KINGMAN AIRPORT

Appendix E

AIRPORT LAYOUT PLAN DRAWING SET

AIRPORT LAYOUT PLANS
FOR
KINGMAN AIRPORT

Prepared for the

Kingman Airport Authority, Inc.

INDEX OF DRAWINGS

1. AIRPORT LAYOUT DRAWING
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9. INNER PORTION OF RUNWAYS 17-35 APPROACH SURFACE DRAWING
10. TERMINAL AREA DRAWING
11. AIRPORT LAND USE PLAN
12. AIRPORT PROPERTY MAP

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DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
NONE				

RUNWAY DATA

RUNWAY DATA	RUNWAY 3-21				RUNWAY 17-35			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	3	21	3	21	17	35	17	35
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-III		C-III		B-II		B-II	
APPROACH VISIBILITY MINIMUMS (LOWEST)	>1 MILE	>3/4 MILE	>1 MILE	<3/4 MILE	>1 MILE	>1 MILE	>1 MILE	>1 MILE
F.A.R. PART 77 CATEGORY	C	C	C	PIR	AV	AV	AV	AV
PERCENTAGE OF WIND COVERAGE (ALL WEATHER IN MPH)	[illegible]		[illegible]		[illegible]		[illegible]	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (in LBS) OF DESIGN AIRCRAFT	124,500		124,500		12,500		12,500	
LINE OF SIGHT REQUIREMENT MET	YES		YES		YES		YES	
MAXIMUM ELEVATION (ABOVE MSL)	3411.2		3411.2		3448.8		3448.8	
LOWEST ELEVATION (ABOVE MSL)	3394.3		3390.0		3360.0		3360.0	
RUNWAY DIMENSIONS	6,831' x 150'		10,000' x 150'		6,725' x 75'		6,725' x 75'	
RUNWAY BEARING (TRUE BEARING - DECIMAL DEGREES)	45.0076	225.0213	45.0076	225.0213	0.0286	180.0283	0.0283	180.0283
RUNWAY APPROACH SURFACES (F.A.R. PART 77)	34:1	34:1	34:1	50:1	20:1	20:1	34:1	34:1
RUNWAY END ELEVATION	3411.2	3394.3	3411.2	3390.0	3360.0	3448.8	3360.0	3448.8
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY THRESHOLD SITING REQUIREMENTS (APPENDIX 2, CATEGORY)	F	F	F	G	B	B	B	B
RUNWAY STOPWAY	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA)	8,831' x 500'		12,000' x 500'		7,325' x 150'		7,325' x 150'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'	1,000'	1,000'	1,000'	300'	300'	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,231' x 400'		10,400' x 400'		7,125' x 400'		7,125' x 400'	
RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBJECT FREE AREA (OFA)	8,831' x 800'		12,000' x 800'		7,325' x 500'		7,325' x 500'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	1,000'	1,000'	1,000'	1,000'	300'	300'	300'	300'
RUNWAY PAVEMENT SURFACE MATERIAL	ASPHALT		ASPHALT		ASPHALT/CONCRETE		ASPHALT/CONCRETE	
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.)[1]	45(S)/65(D)/125(DT)/265(DDT)		45(S)/65(D)/125(DT)/265(DDT)		22(S)/60(D)		22(S)/60(D)	
RUNWAY EFFECTIVE GRADIENT	0.25%		0.25%		1.32%		1.32%	
RUNWAY MAXIMUM GRADIENT	0.30%		0.30%		1.49%		1.49%	
RUNWAY TOUCHDOWN ZONE ELEVATION (ABOVE MSL)	3411.2	3403.1	3411.2	3403.1	3395.8	3448.8	3395.8	3448.8
RUNWAY MARKING	NONPRECISION	NONPRECISION	NONPRECISION	PRECISION	BASIC	BASIC	BASIC	BASIC
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	NONE	NONE	NONE	MALSR	NONE	NONE	NONE	NONE
RUNWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)	400'		400'		240'		240'	
RUNWAY HOLD LINE POSITION (FROM RUNWAY CENTERLINE)	250'		250'		200'		200'	
TAXIWAY TO TAXILANE SEPARATION (FROM CENTERLINE TO CENTERLINE)	152'		152'		105'		105'	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL	
TAXIWAY MARKING	CENTERLINE		CENTERLINE		CENTERLINE		CENTERLINE	
TAXIWAY SURFACE MATERIAL	ASPHALT		ASPHALT		ASPHALT		ASPHALT	
TAXIWAY WINGTIP CLEARANCE	34'		34'		26'		26'	
TAXIWAY WIDTH	VARIES (75' TO 150')		VARIES (60' TO 150')		VARIES (70' TO 150')		VARIES (60' TO 150')	
TAXIWAY SAFETY AREA WIDTH	118'		118'		79'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	186'		186'		131'		131'	
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4 L REIL	PAPI-4 L REIL	PAPI-4 L REIL	PAPI-4 L REIL	PAPI-2 L	PAPI-2 L	PAPI-2 L	PAPI-2 L
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	GPS	GPS VOR/DME	GPS	ILS GPS VOR/DME				

[1]Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT) and Double Dual Tandem(DDT) wheel loading capacities.

AIRPORT DATA

KINGMAN AIRPORT (IGM)

CITY: KINGMAN, ARIZONA | COUNTY: MOHAVE, ARIZONA | RANGE: 16W | TOWNSHIP: 22N

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		COMMERCIAL-NONPRIMARY	COMMERCIAL-NONPRIMARY
AIRPORT REFERENCE CODE		C-III	C-III
DESIGN AIRCRAFT		B737-300	B737-300
AIRPORT ELEVATION		3448.8 MSL	3448.8 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		98° F (JULY)	98° F (JULY)
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE	35° 15' 34.100" N	35° 15' 39.818" N
	LONGITUDE	113° 56' 17.000" W	113° 56' 10.243" W
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		VOR/DME (21) PAPI-4 (3/21) PAPI-2 (17/35)	ILS (21) VOR/DME (21) PAPI-4 (3/21) PAPI-2 (17/35)
GPS APPROACH		3/21	3/21

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (If applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
		INDUSTRIAL PARK BOUNDARY
VAS-4	VAS-4	NAVIGATIONAL AID INSTALLATION
PAPI-4	PAPI-4	PRECISION APPROACH PATH INDICATOR
		PRIMARY/SECONDARY AIRPORT CONTROL STATION
eOFA	uOFA	RUNWAY OBJECT FREE AREA
eOFZ	uOFZ	RUNWAY OBSTACLE FREE ZONE
eRSA	uRSA	RUNWAY SAFETY AREA
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
eRVZ	uRVZ	RUNWAY VISIBILITY ZONE
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TAXIWAY DESIGNATION
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

