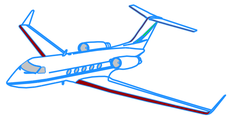
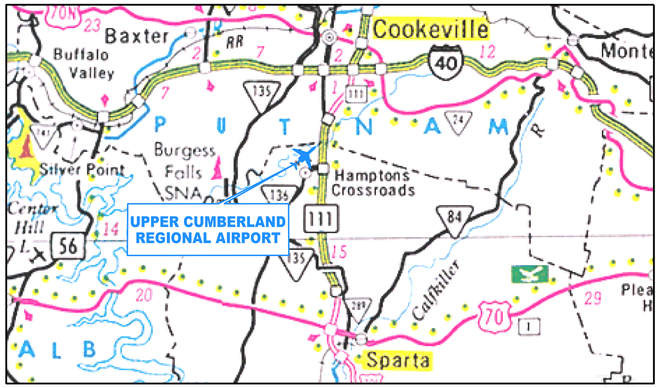
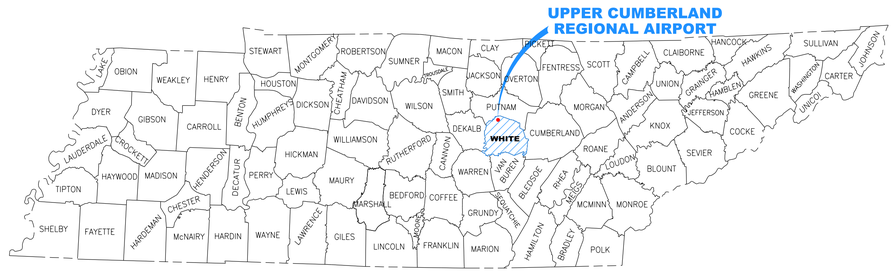
# AIRPORT LAYOUT PLAN SET
FOR THE
# UPPER CUMBERLAND REGIONAL AIRPORT
## TAD NO. 93-555-0560-19
PREPARED FOR THE
# UPPER CUMBERLAND REGIONAL AIRPORT BOARD






VICINITY MAP

750 AIRPORT ROAD
SPARTA, TENNESSEE 38583




LOCATION MAP

## INDEX OF DRAWINGS


| SHEET NO. | TITLE |
|---|---|
| | COVER SHEET |
| 1 | AIRPORT LAYOUT DRAWING |
| 2 | TERMINAL AREA PLAN |
| 3 | AIRSPACE DRAWING |
| 3.1 | AIRSPACE DRAWING - OUTER PORTION |
| 4 | INNER APPROACH SURFACE DRAWING - RUNWAY 4 |
| 5 | INNER APPROACH SURFACE DRAWING - RUNWAY 22 |
| 6 | LAND USE MAP |
| 7 | AIRPORT CAPITAL IMPROVEMENT PLAN |
| 8 | EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP |


STATE OF TENNESSEE

HONORABLE BILL LEE, GOVERNOR

DEPARTMENT OF TRANSPORTATION

CLAY BRIGHT, COMMISSIONER

TENNESSEE AERONAUTICS DIVISION

MICHELLE FRAZIER, DIRECTOR
J. P. SAALWAECHTER, P.E., CHIEF ENGINEER
MICHAEL STULTZ, PROJECT MANAGER

CITY OF SPARTA

JEFF YOUNG, CITY MAYOR

CITY OF COOKEVILLE

RICKY SHELTON, CITY MAYOR

WHITE COUNTY

DENNY ROBINSON, COUNTY MAYOR

PUTNAM COUNTY

RANDY PORTER, COUNTY MAYOR

UPPER CUMBERLAND REGIONAL AIRPORT BOARD

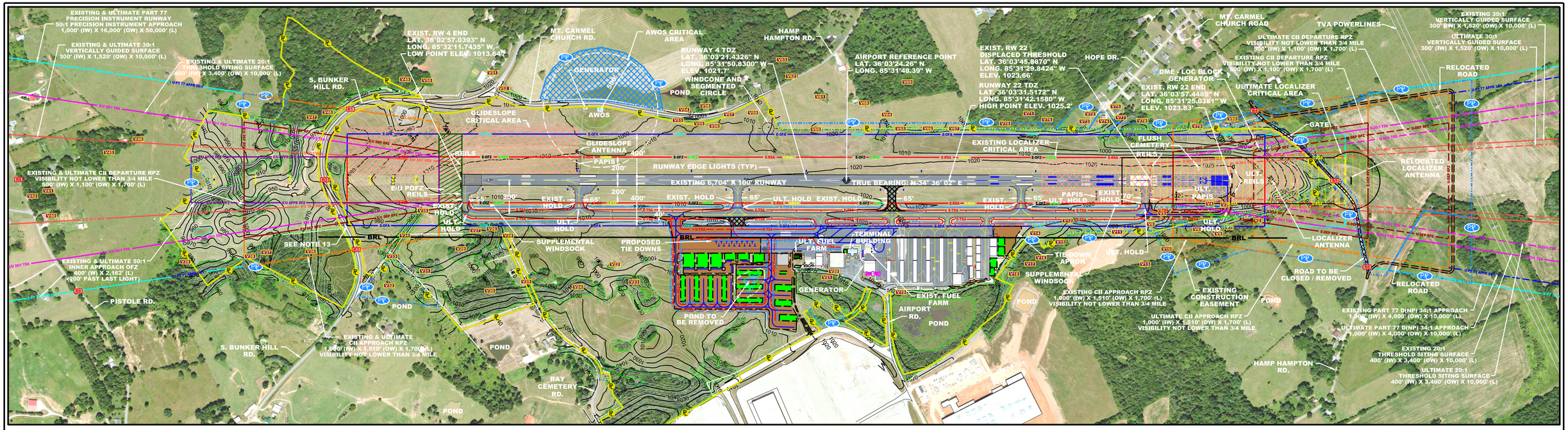
RANDY PORTER, CHAIRMAN
JEFF YOUNG, VICE CHAIR
PETE ZIEGLER, SECRETARY
RICKY SHELTON, BOARD MEMBER
DENNY ROBINSON, BOARD MEMBER
NATE MAXWELL, BOARD MEMBER
HOYTE JONES, BOARD MEMBER
CHARLES GREENE, BOARD MEMBER
DANNY COONCE,BOARD MEMBER
DEAN SELBY, AIRPORT MANAGER


