

Appendix B

AIRPORT LAYOUT DRAWINGS

Appendix B

AIRPORT LAYOUT DRAWINGS

Per Federal Aviation Administration (FAA) requirements, an official Airport Layout Plan (ALP) has been developed for Lake Havasu City Municipal Airport. The ALP is used in part by the FAA to determine funding eligibility for future development projects.

The ALP was prepared on a computer-aided drafting system for future ease of use. The computerized plan set provides detailed information of existing and future facility layout on multiple layers that permits the user to focus in on any section of the airport at a desirable scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

A number of related drawings, which depict the ultimate airspace and airfield development, are included with the ALP. The following provides a brief discussion of the drawings included with the ALP.

Airport Layout Plan (Sheet 1 of 9) – The Airport Layout Plan graphically presents the existing and ultimate airport layout and provides airport, runway, and wind data.

Terminal Area Drawings (Sheets 2 and 3 of 9) – The Terminal Area Drawings provide greater detail concerning landside improvements on the north and south sides of the airport and at a larger scale than on the Airport Layout Plan.

Airport Airspace Drawing (Sheet 4 of 9) – The Airport Airspace Drawing is a graphic depiction of the Title 14 Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*, regulatory criterion. The Airport Airspace Drawing is intended to aid local authorities in determining if proposed development could present a hazard to the airport and obstruct the approach path to a runway end. These plans should be coordinated with local land use planners.

Inner Portion of the Approach Surface Drawing (Sheet 5 of 9) – The Inner Portion of the Approach Surface Drawings are scaled drawings of the runway protection zone (RPZ), runway safety area (RSA), obstacle free zone (OFZ), and object free area (OFA) for each runway end. A plan and profile view of each RPZ is provided to facilitate identification of obstructions that lie within these safety areas. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of obstructions as appropriate.

Approach Surface Profile Drawing (Sheet 6 of 9) – The Approach Surface Profile Drawing provides both plan and profile views of 14 CFR Part 77 approach surfaces for each runway end. A composite profile of the extended ground line is depicted. Obstructions and clearances over roads are shown as appropriate.

Departure Surface Drawing (Sheet 7 of 9) – The Departure Surface Drawing provides information as it relates to the 40:1 departure surface on each runway end.

On-Airport Land Use Drawing (Sheet 8 of 9) – The On-Airport Land Use Drawing is a graphic depiction of the land use recommendations. When development is proposed, it should be directed to the appropriate land use area depicted on this plan.

Airport Property Map (Sheet 9 of 9) – The Airport Property Map provides information on the acquisition and identification of all land tracts under the control of the airport. Both existing and future property holdings are identified on the Airport Property Map.

ALP DISCLAIMER

The ALP drawing set has been developed in accordance with accepted FAA and Arizona Department of Transportation (ADOT) – Aeronautics Group standards; however, the ALP drawing set included in Appendix B has not yet been officially approved by FAA. The ALP drawing set has undergone revisions per comments received from FAA and the attached drawings reflect those changes.

As detailed in the 2009 Master Plan Report, based upon the operational and physical characteristics of those aircraft currently utilizing Lake Havasu City Municipal Airport, the airport's existing ARC is B-II. The Master Plan calls for an ultimate ARC C/D-II designation for Lake Havasu City Municipal Airport. 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.

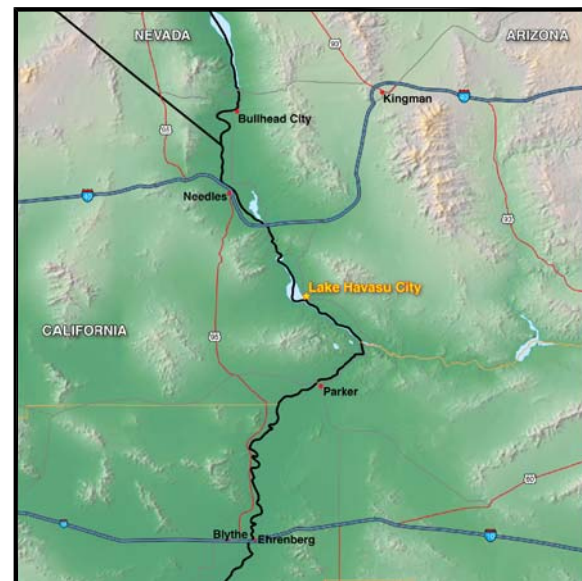
AIRPORT MASTER PLAN LAKE HAVASU CITY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN SET

INDEX OF DRAWINGS

1. AIRPORT LAYOUT PLAN
2. NORTH TERMINAL AREA PLAN
3. SOUTH TERMINAL AREA PLAN
4. AIRPORT AIRSPACE DRAWING
5. INNER PORTION OF THE RUNWAY 14-32
APPROACH SURFACE DRAWING

6. RUNWAY 14-32 PROFILE & OUTER
APPROACH SURFACE PROFILE DRAWING
7. DEPARTURE SURFACE DRAWING
8. ON-AIRPORT LAND USE DRAWING
9. EXHIBIT "A" PROPERTY MAP



VICINITY MAP



LOCATION MAP

PREPARED FOR
LAKE HAVASU CITY, ARIZONA

RUNWAY DATA	RUNWAY 14-32			
	EXISTING		ULTIMATE	
	14	32	14	32
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-III*		C-III*	
PART 77 CATEGORY	VISUAL		NONPREC	
APPROACH VISIBILITY MINIMUMS	+1 Mile		1 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	
PAYMENT DESIGN STRENGTH (in thousand lbs./ft.)	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	SAME
RUNWAY LOW POINT ELEVATION (MSL)	749.1'		SAME	SAME
LINE OF SIGHT REQUIREMENT MET	165		SAME	
RUNWAY LENGTH	800'		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/PAYMENT MATERIAL	Asphalt		SAME	
RUNWAY PAVEMENT SURFACE TREATMENT	None		SAME	
RUNWAY LIGHTING	MRL		MRL	
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	MRL		SAME	
RUNWAY NAVIGATIONAL AIDS	GPS		SAME	
RUNWAY VISUAL AIDS	Airport Beacon, PAPIs-4, REILs, Segmented Circle, Wind Cone		SAME	
			MALS (32)	

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

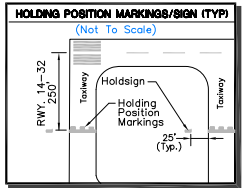
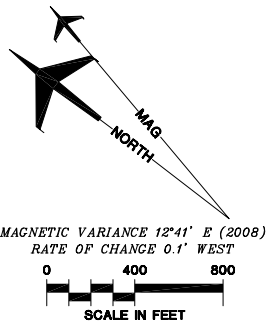
*Per direction from FAA, the ALP identifies Lake Havasu City Municipal Airport as an Existing and Ultimate ARC C-III airport to reflect the designation on the previously approved 2003 ALP. The ARC C-III designation does not reflect 500 annual operations by the critical aircraft.

