

terminal area is tightly constrained and has limited ability to accommodate projected growth in airline activity at the airport through the planning period and beyond. The commercial terminal area plan considers providing all terminal functions within a single building. Primary access is planned at the signalized intersection of Bullhead Parkway and Desert Foothills Parkway.

Long term planning includes accommodating air cargo facilities in the southeast quadrant of the airport. A dedicated air cargo apron is planned along with a building for sorting cargo.

The Landside Plan focuses general aviation facility development south of the terminal apron area until such time as commercial airline activities are relocated to the southeast quadrant of the airport. A 3,000 square-foot public use general aviation terminal is planned to be opened in 2009 and operated privately at Laughlin/Bullhead International Airport. This building is planned on the south general aviation apron area. An aircraft wash rack is planned north of this terminal building. The aircraft wash rack would allow for the collection of cleaning

fluids and debris from the washing of aircraft in a manner that is in compliance with storm water discharge permitting for the airport.

Larger conventional hangars are planned north of the aircraft wash rack and to the east along the southern edge of the northern terminal apron area. Approximately 73 small aircraft T-hangars are planned along the south apron west of the existing row of storage hangars. The south apron area is expanded to the south and west to replace tiedown areas lost to T-hangar development. The southerly extension is planned to accommodate additional general aviation hangar development. Segregated roadway access and automobile parking for the general aviation area extends along the eastern side of the existing general aviation hangars.

Once airline and air cargo/air freight operations are relocated south, the existing passenger terminal area is planned for alternate uses. The existing departure facility is planned to be converted to the long term general aviation terminal building. Since this building is not currently served by a dedicated parking area, a public parking

lot is planned east of Aston Drive. The main terminal building is planned to be removed to allow for airfield access revenue support parcels.

A formal helipad and two helicopter parking pads are planned on the west end of the main terminal area. A new airport rescue and firefighting (ARFF) facility is planned at the south end of existing airport property along Taxiway A to replace the existing ARFF facility located west of the terminal building.

CAPITAL NEEDS & FUNDING

The financial commitment needed to implement the proposed improvements totals approximately \$286.8 million over the next 20 years. Of the total capital needs, approximately \$272.5 million is eligible for federal grant assistance provided by the FAA, and \$7.1 million is available for grants from the State of Arizona, distributed by ADOT. The remaining \$7.1 million is the responsibility of the MCAA. The MCAA does not receive any general tax revenue support. The MCAA is self-supporting and will fund the local share with MCAA revenue derived from the operation of the airport.

LAUGHLIN BULLHEAD INTERNATIONAL AIRPORT

AIRPORT MASTER PLAN

Executive Summary



Capital Improvement Funding Summary

	Total Cost	Federally Eligible	State Eligible	Local Share
Short Term Planning Horizon (First Five Years)	\$41,024,368	\$ 38,973,150	\$1,025,609	\$1,025,609
Intermediate Term Planning Horizon (6-10 years)	112,130,000	106,523,500	2,803,250	2,803,250
Long Term Planning Horizon (11-20 years)	133,713,000	127,027,350	3,342,825	3,342,825
Total All Development	\$286,867,368	\$272,524,000	\$7,171,684	\$7,171,684