RCR&A
BUILDING ENVELOPE CONSULTANTS
ENGINEERS ARCHITECTS
ROOF CONSULTANTS

RICHARD C. RINKS & ASSOCIATES, INC.
30 NORTH JEFFERSON AVE.
COOKEVILLE, TN 38501
PHONE: (931) 528-5543

GMC

133 HOLIDAY COURT
SUITE 102
FRANLIN, TN 37067
PHONE: (615) 614-0121
FAX: (615) 614-0124




## RUNWAY DATA

| ITEM | | RUNWAY 4 EXISTING | RUNWAY 4 ULTIMATE | RUNWAY 22 EXISTING | RUNWAY 22 ULTIMATE |
|---|---|---|---|---|---|
| EFFECTIVE GRADIENT (%) | | 0.15% | SAME | 0.15% | SAME |
| MAXIMUM GRADE CHANGE | | 0.5% | SAME | 0.5% | SAME |
| WIND COVERAGE (%) | | 99.3% | SAME | 99.3% | SAME |
| MAX. ELEVATION (NAVD88) | | 1,025.2' | SAME | 1,025.2' | SAME |
| RUNWAY LENGTH | | 6,704' | SAME | 6,704' | SAME |
| RUNWAY WIDTH | | 100' | SAME | 100' | SAME |
| DISPLACEMENT | | NONE | NONE | 70'† | NONE |
| SURFACE TYPE | | ASPHALT | SAME | ASPHALT | SAME |
| PAVEMENT STRENGTH | SWL | 75,000 | SAME | 75,000 | SAME |
| | DWL | 110,000 | SAME | 110,000 | SAME |
| | DTW | 160,000 | SAME | 160,000 | SAME |
| | DDW | 400,000 | SAME | 400,000 | SAME |
| PART 77 APPROACH SURFACE | | 50:1 | SAME | 34:1 | SAME |
| APPROACH VISIBILITY MINIMUMS | | 3/4 MILE | SAME | 3/4 MILE | SAME |
| VISUAL APPROACH AIDS | | 5STA, RUL, REILS, PAPI | SAME | REILS, PAPI | SAME |
| RUNWAY DEPARTURE SURFACE | | YES | SAME | YES | SAME |
| INSTRUMENT APPROACH AID | | ILS-DME/GPS-LPV/NDB | CAT-II ILS | GPS-LPV/NDB | SAME |
| RUNWAY LIGHTING | | HIRL | SAME | HIRL | SAME |
| RUNWAY MARKING | | PRECISION | SAME | PRECISION | SAME |
| FAR PART 77 CATEGORY | | PIR | SAME | D | SAME |
| RUNWAY END COORDINATES (NAD 83) | LATITUDE LONGITUDE | N 36° 02' 57.0393" W 85° 32' 11.7435" | SAME | N 36° 03' 57.4489" W 85° 31' 25.0381" | SAME |
| DISPLACED THRESHOLD COORDINATES (NAD 83) | LATITUDE LONGITUDE | NONE | NONE | N 36° 03' 45.8870" W 85° 31' 29.8424" | NONE |
| RUNWAY END ELEVATIONS (NAVD88) | | 1,013.64' | SAME | 1,023.83' | 1,023.83' |
| DISPLACED THRESHOLD ELEVATIONS (NAVD88) | | NONE | NONE | 1,023.66' | NONE |
| TDZ ELEVATION (NAVD88) | | 1,021.7' | SAME | 1,025.2' | SAME |
| RUNWAY DESIGN CODE (RDC) | | C-II-5000 | SAME | C-II-5000 | SAME |
| APPROACH REFERENCE CODE (APRC) | | B-III-4000 / D-II-4000 | SAME | B-III-4000 / D-II-4000 | SAME |
| DEPARTURE REFERENCE CODE (DPRC) | | B-III / D-II | SAME | B-III / D-II | SAME |
| AERONAUTICAL SURVEY REQUIRED | | VERTICALLY GUIDED | SAME | VERTICALLY GUIDED | SAME |

## RUNWAY SAFETY AREA DETERMINATION

| RUNWAY END NUMBER | STANDARD RSA LENGTH BEYOND RWY | STANDARD RSA WIDTH | ACTUAL RSA LENGTH BEYOND RWY | ACTUAL RSA WIDTH | VIOLATIONS TO RSA ALONG SIDE OF RUNWAY | RSA DETERMINATION * |
|---|---|---|---|---|---|---|
| EXISTING RUNWAY 4 | 1,000' | 400' | 1,000' | 400' | NO VIOLATIONS | NO ACTION |
| ULTIMATE RUNWAY 4 | SAME | SAME | SAME | SAME | NO VIOLATIONS | NO ACTION |
| EXISTING RUNWAY 22 | 1,000' | 400' | 1,000' | 400' | NO VIOLATIONS | MAINTAIN DECLARED DISTANCES |
| ULTIMATE RUNWAY 22 | SAME | SAME | SAME | SAME | NO VIOLATIONS | GRADE TO STANDARDS |

* RSA DETERMINATION DATED JULY 12, 2019 APPROVED IN 2020.

## TRAVERSE WAY

| # | NAME | GROUND ELEVATION (FT.) | TOP * ELEVATION (FT.) | APPROACH SURFACE ELEVATION (FT.) | PENETRATION (FT.) | PROPOSED ACTION |
|---|---|---|---|---|---|---|
| R1 | S. BUNKER HILL ROAD | 927' | 942' | 1,028.6' | -86.8' | NONE |
| R2 | S. BUNKER HILL ROAD | 980' | 995' | 1,033.7' | -38.7' | NONE |
| R3 | S. BUNKER HILL ROAD | 1,004' | 1,019' | 1,028.1' | -9.1' | NONE |
| R4 | MT. CARMEL CHURCH ROAD | 967' | 982' | 1,044.5' | -62.5' | NONE |
| R5 | MT. CARMEL CHURCH ROAD | 955' | 970' | 1,065.1' | -95.1' | NONE |
| R6 | MT. CARMEL CHURCH ROAD | 983' | 998' | 1,073.4' | -75.4' | NONE |
| R8 | PISTOLE ROAD | 1,003' | 1,018' | 1,087.0' | -69.0' | NONE |
| R9 | PISTOLE ROAD | 976' | 991' | 1,076.6' | -85.6' | NONE |

*15' ADDED FOR ROAD CLEARANCE

## AIRPORT DATA

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT ELEVATION (MSL) | 1,024.7' | SAME |
| AIRPORT REFERENCE POINT COORDINATES (NAD 83) | LAT, N 36° 03' 24.26" LONG, W 85° 31' 48.39" | LAT, SAME LONG, SAME |
| MEAN MAX. TEMP. OF HOTEST MONTH | 86° F - JULY | SAME |
| AIRPORT TERMINAL AREA NAVAIDS | REIL (RW 4) ROTATING BEACON, PRIMARY LIGHTED WINDCONE / SEG. CIRCLE | REIL, AWOS ROTATING BEACON, PRIMARY LIGHTED WINDCONE / SEG. CIRCLE |
| AIRPORT REFERENCE CODE | C-II | SAME |
| DESIGN AIRCRAFT | LEAR JET 75 | SAME |
| NPIAS SERVICE LEVEL | GA | SAME |

## RUNWAY SAFETY AREA DIMENSIONS

| | WIDTH | LENGTH BEYOND RUNWAY ENDS |
|---|---|---|
| EXISTING | 400' | 1,000' |
| ULTIMATE | SAME | SAME |

## RUNWAY OBJECT FREE AREA DIMENSIONS

| | WIDTH | LENGTH BEYOND RUNWAY ENDS |
|---|---|---|
| EXISTING | 800' | 1,000' |
| ULTIMATE | SAME | SAME |

## RUNWAY PROTECTION ZONE DIMENSIONS

| | | INNER WIDTH | OUTER WIDTH | LENGTH |
|---|---|---|---|---|
| RUNWAY 4 | APPROACH | 1,000' | 1,510' | 1,700' |
| | DEPARTURE | 500' | 1,010' | 1,700' |
| RUNWAY 22 | APPROACH | 1,000' | 1,510' | 1,700' |
| | DEPARTURE | 500' | 1,010' | 1,700' |

## RUNWAY OBSTACLE FREE ZONE DIMENSIONS

| | WIDTH | LENGTH BEYOND RUNWAY ENDS |
|---|---|---|
| EXISTING | 400' | 200' |
| ULTIMATE | 400' | 200' |

## PRECISION OBSTACLE FREE ZONE DIMENSIONS

| | WIDTH | LENGTH PRIOR TO RUNWAY THRESHOLD |
|---|---|---|
| RUNWAY 4 | 800' | 200' |
| ULTIMATE | N/A | N/A |

## DECLARED DISTANCES

EXISTING

| RUNWAY END ID | TORA | TODA | ASDA | LDA |
|---|---|---|---|---|
| R/W 04 | 6,704' | 6,704' | 6,003' | 6,003' |
| R/W 22 | 6,704' | 6,704' | 6,704' | 6,003' |

## MODIFICATIONS OF DESIGN STANDARDS

| NO. | STANDARD MODIFIED | FAA STANDARDS | EXISTING CONDITION | PROPOSED ACTION |
|---|---|---|---|---|
| | NONE REQUIRED | N/A | N/A | NONE REQUIRED |

