## RUNWAY DATA

| ITEM | EXISTING (E) | FUTURE (F) | ULTIMATE (U) |
|---|---|---|---|
| APPROACH VISIBILITY MINIMUMS | VISUAL | ≥ 1 MILE | ≥ 1 MILE |
| FAR PART 77 APPROACH CATEGORY | VISUAL/UTILITY | NPI | NPI |
| FAR PART 77 APPROACH SLOPE | RWY 17 20:1<br>RWY 35 20:1 | RWY 17 34:1<br>RWY 35 34:1 | RWY 17 34:1<br>RWY 35 34:1 |
| DIMENSIONS (WIDTH & LENGTH) | 60 x 5058 | 75 x 5000 | 100 x 6500 |
| RUNWAY PAVEMENT | ASPHALT | ASPHALT | ASPHALT |
| PAVEMENT STRENGTH (LBS) | N/A | 35,000 DWG | 60,000 DWG |
| TAXIWAY SURFACE TYPE | ASPHALT | ASPHALT | ASPHALT |
| INSTRUMENT RUNWAY TYPE | NONE | GPS | GPS |
| RUNWAY LIGHTING | NONE | MIRL | MIRL |
| RUNWAY MARKING | VISUAL | NPI | NPI |
| PERCENT GRADIENT | 1.54% | 1.18% | .98% |
| MAXIMUM GRADE | 2.40% | 1.40% | 1.40% |
| MAXIMUM ELEVATION above MSL | 4825.2' | 4815.0' | 4815.0' |
| LINE OF SIGHT REQUIREMENTS | MET | MET | MET |
| % WIND COVERAGE<br>10.5 KNOT (12 MPH)<br>13.0 KNOT (15 MPH) | 92.91%<br>96.19% | 92.91%<br>96.19% | 92.91%<br>96.19% |
| VISUAL APPROACH AIDS | NONE | PAPI-2 | PAPI-2 |
| NAVIGATIONAL AIDS | NONE | GPS | GPS |
| AIRPORT REFERENCE CODE | B-II | B-II | C-II |
| RUNWAY SAFETY AREA (RSA)<br>WIDTH<br>LENGTH<br>LENGTH BEYOND RWY END | <br>150' *<br>5,460' *<br>RW 17 300'<br>RW 35 100' * | <br>150'<br>5600'<br>300' | <br>400'<br>8500'<br>1000' |
| RUNWAY OBJECT FREE AREA (ROFA)<br>WIDTH<br>LENGTH BEYOND END | <br>500' *<br>RW 17 300'<br>RW 35 92' * | <br>500'<br>300' | <br>800'<br>1000' |
| RUNWAY OBJECT FREE ZONE (ROFZ)<br>WIDTH<br>LENGTH BEYOND END | PENETRATIONS<br>250'<br>200' | NO PENETRATIONS<br>400'<br>200' | NO PENETRATIONS<br>400'<br>200' |
| RUNWAY ELEVATIONS (NAVD 88) | RWY 17 / RWY 35 | RWY 17 / RWY 35 | RWY 17 / RWY 35 |
| RUNWAY END | 4762.5 / 4825.2 | 4756.1 / 4815.0 | 4751.3 / 4815.0 |
| TOUCHDOWN ZONE (TDZ) | 4764.2 / 4825.2 | 4756.3 / 4815.0 | 4761.1 / 4815.0 |
| RUNWAY HIGH POINT | 4825.2 | 4815.0 | 4815.0 |
| RUNWAY LOW POINT | 4762.5 | 4756.1 | 4751.3 |

* SEE NON-STANDARD CONDITIONS

## AIRPORT DATA

| ITEM | EXISTING | FUTURE | ULTIMATE |
|---|---|---|---|
| AIRPORT ELEVATION above MSL | 4825' | 4815' | 4815' |
| AIRPORT REFERENCE POINT (NAD '83) LATITUDE NORTH<br>LONGITUDE WEST | 35° 58' 58.79"<br>113° 49' 02.14" | 35° 59' 08.64"<br>113° 49' 01.06" | 35° 59' 16.02"<br>113° 49' 00.25" |
| AIRPORT & TERMINAL NAVAIDS | NONE | GPS | GPS |
| MEAN MAXIMUM TEMPERATURE | 97.5° F JULY | 97.5° F JULY | 97.5° F JULY |
| AIRPORT REFERENCE CODE | B-II | B-II | C-II |
| DESIGN AIRCRAFT | DHC-6 TWIN OTTER | DORNIER 328 JET | CRJ 200 ER |
| WINGSPAN (FT.) | 65 | 68.8 | 87.8 |
| APPROACH SPEED (KNOTS) | 75 | 72 | 140 |
| WEIGHT (LBS.) | 12,500 | 35,000 | 51,250 |
| GPS AT AIRPORT | NO | YES | YES |