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

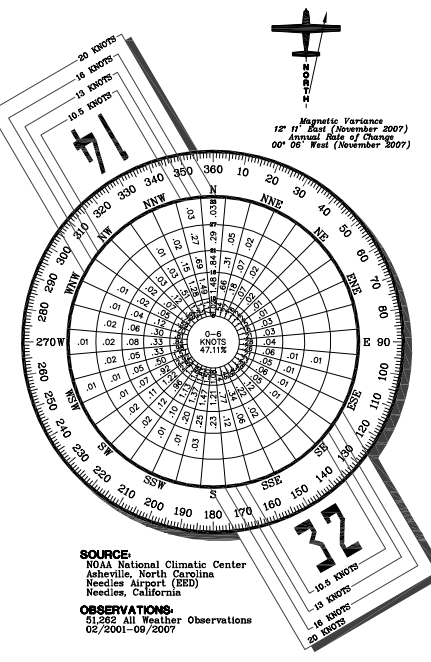
AIRPORT DATA			
LAKE HAVASU MUNICIPAL AIRPORT (HII)			
OWNER: LAKE HAVASU CITY, ARIZONA	AIRPORT NPAS CODE: COMMERCIAL		
CITY: LAKE HAVASU CITY, ARIZONA	COUNTY: MOHAVE		
RANGE: R 20 W	TOWNSHIP: T 14 N		
	EXISTING	ULTIMATE	
AIRPORT REFERENCE CODE	C-III*	C-III*	
AIRPORT ELEVATION (MSL)	783.0'	SAME	
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	108.0° F JULY	SAME	
AIRPORT REFERENCE POINT (ARP)	Latitude 34° 34' 16.0000" N Longitude 114° 21' 29.8000" W	SAME	
COORDINATES (NAD 83)		SAME	
AIRPORT NAVAIDS	Airport Beacon PAPI-4s REILs Segmented Circle Wind Cone MALS (32)	Airport Beacon PAPI-4s REILs Segmented Circle Wind Cone MALS (32)	
GPS AT AIRPORT	YES	YES	

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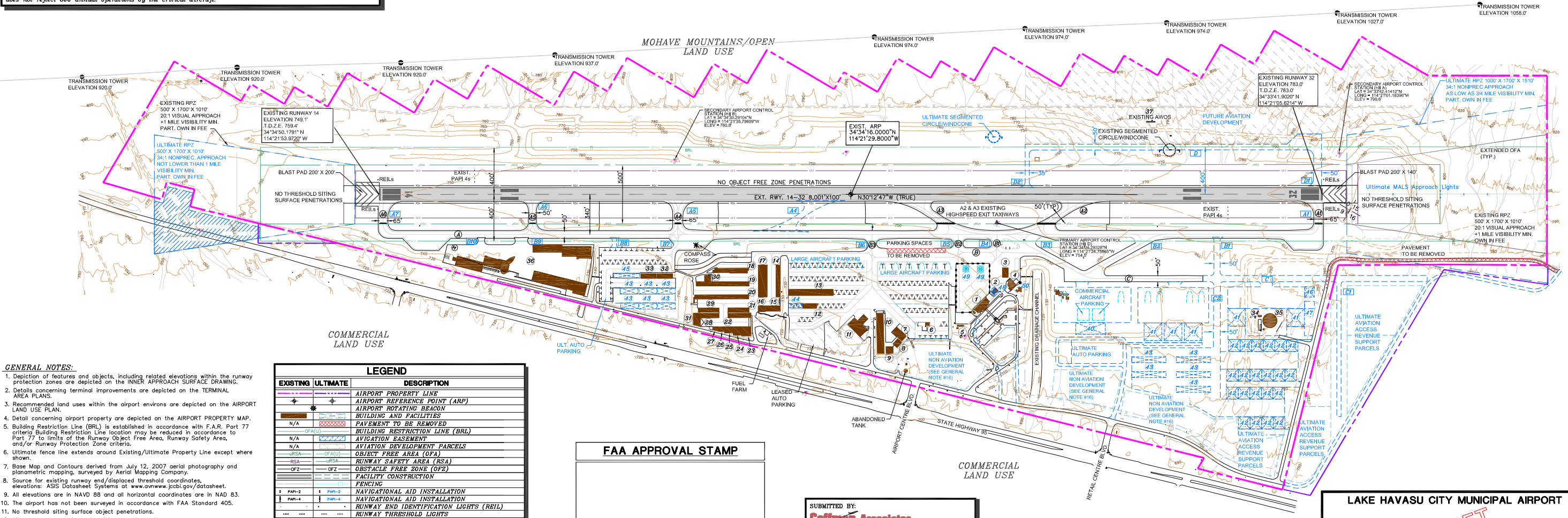
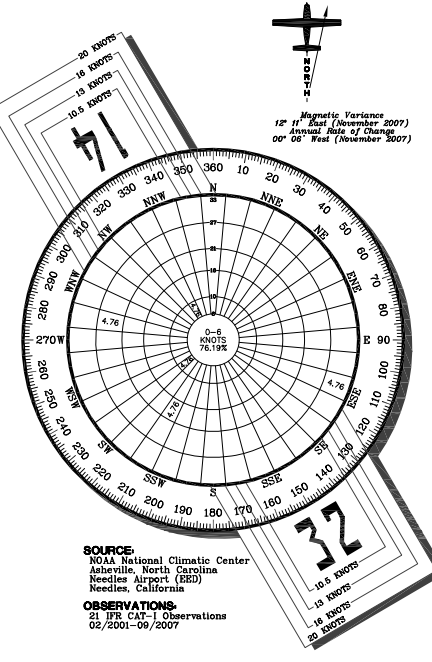
RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING	ULTIMATE
Runway 14	Latitude 34°34'50.1791"N Longitude 114°21'53.9720"W	SAME
Runway 32	Latitude 34°33'41.9020"N Longitude 114°21'05.6214"W	SAME



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%



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%



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 FAR 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.asis.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
N/A	—	BUILDING RESTRICTION LINE (BRL)
N/A	—	AVIATION EASEMENT
N/A	—	AVIATION DEVELOPMENT PARCELS
N/A	—	OBJECT FREE AREA (OFA)
N/A	—	RUNWAY SAFETY AREA (RSA)
N/A	—	OBSTACLE FREE ZONE (OFZ)
N/A	—	FACILITY CONSTRUCTION
N/A	—	FENCING
N/A	—	NAVIGATIONAL AID INSTALLATION
N/A	—	NAVIGATIONAL AID INSTALLATION
N/A	—	RUNWAY END IDENTIFICATION LIGHTS (REIL)
N/A	—	RUNWAY THRESHOLD LIGHTS
N/A	—	MALS
N/A	—	RUNWAY PROTECTION ZONE (RPZ)
N/A	—	SEGMENTED CIRCLE/LIGHTED WIND TEE
N/A	—	WIND INDICATOR (Lighted)
N/A	—	TOPOGRAPHIC CONTOURS
N/A	—	SECTION CORNER
N/A	—	TAXIWAY DESIGNATION
N/A	—	PRIMARY AIRPORT CONTROL STATION (PACS)
N/A	—	SECONDARY AIRPORT CONTROL STATION (SACS)
N/A	—	HOLD POSITION MARKINGS
N/A	—	REILPAD
N/A	—	AUTOMATED WEATHER OBSERVATION STATION (AWOS)

FAA APPROVAL STAMP

FAA APPROVAL STAMP

SUBMITTED BY:
Coffman Associates

FOR APPROVAL BY:

APPROVED BY: _____ ON THE DATE OF: _____

Airport Manager

REVISIONS			
No.	REVISIONS	DATE	BY
1	ALP REVALUATION	4/2003	—
2	ALP UPDATES	5/2000	—

LAKE HAVASU CITY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

LAKE HAVASU CITY, ARIZONA

PLANNED BY: Matt Quich

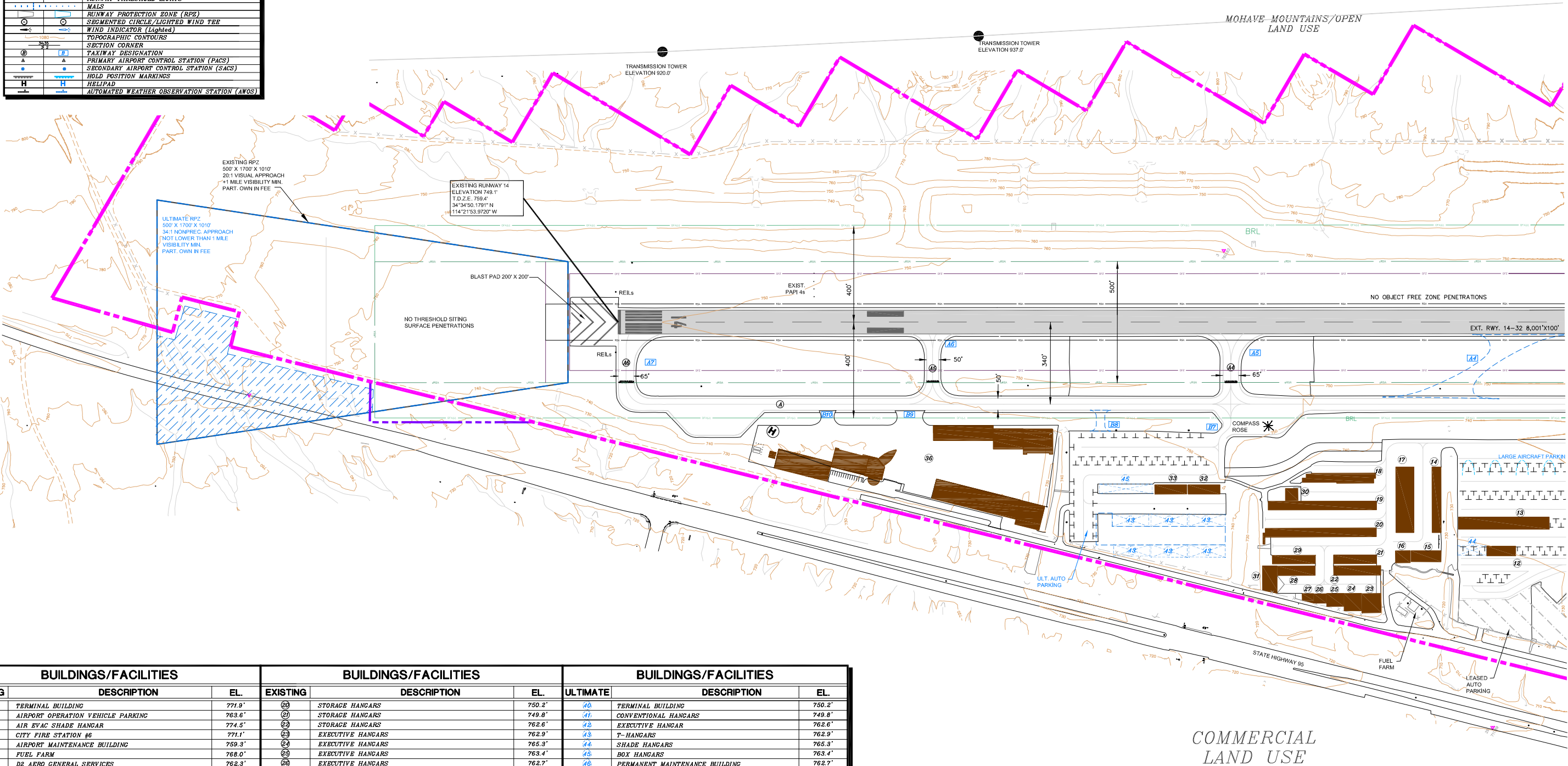
DETAILED BY: Maggie Beaver

APPROVED BY: James M. Harris, P. E.

March 24, 2010 SHEET 1 OF 9

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



BUILDINGS/FACILITIES			BUILDINGS/FACILITIES			BUILDINGS/FACILITIES		
EXISTING	DESCRIPTION	EL.	EXISTING	DESCRIPTION	EL.	ULTIMATE	DESCRIPTION	EL.
1	TERMINAL BUILDING	771.9'	20	STORAGE HANGARS	750.2'	40	TERMINAL BUILDING	750.2'
2	AIRPORT OPERATION VEHICLE PARKING	763.6'	21	STORAGE HANGARS	749.8'	41	CONVENTIONAL HANGARS	749.8'
3	AIR EVAC SHADE HANGAR	774.5'	22	STORAGE HANGARS	762.6'	42	EXECUTIVE HANGAR	762.6'
4	CITY FIRE STATION #6	771.1'	23	EXECUTIVE HANGARS	762.9'	43	T-HANGARS	762.9'
5	AIRPORT MAINTENANCE BUILDING	759.3'	24	EXECUTIVE HANGARS	765.3'	44	SHADE HANGARS	765.3'
6	FUEL FARM	768.0'	25	EXECUTIVE HANGARS	763.4'	45	BOX HANGARS	763.4'
7	D2 AERO GENERAL SERVICES	762.3'	26	EXECUTIVE HANGARS	762.7'	46	PERMANENT MAINTENANCE BUILDING	762.7'
8	D2 AERO GENERAL SERVICES	759.3'	27	EXECUTIVE HANGARS	758.3'	47	AIRCRAFT WASH RACK	758.3'
9	D2 AERO GENERAL SERVICES	759.3'	28	STORAGE HANGARS	758.4'	48	AIR TRAFFIC CONTROL TOWER (ATCT) (if necessary)	736.4'
10	D2 AERO GENERAL SERVICES	766.4'	29	STORAGE HANGARS	749.1'	49	HELICOPTER HARDSTANDS	749.1'
11	DESERT SKIES EXECUTIVE AIR TERMINAL	764.0'	30	STORAGE HANGARS	758.9'	50	ELECTRICAL VAULT	748.2'
12	SHADE HANGAR	742.9'	31	STORAGE HANGARS	763.1'			
13	SHADE HANGAR	747.4'	32	BOX HANGARS	771.8'			
14	BOX HANGARS	752.5'	33	BOX HANGAR	770.7'			
15	EXECUTIVE HANGARS	759.4'	34	PUMP HOUSE	740.5'			
16	EXECUTIVE HANGARS	756.5'	35	TANK	764.9'			
17	BOX HANGARS	755.5'	36	HAVASU AIR CENTER/CONVENTIONAL HANGARS	768.0'			
18	STORAGE HANGARS	755.5'	37	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	822.0'			
19	STORAGE HANGARS	750.1'						

COMMERCIAL
LAND USE

REVISIONS				DATE	BY	APPD.
No.						

LAKE HAVASU CITY MUNICIPAL AIRPORT

NORTH TERMINAL

AREA PLAN

LAKE HAVASU CITY, ARIZONA

PLANNED BY: Matt Quirk

DETAILED BY: Maggie Beaver

APPROVED BY: James M. Harris, P. E.

March 24, 2010

SHEET 2 OF 9

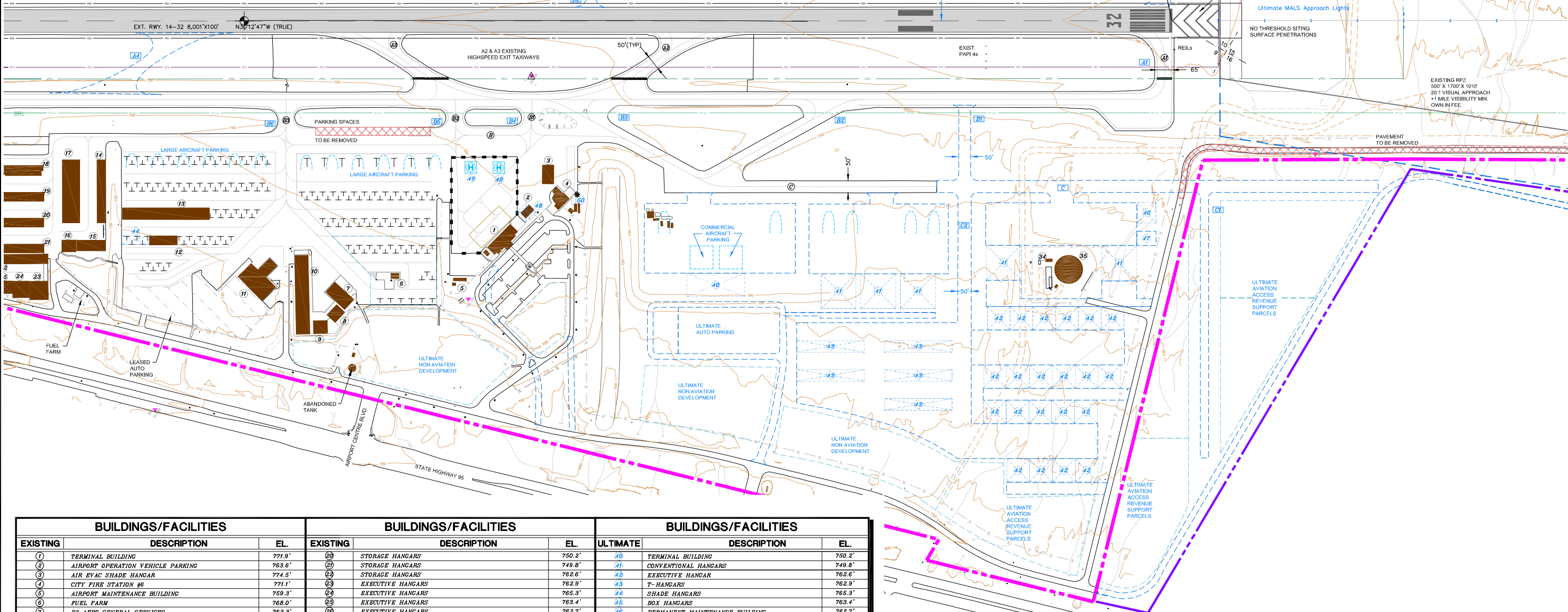
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LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING AND FACILITIES
		PAVEMENT TO BE REMOVED
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		SECONDARY AIRPORT CONTROL STATION (SACS)
		HOLD POSITION MARKINGS
		HELIPAD
		AUTOMATED WEATHER OBSERVATION STATION (AWOS)