HOLDING POSITION MARKINGS/SIGN

EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION
1	BUREAU OF LAND MANAGEMENT
2	CONVENTIONAL HANGAR
3	CONVENTIONAL HANGAR
4	CONVENTIONAL HANGAR
5	OFFICE
6	AIR MEDICAL ADMINISTRATION
7	KINGMAN AIRPORT AUTHORITY ADMINSTRATIONS/ARFF
8	FUEL ISLAND
9	SECURITY SCREENING/HOLDROOM BUILDING
10	TERMINAL BUILDING
11	HISTORIC TOWER
12	TRANSPORTATION SECURITY ADMINISTRATION BUILDING
13	FIXED BASE OPERATIONS
14	CONVENTIONAL HANGAR
15	SHADE HANGAR
16	T-HANGARS
17	T-HANGARS
18	CONVENTIONAL HANGARS
19	CONVENTIONAL HANGAR
20	CONVENTIONAL HANGAR
21	T-HANGAR
22	CONVENTIONAL HANGAR
23	FUEL FACILITY
24	CONVENTIONAL HANGAR
25	CONVENTIONAL HANGAR
26	T-HANGAR
27	T-HANGAR
28	CONVENTIONAL HANGAR
29	CONVENTIONAL HANGAR
30	CONVENTIONAL HANGAR
31	T-HANGAR
32	CONVENTIONAL HANGAR
33	CONVENTIONAL HANGAR

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
51	COMMERCIAL TERMINAL
52	AIRPORT RESCUE/FIREFIGHTING (ARFF)
53	AIRPORT MAINTENANCE
54	AIRCRAFT WASH RACK
55	CONVENTIONAL HANGAR
56	CONVENTIONAL HANGAR
57	CONVENTIONAL HANGAR
58	CONVENTIONAL HANGAR
59	CONVENTIONAL HANGAR
60	CONVENTIONAL HANGAR
61	CONVENTIONAL HANGAR
62	CONVENTIONAL HANGAR
63	CONVENTIONAL HANGAR
64	CONVENTIONAL HANGAR
65	T-HANGAR (10 Units)
66	CAMPGROUND
67	T-HANGAR (12 Units)
68	T-HANGAR (20 Units)
69	T-HANGAR (20 Units)
70	PARCEL (Fixed Based Operation)
71	PARCEL (Fixed Based Operation)
72	PARCEL (Fixed Based Operation)
73	PARCEL (Terminal Support)
74	PARCEL (Terminal Support)
75	PARCEL (Aviation Related)
76	PARCEL (Aviation Related)
77	PARCEL (Aviation Related)
78	PARCEL (150' x 150')
79	PARCEL (250' x 250')
80	PARCEL (Aviation Related)
81	PARCEL (Aviation Related)
82	PARCEL (Aviation Related)
83	PARCEL (Aviation Related)
84	PARCEL (200' x 200')

RUNWAY END COORDINATES (NAD 83)

RUNWAY		EXISTING	ULTIMATE
Runway 3	Latitude	35° 15' 05.340" N	35° 15' 05.340" N
	Longitude	113° 56' 53.190" W	113° 56' 53.190" W
Runway 21	Latitude	35° 15' 53.090" N	35° 16' 16.257" N
	Longitude	113° 55' 54.950" W	113° 55' 27.903" W
Runway 17	Latitude	35° 16' 12.350" N	35° 16' 12.350" N
	Longitude	113° 56' 09.760" W	113° 56' 09.760" W
Runway 35	Latitude	35° 15' 05.850" N	35° 15' 05.850" N
	Longitude	113° 56' 09.800" W	113° 56' 09.800" W

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Kingman Airport (IGM)
Kingman, Arizona

OBSERVATIONS:
81,106 All Weather Observations
1994-2003

ALL WEATHER WIND COVERAGE

Runways	10.5kts/12mph	13kts/15mph	16kts/18mph	20kts/23mph
Runway 3-21	93.26%	96.09%	98.59%	99.56%
Runway 17-35	88.22%	94.33%	98.35%	99.69%
Combined	97.64%	99.06%	99.71%	99.92%

VICINITY MAP

LOCATION MAP

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.
5. All Elevation are in NAVD 88.
6. No Threshold Siting Surface Object Penetrations.
7. No Obstacle Free Zone (OFZ) Object Penetrations.
8. The full property line can be seen on the PROPERTY MAP, sheet 12 of 12.
9. The existing and ultimate fence line extends around the existing and ultimate property line except where shown.
10. Source fot the base map and contours, 07/18/2000 ALP.

FOR APPROVAL BY:
Kingman Airport Authority, Inc.

APPROVED BY: ______ ON THE DATE OF: ______

Ms. Brenda Chastain
Director, Corporate Administration

FAA APPROVAL STAMP

No.	REVISIONS	DATE	BY	APP'D.
△	ALP Update	7/18/00		
△	FAA Approved Airport Master Plan	4/3/92		

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA OR ADOT AERONAUTICS. ACCEPTANCE OF THESE DOCUMENTS BY ADOT AERONAUTICS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE STATE OF ARIZONA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC OR STATE LAWS.

KINGMAN AIRPORT

AIRPORT LAYOUT DRAWING

KINGMAN, ARIZONA

PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lolly
APPROVED BY: Chris M. Hugunin

February 16, 2006 | SHEET 1 OF 12

Coffman Associates
Airport Consultants

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. GROUND	3450	PRIMARY SURFACE	3449	1'	TO BE REGRADE OR REMOVED
2. ROAD	3374	20:1 APPROACH SURFACE	3372	2'	TO REMAIN

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheets 2, 3 and 4 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheets 5 and 6 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 7, 8 and 9 of these plans.
5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Mohave County General Plan, Section 3, provides height and hazard protection for the airport.

LIMITS OF RECOMMENDED PART 77 HEIGHT ZONING

Airport Elevation 3448.8 (MSL)
Horizontal Surface Elevation 3698.8 (MSL)

NORTH

Magnetic Variance
12° 22' East (February 2006)
Annual Rate of Change
00° 06' West (February 2006)

0 4000 8000
SCALE IN FEET

KINGMAN AIRPORT

PART 77 AIRSPACE DRAWING

KINGMAN, ARIZONA

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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PLANNED BY: Chris M. Huguenin
DETAILED BY: Richard A. Lolly
APPROVED BY: Chris M. Huguenin

