

| | RWY 8-26 | | RWY 17-35 | | RWY 3R-21L | | RWY 3L-21R | |
|-----------------------------------|------------------|----------|------------------|-----------------|------------------------------|----------|---|------------------|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY LENGTH X WIDTH (FEET) | 6,145' X 150' | SAME | 5,710' X 150' | SAME | 9,239' X 150' | SAME | 13,300' X 200' | SAME |
| RUNWAY CATEGORY (ARC / MILITARY) | B-II / CLASS B | SAME | B-II / CLASS B | SAME | D-V / CLASS B | SAME | E-VI / CLASS B | SAME |
| RUNWAY AZIMUTH | 89.1439 | SAME | 359.1261 | SAME | 44.1325 | SAME | 44.1325 | SAME |
| RUNWAY CENTERLINE TRUE BEARING | N 89°08'38" E | SAME | N 00°52'26" W | SAME | N 44°07'50" E | SAME | N 44°07'50" E | SAME |
| PAVEMENT DESIGN STRENGTH (POUNDS) | 63,000 (SW) | SAME | 72,000 (SW) | SAME | 162,000 (SW) | SAME | 103,000 (SW) | SAME |
| | 137,000 (DW) | | 171,000 (DW) | | 200,000+ (DW) | | 200,000+ (DW) | |
| RUNWAY LIGHTING | MIRL | SAME | MIRL | SAME | HIRL | SAME | HIRL | SAME |
| PERCENT EFFECTIVE GRADIENT | 0.3% | SAME | 0.2% | SAME | 0.2% | SAME | 0.0% | SAME |
| PERCENT MAXIMUM GRADIENT | 0.6% | SAME | 0.5% | SAME | 0.9% | SAME | 1.4% | SAME |
| MAXIMUM ELEVATION ABOVE MSL | 215.4' | SAME | 198.9' | SAME | 209.6' | SAME | 196.6' | SAME |
| RWY SURFACE TYPE | ASPHALT-CONCRETE | SAME | ASPHALT-CONCRETE | SAME | ASPHALT-CONCRETE | SAME | CONCRETE | SAME |
| RSA - WIDTH | 150' | SAME | 150' | SAME | 500' | SAME | 500' | SAME |
| RSA - LENGTH BEYOND RWY END | 300' (8) | SAME | 300' (17) | SAME | 1000' | SAME | 1000' | SAME |
| OFZ - WIDTH | 250' | SAME | 250' | SAME | 400' | SAME | 400' | SAME |
| OFZ - LENGTH BEYOND RWY END | 200' | SAME | 200' | SAME | 200' | SAME | 200' | SAME |
| ROFA - WIDTH | 500' | SAME | 500' | SAME | 800' | SAME | 800' | SAME |
| ROFA - LENGTH BEYOND RWY END | 300' | SAME | 300' | SAME | 1,000' | SAME | 1,000' | SAME |
| RUNWAY END | 8 | 26 | 8 | 26 | 17 | 35 | 17 | 35 |
| RUNWAY MARKINGS | VISUAL | VISUAL | SAME | SAME | NON-PREC | VISUAL | SAME | SAME |
| FAR PART 77 APPROACH CATEGORY | VISUAL | VISUAL | SAME | SAME | NON-PREC | VISUAL | SAME | SAME |
| RWY SURFACE TYPE | NONE | NONE | PAPI, REIL, GPS | PAPI, REIL, GPS | VASI-4, TACAN, VOR/DME, RNAV | REIL | VASI-4, TACAN, VOR/DME, RNAV, REIL, GPS | PAPI, REIL, GPS |
| | NONE | NONE | PAPI, REIL, GPS | PAPI, REIL, GPS | VASI-4, TACAN, VOR/DME, RNAV | REIL | VASI-4, TACAN, VOR/DME, RNAV, REIL, GPS | ASR, OLS, PAPI-4 |
| APPROACH VISIBILITY MINIMUMS | VISUAL | VISUAL | 1 MILE | 1 MILE | 1 MILE | VISUAL | SAME | 1 MILE |
| | 20.1 | 20.1 | 34.1 | 34.1 | 34.1 | 20.1 | SAME | 34.1 |
| TOUCHDOWN ZONE ELEVATION | 203.5' | 215.5' | SAME | SAME | 198.8' | 190.8' | SAME | SAME |

