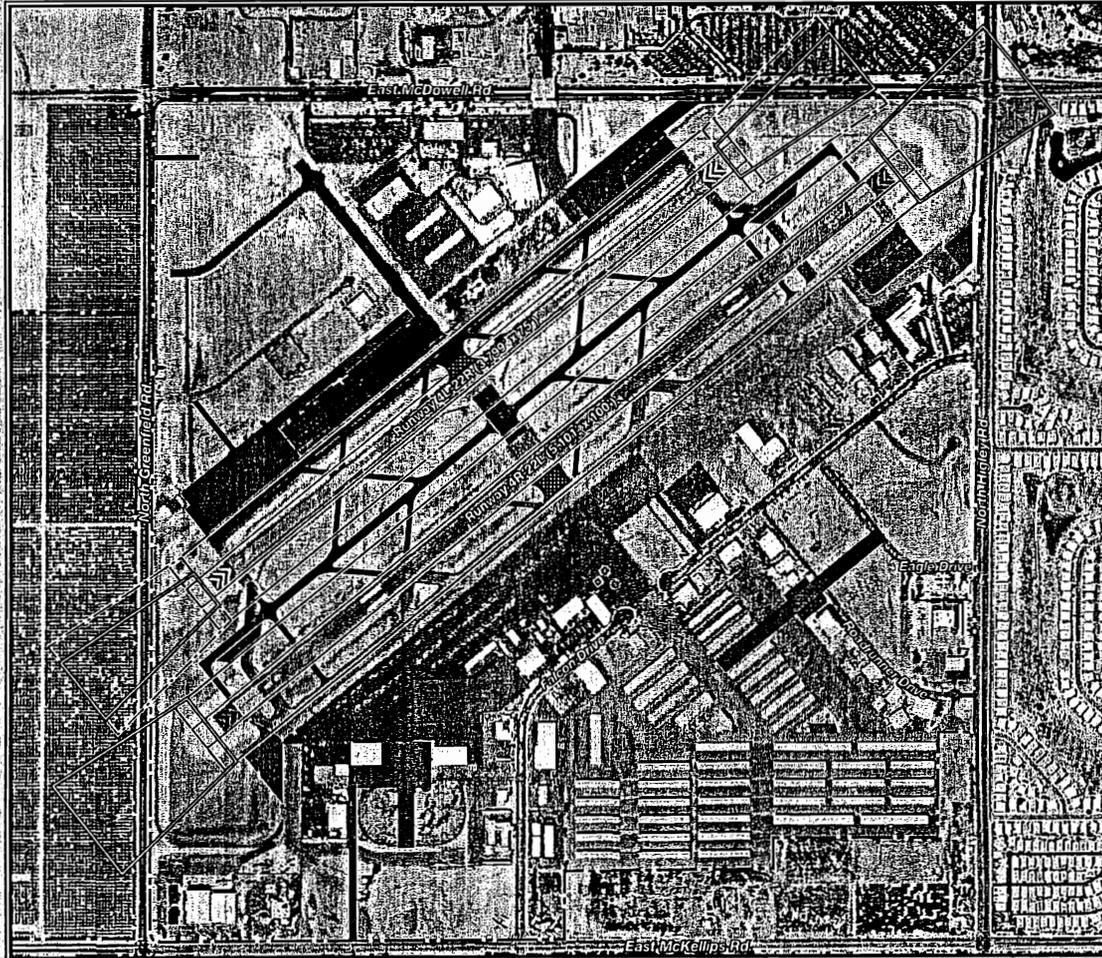


EXHIBIT B1: LAND USE COMPATIBILITY GUIDELINES

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N	N	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N	N	N	N	N
PUBLIC USE						
Schools	Y	N	N	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	Y ⁵
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock farming and breeding	Y	Y ²	Y ²	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y ³	Y ⁵	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

SOURCE:
14 CFR PART 150
APPENDIX A, TABLE 1

EXHIBIT 6B: DEVELOPMENT STAGING (LONG TERM)



