RUNWAY DATA

RUNWAY DATA	RUNWAY 14-32 EXISTING 14	EXISTING 32	ULTIMATE 14	ULTIMATE 32
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-III*		C-III*	
FAR PART 77 CATEGORY	VISUAL	VISUAL	NONPREC	NONPREC
APPROACH VISIBILITY MINIMUMS	1 Mile	1 Mile	1 Mile	3/4 Mile
DESIGN CRITICAL AIRCRAFT	Global Express		SAME	
WINGSPAN OF DESIGN AIRCRAFT	94' 6"		SAME	
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	13' 9"		SAME	
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	126		SAME	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	99,500		SAME	
RUNWAY EFFECTIVE GRADIENT	0.4%		SAME	
RUNWAY MAXIMUM GRADIENT	0.4%		SAME	
PAVEMENT DESIGN STRENGTH (in thousand lbs.)[1]	100(S)		SAME	
APPROACH SLOPE	20:1	20:1	34:1	34:1
RUNWAY END ELEVATION (MSL)	749.1'	783.0'	SAME	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	759.4'	783.0'	SAME	SAME
RUNWAY HIGH POINT ELEVATION (MSL)	783.0'		SAME	
RUNWAY LOW POINT ELEVATION (MSL)	749.1'		SAME	
LINE OF SIGHT REQUIREMENT MET	YES		SAME	
RUNWAY LENGTH	8001.0'		SAME	
RUNWAY WIDTH	100'		SAME	
RUNWAY BEARING (TRUE)	149.64*	329.65*	SAME	SAME
RUNWAY SAFETY AREA LENGTH BEYOND STOP END OF RUNWAY	1000'	1000'	SAME	SAME
RUNWAY SAFETY AREA WIDTH	500'		SAME	
RUNWAY OBJECT FREE AREA LENGTH BEYOND STOP END OF RUNWAY	1000'	1000'	SAME	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'		SAME	
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200'	200'	SAME	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	400'		SAME	
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	250'		SAME	
RUNWAY MARKING	NP	NP	SAME	SAME
STANDARD SEPARATION - RUNWAY CL TO PARALLEL TAXIWAY CL	340'		400'	
STANDARD SEPARATION - TAXIWAY CL TO FIXED OR MOVABLE OBJECT	93'		SAME	
RUNWAY SURFACE/PAVEMENT MATERIAL	Asphalt		SAME	
RUNWAY PAVEMENT SURFACE TREATMENT	None		SAME	
RUNWAY LIGHTING	MIRL		MIRL	
TAXIWAY WIDTH	35'-70'		SAME	
TAXIWAY SURFACE MATERIAL	Asphalt		SAME	
TAXIWAY OBJECT FREE AREA WIDTH	186'		SAME	
TAXIWAY SAFETY AREA WIDTH	118'		SAME	
TAXIWAY WINGTIP CLEARANCE	34'		SAME	
TAXIWAY MARKING	Centerline		SAME	
TAXIWAY LIGHTING	MITL		SAME	
RUNWAY NAVIGATIONAL AIDS	GPS		SAME	
RUNWAY VISUAL AIDS	Airport Beacon PAPIs-4 REILS Segmented Circle Wind Cone		SAME SAME SAME SAME SAME MALS (32)	

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

*Per direction from FAA, the ALP identifies Lake Havasu City Municipal Airport as an Existing and Ultimate ARC C-III airport to reflect the designation on the previously approved 2003 ALP. The ARC C-III designation does not reflect 500 annual operations by the critical aircraft.

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
TAXIWAY "A" SEPARATION	C-III STANDARD SEPARATION	400' FROM RUNWAY CL	340' FROM RUNWAY CL	SEE GENERAL NOTE #15

AIRPORT DATA

LAKE HAVASU MUNICIPAL AIRPORT (HII)

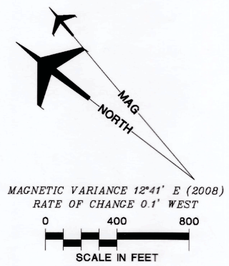
OWNER: LAKE HAVASU CITY, ARIZONA — AIRPORT NPIAS CODE: COMMERCIAL
CITY: LAKE HAVASU CITY, ARIZONA — COUNTY: MOHAVE
RANGE: R 20 W — TOWNSHIP: T 14 N

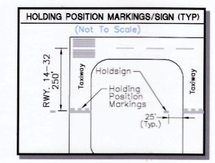
		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		C-III*	C-III*
AIRPORT ELEVATION (MSL)		783.0'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		108.0° F JULY	SAME
AIRPORT REFERENCE POINT (ARP)	Latitude	34° 34' 16.0000" N	SAME
COORDINATES (NAD 83)	Longitude	114° 21' 29.8000" W	SAME
AIRPORT NAVAIDS		Airport Beacon PAPI-4s REILS Segmented Circle Wind Cone	Airport Beacon PAPI-4s REILS Segmented Circle Wind Cone MALS (32)
GPS AT AIRPORT		YES	YES

*Per direction from FAA, the ALP identifies Lake Havasu City Municipal Airport as an Existing and Ultimate ARC C-III airport to reflect the designation on the previously approved 2003 ALP. The ARC C-III designation does not reflect 500 annual operations by the critical aircraft.