## RUNWAY END COORDINATES NAD'83

| RUNWAY | | EXISTING | FUTURE | ULTIMATE |
|---|---|---|---|---|
| 17 | LATITUDE | 35°59'25.358" | 35°59'34.619" | 35°59'49.386" |
| | LONGITUDE | 113°48'59.126" | 113°48'58.044" | 113°48'56.318" |
| 35 | LATITUDE | 35°58'35.560" | 35°58'45.395" | 35°58'45.395" |
| | LONGITUDE | 113°49'04.947" | 113°49'03.798" | 113°49'03.798" |

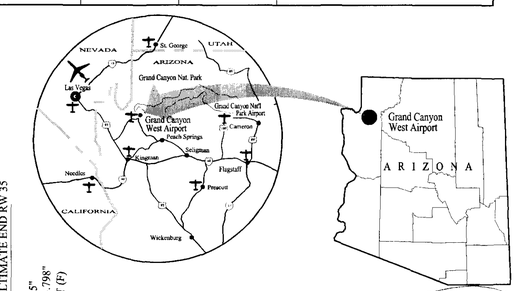
EXISTING RW END: COORDIANTES AND ELEVATIONS ARE BASED ON SURVEY DONE BY RON WERNER, R.L.S. ON AUGUST 26, 2001.

