION EASEMENT
---	---	BUILDING RESTRICTION LINE (35')
---	---	STRUCTURES ON AIRPORT
---	---	STRUCTURE OFF AIRPORT
---	---	ABANDON/REMOVE
---	---	RUNWAY TAXIWAY APRON PAVEMENT
---	---	SHOULDER PAVEMENT
---	---	FENCE LINE
---	---	HOLD MARKING
---	---	ROADS AND PARKING PAVEMENT
---	---	SURVEY MONUMENT WITH IDENTIFIER
---	---	RUNWAY OBJECT FREE AREA
---	---	RUNWAY SAFETY AREA
---	---	RUNWAY OBSTACLE FREE ZONE
---	---	RUNWAY PROTECTION ZONE
---	---	RUNWAY VISIBILITY ZONE
---	---	TAXIWAY OBJECT FREE AREA
---	---	TAXIWAY SAFETY AREA
---	---	TIE-DOWNS
---	---	PAPI-4
---	---	WINDCOE
---	---	RUNWAY END IDENTIFIER LIGHTS
---	---	TOPOGRAPHIC CONTOURS



Coffman Associates - C:\Users\maggie\Documents\Coffman - Associates\Projects\CHD\Terminal Area\Terminal Area - South.dwg 2/23/21 10:00 AM 2/23/21 10:00 AM

CHANDLER MUNICIPAL AIRPORT (CHD)  
**TERMINAL AREA DRAWING - SOUTH**  
 CHANDLER, ARIZONA

DRAFT

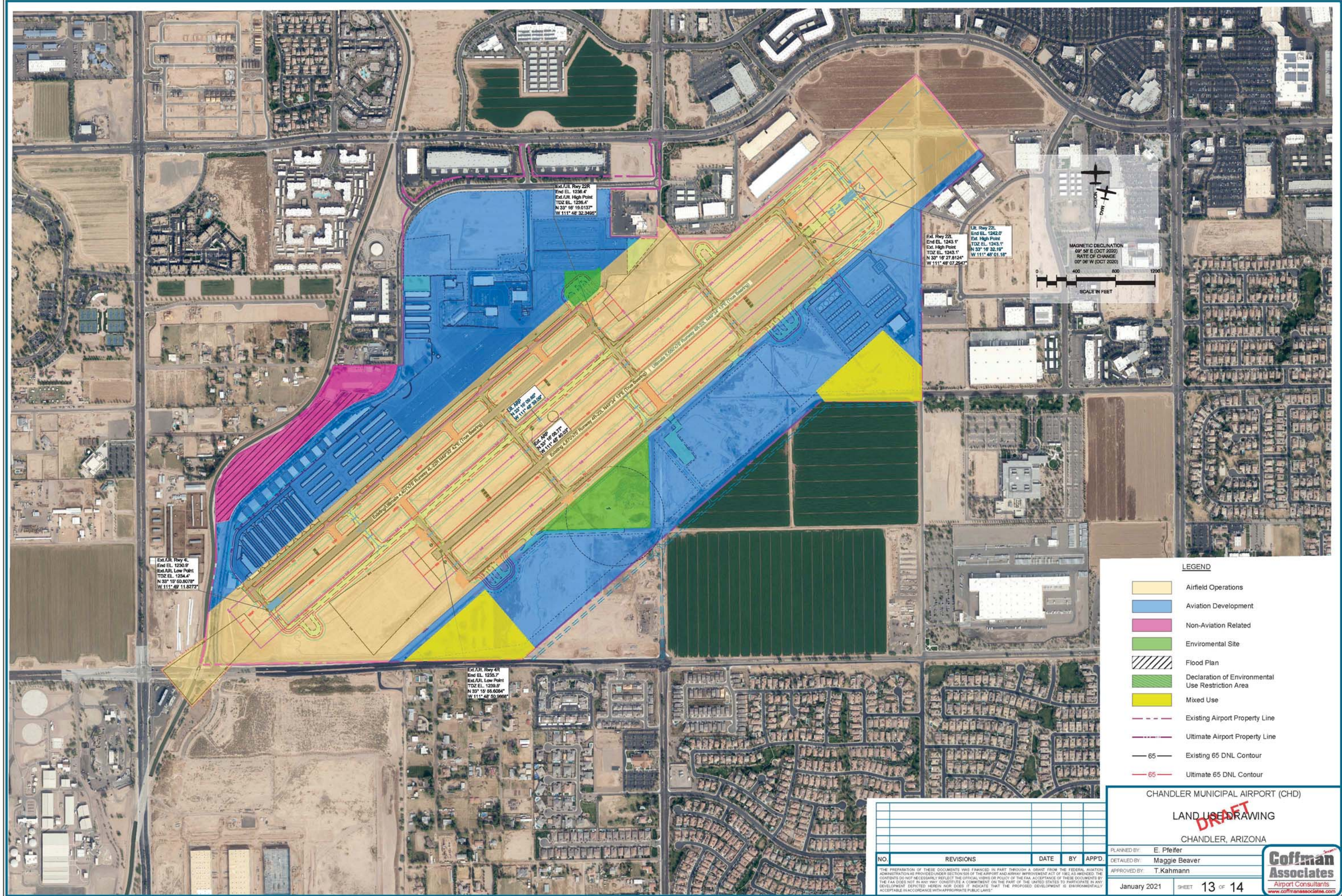
NO.	REVISIONS	DATE	BY	APPD.