NOTE: Runway 3L approach minimums and approach slope as listed are military only. 14 CFR Part 77 approach slope for non-military aircraft is 34:1 based on non-precision instrumental approach.

| DEVIATION TO AIRPORT DESIGN STANDARDS | |
|---------------------------------------|--|
| NO DEVIATIONS EXPECTED | |

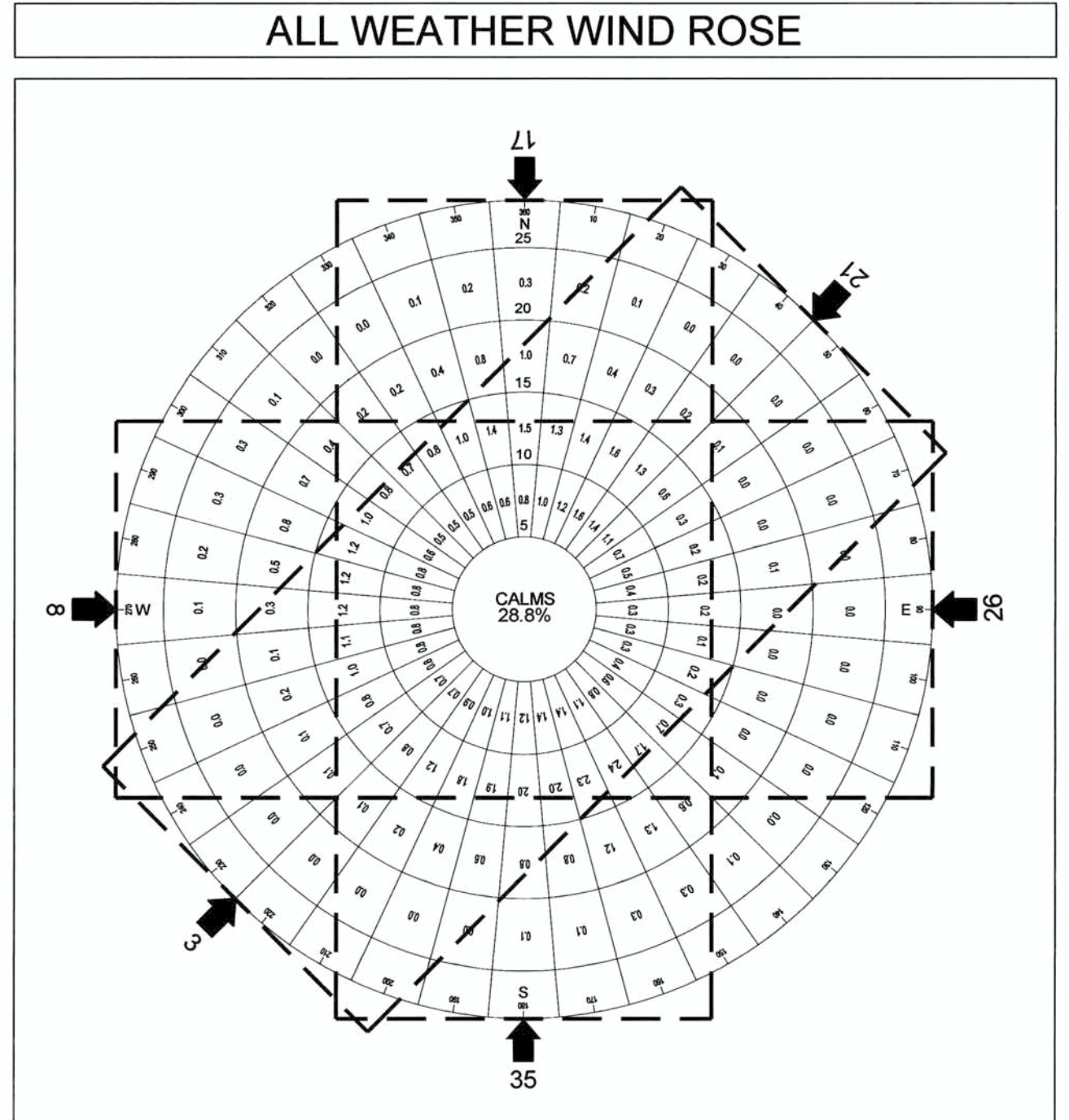
| RUNWAY | EXISTING | | ULTIMATE | |
|---------|-----------------|------------------|----------|-----------|
| | Latitude | Longitude | Latitude | Longitude |
| RWY 8 | 32° 39' 57.228" | 114° 36' 20.312" | SAME | SAME |
| | 32° 39' 58.150" | 114° 35' 08.427" | SAME | SAME |
| RWY 26 | 32° 40' 03.736" | 114° 36' 14.579" | SAME | SAME |
| | 32° 39' 07.241" | 114° 36' 13.558" | SAME | SAME |
| RWY 35 | 32° 38' 55.449" | 114° 36' 45.051" | SAME | SAME |
| | 32° 40' 01.079" | 114° 35' 29.799" | SAME | SAME |
| RWY 21L | 32° 38' 12.404" | 114° 37' 45.769" | SAME | SAME |
| | 32° 39' 46.882" | 114° 35' 57.493" | SAME | SAME |