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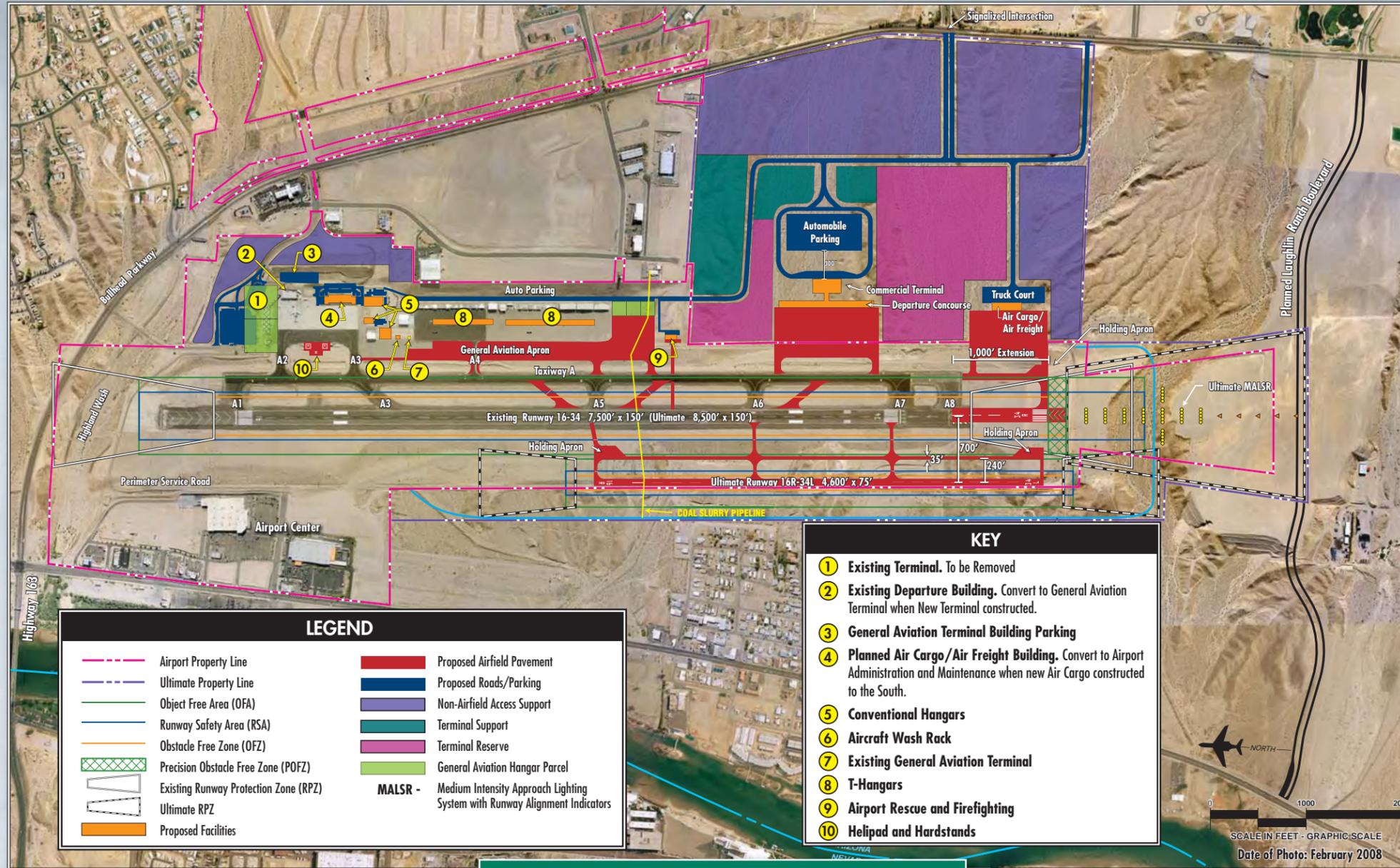


The Laughlin/Bullhead International Airport Master Plan study was undertaken by the Mohave County Airport Authority (MCAA) to outline a long-range plan for the use of the airport that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The study was funded by the Federal Aviation Administration (FAA), Arizona Department of Transportation – Aeronautics Division (ADOT), and the MCAA.

DEMAND-BASED PLAN

The Master Plan for Laughlin/Bullhead International Airport is demand-based rather than time-based. As a result, the reasonable levels of activity potential derived from this forecasting effort are related to planning horizon levels rather than dates in time. These planning horizons were established as levels of activity that will call for consideration of the implementation of the next step in the master plan program. The adjoining table summarizes the planning horizon activity milestones for Laughlin/Bullhead International Airport. These milestones are established as levels of activity that will assist the MCAA in planning for the implementation of the demand-based provisions of the master plan program.

