

LOCATION MAP

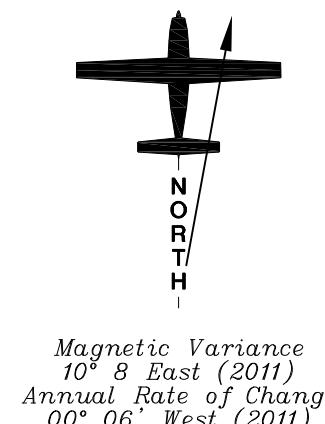
| ALL WEATHER WIND COVERAGE |            |          |          |          |
|---------------------------|------------|----------|----------|----------|
| Runways                   | 10.5 Knots | 13 Knots | 16 Knots | 20 Knots |
| Runway 3-21               | 80.95%     | 88.36%   | 95.31%   | 98.77%   |
| Runway 8-26               | 89.23%     | 93.54%   | 90.95%   | 98.88%   |
| Runway 12-30              | 83.00%     | 88.93%   | 94.10%   | 97.56%   |
| Combind                   | 89.17%     | 92.74%   | 99.94%   | 99.99%   |

| RUNWAY DATA  | RUNWAY 8-26                            |    |          |    | RUNWAY 12-30                            |    |          |    | RUNWAY 3-21                             |    |          |    |
|--|--|----|----------|----|---|----|----------|----|---|----|----------|----|
|  | EXISTING                               |    | ULTIMATE |    | EXISTING                                |    | ULTIMATE |    | EXISTING                                |    | ULTIMATE |    |
|  | 8                                      | 26 | 8        | 26 | 12                                      | 30 | 12       | 30 | 3                                       | 21 | 3        | 21 |
| AIRCRAFT APPROACH CATEGORY-DESIGN GROUP/MILITARY CLASS         | E-V                                    |    |          |    | C-III                                   |    |          |    | B-II                                    |    |          |    |
| CRITICAL AIRCRAFT  | B-747-400/F16                          |    |          |    | B-737-300/C-130                         |    |          |    | KING AIR                                |    |          |    |
| CRITICAL AIRCRAFT WINGSPAN (FEET)                              | 195.7                                  |    |          |    | 94.75                                   |    |          |    | 50.2                                    |    |          |    |
| CRITICAL AIRCRAFT UNDERCARRIAGE WIDTH (FEET)                   | 35.9                                   |    |          |    | 14.3                                    |    |          |    | 12.7                                    |    |          |    |
| CRITICAL AIRCRAFT APPROACH SPEED (KNOTS)                       | 141                                    |    |          |    | 135                                     |    |          |    | 100                                     |    |          |    |
| CRITICAL AIRCRAFT MAXIMUM CPTIED TAKEOFF WEIGHT (1,000 LBS.)   | 600                                    |    |          |    | 139.5                                   |    |          |    | 9.65                                    |    |          |    |
| APPROACH VISIBILITY MINIMUMS (LOWEST)                          | 1 MILE 3/4 MILE                        |    |          |    | VISUAL VISUAL                           |    |          |    | VISUAL VISUAL                           |    |          |    |
| F.A.R. PART 77 CATEGORY  | NON-PREC PRECISION                     |    |          |    | NON-PREC NON-PREC                       |    |          |    | UTILITY UTILITY                         |    |          |    |
| PERCENTAGE OF WIND COVERAGE (ALL WEATHER IN MPH)               | 88.54%-12.89.23%-15.79.80-18.99.94-23% |    |          |    | 85.17%-12.92.52%-15.97.95%-18.98.55%-23 |    |          |    | 68.86%-12.78.02%-15.88.88%-18.76.45%-23 |    |          |    |
| LINE OF SIGHT REQUIREMENT MET                                  | YES                                    |    |          |    | YES                                     |    |          |    | YES                                     |    |          |    |
| MAXIMUM ELEVATION (ABOVE MSL) (NAVD 88)                        | 4718.6'                                |    |          |    | 4614.6'                                 |    |          |    | 4670.5'                                 |    |          |    |
| LOWEST ELEVATION (ABOVE MSL) (NAVD 88)                         | 4598.5'                                |    |          |    | 4611.6'                                 |    |          |    | 4585.2'                                 |    |          |    |
| RUNWAY DIMENSIONS  | 12,001' x 150'                         |    |          |    | 5,366' x 100'                           |    |          |    | 4,285' x 75'                            |    |          |    |
| RUNWAY BEARING (TRUE BEARING - DECIMAL DEGREES)                | 89.88 269.90                           |    |          |    | 126.68 306.69                           |    |          |    | 36.69 216.69                            |    |          |    |
| RUNWAY APPROACH SURFACES (F.A.R. PART 77)                      | 34.1 50.1                              |    |          |    | 20.1 20.1                               |    |          |    | 20.1 20.1                               |    |          |    |
| RUNWAY END ELEVATION (NAVD 88)                                 | 4718.6' 4598.5'                        |    |          |    | 4611.6' 4614.6'                         |    |          |    | 4670.5' 4585.2'                         |    |          |    |
| RUNWAY THRESHOLD DISPLACEMENT                                  | 0' 6'                                  |    |          |    | 0' 0'                                   |    |          |    | 0' 0'                                   |    |          |    |
| RUNWAY THRESHOLD SITING REQUIREMENTS (APPENDIX 2, CATEGORY)    | 0' 6'                                  |    |          |    | 0' 0'                                   |    |          |    | 0' 0'                                   |    |          |    |
| RUNWAY STOPWAY   | 0' 0'                                  |    |          |    | 0' 0'                                   |    |          |    | 0' 0'                                   |    |          |    |
| RUNWAY SAFETY AREA WIDTH (RSA)                                 | 500'                                   |    |          |    | 500'                                    |    |          |    | 150'                                    |    |          |    |
| RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END                | 1000' 1000'                            |    |          |    | 1000' 1000'                             |    |          |    | 300' 300'                               |    |          |    |
| RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)                          | 400'                                   |    |          |    | 400'                                    |    |          |    | 250'                                    |    |          |    |
| RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END         | 200' 200'                              |    |          |    | 200' 200'                               |    |          |    | 200' 200'                               |    |          |    |
| RUNWAY OBJECT FREE AREA WIDTH (OFA)                            | 800'                                   |    |          |    | 800'                                    |    |          |    | 500'                                    |    |          |    |
| RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END           | 1,000' 1,000'                          |    |          |    | 1000' 1000'                             |    |          |    | 300' 300'                               |    |          |    |
| RUNWAY PAVEMENT SURFACE MATERIAL                               | ASPHALT/CONCRETE                       |    |          |    | ASPHALT/CONCRETE                        |    |          |    | ASPHALT/CONCRETE                        |    |          |    |
| RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.) <sup>1</sup>       | 75(S)/200(D)/450(DT)/700(DDT)          |    |          |    | 46(S)/106(D)/137(DT)/172(DDT)           |    |          |    | UNKNOWN                                 |    |          |    |
| RUNWAY EFFECTIVE GRADIENT                                      | 1.0%                                   |    |          |    | 0.1%                                    |    |          |    | 2.0%                                    |    |          |    |
| RUNWAY MAXIMUM GRADIENT  | 0.58%                                  |    |          |    | 0.48%                                   |    |          |    | 0.48%                                   |    |          |    |
| RUNWAY TOUCHDOWN ZONE ELEVATION (ABOVE MSL)                    | 4719.1 4629.0                          |    |          |    | 4618.6 4619.6                           |    |          |    | 4648.0 4647.4                           |    |          |    |
| RUNWAY MARKING   | PRECISION PRECISION                    |    |          |    | NON-PREC NON-PREC                       |    |          |    | VISUAL VISUAL                           |    |          |    |
| RUNWAY LIGHTING  | HURL                                   |    |          |    | MIRL                                    |    |          |    | MIRL                                    |    |          |    |
| RUNWAY APPROACH LIGHTING                                       | NONE NONE                              |    |          |    | NONE NONE                               |    |          |    | NONE NONE                               |    |          |    |
| RUNWAY TO TAXIWAY SEPARATION (FROM CENTERLINE TO CENTERLINE)   | 500'                                   |    |          |    | 400'                                    |    |          |    | 240'                                    |    |          |    |
| RUNWAY HOLD LINE POSITION (FROM RUNWAY CENTERLINE)             | 328'                                   |    |          |    | 250'                                    |    |          |    | 200'                                    |    |          |    |
| TAXIWAY TO TAXILANE SEPARATION (FROM CENTERLINE TO CENTERLINE) | 267'                                   |    |          |    | 152'                                    |    |          |    | 105'                                    |    |          |    |
| TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT                 | 160'                                   |    |          |    | 93'                                     |    |          |    | 65.5'                                   |    |          |    |
| TAXIWAY LIGHTING   | MITL/REFLECTORS                        |    |          |    | MITL/REFLECTORS                         |    |          |    | MITL/REFLECTORS                         |    |          |    |
| TAXIWAY MARKING  | CENTERLINE/EDGE                        |    |          |    | CENTERLINE/EDGE                         |    |          |    | CENTERLINE/EDGE                         |    |          |    |
| TAXIWAY SURFACE MATERIAL                                       | ASPHALT/CONCRETE                       |    |          |    | ASPHALT/CONCRETE                        |    |          |    | ASPHALT/CONCRETE                        |    |          |    |
| TAXIWAY WINGTIP CLEARANCE                                      | 53'                                    |    |          |    | 34'                                     |    |          |    | 26'                                     |    |          |    |
| TAXIWAY WIDTH  | 75'                                    |    |          |    | 50'-75'                                 |    |          |    | 50'-75'                                 |    |          |    |
| TAXIWAY SAFETY AREA WIDTH                                      | 214'                                   |    |          |    | 118'                                    |    |          |    | 79'                                     |    |          |    |
| TAXIWAY OBJECT FREE AREA WIDTH                                 | 320'                                   |    |          |    | 186'                                    |    |          |    | 131'                                    |    |          |    |
| RUNWAY VISUAL NAVIGATIONAL AIDS                                | PAPI-4 REIL                            |    |          |    | PAPI-4 REIL                             |    |          |    | NONE NONE                               |    |          |    |
| RUNWAY ELECTRONIC NAVIGATIONAL AIDS                            | GPS ASR/PAR TACAN                      |    |          |    | GPS ASR/PAR ILS/LOC NDB MALS            |    |          |    | GPS ASR/PAR ILS/LOC NDB MALS            |    |          |    |