Source: Federal Aviation Administration, National Flight Data Center, <http://nfdc.faa.gov/nas/airportlookup/airportDisplay.jsp?category=nas&airportid=nyl> (accessed May 26, 2009).

| TWY | RWY 8-26 | RWY 17-35 | FWY 3R-21L | RWY 3L-21R |
|---------------|----------|-----------|------------|-------------|
| TWY Z (North) | 250' | | | |
| TWY Z (South) | 300' | | | |
| TWY L | 250' | | | |
| TWY K | 250' | | | |
| TWY B | 250' | | | |
| TWY A (North) | 250' | | | |
| TWY A (South) | 300' | | | |
| TWY A1 | 475' | | | |
| TWY A2 | 475' | | | |
| TWY A2 (East) | | 300' | | |
| TWY A2 (West) | | 325' | | |
| TWY E (East) | | 350' | | |
| TWY E (West) | | 350' | | |
| TWY F (East) | | 300' | 275' | |
| TWY F (West) | | 300' | 275' | |
| TWY G | | | 325' | |
| TWY D (East) | | | 325' | |
| TWY D (West) | | | 250' | |
| TWY Q | | | | 350' & 650' |
| TWY H | | | | 350' |
| TWY H1 | | | | 400' |
| TWY F | | | | 300' |
| TWY F1 | | | | 300' |
| TWY D | | | | 350' |

| AIRPORT DATA TABLE | | |
|--|---------------------------------------|----------|
| Airport Name: Yuma International Airport / Marine Corps Air Station Yuma (NYL) | | |
| City: Yuma County: Yuma, Arizona Range: 23 West Township: 9 South | | |
| Airport Reference Code (ARC) | EXISTING | ULTIMATE |
| Airport Reference Point (ARP) | E-VI | SAME |
| Coordinates (NAD 83) | 32° 39' 23.40" N 114° 36' 21.60" W | SAME |
| Airport Elevation (MSL) | 215.4' | SAME |
| Mean Max Temp (Hottest Month °F) | 106.6° July | SAME |
| Critical Design Aircraft | Military Composite (E-VI) | SAME |
| | B-747 (D-V) | SAME |
| | E120 (B-II) | SAME |
| Taxiway Marking | Centerline | SAME |
| Taxiway Lighting | MIL | SAME |

| CRITICAL AIRCRAFT TABLE | | |
|--|------------------------|------|
| E-VI (Military Composite) | Runway 3L-21R | SAME |
| Wingspan | < 262' | SAME |
| Undercarriage Width of Critical Aircraft | 40'-10" | SAME |
| Approach Speed | 155 knots (T-37) | SAME |
| Max Take-off Weight (lbs.) | 840,000 (C-5A) | SAME |
| D-V Boeing 747 (Military) | Runway 3R-21L | SAME |
| Wingspan | 213' | SAME |
| Undercarriage Width of Critical Aircraft | 36'-10" | SAME |
| Approach Speed | 158 knots | SAME |
| Max Take-off Weight (lbs.) | 910,000 | SAME |
| B-II Embraer 120 (Civil) | Runways 8-26 and 17-35 | SAME |
| Wingspan | 64'-11" | SAME |
| Undercarriage Width of Critical Aircraft | 21'-7" | SAME |
| Approach Speed | 115 knots | SAME |
| Max Take-off Weight (lbs.) | 25,353 | SAME |