PLANNED BY: E. Pfeiffer  
 DETAILED BY: Maggie Beaver  
 APPROVED BY: T. Kahmann

January 2021    SHEET **12** OF **14**

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Est./Ult. Rwy 4L  
End EL: 1230.9'  
Est./Ult. Low Point  
TDZ EL: 1234.4'  
N 33° 15' 50.8078"  
W 111° 49' 11.8273"

Est./Ult. Rwy 22R  
End EL: 1236.4'  
Est./Ult. High Point  
TDZ EL: 1236.4'  
N 33° 16' 19.0137"  
W 111° 48' 32.3495"

Ult. Rwy 22L  
End EL: 1242.0'  
Est. High Point  
TDZ EL: 1243.1'  
N 33° 16' 32.19"  
W 111° 48' 01.18"  
Est. Rwy 22L  
End EL: 1243.1'  
Est. High Point  
TDZ EL: 1243.1'  
N 33° 16' 27.8124"  
W 111° 48' 07.2947"

Est. Rwy 16  
End EL: 1238.0'  
N 33° 16' 09.86"  
W 111° 48' 50.58"

Est. Rwy 16  
End EL: 1238.0'  
N 33° 16' 09.86"  
W 111° 48' 50.58"

Est./Ult. Rwy 4R  
End EL: 1235.7'  
Est./Ult. Low Point  
TDZ EL: 1239.9'  
N 33° 15' 55.6084"  
W 111° 48' 50.9988"

- LEGEND**
- Airfield Operations
  - Aviation Development
  - Non-Aviation Related
  - Environmental Site
  - Flood Plan
  - Declaration of Environmental Use Restriction Area
  - Mixed Use
  - Existing Airport Property Line
  - Ultimate Airport Property Line
  - Existing 65 DNL Contour
  - Ultimate 65 DNL Contour

CHANDLER MUNICIPAL AIRPORT (CHD)  
**LAND USE DRAWING**  
CHANDLER, ARIZONA

NO.	REVISIONS	DATE	BY	APP'D.

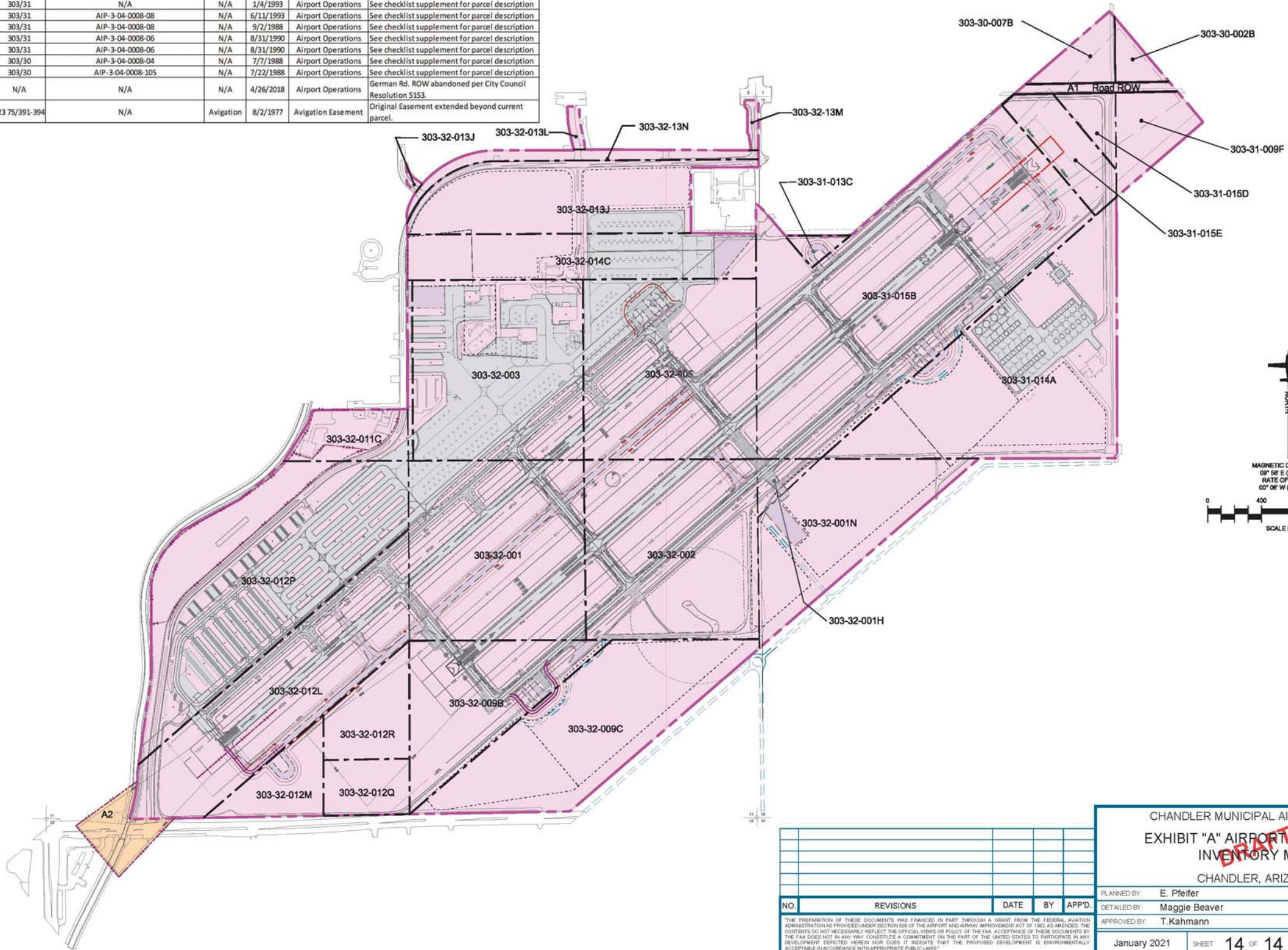
PLANNED BY: E. Pfeiffer  
DETAILED BY: Maggie Beaver  
APPROVED BY: T. Kahmann  
January 2021 SHEET 13 OF 14



THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1976 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 OR 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.

Tract ID	Parcel ID	Grantor	Interest Type	Acreage	Instrument	Book/Page	FAA Grant #	Easement	Date	Purpose of Acquisition	Notes
1	303-32-001	State of Arizona	Fee Simple	40	Warranty Deed	303/32	FAAP 9-02-008-6604	N/A	5/28/1948	Airport Operations	See checklist supplement for parcel description
2	303-32-002A	State of Arizona	Fee Simple	39	Warranty Deed	303/32	FAAP 9-02-008-6604	N/A	5/28/1948	Airport Operations	See checklist supplement for parcel description
3	303-32-003E	State of Arizona	Fee Simple	38.96	Warranty Deed	303/32	FAAP 9-02-008-6604	N/A	5/28/1948	Airport Operations	See checklist supplement for parcel description
4	303-32-005A	State of Arizona	Fee Simple	39	Warranty Deed	303/32	FAAP 9-02-008-6604	N/A	5/28/1948	Airport Operations	See checklist supplement for parcel description
5	303-32-009B	John Demetria LTD.	Fee Simple	21.043	Warranty Deed	303/32	AIP-3-04-0008-04	N/A	3/31/1988	Airport Operations	See checklist supplement for parcel description
6	303-32-009C	Airpark Associates LTD.	Fee Simple	35.702	Warranty Deed	303/32	AIP-3-04-0008-09	N/A	1/26/1994	Airport Operations	See checklist supplement for parcel description
7	303-32-011H	Roosevelt Water Conservation District	Fee Simple	6.625	Warranty Deed	303/32	N/A	N/A	10/24/1985	Airport Operations	See checklist supplement for parcel description
8	303-32-012L	Roosevelt Water Conservation District	Fee Simple	31.8	Warranty Deed	303/32	AIP-3-04-0008-01	N/A	1/27/1975	Airport Operations	See checklist supplement for parcel description
9	303-32-012M	Queen Creek Trust	Fee Simple	7.83	Warranty Deed	303/32	AIP-3-04-0008-03	N/A	9/6/1987	Airport Operations	See checklist supplement for parcel description
10	303-32-012Q	D.J. Patterson	Fee Simple	6	Warranty Deed	303/32	AIP-3-04-0008-07	N/A	12/31/1986	Airport Operations	See checklist supplement for parcel description
11	303-32-012R	D.J. Patterson	Fee Simple	8.914	Warranty Deed	303/32	ADAP-5-04-0008-02	N/A	12/31/1986	Airport Operations	See checklist supplement for parcel description
12	303-32-012X	Roosevelt Water Conservation District	Fee Simple	44.834	Warranty Deed	303/32	AIP-3-04-0008-06	N/A	3/3/1985	Airport Operations	See checklist supplement for parcel description
13	303-32-013J	AJ Chandler Air Park LLC	Fee Simple	24.65	Warranty Deed	303/32	AIP-3-04-0008-11 ADOT E1135, ADOT E1102	N/A	5/29/2002	Airport Operations	See checklist supplement for parcel description
14	303-32-013K	AJ Chandler Air Park LLC	Fee Simple	0.21	Warranty Deed	303/32	AIP-3-04-0008-11 ADOT E1135, ADOT E1102	N/A	5/29/2002	Airport Operations	See checklist supplement for parcel description
15	303-32-013L	AJ Chandler Air Park LLC	Fee Simple	0.71	Warranty Deed	303/32	AIP-3-04-0008-11 ADOT E1135, ADOT E1102	N/A	5/29/2002	Airport Operations	See checklist supplement for parcel description
16	303-32-013M	AJ Chandler Air Park LLC	Fee Simple	0.43	Warranty Deed	303/32	AIP-3-04-0008-11 ADOT E1135, ADOT E1102	N/A	5/29/2002	Airport Operations	See checklist supplement for parcel description