NO OBJECT FREE ZONE PENETRATIONS



BUILDINGS/FACILITIES			BUILDINGS/FACILITIES			BUILDINGS/FACILITIES		
EXISTING	DESCRIPTION	EL.	EXISTING	DESCRIPTION	EL.	ULTIMATE	DESCRIPTION	EL.
1	TERMINAL BUILDING	771.9'	20	STORAGE HANGARS	750.2'	40	TERMINAL BUILDING	750.2'
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18	STORAGE HANGARS	755.5'	37	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	822.0'			
19	STORAGE HANGARS	760.1'						

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LAKE HAVASU CITY MUNICIPAL AIRPORT
SOUTH TERMINAL
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LAKE HAVASU CITY, ARIZONA

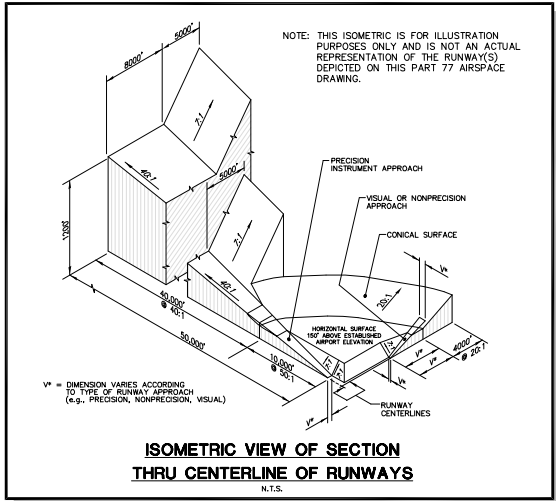
PLANNED BY: Matt Quirk
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris, P. E.

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OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. Transmission Tower	974'	Approach	930.7'	43.3'	Obs. Light
2. Transmission Tower	903'	Approach	885'	18'	Obs. Light
3. Transmission Tower	920'	Transition	864'	56'	Obs. Light
4. Bush	790'	Primary	747'	43'	①
5. O.L. on Windsack	762'	Primary	747'	15'	To Remain Lighted
6. O.L. on Floodlight	817'	Transition	776'	41'	To Remain Lighted
7. O.L. on Windsack	803'	Primary	763'	40'	To Remain Lighted
8. Bush	790'	Primary	764'	26'	①
9. Transmission Tower	937'	Transition	919'	18'	Obs. Light
10. Bush	825'	Transition	774'	51'	①
11. Bush	818'	Primary	775'	43'	①
12. Bush	819'	Primary	778'	41'	①
13. Bush	840'	Primary	780'	60'	①
14. Transmission Tower	974'	Horizontal	930.7'	43.3'	Obs. Light
15. Transmission Tower	1027'	Horizontal	930.7'	96.3'	Obs. Light
16. O.L. on Trans. Tower	1058'	Horizontal	930.7'	127.3'	To Remain Lighted
17. O.L. Antenna	1368'	Conical	951'	417'	To Remain Lighted
18. Bush	1035'	Approach	1006'	29'	①
19. Terrain	1314'	Horizontal	930.7'	383.3'	①
20. Terrain	1133'	Horizontal	930.7'	202.3'	①
21. Terrain	1103'	Horizontal	930.7'	172.3'	①
22. Terrain	1154'	Horizontal	930.7'	223.3'	①
23. Terrain	1255'	Horizontal	930.7'	324.3'	①
24. Terrain	1035'	Horizontal	930.7'	104.3'	①
25. Bush	1077'	Horizontal	930.7'	146.3'	①
26. Terrain	1326'	Horizontal	930.7'	395.3'	①
27. O.L. Pole	1429'	Horizontal	930.7'	498.3'	To Remain Lighted
28. Bush	1321'	Horizontal	930.7'	390.3'	①
29. Terrain	986'	Horizontal	930.7'	55.3'	①
30. Terrain	1157'	Horizontal	930.7'	226.3'	①
31. Terrain	1195'	Horizontal	930.7'	264.3'	①
32. Terrain	1278'	Horizontal	930.7'	347.3'	①
33. Terrain	1053'	Horizontal	930.7'	122.3'	①
34. Terrain	1020'	Horizontal	930.7'	89.3'	①
35. Bush	1098'	Horizontal	930.7'	167.3'	①
36. Bush	1233'	Horizontal	930.7'	302.3'	①
37. Terrain	1046'	Horizontal	930.7'	115.3'	①
38. Terrain	1092'	Horizontal	930.7'	161.3'	①
39. Post	1006'	Horizontal	930.7'	75.3'	①
40. Terrain	1435'	Horizontal	930.7'	504.3'	①
41. Terrain	1405'	Horizontal	930.7'	474.3'	①
42. Terrain	1164'	Horizontal	930.7'	233.3'	①
43. O.L. Pole	1512'	Horizontal	930.7'	581.3'	To Remain Lighted
44. Terrain	800'	Approach	795'	5'	To Be Removed
45. Terrain	931'+	Conical	Varies	Varies	①
46. Hangar	766'	Primary	744'	22'	①