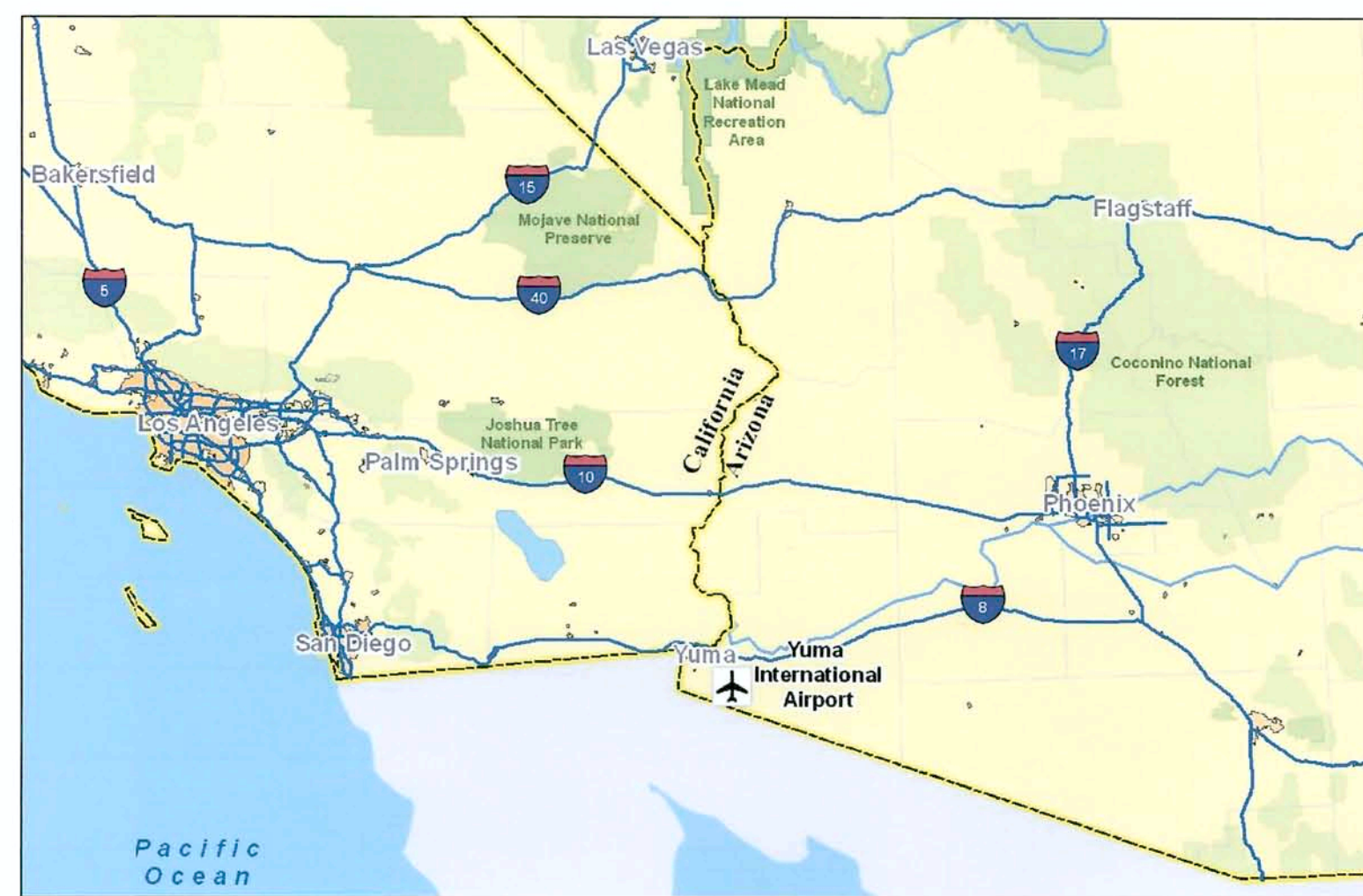


| WIND DATA SOURCE INFORMATION | |
|------------------------------|--|
| Source | NOAA National Climatic Data Center Ashville, N.C. |
| Observation Station | Yuma International Airport Yuma, Arizona |
| Period of Record | 2000 - 2009 |
| Number of Observations | 76,823 All Weather and 170 IFR Observations |