February 16, 2006 | SHEET 2 OF 12

Coffman Associates
Airport Consultants

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OBSTRUCTION TABLE

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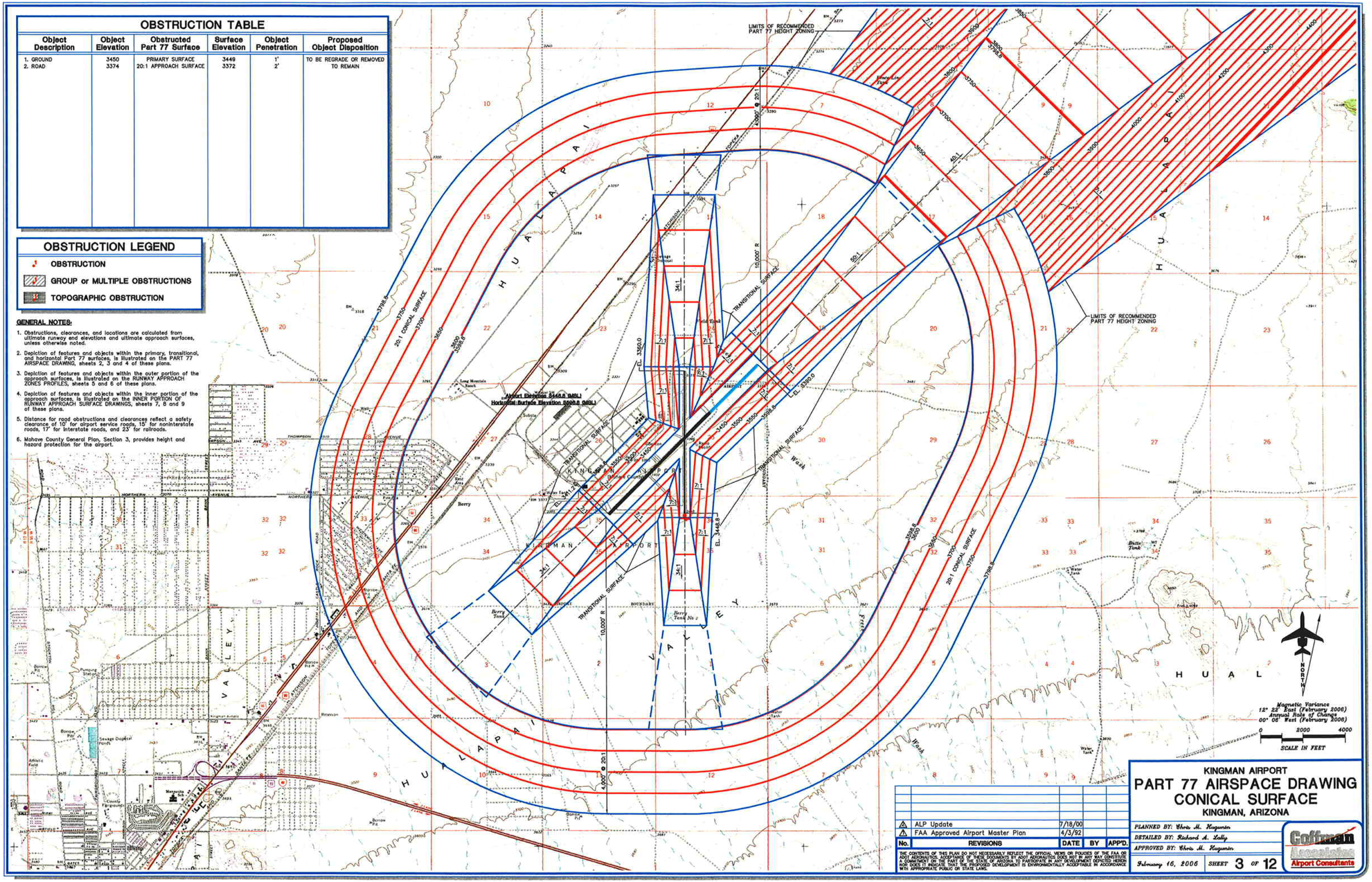

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

PART 77 AIRSPACE DRAWING CONICAL SURFACE

KINGMAN, ARIZONA

PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Hugunin

February 16, 2006 | SHEET 3 OF 12

Coffman Associates Airport Consultants

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE					

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
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No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

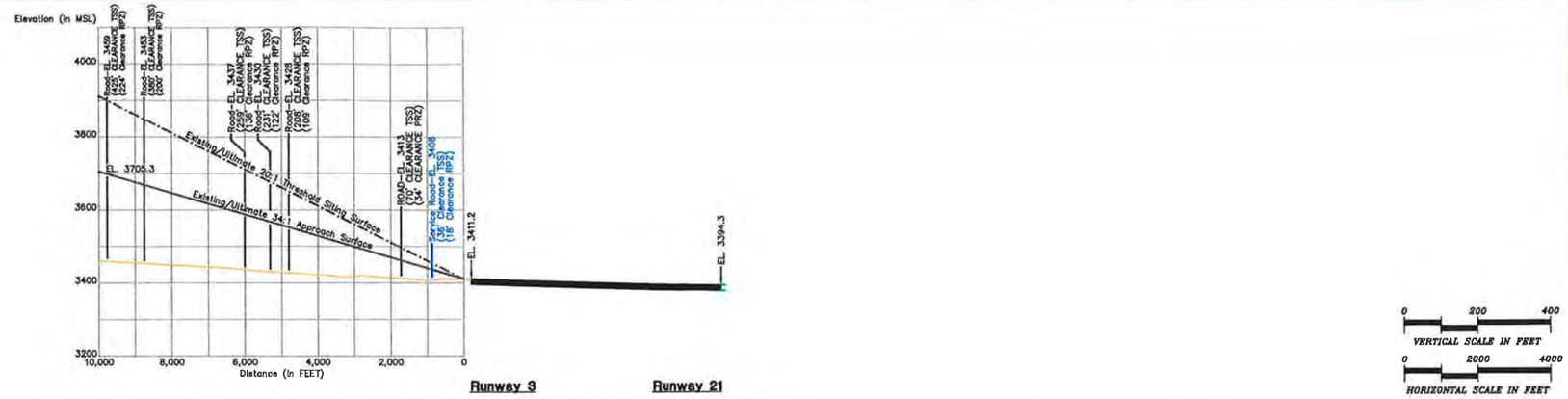
PART 77 AIRSPACE DRAWING RUNWAY 21 APPROACH FAN

