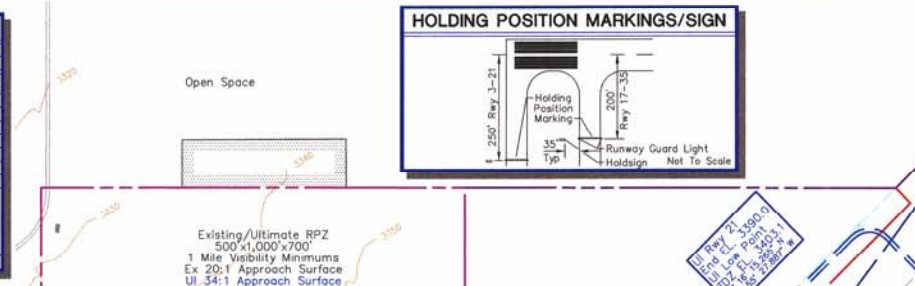


RUNWAY DATA	RUNWAY 9-21				RUNWAY 17-35			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	3	21	3	21	17	35	17	35
<b>AIRCRAFT APPROACH CATEGORY-DESIGN GROUP</b>	C-III		C-III		B-II		B-II	
<b>DESIGN CRITICAL AIRCRAFT</b>	BOEING 737-300		BOEING 737-300		BECH AIRLINER 1900-C		BECH AIRLINER 1900-C	
<b>WINGSPAN OF DESIGN AIRCRAFT (in FEET)</b>	94.8		94.8		54.5		54.5	
<b>UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT (in FEET)</b>	17.2		17.2		17.2		17.2	
<b>APPROACH SPEED (in KNOTS) OF DESIGN AIRCRAFT</b>	137		137		120		120	
<b>MAXIMUM CERTIFIED TAKEOFF WEIGHT (in LBS) OF DESIGN AIRCRAFT</b>	155,000		155,000		16,600		16,600	
<b>APPROACH VISIBILITY MINIMUMS (LOWEST)</b>	>1 MILE >3/4 MILE		>1 MILE >3/4 MILE		>1 MILE >1 MILE		>1 MILE >1 MILE	
<b>F.A.R. PART 77 CATEGORY</b>	C		C		AV		AV	
<b>PERCENTAGE OF WIND COVERAGE (ALL WEATHER IN MPH)</b>	N:0-10 W:0-15 E:0-15 S:0-15		N:0-10 W:0-15 E:0-15 S:0-15		N:0-10 W:0-15 E:0-15 S:0-15		N:0-10 W:0-15 E:0-15 S:0-15	
<b>LINE OF SIGHT REQUIREMENT MET</b>	YES		YES		YES		YES	
<b>MAXIMUM ELEVATION (ABOVE MSL)</b>	3411.4		3411.4		3448.8		3448.8	
<b>LOWEST ELEVATION (ABOVE MSL)</b>	3390.0		3390.0		3360.0		3360.0	
<b>RUNWAY DIMENSIONS</b>	6,827' x 150'		10,000' x 150'		6,725' x 75'		6,725' x 75'	
<b>RUNWAY BEARING (TRUE BEARING - DECIMAL DEGREES)</b>	45.0062		45.0062		180.0273		180.0273	
<b>RUNWAY APPROACH SURFACES (F.A.R. PART 77)</b>	34.1		34.1		34.1		34.1	
<b>RUNWAY END ELEVATION</b>	3411.4		3394.5		3411.4		3394.5	
<b>RUNWAY THRESHOLD DISPLACEMENT</b>	0'		0'		0'		0'	
<b>RUNWAY THRESHOLD SITTING REQUIREMENTS (APPENDIX 2, CATEGORY)</b>	F		F		C		C	
<b>RUNWAY STOPWAY</b>	0'		0'		0'		0'	
<b>RUNWAY SAFETY AREA (RSA)</b>	6,827' x 500'		12,000' x 500'		7,325' x 150'		7,325' x 150'	
<b>RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END</b>	1,000'		1,000'		300'		300'	
<b>RUNWAY OBSTACLE FREE ZONE (OFZ)</b>	7,227' x 400'		10,400' x 400'		7,185' x 400'		7,185' x 400'	
<b>RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END</b>	200'		200'		200'		200'	
<b>RUNWAY OBJECT FREE AREA (OFA)</b>	8,827' x 800'		12,000' x 800'		7,325' x 500'		7,325' x 500'	
<b>RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END</b>	1,000'		1,000'		300'		300'	
<b>RUNWAY PAVEMENT SURFACE MATERIAL</b>	ASPHALT		ASPHALT		ASPHALT/CONCRETE		ASPHALT/CONCRETE	
<b>RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS/FT<sup>2</sup>)</b>	45(S)/85(D)/155(DT)/265(DDT)		45(S)/85(D)/155(DT)/265(DDT)		22(S)/40(D)		22(S)/40(D)	
<b>RUNWAY EFFECTIVE GRADIENT</b>	0.25%		0.25%		1.32%		1.32%	
<b>RUNWAY MAXIMUM GRADIENT</b>	0.30%		0.30%		1.49%		1.49%	
<b>RUNWAY TOUCHDOWN ZONE ELEVATION (ABOVE MSL)</b>	3411.6		3403.4		3385.8		3448.8	
<b>RUNWAY MARKING</b>	MIRL		NONPRECISION		PRECISION		PRECISION	
<b>RUNWAY LIGHTING</b>	NONE		NONE		MALSR		NONE	
<b>RUNWAY APPROXIMATE LIGHTING</b>	NONE		NONE		MALSR		NONE	
<b>RUNWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)</b>	400'		400'		240'		240'	
<b>RUNWAY HOLD LINE POSITION (FROM RUNWAY CENTERLINE)</b>	350'		350'		200'		200'	
<b>TAXIWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)</b>	162'		162'		105'		105'	
<b>TAXIWAY LIGHTING</b>	MIRL		MIRL		MIRL		MIRL	
<b>TAXIWAY MARKING</b>	CENTERLINE		CENTERLINE		CENTERLINE		CENTERLINE	
<b>TAXIWAY SURFACE MATERIAL</b>	ASPHALT		ASPHALT		ASPHALT		ASPHALT	
<b>TAXIWAY WIDTH</b>	34'		34'		26'		26'	
<b>TAXIWAY WIDTH</b>	VARIES (75' TO 150')		VARIES (50' TO 150')		VARIES (70' TO 150')		VARIES (50' TO 150')	
<b>TAXIWAY SAFETY AREA WIDTH</b>	116'		116'		73'		73'	
<b>TAXIWAY OBSTACLE AREA WIDTH</b>	186'		186'		131'		131'	
<b>RUNWAY VISUAL NAVIGATIONAL AIDS</b>	PAPI-4 L PAPI-4 L REIL		PAPI-4 L PAPI-4 L REIL		PAPI-2 L PAPI-2 L		PAPI-2 L PAPI-2 L	
<b>RUNWAY ELECTRONIC NAVIGATIONAL AIDS</b>	GPS		GPS		GPS		GPS	