Design and Relocate Taxiway E to 240' Separation from Runway 4L-22R

Design and Relocate Taxiway A

Design and Relocate Taxiway C

Design and Construct High-Speed Exit Taxiways on North Side of Runway 4L-22R

Design and Construct High-Speed Exit Taxiways on South Side of Runway 4L-22R

Design and Construct Northeast Aircraft Parking Apron

**TOTAL INTERMEDIATE TERM PROGRAM
(INCLUDES 30% INFLATION FACTOR)**

PROJECT COST \$35,904,700

FAA ELIGIBLE \$31,682,690

ADOT ELIGIBLE \$833,755

LOCAL SHARE \$3,388,255

**TOTAL PROJECT COSTS
(INCLUDING INFLATION FACTORS)**

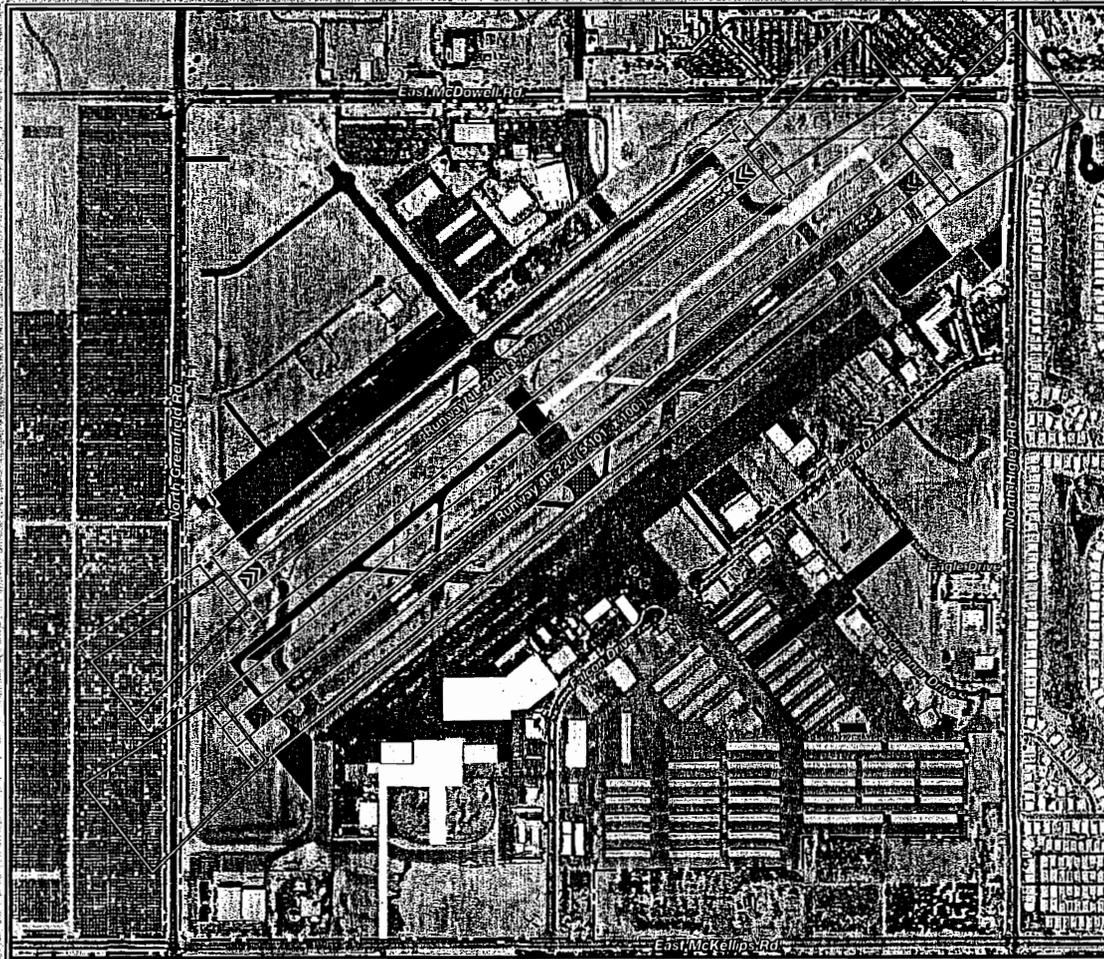
PROJECT COST \$77,050,850

FAA ELIGIBLE \$63,894,958

ADOT ELIGIBLE \$6,451,446

LOCAL SHARE \$6,704,446

EXHIBIT 6B: DEVELOPMENT STAGING (INTER TERM)