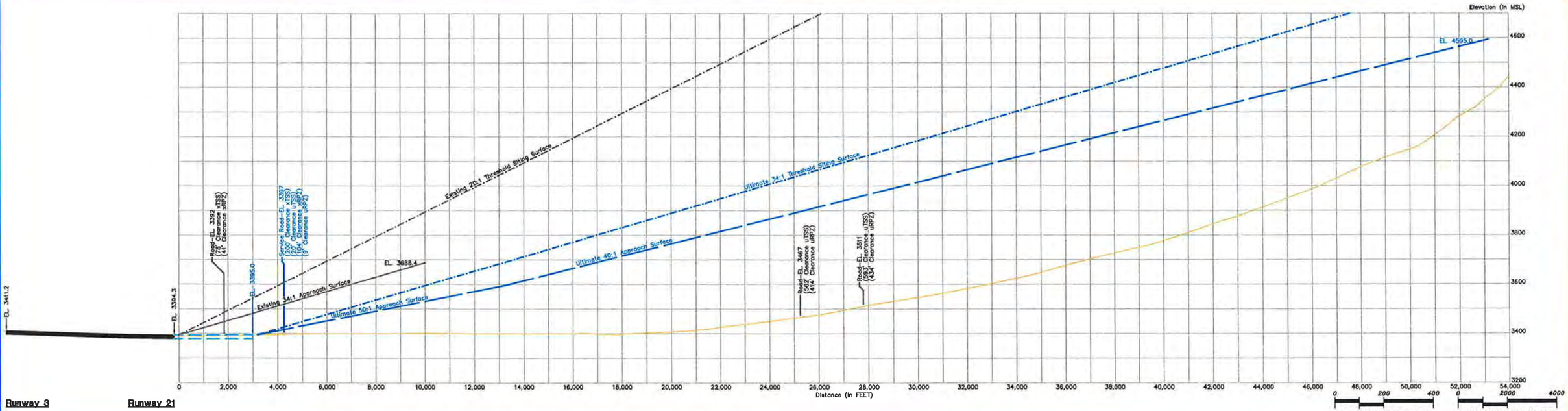
KINGMAN, ARIZONA

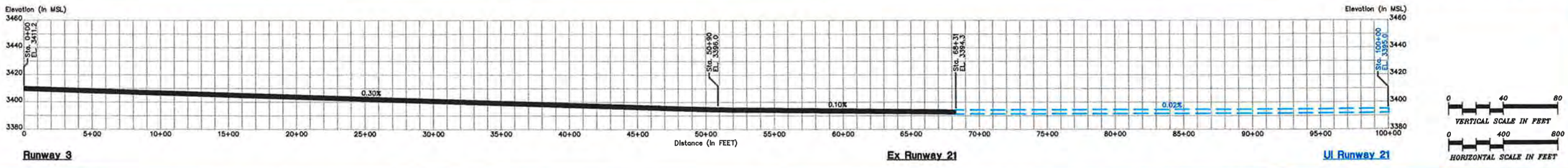
PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lolly
APPROVED BY: Chris M. Hugunin

February 16, 2006 — SHEET 4 OF 12

Coffman Associates — Airport Consultants







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5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

APPROACH ZONE PROFILES RUNWAY 3-21/RUNWAY PROFILE

KINGMAN, ARIZONA

PLANNED BY: Chris M. Kuzunin
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Kuzunin

February 16, 2006 SHEET 5 OF 12

Coffman Associates Airport Consultants

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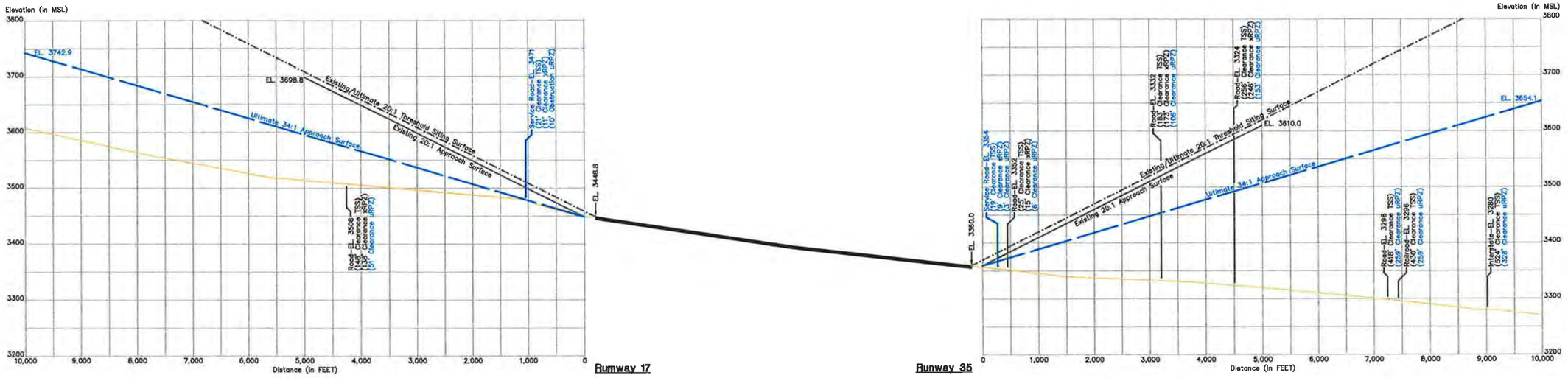
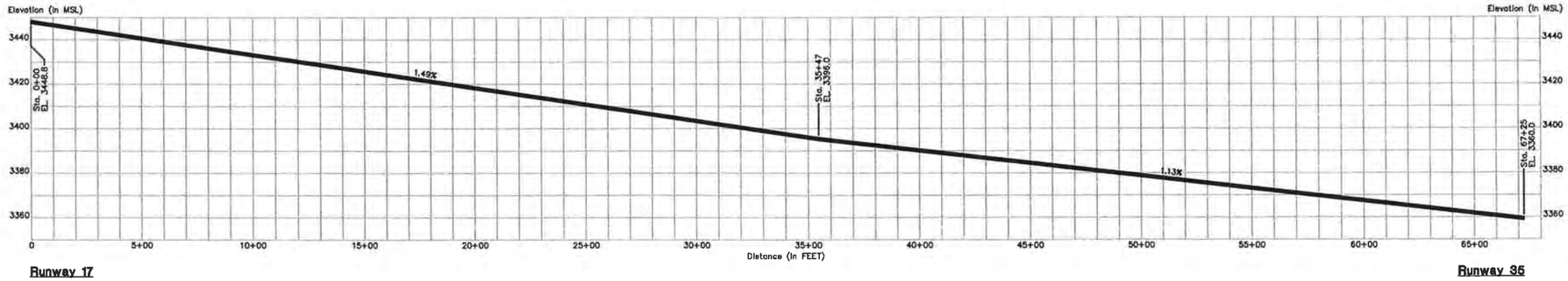


0 100 200
VERTICAL SCALE IN FEET

0 1000 2000
HORIZONTAL SCALE IN FEET



0 30 60
VERTICAL SCALE IN FEET

0 300 600
HORIZONTAL SCALE IN FEET

GENERAL NOTES:

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2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheets 2, 3 and 4 of these plans.
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5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