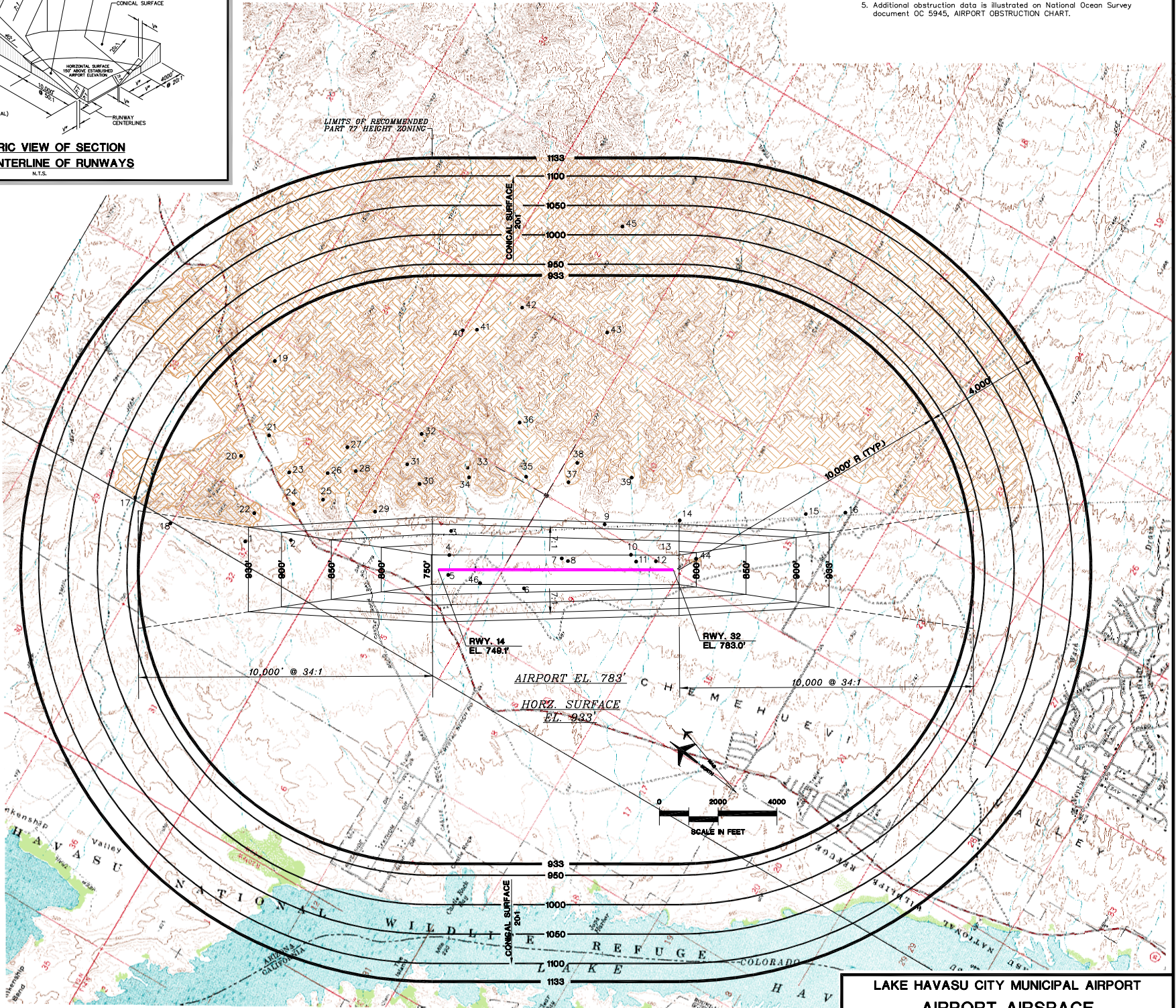
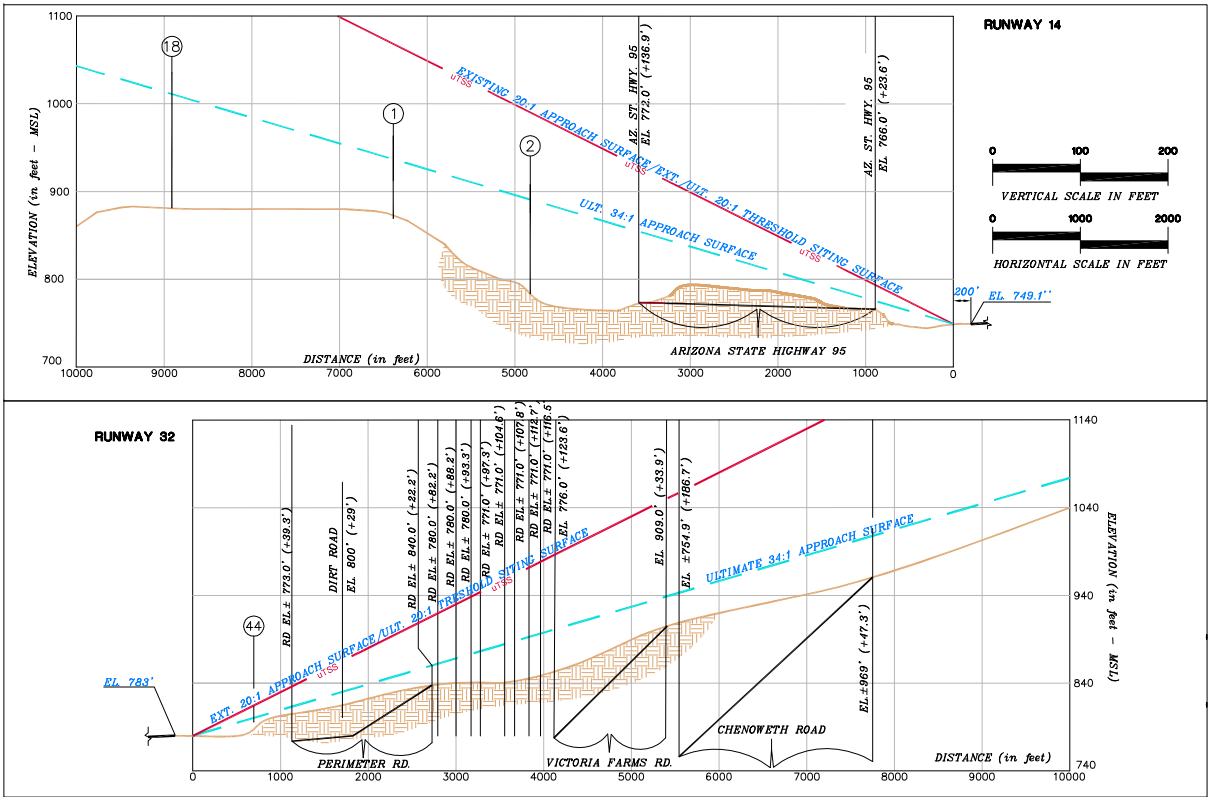
① Request FAA Aeronautical Study.



OBSTRUCTION LEGEND	
• 1	OBSTRUCTION
	GROUP or MULTIPLE OBSTRUCTIONS

GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, are illustrated on the AIRPORT AIRSPACE PLAN, this sheet.
- Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the PROTECTION ZONES PLAN, Sheet 6 of these plans.
- Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the APPROACH ZONES PROFILES, Sheet 5 of these plans.
- Additional obstruction data is illustrated on National Ocean Survey document OC 5945, AIRPORT OBSTRUCTION CHART.