AIRPORT DATA			
KINGMAN AIRPORT (10M)			
CITY: KINGMAN, ARIZONA	COUNTY: MOHAVE, ARIZONA	RANGE: 16W	TOWNSHIP: 22N
<b>AIRPORT SERVICE LEVEL</b>	COMMERCIAL-NONPRIMARY	COMMERCIAL-NONPRIMARY	
<b>AIRPORT REFERENCE CODE</b>	C-III	C-III	
<b>DESIGN CRITICAL AIRCRAFT</b>	BOEING 737-300	BOEING 737-300	
<b>AIRPORT ELEVATION</b>	3448.8 MSL	3448.8 MSL	
<b>MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH</b>	98° F (JULY)	98° F (JULY)	
<b>AIRPORT REFERENCE POINT (ARP)</b>	LATITUDE 35° 15' 34.100" N	LONGITUDE 113° 56' 17.000" W	
<b>COORDINATES (NAD 83)</b>	VOR/DME (21)	VOR/DME (21)	
<b>AIRPORT AND TERMINAL NAVIGATIONAL AIDS</b>	PAPI-4 (3/21)	PAPI-2 (17/35)	

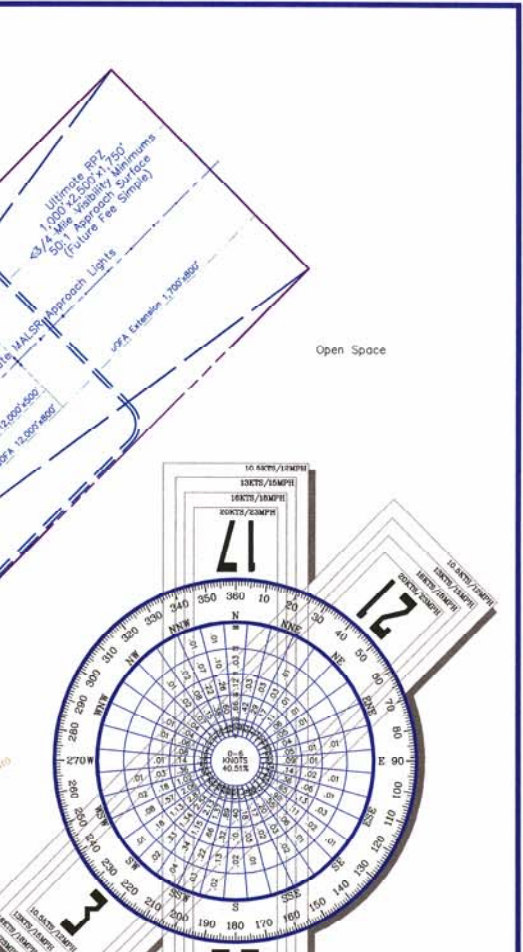
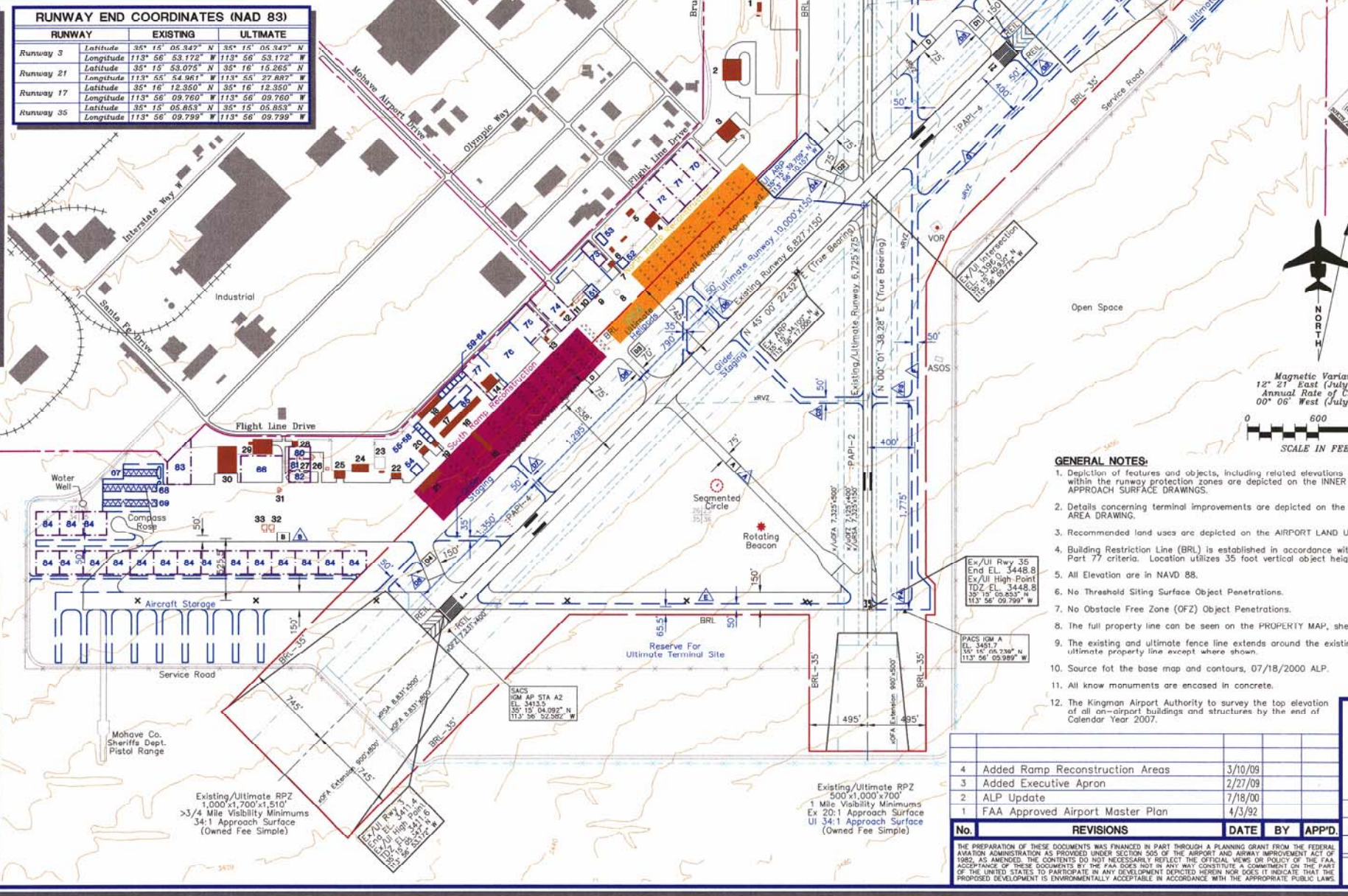
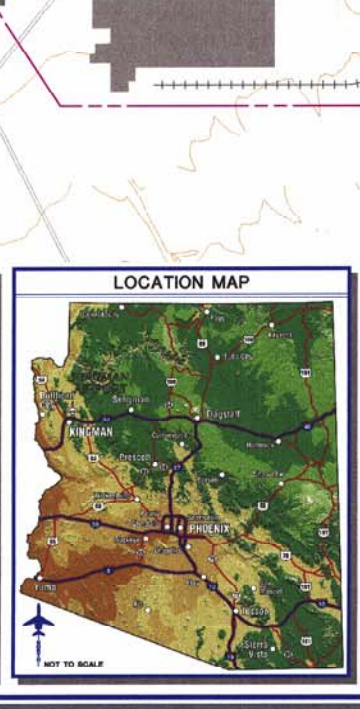
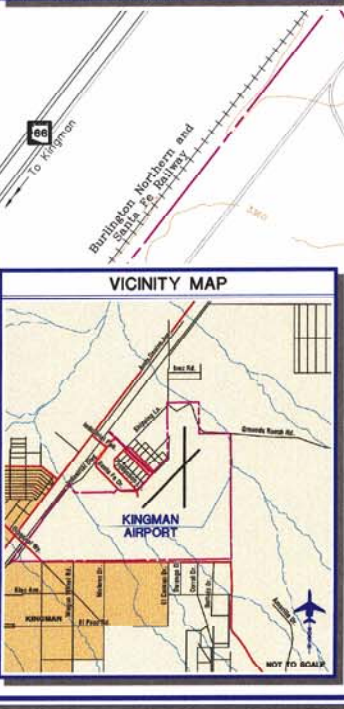


