such as aircraft maintenance, flight training, or aircraft charter. The area designated for these parcels is presently undeveloped and is located along the primary apron area.

The completion of the aircraft storage hangar area south of the terminal building is included in the landside plan. This area can accommodate an additional 10 T-hangar units and 10 2,500-square-foot conventional hangars. Long term T-hangar development is planned at the southern edge of the southwest apron area. A total of 52 Thangar units are planned to meet projected long term storage needs.

An aircraft wash rack is planned for the southwest corner of the main apron. An aircraft wash rack would provide an area for aircraft cleaning, and the proper collection of the aircraft cleaning solvents and contaminants removed from the aircraft hull during cleaning.

The southwest apron development concept plans for several parcels of land that would be used for aircraft storage or general aviation services. A campground is designated for an undeveloped area near the Kingman Army Airfield Museum. This campground would be for the exclusive use of aircraft owners.

Airfield access to the adjacent Kingman Airport Industrial Park is included in the landside plan. This includes the development of a taxiway extending west across Flightline Drive from the main apron.

THE AIRPORT'S **ECONOMIC BENEFIT**

Kingman Airport and the Kingman Airport Industrial Park are vital contributors to the local economy, creating jobs and income while serving the transportation needs of businesses and residents in the region. Separate economic studies were undertaken in 2005 for the Kingman Airport and the Kingman Airport Industrial Park to measure their benefits to the local economy. Economic benefits (revenues, employment, and earnings) are created when economic activity takes place both on and off the airport and within the industrial park. The total benefits of the airport, the sum of the direct benefits and the indirect benefits, which result as dollars re-circulated in the regional economy, were calculated to be:

- \$33.0 Million Revenues
- \$11.5 Million Earnings
- 466 Total Employment



The total benefits of the Kingman Airport Industrial Park were calculated to be:

- \$619,700,000 Million Revenues
- \$173,300,000 Million Earnings



It is important to note that the airport also creates significant unmeasured social and economic benefits for the region. For example, convenient air transportation allows freedom for an individual to travel to satisfy their preferences for goods, services, and personal needs. The Kingman Airport makes the regional economy more competitive by providing businesses ready access to markets, materials, and commerce. Studies of factors influencing economic development consistently show that the presence of modern aviation facilities has a positive impact on the pace and quality of economic growth.

For more information, please contact:



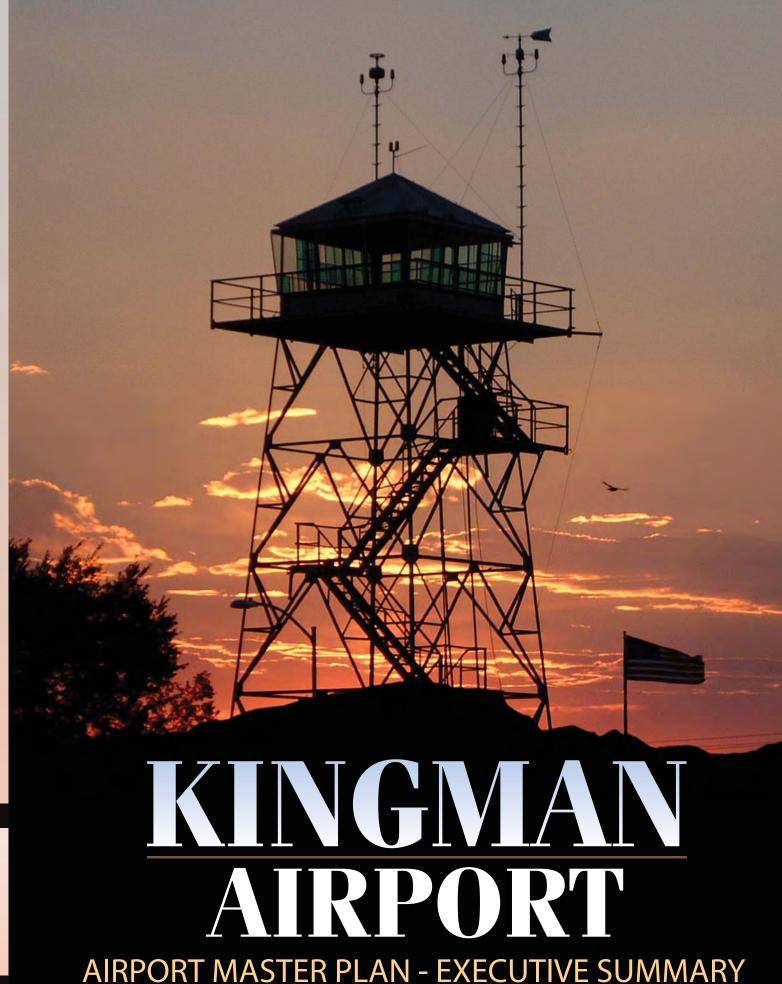
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KINGMAN AIRPORT

Kingman Airport and the adjacent Kingman Airport Industrial Park are located in an unincor-

porated portion of Mohave County, northeast of the City of Kingman. Originally a World War II Army Air Corp training facility, the Kingman Airport and Industrial Park are approximately 4,000 acres in size. Kingman Airport is currently owned by the City of Kingman and operated by the Kingman Airport Authority (KAA). The KAA also operates the Kingman Airport Industrial Park.