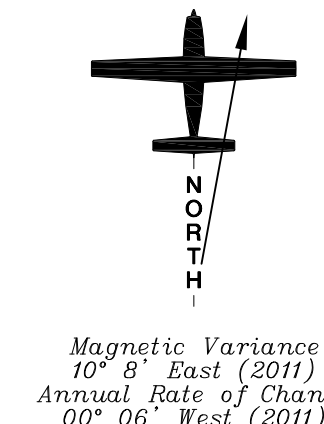
<sup>1</sup>Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT) and Double Dual Tandem(DDT) wheel loading capacities.

| RUNWAY END COORDINATES (NAD 83) |           |                     |      |
|---------------------------------|-----------|---------------------|------|
| RUNWAY 8                        | Latitude  | 31° 35' 15.2281" N  | SAME |
|                                 | Longitude | 110° 22' 01.3797" W | SAME |
| RUNWAY 26                       | Latitude  | 31° 35' 15.4464" N  | SAME |
|                                 | Longitude | 110° 19' 42.6768" W | SAME |
| RUNWAY 12                       | Latitude  | 31° 35' 34.3510" N  | SAME |
|                                 | Longitude | 110° 20' 35.7654" W | SAME |
| RUNWAY 30                       | Latitude  | 31° 35' 02.6253" N  | SAME |
|                                 | Longitude | 110° 19' 46.0296" W | SAME |
| RUNWAY 3                        | Latitude  | 31° 35' 10.1480" N  | SAME |
|                                 | Longitude | 110° 20' 56.2906" W | SAME |
| RUNWAY 3 (displaced threshold)  | Latitude  | 31° 35' 20.0878" N  | SAME |
|                                 | Longitude | 110° 20' 47.6401" W | SAME |
| RUNWAY 21                       | Latitude  | 31° 35' 44.1424" N  | SAME |
|                                 | Longitude | 110° 20' 26.7031" W | SAME |

| IFR CAT-I WIND COVERAGE |            |          |          |          |
|-------------------------|------------|----------|----------|----------|
| Runways                 | 10.5 Knots | 13 Knots | 16 Knots | 20 Knots |
| Runway 3-21             | 71.15%     | 78.48%   | 87.69%   | 94.77%   |
| Runway 8-26             | 87.46%     | 91.68%   | 94.73%   | 97.33%   |
| Runway 12-30            | 78.57%     | 84.99%   | 91.02%   | 95.45%   |
| Combind                 | 98.11%     | 99.22%   | 99.79%   | 99.96%   |