## OBSTRUCTION DATA

PT 77 TRANSITIONAL SURFACE (TS), APPROACH SURFACE (AS), PRIMARY SURFACE (PS)

| V # | DESCRIPTION | OBJECT ELEVATION | PT77 SURFACE ELEVATION | PENETRATION AMOUNT | PROPOSED DISPOSITION |
|---|---|---|---|---|---|
| V1 | TREE (AS) | 1038.7' | 1029.4' | 9.3' | TRIM / REMOVE |
| V2 | TREE (AS) | 1025.6' | 1025.0' | 0.6' | TRIM / REMOVE |
| V3 | TREE (PS) | 1030.5' | 1023.7' | 6.8' | TRIM / REMOVE |
| V4 | TREE (PS) | 1030.1' | 1023.6' | 6.6' | TRIM / REMOVE |
| V5 | TREE (PS) | 1024.1' | 1022.9' | 1.2' | TRIM / REMOVE |
| V6 | TREE (PS) | 1028.8' | 1022.8' | 6.0' | TRIM / REMOVE |
| V7 | TREE (PS) | 1040.8' | 1023.8' | 17.0' | TRIM / REMOVE |
| V8 | TREE (PS) | 1031.2' | 1023.3' | 7.9' | TRIM / REMOVE |
| V9 | TREE (PS) | 1042.4' | 1023.7' | 18.7' | TRIM / REMOVE |
| V10 | TREE (TS) | 1046.6' | 1035.3' | 11.3' | TRIM / REMOVE |
| V11 | TREE (TS) | 1034.7' | 1022.3' | 12.4' | TRIM / REMOVE |
| V12 | TREE (PS) | 1034.3' | 1021.7' | 12.6' | TRIM / REMOVE |
| V13 | TREE (TS) | 1073.7' | 1055.5' | 18.3' | TRIM / REMOVE |
| V14 | TREE (PS) | 1028.8' | 1021.2' | 7.4' | TRIM / REMOVE |
| V15 | TREE (TS) | 1060.1' | 1026.7' | 33.4' | TRIM / REMOVE |
| V16 | TREE (TS) | 1092.7' | 1046.1' | 46.6' | TRIM / REMOVE |
| V17 | TREE (TS) | 1078.5' | 1053.7' | 24.8' | TRIM / REMOVE |
| V18 | TREE (TS) | 1083.3' | 1066.2' | 17.1' | TRIM / REMOVE |
| V19 | TREE (TS) | 1088.9' | 1087.5' | 1.4' | TRIM / REMOVE |
| V20 | TREE (TS) | 1078.8' | 1060.8' | 18.0' | TRIM / REMOVE |
| V21 | TREE (TS) | 1072.3' | 1067.7' | 4.5' | TRIM / REMOVE |
| V22 | TREE (TS) | 1056.3' | 1049.3' | 7.0' | TRIM / REMOVE |
| V23 | TREE (TS) | 1086.9' | 1071.6' | 15.3' | TRIM / REMOVE |
| V24 | TREE (TS) | 1089.2' | 1077.1' | 12.1' | TRIM / REMOVE |
| V25 | TREE (TS) | 1089.4' | 1069.5' | 19.9' | TRIM / REMOVE |
| V26 | TREE (PS) | 1101.9' | 1014.0' | 87.8' | TRIM / REMOVE |
| V27 | TREE (PS) | 1095.9' | 1013.8' | 82.1' | TRIM / REMOVE |
| V28 | POLE (PS) | 1035.3' | 1014.2' | 21.1' | LIGHT / BURY LINES |
| V29 | TREE (TS) | 1055.3' | 1028.2' | 27.1' | TRIM / REMOVE |
| V30 | TREE (TS) | 1108.6' | 1080.8' | 27.8' | TRIM / REMOVE |
| V31 | TREE (TS) | 1075.0' | 1055.7' | 19.3' | TRIM / REMOVE |
| V32 | TREE (TS) | 1092.4' | 1073.7' | 18.8' | TRIM / REMOVE |
| V33 | TREE (TS) | 1078.3' | 1037.4' | 40.9' | TRIM / REMOVE |
| V34 | TREE (AS) | 1052.5' | 1019.6' | 32.8' | TRIM / REMOVE |
| V35 | TREE (AS) | 1021.4' | 1016.5' | 4.9' | TRIM / REMOVE |
| V36 | TREE (AS) | 1045.0' | 1036.1' | 8.9' | TRIM / REMOVE |
| V37 | TREE (AS) | 1069.4' | 1043.8' | 25.6' | TRIM / REMOVE |
| V38 | TREE (AS) | 1077.3' | 1046.6' | 30.7' | TRIM / REMOVE |
| V39 | TREE (AS) | 1067.0' | 1057.9' | 9.1' | TRIM / REMOVE |
| V40 | TREE (AS) | 1097.1' | 1081.4' | 15.7' | TRIM / REMOVE |
| V41 | TREE (AS) | 1090.3' | 1081.9' | 8.4' | TRIM / REMOVE |
| V42 | TREE (AS) | 1096.8' | 1084.6' | 12.2' | TRIM / REMOVE |
| V43 | TREE (AS) | 1099.8' | 1091.1' | 8.7' | TRIM / REMOVE |
| V44 | TREE (AS) | 1096.7' | 1095.9' | 0.8' | TRIM / REMOVE |
| V45 | TREE (AS) | 1082.5' | 1071.2' | 11.3' | TRIM / REMOVE |
| V46 | TREE (AS) | 1075.1' | 1066.1' | 9.0' | TRIM / REMOVE |
| V47 | TREE (AS) | 1040.3' | 1035.9' | 4.4' | TRIM / REMOVE |
| V48 | TREE (AS) | 1050.2' | 1033.1' | 17.0' | TRIM / REMOVE |
| V49 | TREE (TS) | 1079.9' | 1067.1' | 12.8' | TRIM / REMOVE |
| V50 | TREE (TS) | 1087.6' | 1065.8' | 21.8' | TRIM / REMOVE |
| V51 | TREE (TS) | 1090.7' | 1076.1' | 14.6' | TRIM / REMOVE |
| V52 | POLE (TS) | 1063.7' | 1056.7' | 7.0' | LIGHT / BURY LINE |
| V53 | TREE (TS) | 1025.7' | 1019.5' | 6.2' | TRIM / REMOVE |
| V54 | POLE (TS) | 1036.4' | 1032.8' | 3.6' | TRIM / REMOVE |
| V55 | TREE (TS) | 1029.7' | 1016.7' | 12.9' | TRIM / REMOVE |
| V56 | POLE (TS) | 1045.1' | 1017.0' | 28.1' | LIGHT / BURY LINE |

## OBSTRUCTION DATA

PT 77 TRANSITIONAL SURFACE (TS), APPROACH SURFACE (AS), PRIMARY SURFACE (PS)

| V # | DESCRIPTION | OBJECT ELEVATION | PT77 SURFACE ELEVATION | PENETRATION AMOUNT | PROPOSED DISPOSITION |
|---|---|---|---|---|---|
| V57 | TREE (TS) | 1044.1' | 1027.6' | 16.5' | TRIM / REMOVE |
| V58 | TREE (TS) | 1106.0' | 1037.9' | 68.1' | TRIM / REMOVE |
| V59 | POLE (TS) | 1044.0' | 1030.1' | 13.9' | LIGHT / BURY LINES |
| V60 | TREE (PS) | 1051.0' | 1018.3' | 32.7' | TRIM / REMOVE |
| V61 | TREE (PS) | 1086.6' | 1051.0' | 35.6' | TRIM / REMOVE |
| V62 | TREE (TS) | 1123.5' | 1076.1' | 47.4' | TRIM / REMOVE |
| V63 | TREE (TS) | 1127.0' | 1096.5' | 30.5' | TRIM / REMOVE |
| V64 | TREE (TS) | 1090.3' | 1029.8' | 60.5' | TRIM / REMOVE |
| V65 | TREE (PS) | 1050.0' | 1019.5' | 30.5' | TRIM / REMOVE |
| V66 | TREE (PS) | 1048.2' | 1019.7' | 28.5' | TRIM / REMOVE |
| V67 | TREE (PS) | 1041.7' | 1020.2' | 21.5' | TRIM / REMOVE |
| V68 | TREE (TS) | 1109.0' | 1043.8' | 65.2' | TRIM / REMOVE |
| V69 | TREE (TS) | 1107.7' | 1070.7' | 37.0' | TRIM / REMOVE |
| V70 | TREE (PS) | 1096.7' | 1020.8' | 75.9' | TRIM / REMOVE |
| V71 | TREE (TS) | 1088.7' | 1032.2' | 56.5' | TRIM / REMOVE |
| V72 | HOUSE (TS) | 1039.4' | 1033.5' | 5.9' | RELOCATE |
| V73 | GARAGE (TS) | 1031.5' | 1024.1' | 7.4' | RELOCATE |
| V74 | HOUSE (TS) | 1038.4' | 1024.7' | 13.7' | RELOCATE |
| V75 | TREE (TS) | 1054.0' | 1043.2' | 10.8' | TRIM / REMOVE |
| V76 | TREE (TS) | 1065.3' | 1025.8' | 39.5' | TRIM / REMOVE |
| V77 | TREE (TS) | 1094.5' | 1050.2' | 44.3' | TRIM / REMOVE |
| V78 | TREE (TS) | 1051.2' | 1025.7' | 25.5' | TRIM / REMOVE |
| V79 | TREE (PS) | 1034.9' | 1023.4' | 11.5' | TRIM / REMOVE |
| V80 | TREE (TS) | 1033.2' | 1029.6' | 3.5' | TRIM / REMOVE |