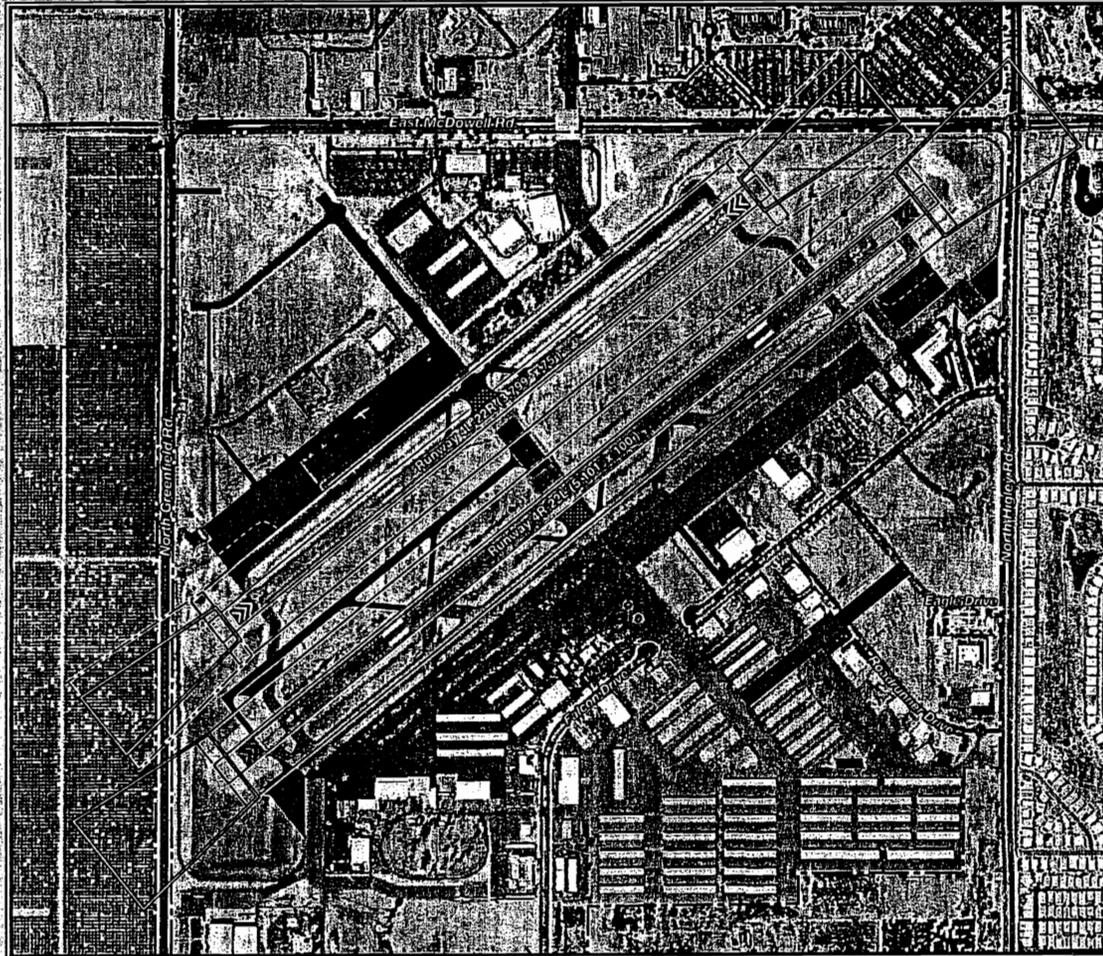


- Design New Terminal Building/Remove Existing Terminal Building/Construct New Terminal Building or Remodel Hangar Building for New Terminal Building
- Design and Construct New Roadway Improvements for New Terminal Building Area; Remove Water Tower
- Acquire 1.56 Acres of Avigation Easement for Runway 22R Approach Protection Construct High-Speed Exit Taxiways on North Side of Runway 4R-22L - Phase II
- Prepare Falcon Field Apron for Future Development / Remove T-Hangars and Shade Hangars on Falcon Apron
- Design and Construct Aircraft Access to Former Falcon Field Park Area / Improve Fighter Aces Drive

TOTAL INTERMEDIATE TERM PROGRAM (INCLUDES 15% INFLATION FACTOR)

PROJECT COST	\$19,091,150
FAA ELIGIBLE	\$17,819,768
ADOT ELIGIBLE	\$468,941
LOCAL SHARE	\$802,441

EXHIBIT 6B DEVELOPMENT STAGING (SHORT TERM)



- Construct Runway 4R Hold Apron/Run-Up Area (RSAT)
- Design and Construct Taxiway B Reconfiguration and Install Runway Guard Lights (RSAT)
- Design and Construct Taxiway Extending to Eastside Development Area
- Design Midfield Parallel Taxiway; Construct Phase I (RSAT)
- Design and Construct REILs for Runway 4L-22R; Relocate/Upgrade PAPI System for Runway 4R-22L
- Design and Construct Anzio Ramp Expansion and Access Road
- Design and Construct High-Speed Exit Taxiways on North Side of Runway 4R-22L - Phase I

TOTAL SHORT TERM PROGRAM

PROJECT COST	\$22,055,000
FAA ELIGIBLE	\$14,392,500
ADOT ELIGIBLE	\$5,148,750
LOCAL SHARE	\$2,513,750

MAJOR LANDSIDE CONSIDERATIONS

- Develop alternative for a new airport terminal building location and allow for aviation-related development in existing terminal area
- Identify parcels on the airport for privately leased aviation-related activities
- Provide aircraft access to the east of Roadrunner Dr. and designate land for aviation-related activities
- Construct additional aircraft ramp apron areas for parking and tie-downs
- Relocate/reconfigure existing hangar development to provide for maximum use of airport property
- Identify areas on airport property west of North Greenfield Road for future non-aviation development

MAJOR AIRSIDE CONSIDERATIONS

- Improve airfield capacity by constructing additional taxiway exits to the parallel runway system
- Additional hold aprons on both runways to reduce departure delays and provide for smoother transition for taxiing aircraft
- Construct a midfield parallel taxiway serving Runways 4R-22L and 4L-22R
- Relocate parallel Taxiway E further north to conform to future ARC B-II safety design standards associated with Runway 4L-22R
- The reconfiguration of Taxiway B north of Runway 4L-22R and south of Runway 4R-22L per Runway Safety Area Team (RSAT) recommendations