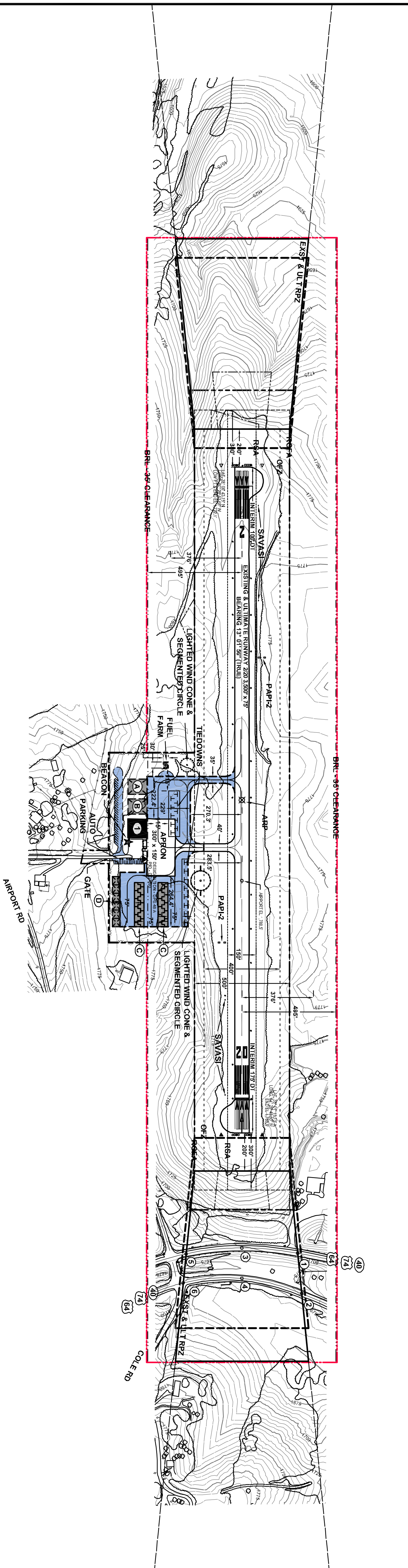


TRAVERSE WAY		
#	ROADWAY APPROACH SURF. ELEV. PENETRATION	AMOUNT OF PROPOSED ACTION
①	1,704.6'	1,297.5' NONE
②	1,681.0'	1,801.8' NONE
③	1,699.4'	1,797.0' NONE
④	1,676.7'	1,800.2' NONE
⑤	1,697.2'	1,297.6' NONE
⑥	1,695.1'	1,800.7' NONE

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future runway construction, all construction on the airport must be coordinated by the airport owner with the Tennessee Department of Transportation - Aeronautics Division. All District Office construction projects must be coordinated with the Tennessee Department of Transportation - Aeronautics Division. Construction takes approximately 60 days.



RUNWAY DATA			
	EXISTING	INTERIM	ULTIMATE
EFFECTIVE GRADIENT (%)	0.480%	SAME	SAME
MAXIMUM GRADE CHANGE	1.046%	SAME	SAME
WIND COVERAGE (%)	98.65%	SAME	SAME
MAX. ELEVATION (MSL)	1,789.5'	SAME	SAME
RUNWAY LENGTH	3,500'	SAME	SAME
RUNWAY WIDTH	75'	SAME	SAME
DISPLACED THRESHOLD	N/A	100' / 175'	N/A
USABLE RUNWAY LENGTH	3,500'	SAME	SAME
SURFACE TYPE	ASPHALT	SAME	SAME
PAVEMENT STRENGTH			
SINGLE WHEEL	30,000 LBS	SAME	SAME
DUAL WHEEL	45,000 LBS	SAME	SAME
APPROACH SURFACE SLOPE	2.01' / 201'	3.41' / 341'	3.41' / 341'
APPROACH VISIBILITY MINIMUMS	VISUAL / VISUAL	1 MILE / 1/4 MILE	1 MILE / 1/4 MILE
INSTRUMENT APPROACH AIDS	NONE / NONE	GPS / GPS *	GPS / GPS *
RUNWAY LIGHTING	NSTD	MRL	MRL
RUNWAY MARKING	NP / NP	SAME	SAME
AIRPORT REFERENCE CODE (ARC)	B-1	SAME	SAME
CRITICAL AIRCRAFT	KING AIR 200	SAME	SAME
RUNWAY OBJECT FREE AREA (ROFA)			
LENGTH BEYOND RUNWAY	300'	SAME	SAME
WIDTH	500'	SAME	SAME
FAR PART 77 CATEGORY	ENV / ENV	C(NP) / C(NP)	C(NP) / C(NP)
RUNWAY END COORDINATES (MAD 83)			
RUNWAY 2			
LATITUDE	35° 00' 40.15"	SAME	SAME
LONGITUDE	84° 20' 53.88"	SAME	SAME
RUNWAY 20			
LATITUDE	35° 01' 13.23"	SAME	SAME
LONGITUDE	84° 20' 43.50"	SAME	SAME
DISPLACED THRESHOLD COORDINATES (MAD 83)			
RUNWAY 2			
LATITUDE	35° 00' 41.10"	N/A	N/A
LONGITUDE	84° 20' 53.39"	N/A	N/A
RUNWAY 20			
LATITUDE	35° 01' 12.06"	N/A	N/A
LONGITUDE	84° 20' 44.01"	N/A	N/A
RUNWAY END ELEVATIONS (MSL)			
DISPLACED THRESHOLD ELEVATION (MSL)	1,772.1' / 1,788.3'	SAME	SAME
TOZ ELEVATION (MSL)	N/A / N/A	1,773.1' / 1,789.0'	N/A / N/A
TOZ ELEVATION (MSL)	1,789.5' / 1,789.5'	SAME	SAME