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY CENTERLINE | | |
| RUNWAY SAFETY AREA (RSA) | E-RSA | U-RSA |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | U-OFA |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | E-OFZ | U-OFZ |
| APPROACH RUNWAY PROTECTION ZONE | E-APR RPZ | U-APR RPZ |
| DEPARTURE RUNWAY PROTECTION ZONE | E-DEP RPZ | U-DEP RPZ |
| PART 77 APPROACH SURFACE | E-PT 77 APPR | U-PT 77 APPR |
| THRESHOLD SITING SURFACE | E-20:1 TSS | U-20:1 TSS |
| VERTICALLY GUIDED SURFACE | E-30:1 VGS | U-30:1 VGS |
| TAXIWAY OBJECT FREE AREA (TOFA) | E-TOFA | U-TOFA |
| TAXIWAY SAFETY AREA (TSA) | E-TSA | U-TSA |
| BUILDING RESTRICTION LINE (BRL) | BRL | SAME |
| AIRPORT PAVEMENT | SEE PHOTO | |
| AIRPORT REFERENCE POINT | | SAME |
| AIRPORT BUILDINGS | SEE PHOTO | |
| AIRPORT PROPERTY LINE / EASEMENTS | PL | PE |
| FENCE | | |
| *GROUND ELEVATIONS CONTOURS | 1020 | 1020 |
| PAVEMENT OR BUILDING TO BE REMOVED | | SAME |
| GVGSI (PAPI's) | | |
| 9 STA RUNWAY LEAD IN LIGHT SYSTEM (RLIL) | | |
| RUNWAY END INDENTIFIER LIGHTS (REILs) | | |
| BEACON | BCN | BCN |
| WINDCONE AND SEGMENTED CIRCLE | | |
| AVIGATION EASEMENT | | |
| PRECISION OBJECT FREE ZONE | | |
| PART 77 VIOLATIONS | V(S) | V(S) |
| VEHICLE CONTROL MARKINGS | | |

* - 2 FOOT CONTOUR INTERVALS SHOWN IN GRAY

## AIRPORT APPROVAL BLOCK

RANDY PORTER, CHAIRMAN
UPPER CUMBERLAND REGIONAL AIRPORT BOARD

3/2/22
DATE

## TAD APPROVAL BLOCK

CONDITIONALLY APPROVED

Signature Date

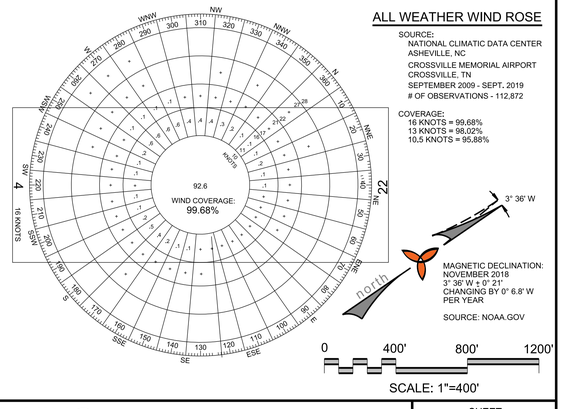
Printed Name: State Block Grant Program
Tennessee Dept. of Transportation
Subject to comments in Approval Letter

John Paul Saalwaechter
2022.04.04 15:10:57 -05'00'

## GENERAL NOTES

1. REFER TO TERMINAL AREA PLAN FOR ON-AIRPORT BUILDING IDENTIFICATION.
2. REFER TO INNER APPROACH PLANS FOR ADDITIONAL PENETRATIONS TO APPROACH SURFACES.
3. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
4. NO OBSTACLE FREE ZONE PENETRATIONS.
5. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS (TABLE 3-2, ROW 4 OF AC 150 / 5300-13).
6. ALL GVGSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
7. ALL COORDINATES BASED ON NAD 83; ELEVATIONS BASE ON NAVD 88.
8. PAVEMENT STRENGTH IS LISTED AS REPORTED ON AIRPORT / MASTER RECORD.
9. WETLANDS ARE DEPICTED AS SHOWN ON USFWS WETLAND INVENTORY.
10. NO 30:1 VGS OBJECT PENETRATIONS (TABLE 3-2, ROW 6 OF AC 150 / 5300-13).
11. TAXIWAY CONNECTORS "B" AND "C" UTILIZE TDG 3 STANDARDS.
12. PART 77 OBSTRUCTION ANALYSIS IS BASED ON ULTIMATE RUNWAY CONFIGURATION.
13. THE 0.02 ACRE PORTION OF THE RUNWAY OBJECT FREE AREA AT THE SOUTHEAST CORNER WHICH LIES BEYOND THE PROPERTY LINE IS CONTROLLED BY WAY OF JURISDICTION OF AIRPORT SPONSOR.
14. REFER TO FAA ORDER 6750.16E FOR LIMITATIONS AND REQUIREMENTS OF LOCALIZER AND GLIDESLOPE ANTENNA CRITICAL AREA.
15. ALL EXISTING FENCING IS 4' TALL, ALL ULTIMATE FENCE SHOWN IS TO BE DETERMINED BY WILDLIFE ASSESSMENT.

## ALL WEATHER WIND ROSE




SOURCE:
NATIONAL CLIMATIC DATA CENTER
ASHEVILLE, NC
CROSSVILLE MEMORIAL AIRPORT
CROSSVILLE, TN
SEPTEMBER 2009 - SEPT. 2019
# OF OBSERVATIONS - 112,872

COVERAGE:
16 KNOTS = 99.68%
13 KNOTS = 98.02%
10.5 KNOTS = 95.88%

MAGNETIC DECLINATION:
NOVEMBER 2018
3° 30' W ± 0° 21'
CHANGING BY 0° 6.8' W PER YEAR

SOURCE: NOAA.GOV

0 400' 800' 1200'

SCALE: 1"=400'


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PHONE: (615) 614-0121
FAX: (615) 614-0124


| DR. | CHK. | DATE | DESCRIPTION |
|---|---|---|---|
| ES | TO | NOV. 2019 | 30% REVIEW |
| ES | TO | NOV. 2020 | 60% REVIEW |
| ES | TO | FEB. 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |
| | | | |
| | | | |