EXISTING		ULTIMATE		DESCRIPTION
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	
---(Dashed line)	AIRPORT PROPERTY LINE	---	AIRPORT PROPERTY LINE	AIRPORT PROPERTY LINE
---	AIRPORT REFERENCE POINT (ARP)	---	AIRPORT REFERENCE POINT (ARP)	AIRPORT REFERENCE POINT (ARP)
---	AIRPORT ROTATING BEACON	---	AIRPORT ROTATING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

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 ADMINISTRATIONS/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	AIRPORT 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	EXECUTIVE APRON
77	PARCEL (Aviation Related)
78	PARCEL (Aviation Related)
79	PARCEL (Aviation Related)
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' 05.847" N Longitude 113° 56' 53.172" W	Latitude 35° 15' 05.347" N Longitude 113° 56' 53.172" W	Latitude 35° 15' 05.347" N Longitude 113° 56' 53.172" W
Runway 21	Latitude 35° 16' 12.350" N Longitude 113° 56' 17.000" W	Latitude 35° 16' 12.350" N Longitude 113° 56' 17.000" W	Latitude 35° 16' 12.350" N Longitude 113° 56' 17.000" W
Runway 17	Latitude 35° 15' 09.799" N Longitude 113° 56' 09.799" W	Latitude 35° 15' 09.799" N Longitude 113° 56' 09.799" W	Latitude 35° 15' 09.799" N Longitude 113° 56' 09.799" W
Runway 35	Latitude 35° 15' 05.853" N Longitude 113° 56' 09.799" W	Latitude 35° 15' 05.853" N Longitude 113° 56' 09.799" W	Latitude 35° 15' 05.853" N Longitude 113° 56' 09.799" W



FOR APPROVAL BY:

**Kingman Airport Authority, Inc.**

APPROVED BY: *Michael E. Schoeff* ON THE DATE OF: 3-17-09  
Mr. Michael E. Schoeff  
President

FAA APPROVAL STAMP

Approved: *October 16, 2006*  
Revalidated: *April 13, 2009*  
FEDERAL AVIATION ADMINISTRATION  
Western-Pacific Region  
By: *[Signature]*  
Manager - LAX/ADG

KINGMAN AIRPORT  
**AIRPORT LAYOUT DRAWING**  
KINGMAN, ARIZONA

PLANNED BY: Chris M. Hugenin  
DETAILED BY: Richard A. Zully  
APPROVED BY: Chris M. Hugenin

February 27, 2009 SHEET 1 OF 12

GENERAL NOTES:

- Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
- Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
- Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
- Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.
- All Elevation are in NAVD 88.
- No Threshold Sighting Surface Object Penetrations.
- No Obstacle Free Zone (OFZ) Object Penetrations.
- The full property line can be seen on the PROPERTY MAP, sheet 12 of 12.
- The existing and ultimate fence line extends around the existing and ultimate property line except where shown.
- Source for the base map and contours, 07/18/2000 ALP.
- All known monuments are enclosed in concrete.
- The Kingman Airport Authority to survey the top elevation of all on-airport buildings and structures by the end of calendar year 2007.

NO.	REVISIONS	DATE	BY	APP'D.
4	Added Ramp Reconstruction Areas	3/10/09		
3	Added Executive Apron	2/27/09		
2	ALP Update	7/18/00		
1	FAA Approved Airport Master Plan	4/3/92		

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