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT DATA		
AIRPORT ELEVATION (MSL)	1,789.5'	SAME
AIRPORT REFERENCE POINT (MAD 83)	B-1	SAME
LATITUDE	35° 00' 56.94"	SAME
LONGITUDE	84° 20' 48.59"	SAME
MEAN MAX. TEMPERATURE OF HOTTEST MONTH	87.8° F (JULY)	SAME
AIRPORT TERMINAL AREA NAVAIDS	ROTATING BEACON	ROTATING BEACON, GPS
AIRPORT REFERENCE CODE / RUNWAY	B-1	SAME
DESIGN AIRCRAFT	KING AIR 200	SAME
TAXIWAY LIGHTING	NONE	MTL

MAGNETIC DECLINATION		
4° 38' WEST		
ANNUAL RATE OF CHANGE		
0° 4' WEST		

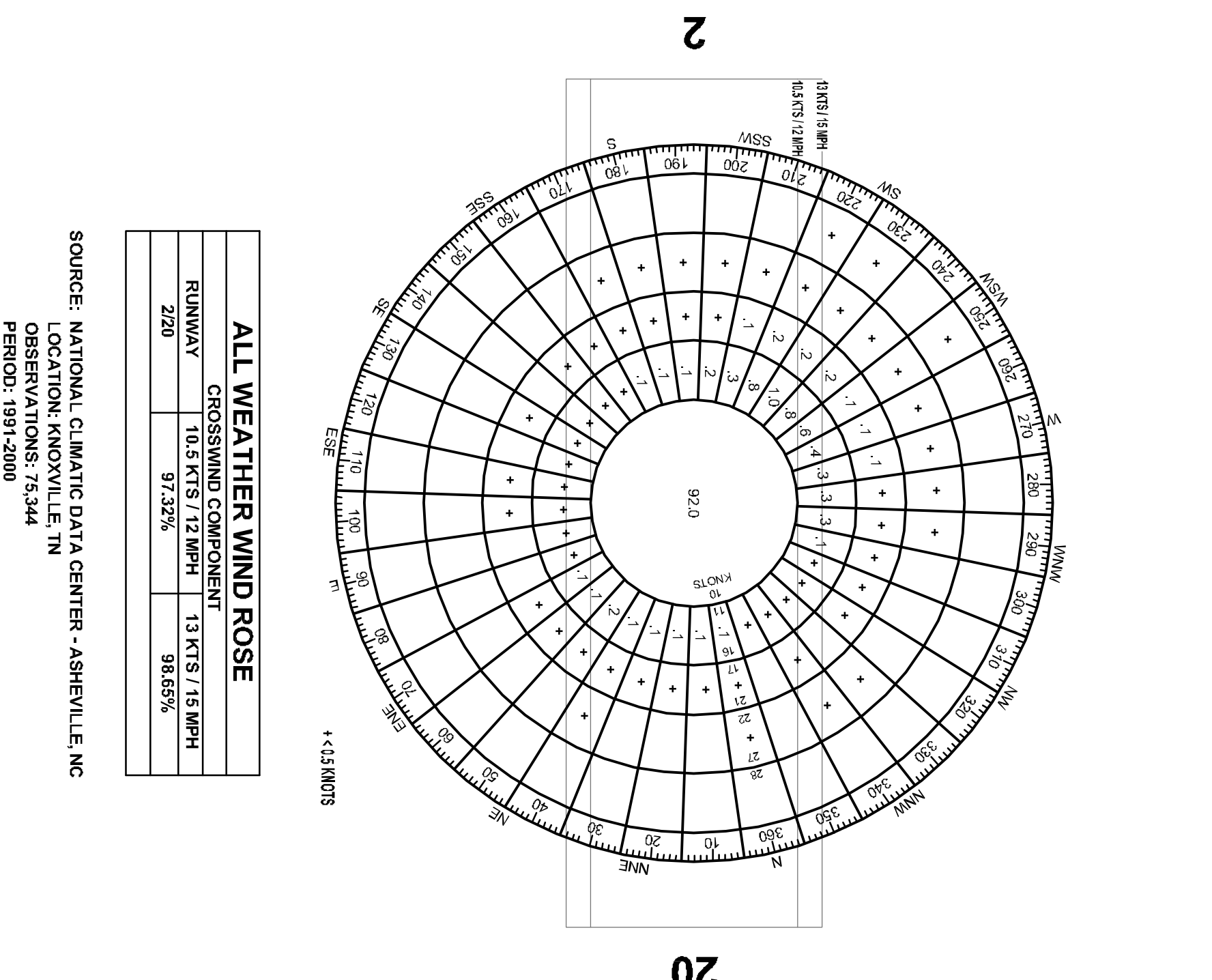
INTERIM DECLARED DISTANCE TABLE		
RUNWAY 2	RUNWAY 20	
TORA	3,500'	3,500'
TOGA	3,500'	3,500'
ASDA	3,325'	3,400'
LDA	3,225'	3,225'