A demand-based master plan does not specifically require the implementation of any of the demand-based improvements. Instead, it is envisioned that the implementation of any master plan improvement would be examined against demand levels prior to implementation. In many ways, this master plan is similar to a community's general plan. The master plan establishes a plan for the use of the airport facilities



RECOMMENDED MASTER PLAN CONCEPT

consistent with potential aviation needs and the capital needs required to support that use. However, individual projects in the plan are not implemented until the need is demonstrated and the project is approved by the MCAA.

AIRSIDE PLAN

The Airside Plan includes an extension of Runway 16-34 and Taxiway A 1,000 feet south to provide a total runway length of 8,500 feet. This additional length is needed by airlines serving Laughlin/Bullhead International Airport to eliminate existing payload restrictions when operating at the airport and to increase range.

The Airfield Plan includes three exit additional taxiways to enhance airfield capacity and efficiency. Each taxiway is designed as a high speed exit. This design allows the aircraft to exit the runway at a higher speed when compared with a perpendicular (right angle) exit. This reduces runway occupancy time.

A parallel runway for small general aviation aircraft maximizes airfield capacity as large and small aircraft are segregated and simultaneous operations can occur at the airport. While the airfield capacity analysis prepared for the Master Plan indicated that a parallel runway may not be needed during the planning period of this Master Plan, a parallel runway will continue to be planned at Laughlin/Bullhead International

Airport. This reserves the property south and west of the airport for this ultimate use and also allows the City of Bullhead City to continue to properly plan appropriate land uses adjacent to the airport that are compatible with this ultimate use.

A Category I (one-half mile visibility and 200-foot cloud ceiling) precision instrument approach is planned to Runway 34. A precision instrument approach to Runway 34 could either be developed utilizing the satellite-based Global Positioning System (GPS) or through the installation of the ground-based instrument landing system (ILS) at the airport.

The Airfield Plan includes the addition of a medium intensity approach lighting system with runway alignment indicator lights (MALSR) to Runway 34. The MALSR is required to lower visibility minimums below three-fourths of a mile for the planned precision instrument approach. The acquisition of approximately 107 acres of land is included in the Airfield Plan. This land is needed to accommodate the physical improvements listed above as well as meet all FAA design and safety standards.

LANDSIDE PLAN

The Landside Plan includes the acquisition of approximately 300 acres of land southeast of the airport between existing airport property and Bullhead Parkway. This land, currently owned by the Arizona State Land Department (ASLD), will accommodate future commercial airline and air cargo needs. Portions of the property along Bullhead Parkway are slated for industrial/commercial opportunities which can enhance the revenue potential to the MCAA. The area along Bullhead Parkway would be developed in a similar manner to the Airport Center located in the northwest quadrant of the airport along Highway 95.

A new commercial service terminal area is planned to replace the existing terminal building facilities. This new area is planned in the southeast quadrant of the airport on land proposed to be acquired from the ASLD. The existing

Planning Horizon Activity Levels

	BASE YEAR	PLANNING HORIZONS		
	2007	Short Term	Intermediate Term	Long Term
Airline Activity				
Enplaned Passengers	113,796	145,000	200,000	375,000
Annual Operations	1,944	5,200	7,200	12,600
Cargo Activity				
Enplaned Cargo (pounds)	1,278,400	1,530,000	1,840,000	2,640,000
Annual Operations	1,052	1,200	1,400	2,000
General Aviation Activity				
Based Aircraft	49	80	110	170
Air Taxi Operations	2,139	2,500	2,700	3,100
Annual Operations				
Local	5,638	8,200	12,000	24,600
Itinerant	16,597	22,300	30,500	53,300
Total General Aviation Operations	22,235	30,500	42,500	77,900
Military Activity				
Local	109	100	100	100
Itinerant	216	200	200	200
Total Military Operations	325	300	300	300
Total Airport Operations	27,695	39,700	54,100	95,900
Annual Instrument Approaches	NA	188	252	427