"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."

No.	REVISIONS	DATE	BY	APP'D.
1	Previous ALP Approved FAA	4/3/92	–	–

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION

TAXIWAY DESIGNATION LEGEND:

(A5) EXIST. TAXIWAY DESIGNATION

(A) ULT. TAXIWAY DESIGNATION

RUNWAY DATA

	RUNWAY 3-21 EXISTING	RUNWAY 3-21 ULTIMATE	RUNWAY 17-35 EXISTING	RUNWAY 17-35 ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	C-III	SAME	B-II	SAME
RUNWAY AZIMUTH (DEGREES)	224.39700	SAME	.06568	SAME
RUNWAY BEARING	S45°05'18" E	SAME	N90°01'56" E	SAME
RUNWAY DIMENSIONS	6,831' X 150'	7,800' X 150'	6,725' X 75'	SAME
MAXIMUM RUNWAY ELEVATION (above MSL)	3,411.5'	3,415.5'	3,449.0'	SAME
WIND COVERAGE (in %)	SEE WIND ROSE ABOVE RIGHT	SAME	SEE WIND ROSE ABOVE RIGHT	SAME
APPROACH VISIBILITY MINIMUMS	+1 MILE/+3/4 MILE	+3/4 MILE/+3/4 MILE	+1 MILE/+1 MILE	+3/4 MILE/+3/4 MILE
FAR PART 77 CATEGORY	VISUAL/NONPRECISION	NONPRECISION/PRECISION	VISUAL/VISUAL	NONPREC/NONPREC
RUNWAY INSTRUMENTATION	VISUAL/NONPRECISION	NONPRECISION/PRECISION	VISUAL/VISUAL	NONPREC/NONPREC
RUNWAY APPROACH SURFACES	20:1/34:1	34:1/50:1	20:1/20:1	34:1/34:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	NONE	SAME
RUNWAY STOPWAY	NONE	SAME	NONE	SAME
RUNWAY SAFETY AREA (RSA)	8,831' X 500'	9,800' X 500'	7,325' X 150'	SAME
RSA DISTANCE BEYOND EACH RUNWAY END	1000'/1000'	SAME	300'/300'	SAME
RUNWAY OBJECT FREE AREA (OFA)	8,831' X 800'	9,800' X 800'	7,325' X 500'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,831' X 400'	8,800' X 400'	7,125' X 400'	SAME
TOUCHDOWN ZONE ELEVATION	NA/3,401.0'	NA/SAME	NA/NA	SAME
TAKEOFF RUN AVAILABLE (TORA)	6,831'/6,831'	7,800'/7,800'	6,725'/6,725'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	6,831'/6,831'	7,800'/7,800'	6,725'/6,725'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,831'/6,831'	7,800'/7,800'	6,725'/6,725'	SAME
LANDING DISTANCE AVAILABLE (LDA)	6,831'/6,831'	7,800'/7,800'	6,725'/6,725'	SAME
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT-CONCRETE	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)[1]	46 (S), 60 (D), 165 (DT)	150 (DW)	28 (S), 40 (D)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	0.25	SAME	1.32	SAME
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME
RUNWAY MARKING	NONPRECISION (BOTH)	NONPRECISION/PRECISION	BASIC (BOTH)	NONPREC/NONPREC
RUNWAY APPROACH LIGHTING	NONE	MALSR (RWY. 21)	NONE	NONE
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	NONE
TAXIWAY LIGHTING	MITL[2]	MITL (ALL)	NONE[2]	MITL
TAXIWAY MARKING	CENTERLINE	CENTERLINE/EDGE	CENTERLINE	CENTERLINE/EDGE
NAVIGATIONAL AIDS	VOR/DME -- -- -- --	SAME ILS (RWY. 21) GPS (RWY. 21) -- --	VOR/DME -- -- -- --	-- -- -- -- --
VISUAL AIDS	VASI-2 (BOTH) -- -- --	SAME -- -- --	PAPI-4 (BOTH) -- -- --	SAME -- -- --