$FILELS

# AIRPORT LAYOUT DRAWING

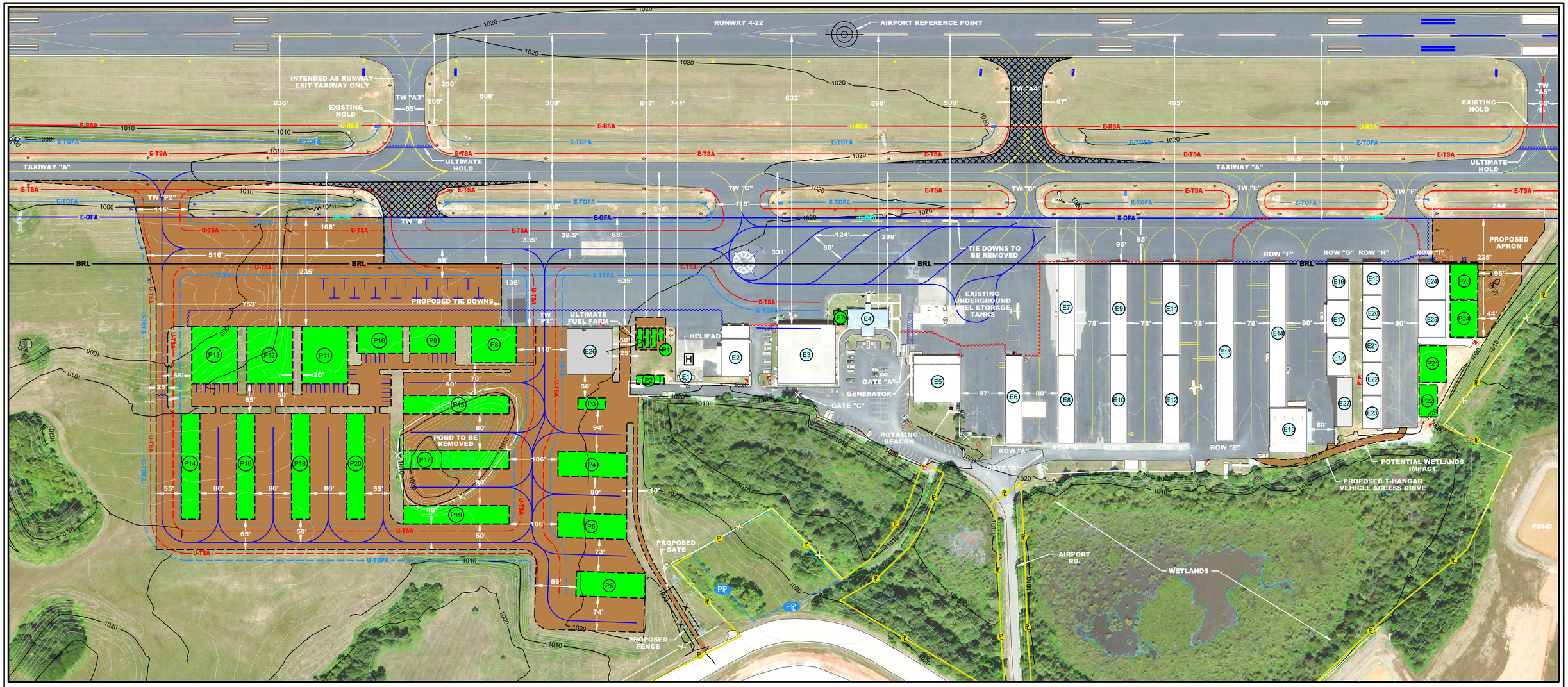
## AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE
T.A.D. NO. 93-555-0560-19

SHEET 1

PROJECT NO: 14501-01




## EXISTING FACILITIES DATA

| ITEM NUMBER | STRUCTURE | TOP ELEVATION | PART 77 SURFACE HEIGHT | PENETRATION AMOUNT | EXISTING DISPOSITION |
|---|---|---|---|---|---|
| E1 | MED TRANS FUEL FARM | 1030.1' | 1055.8' | -25.7' | NONE |
| E2 | MED TRANS HANGAR | 1050.2' | 1052.0' | -1.8' | NONE |
| E3 | UCRA CORPORATE HANGAR | 1050.7' | 1041.4' | +9.3' | OBST. LIGHT |
| E4 | UCRA TERMINAL BUILDING | 1038.3' | 1039.3' | -1.0' | OBST. LIGHT |
| E5 | 100' X 80' MAINTENANCE HANGAR | 1045.4' | 1054.5' | -9.1' | OBST. LIGHT |
| E6 | 6-UNIT T-HANGAR | 1036.2' | 1051.6' | -15.4' | NONE |
| E7 | 6-UNIT T-HANGAR | 1038.5' | 1023.7' | +14.8' | OBST. LIGHT |
| E8 | 6-UNIT T-HANGAR | 1036.4 | 1052.3' | -15.9' | NONE |
| E9 | 6-UNIT T-HANGAR | 1040.7' | 1024.1' | +16.6' | OBST. LIGHT |
| E10 | 6-UNIT T-HANGAR | 1035.6' | 1052.6' | -17.0' | NONE |
| E11 | 6-UNIT T-HANGAR | 1040.6' | 1024.4' | +16.2' | OBST. LIGHT |
| E12 | 6-UNIT T-HANGAR | 1035.8' | 1053.0' | -17.2' | NONE |
| E13 | 12-UNIT T-HANGAR | 1039.2' | 1024.7' | +14.5' | OBST. LIGHT |
| E14 | 10-UNIT T-HANGAR | 1038.0' | 1025.0' | +13.0' | OBST. LIGHT |
| E15 | 80' X 80' CORPORATE HANGAR | 1047.6' | 1076.1' | -28.5' | NONE |
| E16 | 80' X 50' CORPORATE HANGAR | 1045.9' | 1030.1' | +15.8' | OBST. LIGHT |
| E17 | 80' X 50' CORPORATE HANGAR | 1046.1' | 1042.0' | +4.1' | ADD OBST. LIGHT |
| E18 | 80' X 50' CORPORATE HANGAR | 1047.1' | 1053.9' | -6.8' | NONE |
| E19 | 40' X 70' BOX HANGAR | 1045.9' | 1030.0' | +15.9' | OBST. LIGHT |
| E20 | 40' X 70' BOX HANGAR | 1045.1' | 1040.0' | +5.1' | ADD OBST. LIGHT |
| E21 | 40' X 70' BOX HANGAR | 1045.3' | 1050.7' | -5.4' | NONE |
| E22 | 40' X 70' BOX HANGAR | 1044.3' | 1060.9' | -16.6' | NONE |
| E23 | 40' X 70' BOX HANGAR | 1044.1' | 1071.5' | -27.4' | NONE |
| E24 | 60' X 80' CORPORATE HANGAR | 1047.5' | 1030.0' | +17.5' | OBST. LIGHT |
| E25 | 60' X 80' CORPORATE HANGAR | 1052.3' | 1042.4' | +9.9' | ADD OBST. LIGHT |
| E26 | TIPPIN HANGAR | 1048.0' | 1041.4' | +6.6' | ADD OBST. LIGHT |
| E27 | 33' X 106' CONVENTIONAL HANGAR | 1047.0' | 1061.0' | -14.0' | NONE |

## NOTES

1. PROPOSED BUILDING DIMENSIONS AND ELEVATIONS ARE ESTIMATES ONLY.
2. FINAL CONFIGURATION OF PROPOSED TERMINAL AREA LAYOUT MAY DIFFER.
3. SEE ALD FOR DETAILS ON OBSTRUCTIONS TO PART 77 TRANSITIONAL SURFACES.
4. BUILDING RESTRICTION LINE BASED ON 1,000' PT 77 PRIMARY SURFACE.
5. PROPOSED T-HANGARS ARE BASED ON FULFAB MODEL LK42.
6. PROPOSED HANGARS HEIGHTS MAY VARY BASED ON REQUIRED DOOR HEIGHT, FOR PLANNING PURPOSES. 16' DOORS WERE ADJUSTED ON ALL CORPORATE AND CONVENTIONAL BOX HANGARS.
7. ALL PROPOSED FACILITIES WILL COMPLY WITH PT 77 STANDARDS.
8. PART 77 SURFACE HEIGHTS FOR PROPOSED STRUCTURES ARE MEASURED FROM POINT NEAREST THE RUNWAY.
9. TAXIWAY DESIGN GROUPS MAY DIFFER PER FLEET MIXES USING AREAS. REFERENCE ALP NARRATIVE REPORT FOR ADDITIONAL INFORMATION ON TDG DIFFERENCES.
10. TAXIWAY EDGE SAFETY MARGINS AND TAXIWAY SHOULDERS DUE TO SCALE OF DRAWING.
11. BUILDING RESTRICTION LINE IS SHOWN AT EDGE OF RUNWAYS PRIMARY SURFACE.