APPROACH ZONE PROFILES RUNWAY 17-35/RUNWAY PROFILE

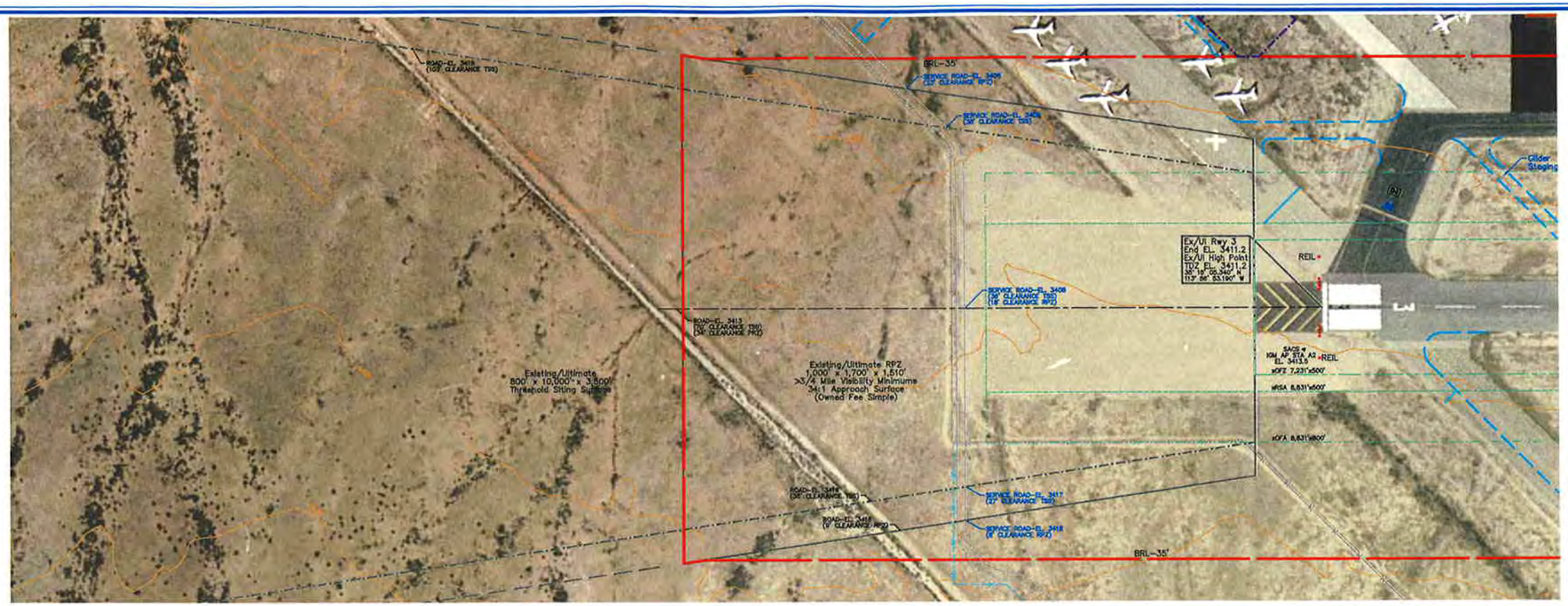
KINGMAN, ARIZONA

PLANNED BY: Chris M. Kuguru
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Kuguru

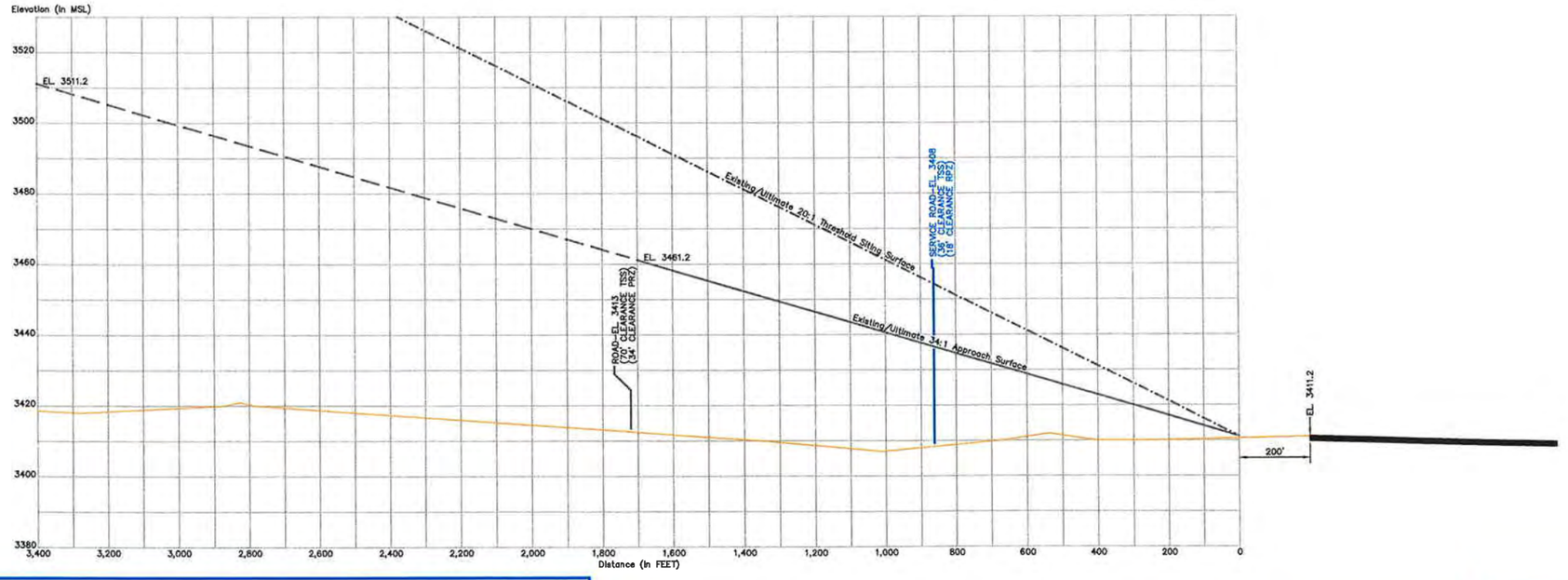
February 16, 2006 | SHEET 6 OF 12

Coffman Associates
Airport Consultants

Coffman Associates R:\CAD\Cdf\Master Plans\KAK\ALP Set\04 ALP Set.DWG Thursday, February 16, 2006 12:10:01pm



Magnetic Variance
12° 22' East (February 2006)
Annual Rate of Change
00° 06' West (February 2006)



0 20 40
VERTICAL SCALE IN FEET

0 200 400
HORIZONTAL SCALE IN FEET

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5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Exising and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE					