Kingman Airport is positioned to serve all segments of the civil air transportation industry as it currently has facilities to accommodate commercial airline users, air cargo users, and general aviation users. The airport has daily airline and air cargo service. General aviation is the largest and most diverse segment of activity at Kingman Airport. There are approximately 103 general aviation based aircraft at Kingman Airport. Approximately 175 aircraft are stored at the airport. These aircraft are former commercial airline or corporate aircraft that are in excess of current industry needs. Many of the aircraft are maintained in an airworthy condition.



In addition to providing aircraft rental, maintenance, charter, and fueling services, Kingman Airport also provides air ambulance services, supports Bureau of Land Management (BLM) aviation operations, services the Mohave County Sheriff's Department aviation section, and provides an aerial fighting service company. Other tenants include the Transportation Security Administration, the Experimental Aircraft Association (EAA), Kingman Airport Café, and the Kingman Army Airfield Historical Society & Museum.

RECOMMENDED PLAN

The airfield plan preserves the ability to extend Runway 3-21 3,169 feet, from 6,851 feet to 10,000

feet. If constructed, the entire extension would be placed behind the Runway 21 end. A new exit taxiway is planned between Taxiways D3 and D4, along Runway 3-21. Two new exit taxiways are planned for Runway 17-35. The first is planned midway between the Runway 17 end and the Runway 17-35/Runway 3-21 intersection and extends directly to the main apron area. A second exit taxiway is planned midway between the Runway 17-35/Ruwnay 3-21 and Runway 35 end.

Parallel taxiway access is planned on the east side of the runways to support future aviation-related development on the east side of the airport. A new taxiway is planned on the southern end of the runways to connect the Runway 3 and Runway 17 ends with the southern apron area. This taxiway would be constructed along the former runway alignment. This taxiway could be extended to the west to support future landside development needs.

An aircraft storage area is planned south of Taxiway E, west of the Runway 3 end. This storage area is planned to consolidate the long term storage of aircraft in a single area of the airport, away from the main apron areas which may ultimately be needed to support future landside development such as commercial general aviation operations, based aircraft, or transient aircraft needs.

Airfield lighting plans include adding medium intensity taxiway lights (MITL) to Taxiway B and all new taxiways. Runway end identifier lights (REILs) are planned for each end of Runway 17-35. REILS provide pilots the ability to identify the runway ends and distinguish the runway end lighting from other lighting on the airport.

A precision instrument approach with Category I (CAT I) minimums (one-half-mile visibility and 200-foot cloud ceiling minimum) is planned for Runway 21. Runways 3, 17, and 35 are planned for approach procedures with vertical guidance (APV). The APV provides both vertical descent and course guidance information, with capabilities for approach minimums as low as one mile visibility and cloud ceilings of 250 feet above the ground.

Areas for glider operations have been planned along Runway 3-21. Gliders have special ground handling requirements. Before departure, the glider needs to be attached to the tow plane. After landing, the glider needs to be attached to a tow vehicle which will take the glider to the apron area. A taxiway is planned at the Runway 3 end to allow the staging of the glider and tow aircraft prior to departure. A taxiway is planned northeast of Taxiway D3 to accommodate the removal of the glider from the airfield. Both of these taxiways allow for this handling off the taxiway, which improves capacity and safety.

Shown in green shading are areas of airport property that are in excess of the aviation needs of the airport over the

next 20 years. Furthermore, much of the land is located too far from the runway to allow for airfield access. Consideration may be given to incorporating these portions of the airport into the existing Kingman Airport Industrial Park.

A replacement commercial airline terminal building is planned north of the existing terminal. The current terminal building is undersized and does not provide all the necessary functional elements for airline service in the same building.

The landside plan depicts the development of an airport rescue and firefighting (ARFF) facility northeast of the new commercial terminal, near the existing KAA administration building. This location is ideally suited to meet minimum response times to the primary runway. An airport maintenance facility is planned along Flightline Drive, north of the new commercial terminal building.

Three helicopter hardstands are planned on the main apron near Taxiway D. There are presently no dedicated helicopter parking position on the main apron. These hardstands will replace the existing asphalt pavement which has been damaged by helicopter skids.

A series of parcels for the development of fixed base operator (FBO) facilities has been reserved along the western edge of the main apron area. These parcels could be used for providing a wide variety of commercial aviation services