Magnetic Variance  
10° 8' East (2011)  
Annual Rate of Change  
00° 06' West (2011)



Magnetic Variance  
10° 8' East (2011)  
Annual Rate of Change  
00° 06' West (2011)

| NON STANDARD TABLE                                |  |  |                                    |                                   |
|---|--|--|------------------------------------|-----------------------------------|
| NON-STANDARD CONDITION                            | EFFECTED DESIGN STANDARD                                       | STANDARD                                 | EXISTING                           | ACTION                            |
| WINDSOCK A, B AND F IN RSA                        | RUNWAY SAFETY AREA (RSA)                                       | OUTSIDE OF RSA                           | INSIDE RSA                         | RELOCATE WINDSOCK OUTSIDE OF RSA  |
| AWOS ACCESS ROAD INSIDE RSA                       | RUNWAY SAFETY AREA (RSA)                                       | OUTSIDE OF RSA                           | INSIDE RSA                         | RELOCATE AWOS ROAD OUTSIDE OF RSA |
| HOLD POSITION MARKINGS ON TAXIWAYS A, B, DI AND F | LOCATION DISTANCES FOR HOLD MARKINGS FOR APPROACH CATEGORY "D" | 250' + 1' FOR EVERY 100' ABOVE SEE LEVEL | TWY A AND F 275' TWY B AND DI 175' | RELOCATE HOLD MARKINGS            |
| HOLD POSITION SIGNS ON TAXIWAYS A, B, DI AND F    | LOCATION DISTANCES FOR HOLD SIGNS FOR APPROACH CATEGORY "D"    | 250' + 1' FOR EVERY 100' ABOVE SEE LEVEL | TWY A AND F 275' TWY B AND DI 175' | RELOCATE HOLD POSITION SIGNS      |

| AIRPORT DATA  |                          |                     |
|---|--------------------------|---------------------|
| SIERRA VISTA MUNICIPAL AIRPORT, LIBBY ARMY AIRFIELD (FNU) |                          |                     |
| CITY: SIERRA VISTA  | COUNTY: COCHISE, ARIZONA |                     |
| RANGE: R 20E  | TOWNSHIP: T 21S          | CIVIL TOWNSHIP: N/A |
| AIRPORT SERVICE LEVEL                                     | EXISTING                 | ULTIMATE            |
| AIRPORT REFERENCE CODE                                    | COMMERCIAL               | SAME                |
| DESIGN AIRCRAFT   | E-V                      | SAME                |
|   | CIVILIAN (D-V)           | SAME                |
|   | BOEING 747-400           | SAME                |
| AIRPORT ELEVATION (NAVD 88)                               | 4719.1' (MSL)            | SAME                |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH                 | 93°F (July)              | SAME                |
| AIRPORT REFERENCE POINT                                   | Latitude                 | 31°35'18.5000"N     |
| (ARP) COORDINATES (NAD 83)                                | Longitude                | 110°20'39.8000"W    |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS                    | ILS (8-26)               | SAME                |
|   | VOR                      | SAME                |
|   | NDB                      | SAME                |
|   | BEACON                   | SAME                |
|   | ASR/PAR                  | SAME                |
|   | GPS                      | SAME                |

SOURCE  
NOAA National Climatic Center  
Asheville, North Carolina  
Sierra Vista Municipal Airport/  
Libby Army Airfield  
Sierra Vista, Arizona

OBSERVATIONS:  
92,500 All Weather Observations  
1,354 IFR CAT-I Observations  
January 1990-March 2009

SOURCE  
NOAA National Climatic Center  
Asheville, North Carolina  
Sierra Vista Municipal Airport/  
Libby Army Airfield  
Sierra Vista, Arizona

OBSERVATIONS:

SIERRA VISTA MUNICIPAL AIRPORT  
LIBBY ARMY AIRFIELD

**AIRPORT DATA SHEET**

SIERRA VISTA, ARIZONA

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

July 28, 2011 SHEET 1 OF 15

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|     |           |      |    |        |

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