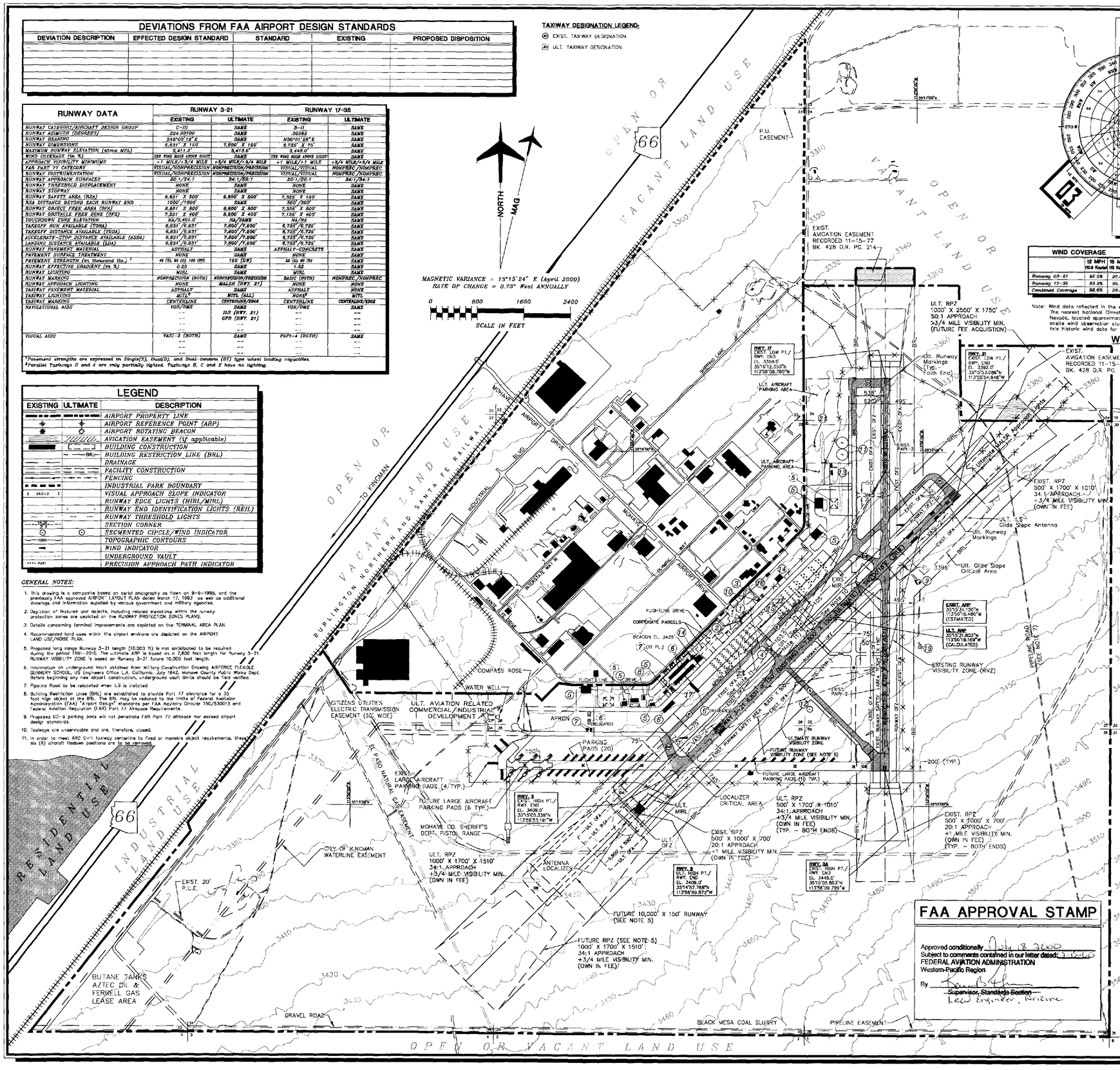
[1]Pavement strengths are expressed in Single(S), Dual(D), and Dual-tandem (DT) type wheel loading capacities.
[2]Parallel Taxiways D and A are only partially lighted. Taxiways B, C and X have no lighting.