## TAXIWAY DATA

| | STANDARD | EXISTING | ULTIMATE |
|---|---|---|---|
| TAXIWAY DESIGN GROUP | 2 | 2 | SAME |
| TAXIWAY / TAXILANE WIDTH | 35' | 40' | SAME |
| TAXIWAY EDGE SAFETY MARGIN | 7.5' | 7.5' | SAME |
| TAXIWAY SHOULDER WIDTH | 15' | 15' | SAME |
| TAXIWAY / TAXILANE SAFETY AREA | 79' | 79' | SAME |
| TAXIWAY OBJECT FREE AREA | 131' | 131' | SAME |
| TAXILANE OBJECT FREE AREA | 115' | 115' | SAME |
| TAXIWAY LIGHTING | N/A | LED - MITL | SAME |

## PROPOSED FACILITIES DATA

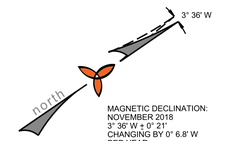
| ITEM NUMBER | STRUCTURE | PART 77 SURFACE HEIGHT |
|---|---|---|
| P1 | ABOVE GROUND FUEL FARM | 1041.6' |
| P2 | AIRPORT VEHICLE SHED | 1056.3' |
| P3 | ARFF TRUCK STATION | 1063.4' |
| P4 | 6 UNIT T-HANGAR | 1080.0' |
| P5 | 6 UNIT T-HANGAR | 1099.3' |
| P6 | 6 UNIT T-HANGAR | 1117.7' |
| P7 | 30' X 30' TERMINAL BUILDING EXPANSION | 1037.2' |
| P8 | 100' X 60' BOX HANGAR | 1040.2' |
| P9 | 100' X 60' BOX HANGAR | 1040.0' |
| P10 | 100' X 60' BOX HANGAR | 1039.6' |
| P11 | 100' X 120' CORPORATE HANGAR | 1039.1' |
| P12 | 100' X 120' CORPORATE HANGAR | 1038.9' |
| P13 | 100' X 120' CORPORATE HANGAR | 1038.5' |
| P14 | 10 UNIT T-HANGAR | 1065.6' |
| P15 | 10 UNIT T-HANGAR | 1112.9' |
| P16 | 10 UNIT T-HANGAR | 1065.7' |
| P17 | 10 UNIT T-HANGAR | 1113.0' |
| P18 | 10 UNIT T-HANGAR | 1066.2' |
| P19 | 10 UNIT T-HANGAR | 1113.5' |
| P20 | 10 UNIT T-HANGAR | 1066.5' |
| P21 | 80' X 60' BOX HANGAR | 1050.1' |
| P22 | 70' X 40' BOX HANGAR | 1062.3' |
| * P23 | 60' X 80' CORPORATE HANGAR | 1025.0' |
| P24 | 60' X 80' CORPORATE HANGAR | 1036.0' |

* HANGAR P23 HAS POTENTIAL TO PENETRATE PART 77 TRANSITIONAL SURFACE AND MIGHT REQUIRE FURTHER COORDINATION WITH FAA DURING 7460 PROCESS.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| TAXIWAY CENTERLINE | | |
| RUNWAY SAFETY AREA (RSA) | E-RSA | U-RSA |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | U-OFA |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | E-OFZ | U-OFZ |
| TAXIWAY OBJECT FREE AREA (TOFA) | E-TOFA | U-TOFA |
| TAXIWAY SAFETY AREA (TSA) | E-TSA | U-TSA |
| AIRPORT PAVEMENT | SEE PHOTO | |
| AIRPORT BUILDINGS | SEE PHOTO | |
| AIRPORT PROPERTY LINE / EASEMENTS | PL | PP |
| BUILDING RESTRICTION LINE (BRL) | BRL | |
| FENCE ( 4 FEET TALL) | | |
| * GROUND ELEVATIONS CONTOURS | 1025 | 1025 |
| PAVEMENT OR BUILDING TO BE REMOVED | | |
| WINDCONE | | |
| BEACON | | |
| PART 77 VIOLATIONS | V# | |
| OBSTRUCTION LIGHT | | |
| AIRFIELD SIGNAGE | | |
| TAXIWAY LIGHTS | | |
| VEHICLE CONTROL MARKINGS | | |

* 2 - FOOT CONTOUR INTERVAL SHOWN IN GRAY




MAGNETIC DECLINATION:
NOVEMBER 2018
3° 36' W + 0° 21'
CHANGING BY 0° 6.8' W
PER YEAR
SOURCE: NOAA.GOV

0 100' 200' 300'

SCALE: 1"=100'


RCR&A
BUILDING ENVELOPE CONSULTANTS
ENGINEERS ARCHITECTS
ROOF CONSULTANTS

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| DR. | CHK. | DATE | DESCRIPTION |
|---|---|---|---|
| ES | TO | NOV. 2019 | 30% REVIEW |
| ES | TO | NOV. 2020 | 60% REVIEW |
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| | | | |
| | | | |

$FILE$

# TERMINAL AREA PLAN

## AIRPORT LAYOUT PLAN SET

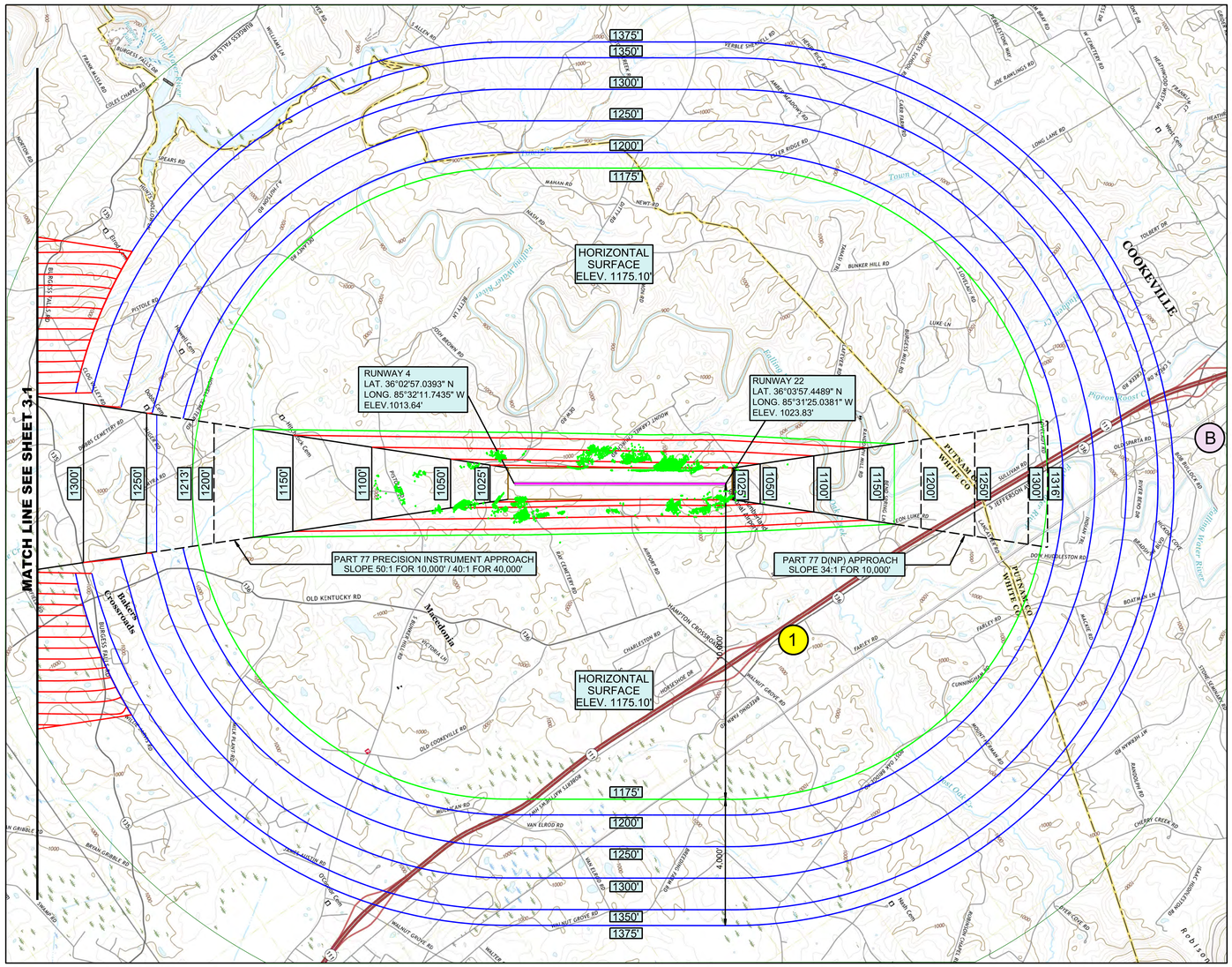
# UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE

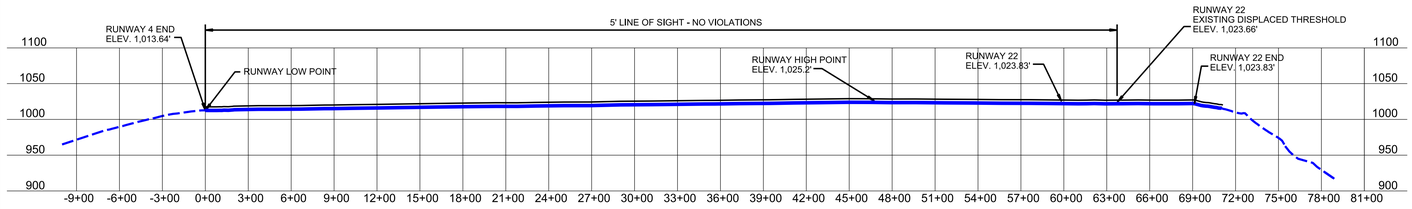
T.A.D. NO. 93-555-0560-19

SHEET 2

PROJECT NO: 14501-01




**PLAN VIEW**

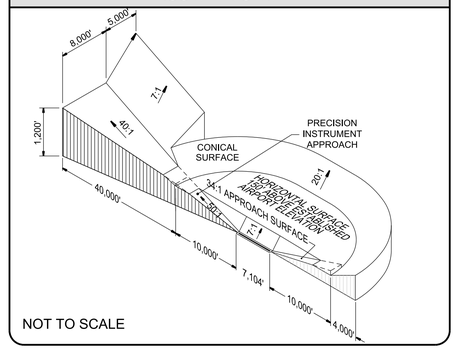



**RUNWAY PROFILE VIEW**

## NOTES

1. GRID BASE, U.S.G.S. TOPOGRAPHIC MAPS. 20' CONTOUR INTERVAL. DATE OF MAP COMPILED 2019.
2. SEE ALD AND APPROACH PLANS FOR OBSTRUCTIONS WITHIN PRIMARY SURFACE, TRANSITIONAL SURFACES, APPROACH SURFACES, AND HORIZONTAL SURFACE (WITHIN THE LIMITS OF THE AERIAL SURVEY).
3. DATE OF OBSTRUCTION SURVEY USED: JUNE, 2019.
4. DATE OF TOWER SEARCH COMPLETED SEPTEMBER 21, 2020.
5. AIRPORT CURRENTLY HAS AIRSPACE HEIGHT ZONING CORDINANCE IN PLACE IN BOTH WHITE AND PUTNAM COUNTY, WHICH WAS UPDATED IN 2020.
6. DASHED LINES ON AIRSPACE REPRESENT AREAS OF APPROACH SURFACE WHICH RISE ABOVE HORIZONTAL SURFACE.

## ISOMETRIC VIEW




NOT TO SCALE

## PART 77 OBSTRUCTION

| # | DESCRIPTION | LATITUDE | LONGITUDE | TOP ELEVATION | GROUND ELEVATION | STRUCTURE HEIGHT | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|---|
| 1 | TOWER | 36° 03' 42.56" N | 85° 30' 22.48" W | 1,150' | 980' | 170' | -24.9' | ADD / MAINTAIN LIGHTING |
| 2 * | TOWER | 35° 58' 04.56" N | 85° 37' 40.64" W | 1,249' | 1,055' | 194' | -626' | ADD / MAINTAIN LIGHTING |
| 3 * | TOWER | 35° 57' 31.09" N | 85° 37' 14.38" W | 1,221' | 1,022' | 199' | -729' | ADD / MAINTAIN LIGHTING |

* SHOWN ON SHEET 3.1

## OBSTACLES

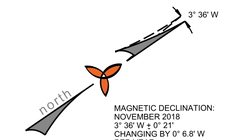
ITEMS WITHIN VICINITY OF AIRPORT WITH NO PENETRATION TO PART 77

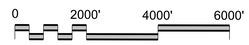
| # | DESCRIPTION | LATITUDE | LONGITUDE | TOP ELEVATION | GROUND ELEVATION | STRUCTURE HEIGHT | DISPOSITION |
|---|---|---|---|---|---|---|---|
| A * | TOWER | 35° 57' 42.20" N | 85° 38' 55.30" W | 1,303' | 1,038' | 265' | MAINTAIN LIGHTING |
| B | TOWER | 36° 06' 04.59" N | 85° 29' 59.29" W | 1,170' | 1,036' | 134' | MAINTAIN LIGHTING |
| | | | | | | | |
| | | | | | | | |

* SHOWN ON SHEET 3.1

## LEGEND

| DESCRIPTION | ULTIMATE |
|---|---|
| APPROACH SURFACE | |
| RUNWAY | |
| HORIZONTAL SURFACE | |
| CONICAL SURFACE | |
| TRANSITIONAL SURFACE | |
| PRIMARY SURFACE | |
| TREE OBSTRUCTIONS TO PT 77 | |
| TOWER WITHIN LIMITS OF PT 77 | |
| OBSTACLES OUTSIDE OF PT 77 | |




SCALE: 1"=2000'


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| DR. | CHK. | DATE | DESCRIPTION |
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| | | | |
| | | | |