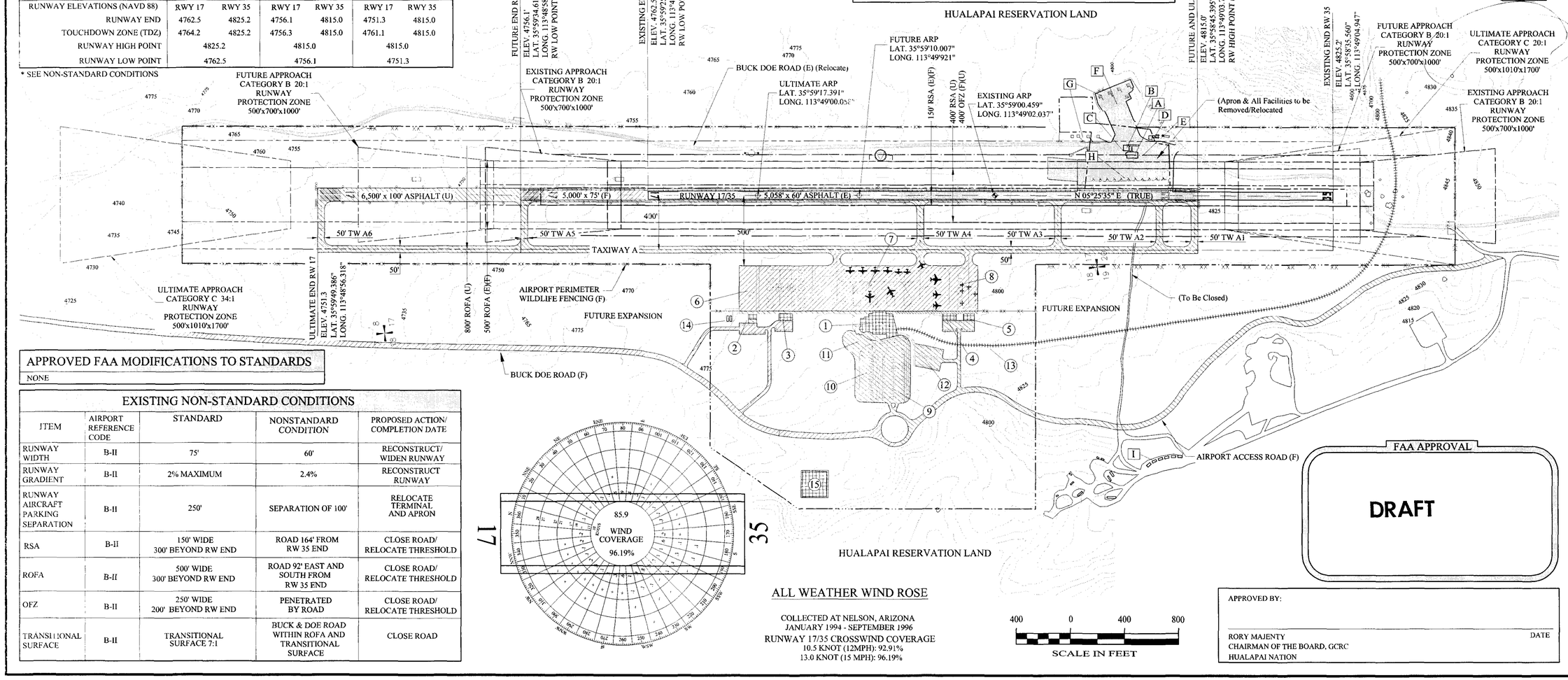
## LEGEND

| EXISTING | FUTURE/ULTIMATE | DESCRIPTION | EXISTING | FUTURE/ULT. | DESCRIPTION |
|---|---|---|---|---|---|
| | | AIRFIELD DEVELOPMENT | | | THRESHOLD LIGHTS |
| | | STRUCTURE/FACILITIES | | | REIL |
| | | AIRPORT PROPERTY LINE | | | PAPI |
| | | RUNWAY PROTECTION ZONE (RPZ) | | | LIGHT POLE / POWER POLE |
| | | RUNWAY SAFETY AREA (RSA) | | | LIGHTED WIND CONE |
| | | OBSTACLE FREE ZONE (OFZ) | | | SUPPLEMENTAL WIND CONE |
| | | RUNWAY OBJECT FREE AREA (ROFA) | | | AIRPORT REFERENCE POINT (ARP) |
| | | BUILDING RESTRICTION LINE (BRL) | | | AIRPORT BEACON |
| | | FENCING | | | SEGMENTED CIRCLE |
| | | DITCH/DRAINAGE | | | AIRCRAFT TIEDOWN |
| | | OVERHEAD POWER LINE | | | SURVEY CONTROL |
| | | | | | RUNWAY EDGE LIGHTS |
| | | | | | AWOS |

## AIRPORT FACILITIES LIST

| EXISTING | FUTURE |
|---|---|
| A. TERMINAL BUILDING | 1. TERMINAL BUILDING |
| B. HELIUSA | 2. ARFF/MX/ATC |
| C. SEPTIC SYSTEM | 3. HELICOPTER OPS |
| D. GENERATOR/ WATER TANKS/ PROPANE | 4. GAOPS/MX |
| | 5. GA MX |
| | 6. HELICOPTER TAKEOFF/LANDING PADS (2) AND PARKING PADS (10) |
| E. AUTO PARKING/ | 7. COMMERCIAL APRON |
| F. BUS AND RV PARKING | 8. GA APRON |
| G. HELIPADS | 9. AUTO PARKING |
| H. APRON | 10. MOTORCOACH PARKING |
| I. EMPLOYEE HOUSING | 11. SHUTTLE VEHICLE LOAD/UNLOAD |
| | 12. EMPLOYEE PARKING |
| | 13. TRAM CONNECTION |
| | 14. FUEL FARM |
| | 15. WASTE WATER TREATMENT |




## APPROVED FAA MODIFICATIONS TO STANDARDS

NONE

## EXISTING NON-STANDARD CONDITIONS

| ITEM | AIRPORT REFERENCE CODE | STANDARD | NONSTANDARD CONDITION | PROPOSED ACTION/ COMPLETION DATE |
|---|---|---|---|---|
| RUNWAY WIDTH | B-II | 75' | 60' | RECONSTRUCT/ WIDEN RUNWAY |
| RUNWAY GRADIENT | B-II | 2% MAXIMUM | 2.4% | RECONSTRUCT RUNWAY |
| RUNWAY AIRCRAFT PARKING SEPARATION | B-II | 250' | SEPARATION OF 100' | RELOCATE TERMINAL AND APRON |
| RSA | B-II | 150' WIDE 300' BEYOND RW END | ROAD 164' FROM RW 35 END | CLOSE ROAD/ RELOCATE THRESHOLD |
| ROFA | B-II | 500' WIDE 300' BEYOND RW END | ROAD 92' EAST AND SOUTH FROM RW 35 END | CLOSE ROAD/ RELOCATE THRESHOLD |
| OFZ | B-II | 250' WIDE 200' BEYOND RW END | PENETRATED BY ROAD | CLOSE ROAD/ RELOCATE THRESHOLD |
| TRANSITIONAL SURFACE | B-II | TRANSITIONAL SURFACE 7:1 | BUCK & DOE ROAD WITHIN ROFA AND TRANSITIONAL SURFACE | CLOSE ROAD |

## ALL WEATHER WIND ROSE

COLLECTED AT NELSON, ARIZONA
JANUARY 1994 - SEPTEMBER 1996
RUNWAY 17/35 CROSSWIND COVERAGE
10.5 KNOT (12MPH): 92.91%
13.0 KNOT (15 MPH): 96.19%

FAA APPROVAL

**DRAFT**

APPROVED BY:

RORY MAJENTY
CHAIRMAN OF THE BOARD, GCRC
HUALAPAI NATION

DATE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GRAND CANYON WEST AIRPORT
HUALAPAI INDIAN RESERVATION,
ARIZONA
FIGURE 1-3
AIRPORT LAYOUT PLANS

| No. | Revision | Date | By |
|---|---|---|---|
| 0 | ORIGINAL ALP (945465) | 01/27/98 | ACI |
| 1 | RELOCATE TERMINAL (005564) | 01/03/01 | ACI |
| 2 | ALP DRAWING SET UPDATE | 08/08/01 | ACI |


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Project No: 005566
Date: 11.08.02
File Name: 5566502

Drawn: MTS
Checked: DAC
Approved: EAA

AIRPORT LAYOUT PLAN

Sheet: 2 of: 9