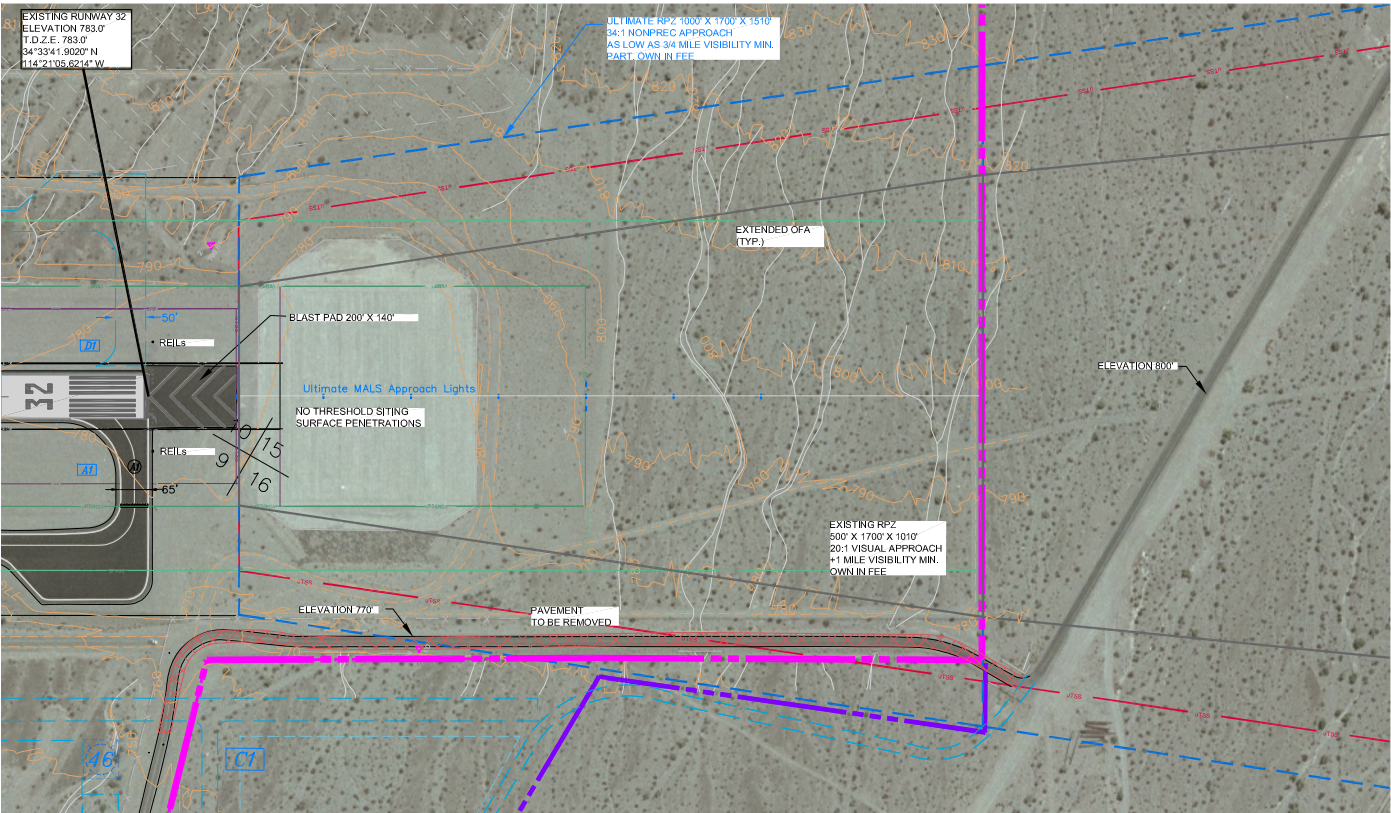
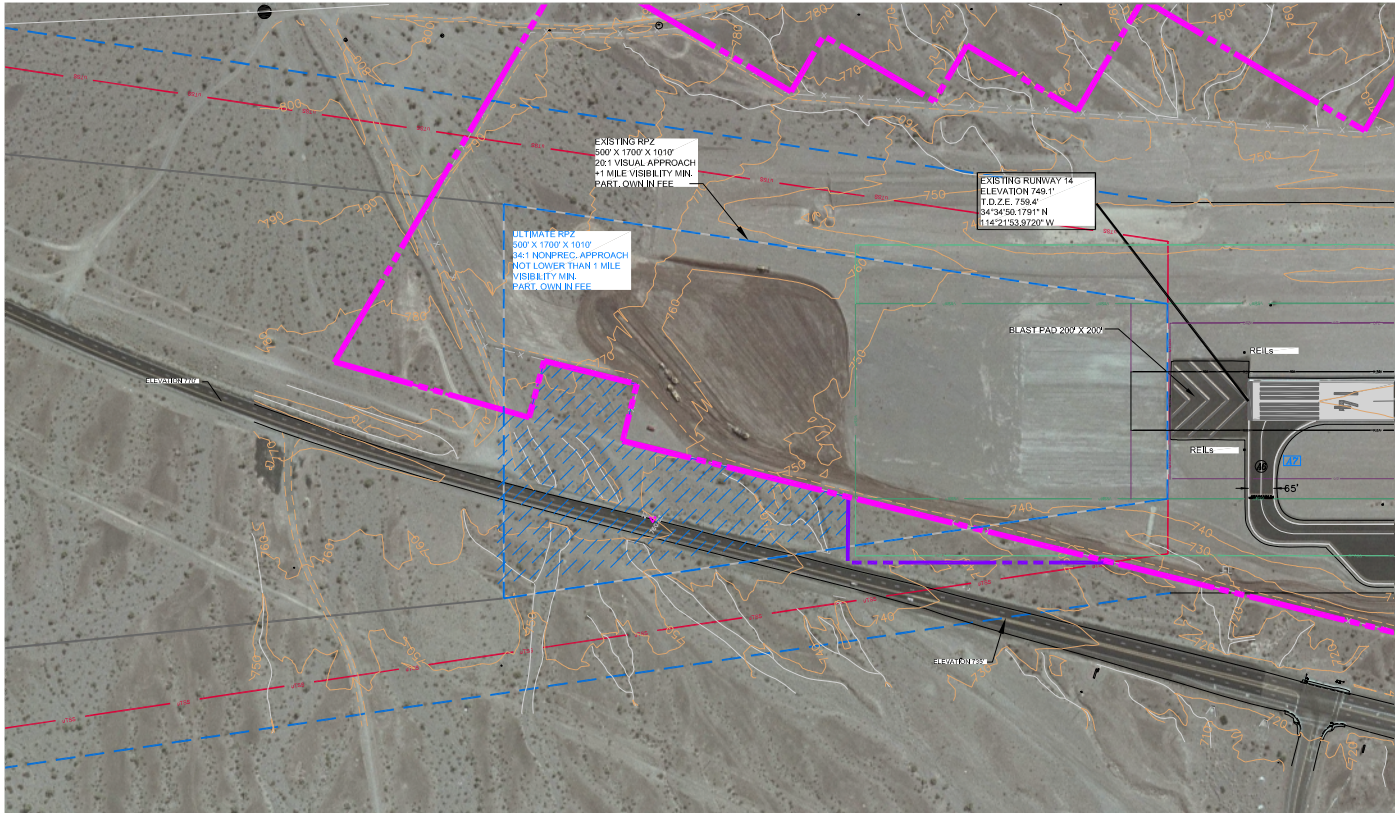
REVISIONS				
No.	REVISIONS	DATE	BY	APP'D
1	Initial	03/24/10	M. Quirk	
2	Revised	03/24/10	M. Quirk	
3	Revised	03/24/10	M. Quirk	
4	Revised	03/24/10	M. Quirk	
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97	Revised	03/24/10	M. Quirk	
98	Revised	03/24/10	M. Quirk	
99	Revised	03/24/10	M. Quirk	
100	Revised	03/24/10	M. Quirk	

LAKE HAVASU CITY MUNICIPAL AIRPORT
AIRPORT AIRSPACE
DRAWING
LAKE HAVASU CITY, ARIZONA

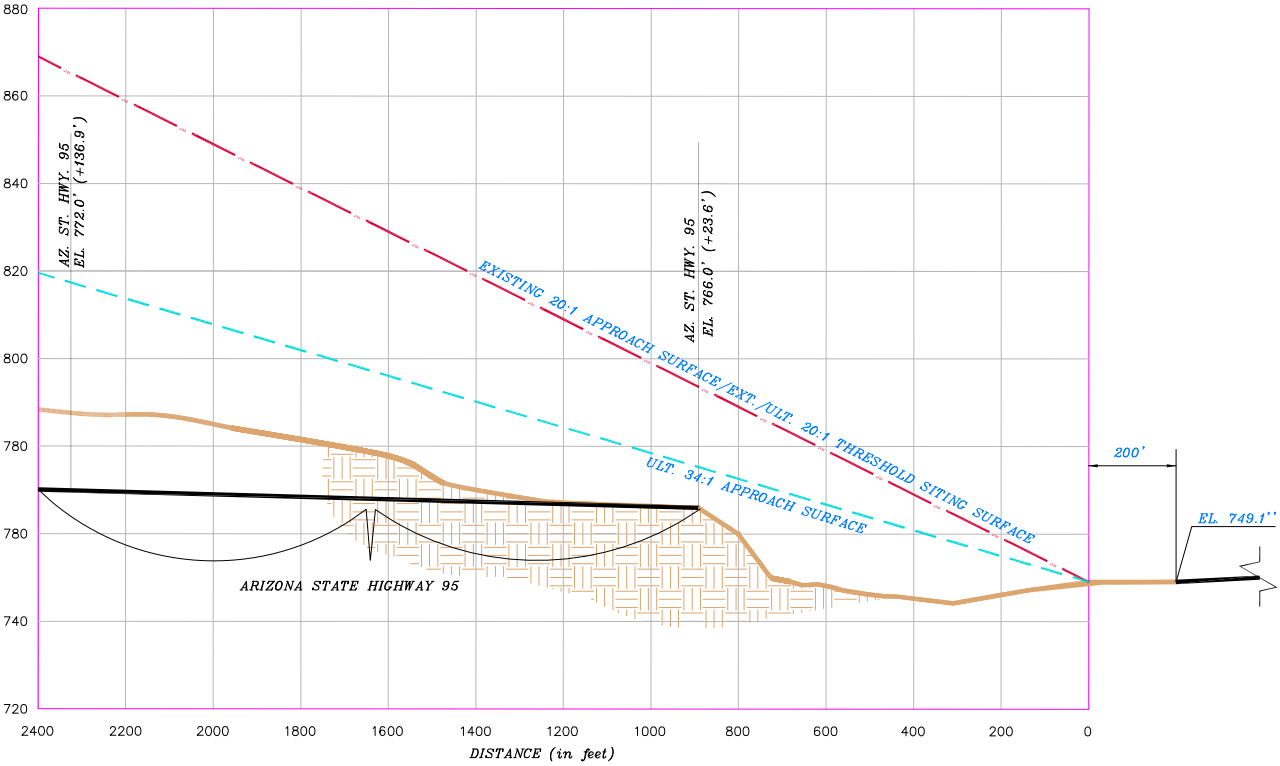
PLANNED BY: Matt Quirk
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris, P. E.