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

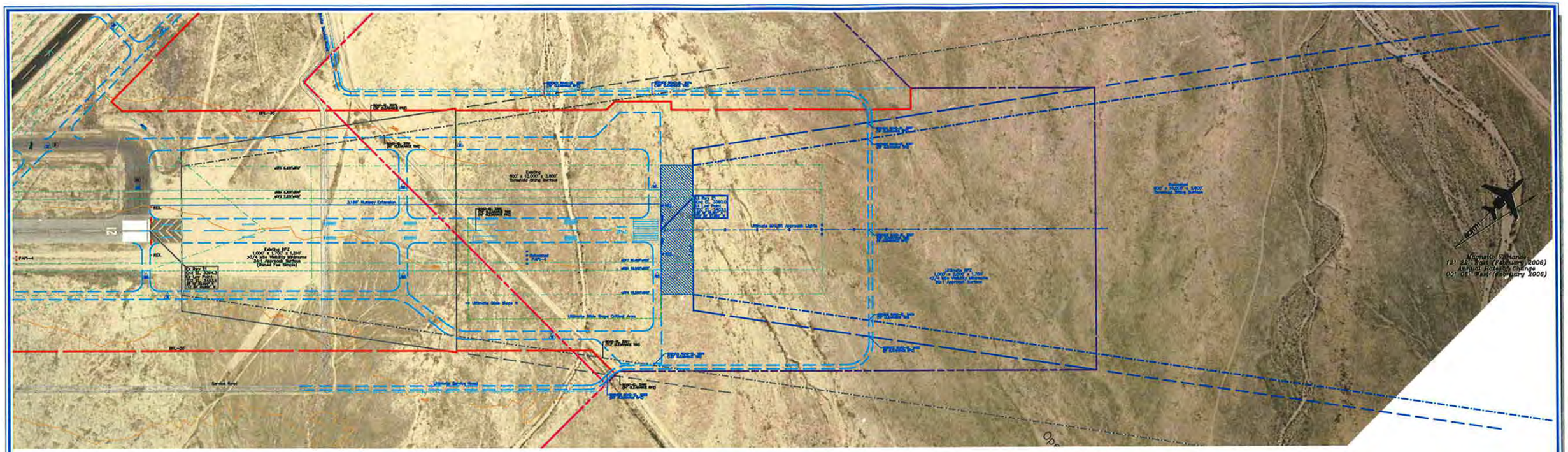
INNER PORTION OF RUNWAY 3 APPROACH SURFACE DRAWING

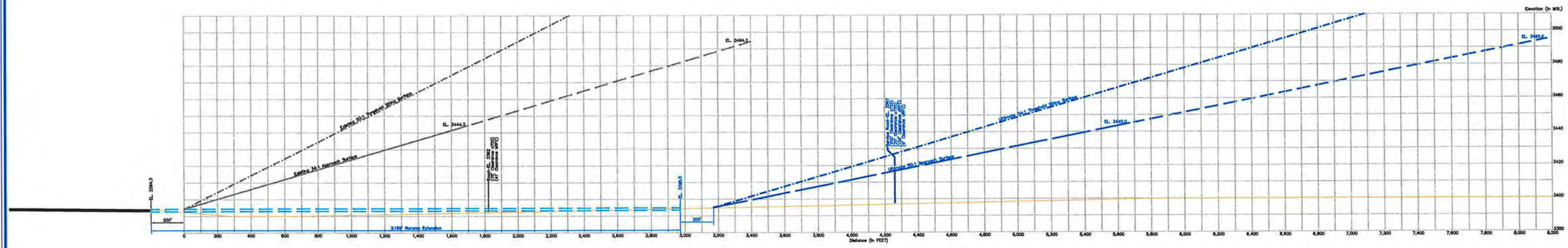
KINGMAN, ARIZONA

PLANNED BY: Chris M. Kugunin
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Kugunin

February 16, 2006 | SHEET 7 OF 12

Coffman Associates
Airport Consultants





0 30 60
VERTICAL SCALE IN FEET

0 300 600
HORIZONTAL SCALE IN FEET

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OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE					

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

INNER PORTION OF RUNWAY 21 APPROACH SURFACE DRAWING

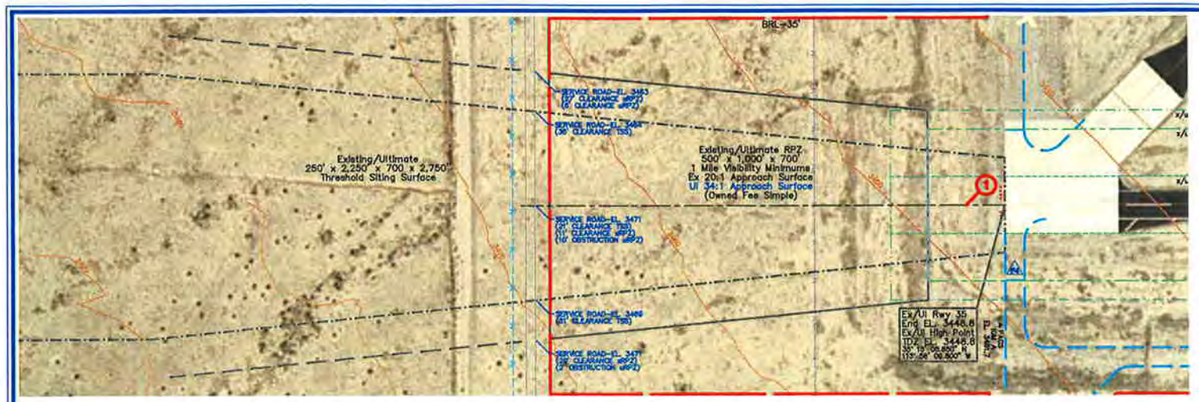
KINGMAN, ARIZONA

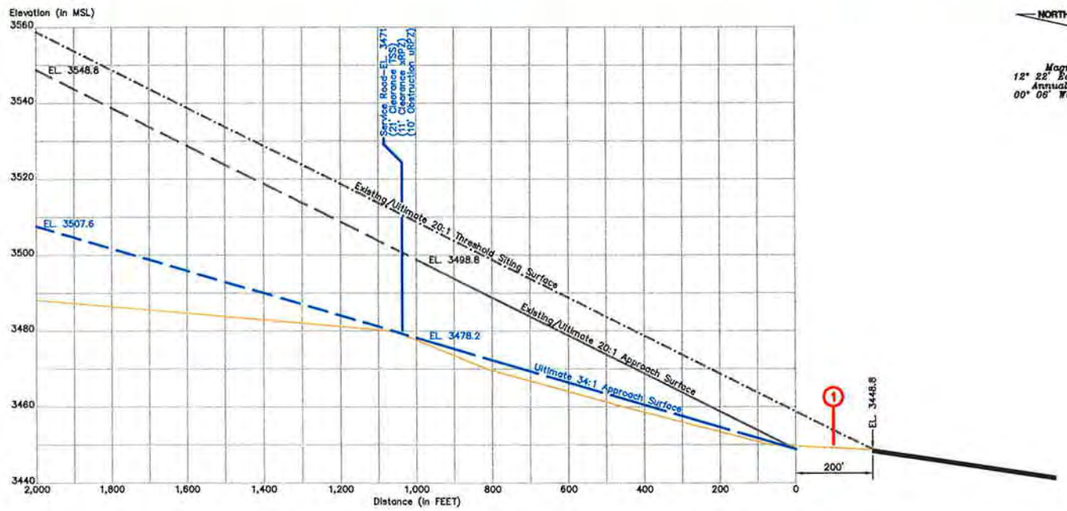
PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Hugunin