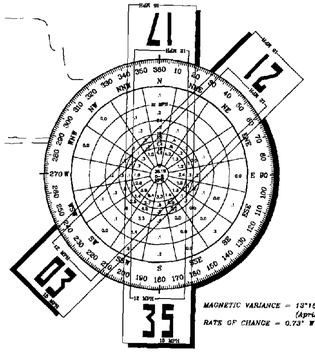
LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING CONSTRUCTION
	BR:	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		INDUSTRIAL PARK BOUNDARY
1 VASI-2 1		VISUAL APPROACH SLOPE INDICATOR
		RUNWAY EDGE LIGHTS (HIRL/MIRL)
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080		TOPOGRAPHIC CONTOURS
		WIND INDICATOR
		UNDERGROUND VAULT
**** PAPI		PRECISION APPROACH PATH INDICATOR

GENERAL NOTES:

1. This drawing is a composite based on aerial photography as flown on 9-9-1998, and the previously FAA approved AIRPORT LAYOUT PLAN dated March 17, 1993 as well as additional drawings and information supplied by various government and military agencies.
2. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the RUNWAY PROTECTION ZONES PLANS.
3. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
4. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE/NOISE PLAN.
5. Proposed long range Runway 3-21 length (10,000 ft) is not anticipated to be required during the period 1991-2010. The ultimate ARP is based on a 7,800 foot length for Runway 3-21. RUNWAY VISIBILITY ZONE is based on Runway 3-21 future 10,000 foot length.
6. Information on underground Vault obtained from Military Construction Drawing AIRFORCE FLEXIBLE GUNNERY SCHOOL, US Engineers Office L.A. California, July 1942, Mohave County Public Works Dept. Before beginning any new airport construction, underground vault limits should be field verified.
7. Pipeline Road to be relocated when ILS is installed.
8. Building Restriction Lines (BRL) are established to provide Part 77 clearance for a 35 foot high object at the BRL. The BRL may be reduced to the limits of Federal Aviation Administration (FAA) "Airport Design" standards per FAA Advisory Circular 150/5300-13 and Federal Aviation Regulation (FAR) Part 77 Airspace Requirements.
9. Proposed GC-9 parking pads will not penetrate FAR Part 77 airspace nor exceed airport design standards.
10. Taxiways are unserviceable and are, therefore, closed.
11. In order to meet ARC C-III taxiway centerline to fixed or movable object requirements, three (3) six (6) aircraft tiedown positions are to be removed.





WIND COVERAGE

	12 MPH	16 MPH
	10.5 Knots	13 Knots
Runway 03-21	95.5%	97.6%
Runway 17-35	89.3%	95.1%
Combined Coverage	98.6%	99.3%

SOURCE: NOAA National Climatic Center Asheville, N.C.
DATA STATION: Kingman Airport Kingman, Arizona
OBSERVATIONS: 9,575 Observations Jan. 1969 – Dec. 1989 (Note: Observations from 6:00 am to 9:00/10:00 pm)

Note: Wind data reflected in the above windrose is the most current data available. The nearest National Climatic Data Center (NCDC) reporting station is Las Vegas, Nevada, located approximately 105 nautical miles northwest. Minimum one year onsite wind observation study may be necessary in order to verify or update this historic wind data for Kingman Airport.