March 24, 2010 SHEET 4 OF 9

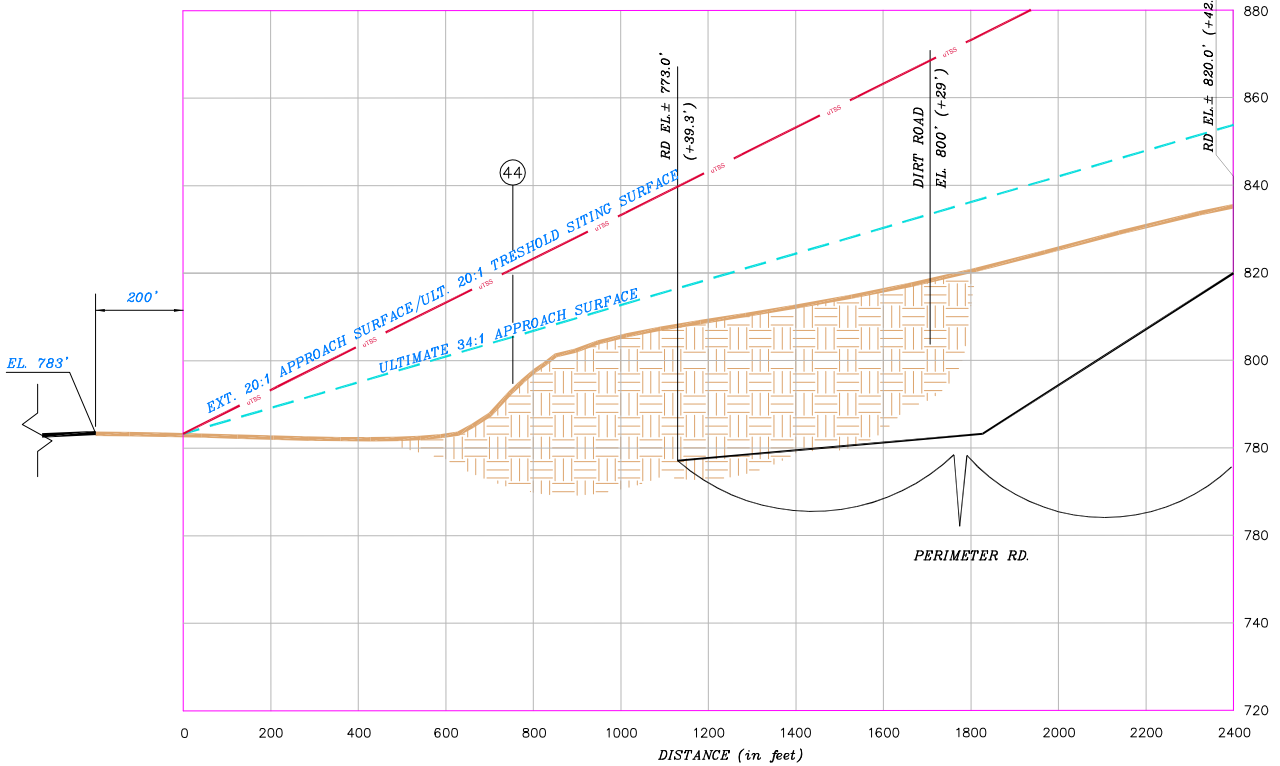
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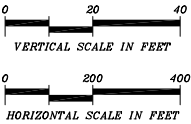
RUNWAY 14



RUNWAY 32



OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. Transmission Tower	974'	Approach	930.7'	43.3'	Obs. Light
2. Transmission Tower	903'	Approach	885'	18'	Obs. Light
18. Bush	1035'	Approach	1006'	29'	①
44. Terrain	800'	Approach	795'	5'	To Be Removed



REVISIONS				DATE	BY	APP'D.
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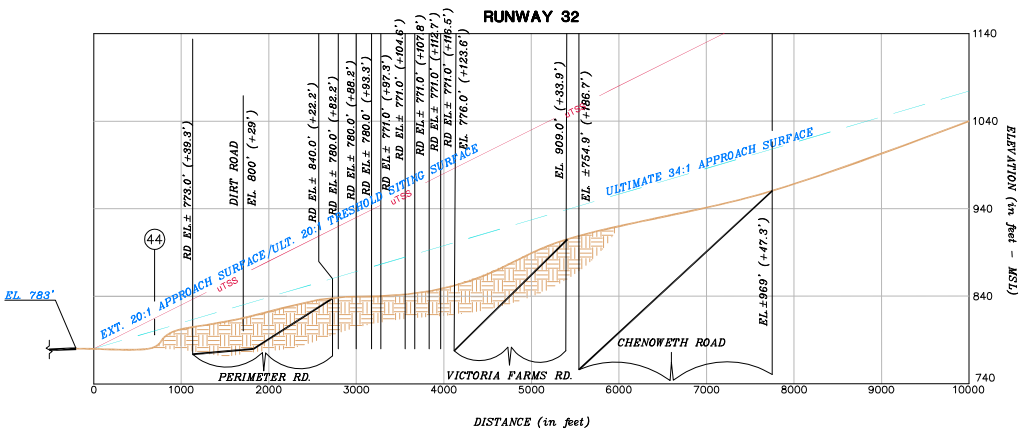
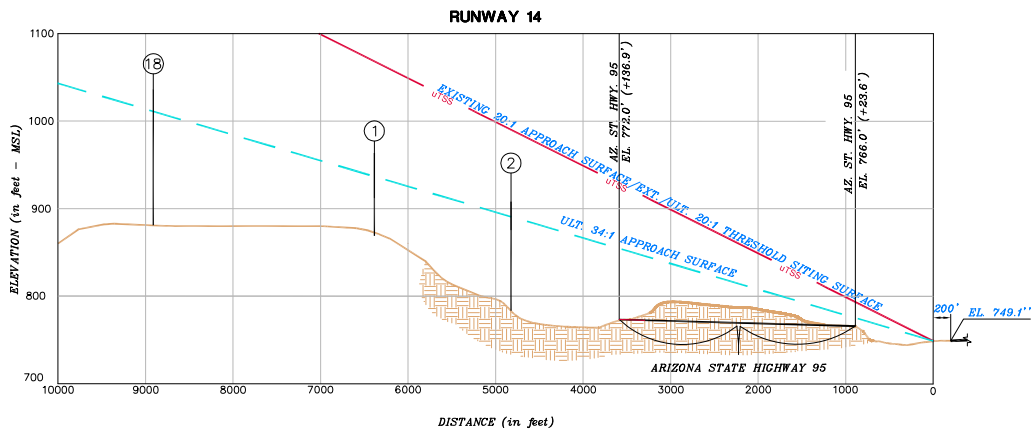
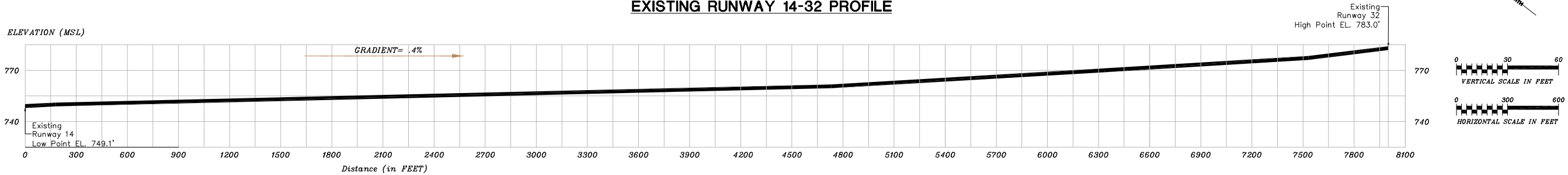
LAKE HAVASU CITY MUNICIPAL AIRPORT
INNER PORTION OF THE RUNWAY
14-32 APPROACH SURFACE
DRAWING
LAKE HAVASU CITY, ARIZONA