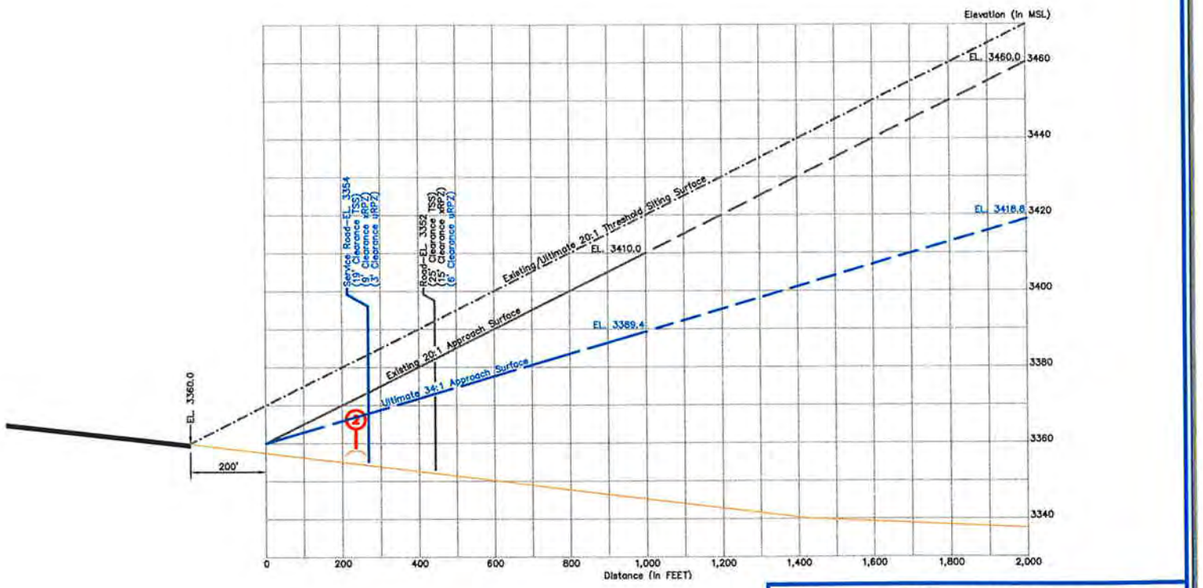
February 16, 2006 | SHEET 8 OF 12

Coffman Associates
Airport Consultants

Coffman Associates R:\CAD\Lally\Master Plans\GM\ALP Set\GM ALP Set.DWG Thursday February 16 2006 12:00pm







NORTH

Magnetic Variance
12° 22' East (February 2006)
Annual Rate of Change
00° 06' West (February 2006)

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OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. GROUND	3450	PRIMARY SURFACE	3449	1'	TO BE REGRADE OR REMOVED
2. ROAD	3374	20:1 APPROACH SURFACE	3372	2'	TO REMAIN

0 20 40
VERTICAL SCALE IN FEET
0 200 400
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT
INNER PORTION OF RUNWAYS 17-35 APPROACH SURFACES DRAWING
KINGMAN, ARIZONA

PLANNED BY: Chris M. Kugumin
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Kugumin

February 16, 2006 | SHEET 9 OF 12

Coffman Associates
Airport Consultants

Coffman Associates P:\CAD\Kingman Master Plan\Dgn\ALP Set\FAA ALP Set.DWG Thursday, February 16, 2006 12:09pm

EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION
1	BUREAU OF LAND MANAGEMENT
2	CONVENTIONAL HANGAR
3	CONVENTIONAL HANGAR
4	CONVENTIONAL HANGAR
5	OFFICE
6	AIR MEDICAL ADMINISTRATION
7	KINGMAN AIRPORT AUTHORITY ADMINSTRATIONS/ARFF
8	FUEL ISLAND
9	SECURITY SCREENING/HOLDROOM BUILDING
10	TERMINAL BUILDING
11	HISTORIC TOWER
12	TRANSPORTATION SECURITY ADMINISTRATION BUILDING
13	FIXED BASE OPERATIONS
14	CONVENTIONAL HANGAR
15	SHADE HANGAR
16	T-HANGARS
17	T-HANGARS
18	CONVENTIONAL HANGARS
19	CONVENTIONAL HANGAR
20	CONVENTIONAL HANGAR
21	T-HANGAR
22	CONVENTIONAL HANGAR
23	FUEL FACILITY
24	CONVENTIONAL HANGAR
25	CONVENTIONAL HANGAR
26	T-HANGAR
27	T-HANGAR
28	CONVENTIONAL HANGAR
29	CONVENTIONAL HANGAR
30	CONVENTIONAL HANGAR
31	T-HANGAR
32	CONVENTIONAL HANGAR
33	CONVENTIONAL HANGAR

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
51	COMMERCIAL TERMINAL
52	AIRPORT RESCUE/FIREFIGHTING (ARFF)
53	AIRPORT MAINTENANCE
54	AIRCRAFT WASH RACK
55	CONVENTIONAL HANGAR
56	CONVENTIONAL HANGAR
57	CONVENTIONAL HANGAR
58	CONVENTIONAL HANGAR
59	CONVENTIONAL HANGAR
60	CONVENTIONAL HANGAR
61	CONVENTIONAL HANGAR
62	CONVENTIONAL HANGAR
63	CONVENTIONAL HANGAR
64	CONVENTIONAL HANGAR
65	T-HANGAR (10 Units)
66	CAMPGROUND
67	T-HANGAR (12 Units)
68	T-HANGAR (20 Units)
69	T-HANGAR (20 Units)
70	PARCEL (Fixed Based Operation)
71	PARCEL (Fixed Based Operation)
72	PARCEL (Fixed Based Operation)
73	PARCEL (Terminal Support)
74	PARCEL (Terminal Support)
75	PARCEL (Aviation Related)
76	PARCEL (Aviation Related)
77	PARCEL (Aviation Related)
78	PARCEL (160' x 160')
79	PARCEL (250' x 250')
80	PARCEL (Aviation Related)
81	PARCEL (Aviation Related)
82	PARCEL (Aviation Related)
83	PARCEL (Aviation Related)
84	PARCEL (200' x 200')

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
		INDUSTRIAL PARK BOUNDARY
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
PAPI-4	PAPI-4	PRECISION APPROACH PATH INDICATOR
		PRIMARY/SECONDARY AIRPORT CONTROL STATION
ROFA	ROFA	RUNWAY OBJECT FREE AREA
ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE
RSA	RSA	RUNWAY SAFETY AREA
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
RVZ	RVZ	RUNWAY VISIBILITY ZONE
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
A	A	TAXIWAY DESIGNATION
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