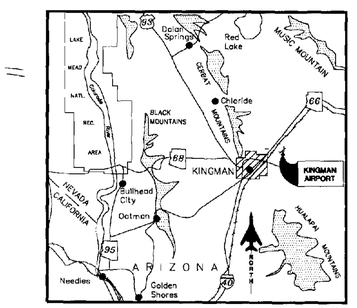
WINDROSE

AIRPORT DATA

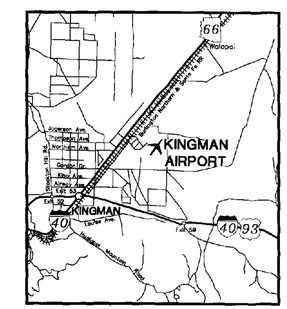
KINGMAN AIRPORT (IGM)

CITY: KINGMAN STATE: ARIZONA COUNTY: MOHAVE
RANGE: R16W TOWNSHIP: T22N CIVIL TOWNSHIP: N/A

		EXISTING	ULTIMATE
NATIONAL PLAN of INTEGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		COMMERCIAL-NONPRIMARY	SAME
DESIGN AIRCRAFT		B737-300	SAME
AIRPORT REFERENCE CODE (ARC). RUNWAY CATEGORY/DESIGN GROUP		C-III	SAME
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		3,446'	SAME
ACREAGE		4,200	4,285
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		97.1°F (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	35°15'34.120"N	35°15'31.803"N
	Longitude	113°56'16.480"W	113°56'19.169"W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON TVOR -- --	SAME SAME ILS – (RWY. 21) MALSR – (RWY. 21)
GPS APPROACH		NO	YES (RWY. 21)
RUNWAY END COORDINATES (NAD 83)		EXISTING	ULTIMATE
RUNWAY 3	Latitude	35°15'05.336"N	35°14'57.768"N
	Longitude	113°56'53.191"W	113°56'59.572"W
RUNWAY 21	Latitude	35°15'53.089"N	SAME
	Longitude	113°55'54.946"W	SAME
RUNWAY 17	Latitude	35°16'12.350"N	SAME
	Longitude	113°56'09.760"W	SAME
RUNWAY 35	Latitude	35°15'05.853"N	SAME
	Longitude	113°56'09.799"W	SAME



LOCATION MAP



VICINITY MAP
NOT TO SCALE

0 16 32
SCALE IN MILES

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	--	TERMINAL BUILDING
2	--	AIR TRAFFIC CONTROL TOWER (ATCT)- NOT ACTIVE
3	--	AIRPORT RESCUE and FIREFIGHTING (ARFF)
4	--	SECURITY TRAILER
5	--	CONVENTIONAL HANGAR
6	6	SHADE/T-HANGAR
	7	BOX HANGAR
8	--	ABOVEGROUND FUEL STORAGE FACILITY
9	--	TERMINAL VHF OMNIRANGE (TVOR)
10	10	KINGMAN AIRPORT AUTHORITY ADMINISTRATION
11	--	HELIPAD
12	--	SEGMENTED CIRCLE/LIGHTED WIND CONE
13	--	SEAT (Single Engine Air Tanker) FACILITY
14	14	FIXED BASE OPERATOR (FBO)
15	--	FUEL ISLAND/UNDERGROUND STORAGE TANKS
16	--	BUILDING
--	17	WASH RACK
--	18	LARGE AIRCRAFT REPAIR FACILITY
19	--	ASOS
20	--	THIS NUMBER NOT USED
21	--	LANDFILL (CLOSED)
--	22	AIRPORT MAINTENANCE BUILDING
--	23	AIRCRAFT DEICING PAD

FAA APPROVAL STAMP

Approved conditionally July 18 2000
Subject to comments contained in our letter dated: 7-18-00
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By _____
Supervisor, Standards Section
Lew Engineer, Arizona

SUBMITTED BY: ON THE DATE OF:
Coffman Associates
FOR APPROVAL BY:
KINGMAN AIRPORT AUTHORITY, INC.
APPROVED BY: ON THE DATE OF: 5/1/00
Robert S. Najeka
Airport Manager

KINGMAN AIRPORT

AIRPORT LAYOUT PLAN

KINGMAN, ARIZONA

PLANNED BY:	James M. Harris, P.E.
DETAILED BY:	W.E. Holland/Maggie Hagen
APPROVED BY:	James M. Harris, P.E.
April 18, 2000	SHEET 1 OF 9

Coffman Associates Airport Consultants

Coffman Associates KINGALP.DWG 04-18-2000 13:20