17	303-32-013J	AJ Chandler Air Park LLC	Fee Simple	2.11	Warranty Deed	303/32	AIP-3-04-0008-11 ADOT E1135, ADOT E1102	N/A	5/29/2002	Airport Operations	See checklist supplement for parcel description
18	303-32-014C	D.W. Patterson	Fee Simple	19.536	Warranty Deed	303/32	AIP-3-04-0008-06	N/A	1/4/1993	Airport Operations	See checklist supplement for parcel description
19	303-31-001R	Spitler	Fee Simple	1.464	Warranty Deed	303/31	AIP-3-04-0008-03	N/A	11/2/1987	Airport Operations	See checklist supplement for parcel description
20	303-31-001S	R&E Farms	Fee Simple	22.076	Special Warranty Deed	303/31	AIP-3-04-0008-08	N/A	9/12/1994	Airport Operations	See checklist supplement for parcel description
21	303-31-009F	Chandler Airpark Limited Partnership	Fee Simple	6.971	Warranty Deed	303/31	AIP-3-04-0008-04	N/A	6/10/1988	Airport Operations	See checklist supplement for parcel description
22	303-31-013C	C. Max Killian	Fee Simple	1.72	Special Warranty Deed	303/31	N/A	N/A	1/4/1993	Airport Operations	See checklist supplement for parcel description
23	303-31-014A	D.W. Patterson	Fee Simple	46.589	Special Warranty Deed	303/31	AIP-3-04-0008-08	N/A	6/11/1993	Airport Operations	See checklist supplement for parcel description
24	303-31-015F	D.W. Patterson	Fee Simple	70	Warranty Deed	303/31	AIP-3-04-0008-08	N/A	9/2/1988	Airport Operations	See checklist supplement for parcel description
25	303-31-015D	D.W. Patterson	Fee Simple	3	Warranty Deed	303/31	AIP-3-04-0008-06	N/A	8/31/1990	Airport Operations	See checklist supplement for parcel description
26	303-31-015E	D.W. Patterson	Fee Simple	6.728	Warranty Deed	303/31	AIP-3-04-0008-06	N/A	8/31/1990	Airport Operations	See checklist supplement for parcel description
27	303-30-002B	Exeter Real Estate Investors	Fee Simple	2.416	Warranty Deed	303/30	AIP-3-04-0008-04	N/A	7/7/1988	Airport Operations	See checklist supplement for parcel description
28	303-30-007B	D.W. Patterson	Fee Simple	4.16	Warranty Deed	303/30	AIP-3-04-0008-105	N/A	7/22/1988	Airport Operations	See checklist supplement for parcel description
A1	A1	City Of Chandler	Fee Simple	1.74	City Council Resolution	N/A	N/A	N/A	4/26/2018	Airport Operations	German Rd. ROW abandoned per City Council Resolution 5153.
A2	A2	Roosevelt Water Conservation District	Easement	4.18	Avigation Easement	123 75/391-394	N/A	Avigation	8/2/1977	Avigation Easement	Original Easement extended beyond current parcel.

GENERAL NOTES:  
1. APN's used as tract ID's on previous ALP Exhibit "A". New ID's of A1 and A2 were created for this version.  
2. Parcel descriptions are on an attachment to the SOP 3.0 Checklist.



**Legend**

- Existing Property
- Existing Avigation Easement
- Parcel Lines

NO.	REVISIONS	DATE	BY	APPD.

CHANDLER MUNICIPAL AIRPORT (CHD)  
**EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP**  
CHANDLER, ARIZONA

PLANNED BY: E. Pfeiffer  
DETAILED BY: Maggie Beaver  
APPROVED BY: T. Kahmann

January 2021 SHEET 14 OF 14

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