RUNWAY END COORDINATES (NAD 83)

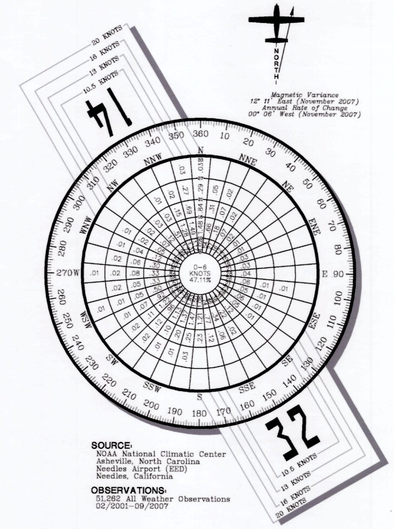
RUNWAY		EXISTING	ULTIMATE
Runway 14	Latitude	34°34'50.1791"N	SAME
	Longitude	114°21'53.9720"W	SAME
Runway 32	Latitude	34°33'41.9020"N	SAME
	Longitude	114°21'05.6214"W	SAME





ALL WEATHER WIND COVERAGE

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 14-32	91.30%	95.70%	99.01%	99.79%

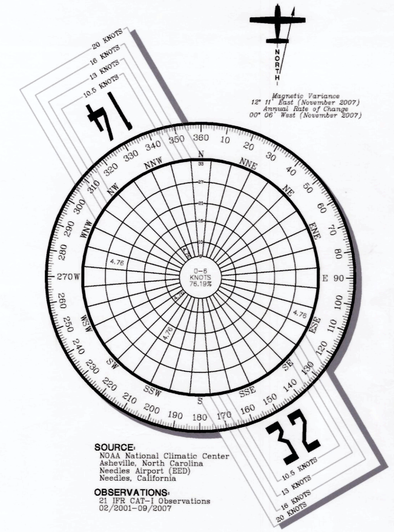


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Needles Airport (EED)
Needles, California