Magnetic Variance
12° 22' East (February 2006)
Annual Rate of Change
00° 06' West (February 2006)

0 300 600
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
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1	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

TERMINAL AREA DRAWING

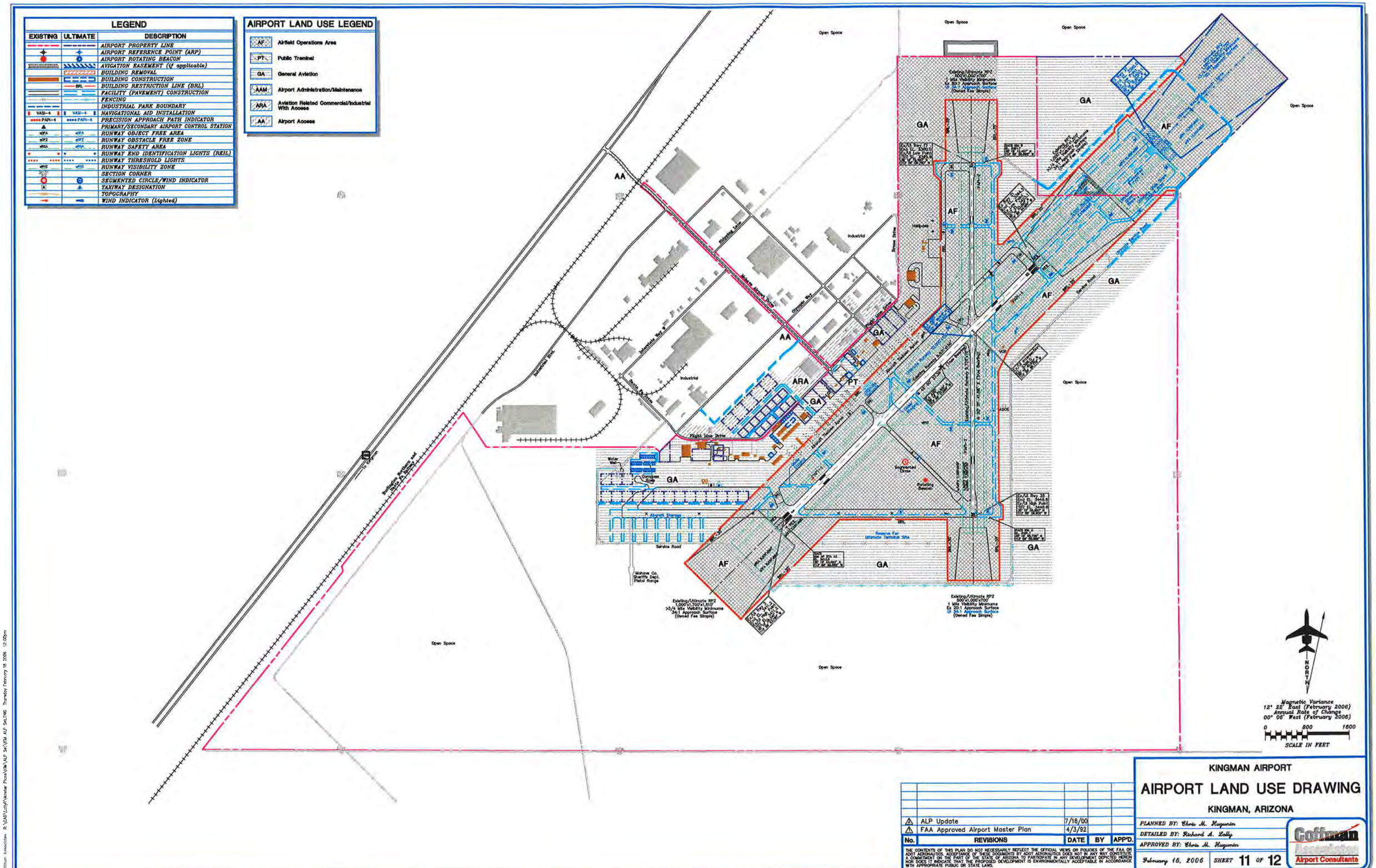
KINGMAN, ARIZONA

PLANNED BY: Chris M. Hagunin
DETAILED BY: Richard A. Lolly
APPROVED BY: Chris M. Hagunin

February 16, 2006 | SHEET 10 OF 12

Coffman Associates
Airport Consultants

Coffman Associates R:\CAD\Projs\Master Plans\KGM\ALP Set\KM ALP Set.DWG Thursday, February 16, 2006 12:05pm



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KINGMAN AIRPORT

AIRPORT LAND USE DRAWING

KINGMAN, ARIZONA

PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lally
APPROVED BY: Chris M. Hugunin

February 16, 2006 | SHEET 11 OF 12

Coffman Associates Airport Consultants

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
		INDUSTRIAL PARK BOUNDARY
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
PAPI-4	PAPI-4	PRECISION APPROACH PATH INDICATOR
		PRIMARY/SECONDARY AIRPORT CONTROL STATION
ROFA	ROFA	RUNWAY OBJECT FREE AREA
ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE
RSA	RSA	RUNWAY SAFETY AREA
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
RVZ	RVZ	RUNWAY VISIBILITY ZONE
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
(A)		TAXIWAY DESIGNATION
		TOPOGRAPHY
		WIND INDICATOR (Lighted)

DEED RECORDING INFORMATION (COUNTY ASSESSOR-MOHAVE COUNTY, ARIZONA)

PARCEL	OWNER AND PARCEL DESCRIPTION	ACREAGE	DATE RECORDED	RECORDING INFORMATION	GRANTOR/ DEED TYPE
①	CITY OF KINGMAN KINGMAN AIRPORT REMNANT PARCEL	2989.38±	12-20-1988	BOOK: 1496 PAGE: 799 TO 802	STATE OF ARIZONA/ MOHAVE COUNTY QUIT-CLAIM
②	CITY OF KINGMAN KINGMAN AIRPORT INDUSTRIAL PARK REMNANT PARCEL	1019.57±	12-20-1988	BOOK: 1496 PAGE: 803	STATE OF ARIZONA/ MOHAVE COUNTY QUIT-CLAIM
	TOTAL ACREAGE	4008.95±		SEE NOTE 1	

No.	REVISIONS	DATE	BY	APP'D.
△	ALP Update	7/18/00		
△	FAA Approved Airport Master Plan	4/3/92		

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KINGMAN AIRPORT

AIRPORT PROPERTY MAP

KINGMAN, ARIZONA

PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lolly
APPROVED BY: Chris M. Hugunin

February 16, 2006 SHEET 12 OF 12

Coffman Associates Airport Consultants

KANSAS CITY
(816) 524-3500

237 N.W. Blue Parkway
Suite 100
Lee's Summit, MO 64063

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(602) 993-6999

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Suite 235
Scottsdale, AZ 85254