| | RWY 8-26 | | RWY 17-35 | | RWY 3R-21L | | RWY 3L-21R | |
|---------------------|---|----------|---|----------|---------------------------------------|----------|--------------------|----------|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY END | 8 | 26 | 17 | 35 | 3R | 21L | 3L | 21R |
| RUNWAY TDZE | 202.3' | 215.4' | 198.9' | 191.5' | 198.9' | 191.5' | 190.1' | 209.6' |
| RUNWAY HIGH POINT | 215.4' | | 198.9' | 198.9' | 209.6' | 209.6' | 196.6' | 196.6' |
| RUNWAY LOW POINT | 196.8' | 196.8' | 184.6' | 184.6' | 186.2' | 186.2' | 189.1' | 189.1' |
| RUNWAY INTERSECTION | 198.3' (RWY 17-35); 209.1' (RWY 3R-21L) | | 188.8' (RWY 3R-21L); 190.5' (RWY 3L-21R); 198.3' (RWY 8-26) | | 188.8' (RWY 17-35); 209.1' (RWY 8-26) | | 190.5' (RWY 17-35) | |

| | TAXIWAY F1 | | TAXIWAY H2 | | TAXIWAY Z | | TAXIWAY Z1 | | TAXIWAY Z2 | | TAXIWAY Z3 | | PROPOSED TWY Y | |
|---|---------------------------------------|----------|------------|----------|-----------|----------|------------|----------|------------|----------|------------|----------|----------------|----------|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| TAXIWAY SURFACE TYPE | ASPH/CON | SAME | ASPH/CON | SAME | ASPH/CON | SAME | ASPH/CON | SAME | ASPH/CON | SAME | ASPH/CON | SAME | N/A | ASPH/CON |
| TAXIWAY WIDTH | 75' | SAME | 75' | SAME | 40' | 50' | 30' | 50' | 50' | SAME | 50' | SAME | N/A | 100' |
| TAXIWAY SEPARATIONS | Parallel Taxiway to Runway Centerline | | | | | | | | | | | | | |
| Taxiway Centerline to Fixed or Movable Object | N/A | SAME | N/A | SAME | 475' | 475' | N/A | SAME | N/A | SAME | N/A | SAME | N/A | 500' |
| Taxiway Object Free Area Width | 129.5' | SAME | 129.5' | SAME | 65.5' | 93' | 44.5' | 93' | 93' | SAME | 65.5' | 93' | N/A | 193' |
| Taxiway Safety Area Width | 259' | SAME | 259' | SAME | 131' | 186' | 89' | 186' | 186' | SAME | 131' | 186' | N/A | 386' |
| Taxiway Wingtip Clearance | 44' | SAME | 44' | SAME | 26' | 34' | 20' | 34' | 34' | SAME | 26' | 34' | N/A | 62' |

| CROSSWIND COMPONENT | RWY RUNWAY COVERAGE | | | |
|---------------------|---------------------|-------|-------|--------|
| | 3-21(both) | 17-35 | 8-26 | ALL |
| 10.5 KNOTS | 90.6% | 96.1% | 90.3% | 99.7% |
| 13 KNOTS | 96.2% | 98.1% | 95.8% | 99.9% |
| 16 KNOTS | 98.6% | 99.2% | 98.8% | 100.0% |
| 20 KNOTS | 99.7% | 99.8% | 99.8% | 100.0% |



YUMA INTERNATIONAL AIRPORT
YUMA COUNTY AIRPORT AUTHORITY
YUMA, ARIZONA

Federal Aviation Administration Date

APPROVED BY:

| NO. | DATE | DESCRIPTION | APPD |
|-----|------------|------------------------------------|------------|
| 1 | 08-16-1992 | ALP Update | JPM (FAA) |
| 2 | 09-14-1992 | ALP Update | EMT (YCAA) |
| 3 | 08-05-2000 | ALP Update | DCG (YCAA) |
| 4 | 08-09-2001 | ALP Update | KF (FAA) |
| 5 | 08-13-2012 | ALP Update for Airport Master Plan | CW (YCAA) |

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 RUNWAY 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.

N
TRUE NORTH
MAGNETIC NORTH
DECLINATION =
11°46'E
(JANUARY 2009)
Changing by 2" W/year

DRAWN BY: EB
CHECKED BY: PDH
APPROVED BY:

Airport Manager Date
August 13, 2012
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