OBSERVATIONS:
51,063 All Weather Observations
02/2001-09/2007

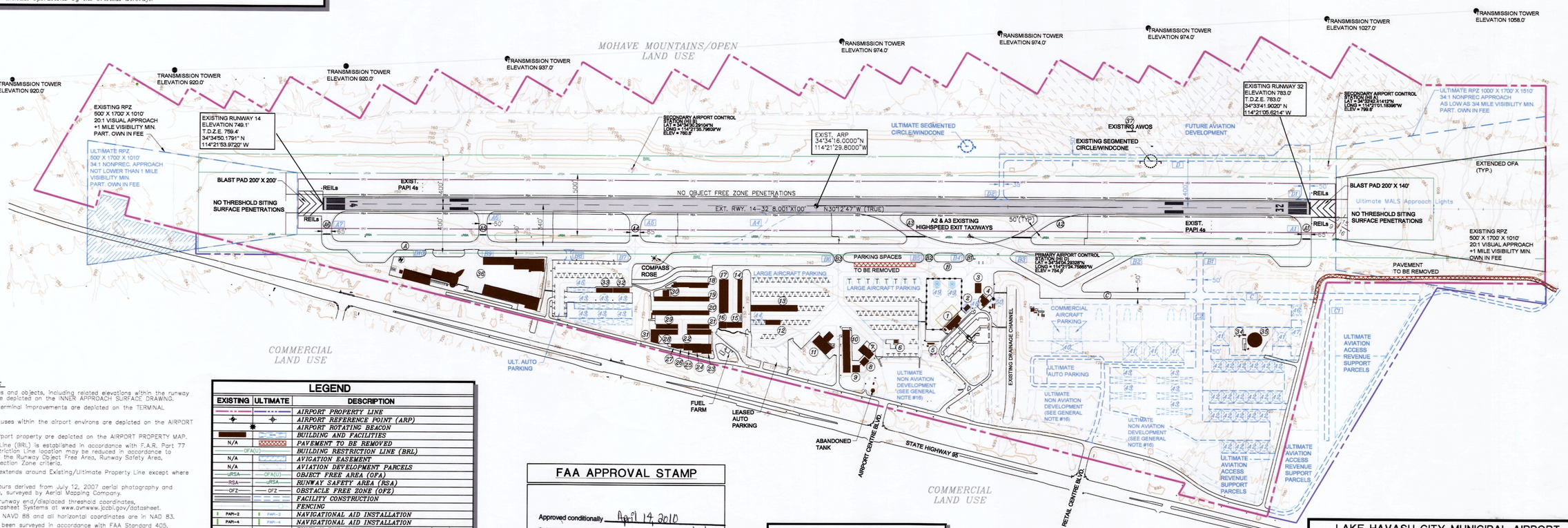
IFR CAT-I WIND COVERAGE

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 14-32	85.71%	85.71%	87.60%	97.13%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Needles Airport (EED)
Needles, California

OBSERVATIONS:
21 IFR CAT-I Observations
02/2001-09/2007



GENERAL NOTES:

1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the INNER APPROACH SURFACE DRAWING.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLANS.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
4. Detail concerning airport property are depicted on the AIRPORT PROPERTY MAP.
5. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria Building Restriction Line location may be reduced in accordance to Part 77 to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.
6. Ultimate fence line extends around Existing/Ultimate Property Line except where shown.
7. Base Map and Contours derived from July 12, 2007 aerial photography and planimetric mapping, surveyed by Aerial Mapping Company.
8. Source for existing runway end/displaced threshold coordinates, elevations: ASIS Datasheet Systems at www.avnwww.jccbi.gov/datasheet.
9. All elevations are in NAVD 88 and all horizontal coordinates are in NAD 83.
10. The airport has not been surveyed in accordance with FAA Standard 405.
11. No threshold siting surface object penetrations.
12. All survey monuments enclosed in concrete casings.
13. Ultimate Taxiway A4 will be a high speed exit taxiway only.
14. All auto parking is for aeronautical use.
15. The design and construction of Taxiway A was funded by AIP-02. The 340' separation distance between Runway 14-32 and Taxiway A (centerline to centerline) was approved during the design phase under AIP-02 due to site terrain constraints.
16. Due to steep terrain, aeronautical development is not economically feasible. Per the original Bureau of Land Management Deed, the land is to be developed for airport purposes. FAA approval of this Airport Layout Plan (ALP) does not constitute approval for nonaeronautical use of the parcel. Use of land for nonaeronautical purposes is subject to separate FAA approval and release from Federal Obligations.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING AND FACILITIES
N/A		PAVEMENT TO BE REMOVED
OFA(U)		BUILDING RESTRICTION LINE (BRL)
N/A		AVIGATION EASEMENT
N/A		AVIATION DEVELOPMENT PARCELS
OFA	OFA(U)	OBJECT FREE AREA (OFA)
RSA	RSA	RUNWAY SAFETY AREA (RSA)
OFZ	OFZ	OBSTACLE FREE ZONE (OFZ)
		FACILITY CONSTRUCTION
		FENCING
PAPI-2	PAPI-2	NAVIGATIONAL AID INSTALLATION
PAPI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		MALS
		RUNWAY PROTECTION ZONE (RPZ)
		SEGMENTED CIRCLE/LIGHTED WIND TEE
C	C	WIND INDICATOR (Lighted)
		TOPOGRAPHIC CONTOURS
3249		SECTION CORNER
B	B	TAXIWAY DESIGNATION
		PRIMARY AIRPORT CONTROL STATION (PACS)
		SECONDARY AIRPORT CONTROL STATION (SACS)
		HOLD POSITION MARKINGS
H	H	HELIPAD
		AUTOMATED WEATHER OBSERVATION STATION (AWOS)

FAA APPROVAL STAMP

Approved conditionally April 14, 2010

Subject to comments contained in our letter dated: 4/14/2010
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By [signature]
Asst. Manager - LAX/ADO

SUBMITTED BY:
Coffman Associates

FOR APPROVAL BY:

APPROVED BY: [signature] ON THE DATE OF: 4-5-10
Airport Manager

No.	REVISIONS	DATE	BY	APP'D.
2	ALP REVALIDATION	4/2003	–	–
1	ALP UPDATES	5/2000	–	–

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, 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 ON 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."

LAKE HAVASU CITY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

LAKE HAVASU CITY, ARIZONA

PLANNED BY: Matt Quick
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris, P. E.

March 24, 2010 — SHEET 1 OF 9

Coffman Associates
Airport Consultants
www.coffmanassociates.com

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