AIRPORT BUILDING TABLE		
EXISTING	ULTIMATE	
#	FACILITY NAME	TOP ELEV. #
1	TERMINAL / HANGAR (100' x 100')	1,817.7'
	A FBO TERMINAL / HANGAR (80' x 100')	1,829.0'
	B HANGAR (80' x 100')	1,829.0'
	C T-HANGAR (10 UNIT) (60' x 231')	1,810.6'
	D BOX HANGAR (6 UNIT) (60' x 44')	1,812.5'

RUNWAY PROTECTION ZONE DIMENSIONS			
RUNWAY 2	INNER WIDTH	OUTER WIDTH	LENGTH
EXISTING	500'	700'	1,000'
ULTIMATE	500'	700'	1,000'
RUNWAY 20	EXISTING	500'	700'
	ULTIMATE	500'	700'

ROADS		
EXISTING	ULTIMATE	
#	DESCRIPTION	EXISTING
	RUNWAY CENTERLINE	
	RUNWAY SAFETY AREA (RSA)	
	RUNWAY OBJECT FREE AREA (ROFA)	
	RUNWAY OBSTACLE FREE ZONE (ROFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	BUILDING RESTRICTION LINE (BRL)	
	AIRPORT PAVEMENT	
	AIRPORT REFERENCE POINT	
	AIRPORT BUILDINGS	
	OTHER BUILDINGS	
	AIRPORT PROPERTY LINE	
	AIRPORT EASEMENT LINES	
	FENCE	
	ROADS	
	TREE LINE	
	GROUND ELEVATION CONTOURS	
	ROTATING BEACON	
	THRESHOLD LIGHTS	
	REELS	
	GVG(S) (EXST SAVASI) (ULT PART 2)	
	HOLD LINE	

RUNWAY SAFETY AREA DETERMINATION				
RUNWAY	STANDARD RSA	ACTUAL RSA	RSAs IN COMPLIANCE TO RSA DETERMINATION	DATE APPROVED
EXISTING 2	300'	150'	200'	NO
EXISTING 20	300'	150'	125'	YES
ULTIMATE 20	300'	150'	300'	NO



ALL WEATHER WIND ROSE	
RUNWAY	GROSS WIND COMPONENT
Z20	10.5 KTS @ 12 MPH 91.52%
	13 KTS @ 15 MPH 98.65%

SOURCE: NATIONAL CLIMATIC DATA CENTER - ASHEVILLE, NC
LOCATION: ANDOVILLE, TN
PERIOD: 1991-2000

REVISIONS			
No.	Description	Date	By

Drawing Name: **AIRPORT LAYOUT PLAN UPDATE**

Drawing Number: **70-555-0103-04**

Approved Drawing Reference: **70-555-0103-04**

Date: **FEBRUARY 2009**

Division: **PLANNING**

Scale: **1" = 300'**

Drawing Number: **2**

THE LPA GROUP
TRANSPORTATION CONSULTANTS

Polk County, Tennessee

MARTIN CAMPBELL FIELD
COPPERHILL, TENNESSEE

Cooper County
Polk County, Tennessee

Designer: **TGM**
TGM
Polk County

Checked by: **JID**
JID
Polk County

Project Number: **PLT78001**

- NOTES**
- COORDINATES SHOWN HEREON ARE IN NAD83.
 - ALL ELEVATIONS ARE BASED ON NAVD88, ABOVE MEAN SEA LEVEL (AMSL).
 - ALL EXISTING HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 200' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. ALL ULTIMATE HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 250' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE.
 - SEE AIRPORT PROPERTY MAP FOR PROPERTY LINE METES AND BOUNDS.
 - THERE ARE NO OFZ PENETRATIONS.
 - SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS. THESE OBSTACLE PENETRATIONS WILL BE REMOVED.
 - THE INTERIM DISPLACED THRESHOLD IS MEANT TO BE A TEMPORARY SOLUTION TO THE DEFICIENT RUNWAY SAFETY AREAS ON BOTH RUNWAY ENDS.
 - DEVELOPMENT OF INSTRUMENT APPROACH PROCEDURES IS REQUIRED TO CONFORM WITH APPENDIX 6 OF FAA AIC 150/5300 AIRPORT DESIGN AND MANY REQUIRE OBSTRUCTION MARKING OF SURROUNDING HIGH TERRAIN.