PLANNED BY: Matt Quirk
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris, P. E.
March 24, 2010

SHEET 5 OF 9

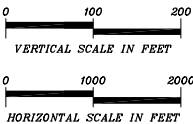
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EXISTING RUNWAY 14-32 PROFILE



OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. Transmission Tower	974'	Approach	930.7'	43.3'	Obs. Light
2. Transmission Tower	903'	Approach	885'	18'	Obs. Light
18. Bush	1035'	Approach	1006'	29'	①
44. Terrain	800'	Approach	795'	5'	To Be Removed



DRAFT

No.	REVISIONS	DATE	BY	APP'D.

"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
RUNWAY 14-32 PROFILE & OUTER
APPROACH SURFACE DRAWING
LAKE HAVASU CITY, ARIZONA

PLANNED BY: Matt Quirk
DETAILED BY: Maggie Beaver
APPROVED BY: James M. Harris, P. E.
March 24, 2010 SHEET 6 OF 9

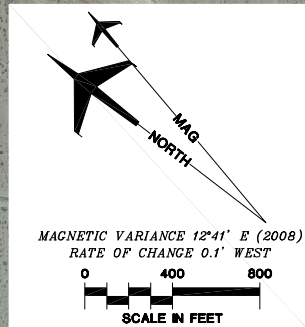
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LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING AND FACILITIES
		PAVEMENT TO BE REMOVED
		BUILDING RESTRICTION LINE (BRL)
		AVIATION EASEMENT
		AVIATION DEVELOPMENT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

ON-AIRPORT LAND USE LEGEND			
 AO	AIRFIELD OPERATIONS (± 381.84 ACRES)	 GA	GENERAL AVIATION (± 71.95 ACRES)
 ARS	AVIATION RELATED REVENUE SUPPORT (± 136.42 ACRES)	 NRS	NON-AVIATION REVENUE SUPPORT (± 20.50 ACRES)
 COM	COMMERCIAL (± 14.55 ACRES)		DNL NOISE CONTOURS

BASE MAP: AERIAL PHOTO TAKEN
JULY 2007



REVISIONS			
No.	DATE	BY	APPD.

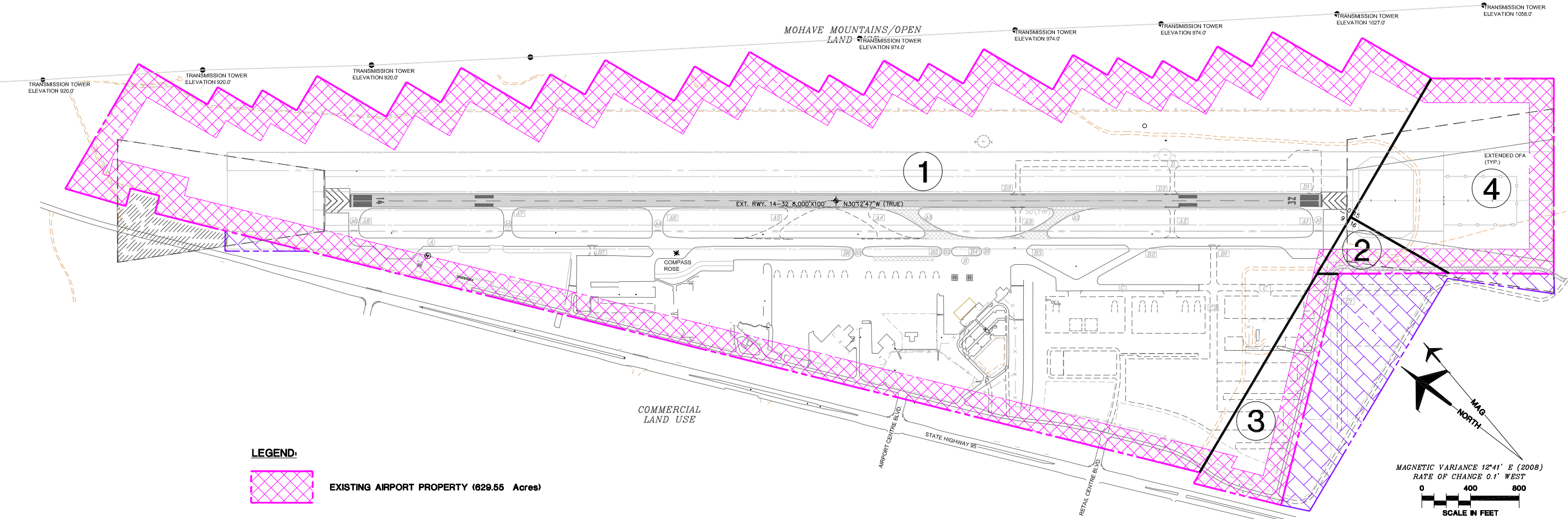
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE 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 ON-AIRPORT LAND USE DRAWING			
LAKE HAVASU CITY, ARIZONA			
PLANNED BY: Matt Quick			
DETAILED BY: Maggie Beaver			
APPROVED BY: James M. Harris, P. E.			
March 24, 2010	SHEET	8 OF 9	



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

RECORDING INFORMATION (County Assessor - Mohave County, Arizona.)						
Parcel	Owner	Acreage	Date Recorded	Recording Information	Grantor/Method	Notes
①	Lake Havasu City, AZ	±555.05	9/5/1989	Parcel # 120-01-033 Book: 1596 Page: 723/733	U.S. Government Patents	--
②	Lake Havasu City, AZ	±5.78	6/10/1999	Parcel # 120-01-037 Book: 3319 Page: 728	Poli-Gold Condemnation	FAA AIP #3-04-0071-02
③	Lake Havasu City, AZ	±20.21	12/17/1981	Parcel # 120-01-037 Book: 3319 Page: 728	Poli-Gold Condemnation	FAA AIP #3-04-0071-02
④	Lake Havasu City, AZ	±48.51	12/17/1981	Parcel # 120-03-044 Book: 768 Page: 444	State of Arizona --	FAA AIP #3-04-0071-02
⑤	---	---	---	---	--	--
Total Acreage ± 629.55						
Please note: The total acreage shown in this table is the cumulative sum of the above described parcels, whose individual acreages were obtained from the County of Mohave, Arizona Graphic Information Systems.						



LEGEND:

EXISTING AIRPORT PROPERTY (629.55 Acres)

PROPERTY TO BE ACQUIRED

PARCEL LINE

REVISIONS				
No.	REVISIONS	DATE	BY	APPD.

LAKE HAVASU CITY MUNICIPAL AIRPORT

'EXHIBIT A'

AIRPORT PROPERTY MAP

LAKE HAVASU CITY, ARIZONA

PLANNED BY: Matt Quirk

DETAILED BY: Maggie Beaver

APPROVED BY: James M. Harris, P. E.

March 24, 2010 SHEET 9 OF 9

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(816) 524-3500

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Scottsdale, AZ 85254