AIRSPACE DRAWING

AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

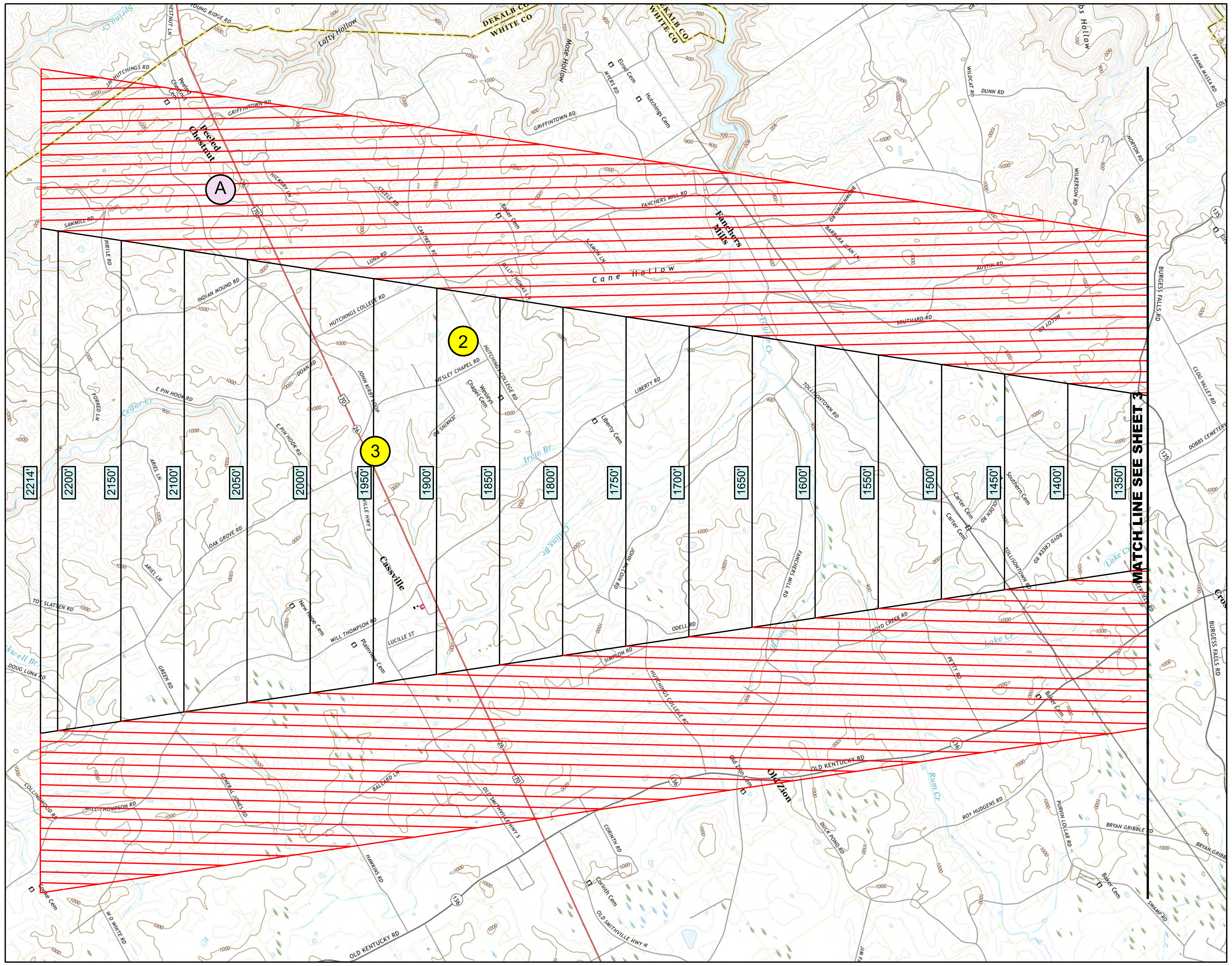
SPARTA, WHITE COUNTY, TENNESSEE

T.A.D. NO. 93-555-0560-19

SHEET 3

PROJECT NO: 14501-01

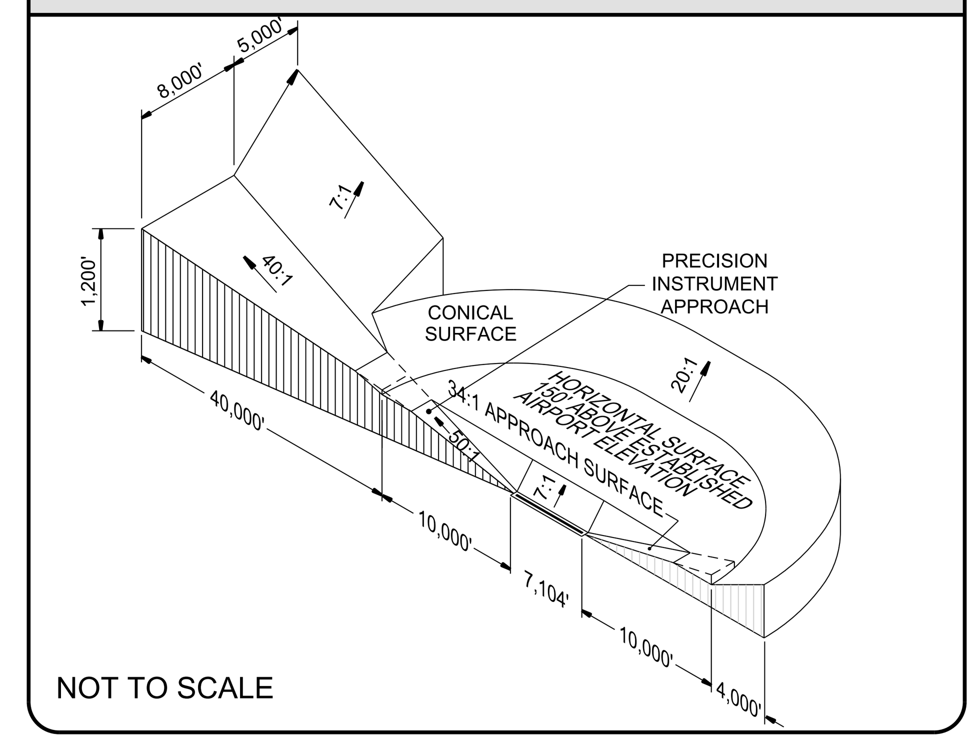
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## NOTES

1. GRID BASE, U.S.G.S. TOPOGRAPHIC MAPS. 20' CONTOUR INTERVAL. DATE OF MAP COMPILED 2019.
2. SEE ALD AND APPROACH PLANS FOR OBSTRUCTIONS WITHIN PRIMARY SURFACE, TRANSITIONAL SURFACES, APPROACH SURFACES, AND HORIZONTAL SURFACE (WITHIN THE LIMITS OF THE AERIAL SURVEY).
3. DATE OF OBSTRUCTION SURVEY USED: JUNE, 2019.
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6. DASHED LINES ON AIRSPACE REPRESENT AREAS OF APPROACH SURFACE WHICH RISE ABOVE HORIZONTAL SURFACE.

## ISOMETRIC VIEW




NOT TO SCALE

## PART 77 OBSTRUCTION

| # | DESCRIPTION | LATITUDE | LONGITUDE | TOP ELEVATION | GROUND ELEVATION | STRUCTURE HEIGHT | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|---|
| 1 | TOWER | 36° 03' 42.56" N | 85° 30' 22.48" W | 1,150' | 980' | 170' | -24.9' | ADD / MAINTAIN LIGHTING |
| 2 * | TOWER | 35° 58' 04.56" N | 85° 37' 40.64" W | 1,249' | 1,055' | 194' | -626' | ADD / MAINTAIN LIGHTING |
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* SHOWN ON SHEET 3.1

## OBSTACLES

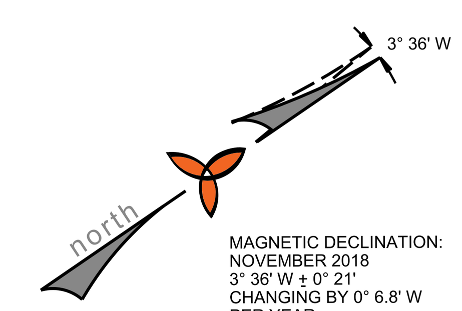
ITEMS WITHIN VICINITY OF AIRPORT WITH NO PENETRATION TO PART 77

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| B | TOWER | 36° 06' 04.59" N | 85° 29' 59.29" W | 1,170' | 1,036' | 134' | MAINTAIN LIGHTING |
| | | | | | | | |
| | | | | | | | |

* SHOWN ON SHEET 3.1

## LEGEND

| DESCRIPTION | ULTIMATE |
|---|---|
| APPROACH SURFACE | black line |
| RUNWAY | magenta line |
| HORIZONTAL SURFACE | green line |
| CONICAL SURFACE | blue line |
| TRANSITIONAL SURFACE | red line |
| PRIMARY SURFACE | brown line |
| TREE OBSTRUCTIONS TO PT 77 | green tree symbol |
| TOWER WITHIN LIMITS OF PT 77 | yellow circle |
| OBSTACLES OUTSIDE OF PT 77 | pink circle |




MAGNETIC DECLINATION:
NOVEMBER 2018
3° 36' W ± 0° 21'
CHANGING BY 0° 6.8' W
PER YEAR




SCALE: 1"=2000'

RCR&A BUILDING ENVELOPE CONSULTANTS ENGINEERS ARCHITECTS ROOF CONSULTANTS
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| ES | TO | NOV. 2020 | 60% REVIEW |
| ES | TO | FEB. 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |
| | | | |
| | | | |

# AIRSPACE DRAWING

AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE

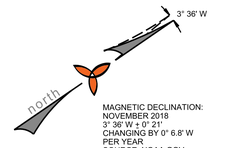
T.A.D. NO. 93-555-0560-19

SHEET

3.1

PROJECT NO:
14501-01

$FILEL$




## LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | TREE |
| | STRUCTURE (RLIL) |
| | BUILDING |
| | ROAD |
| | CREEK |
| | TOWER |

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY CENTERLINE | | |
| RUNWAY SAFETY AREA (RSA) | E-RSA | U-RSA |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | U-OFA |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | E-OFZ | U-OFZ |
| APPROACH RUNWAY PROTECTION ZONE | E-APPR RPZ | U-APPR RPZ |
| DEPARTURE RUNWAY PROTECTION ZONE | E-DEP RPZ | U-DEP RPZ |
| PART 77 APPROACH SURFACE | E-PT 77 APPR | U-PT 77 APPR |
| THRESHOLD SITING SURFACE | E-20:1 TSS | U-20:1 TSS |
| VERTICALLY GUIDED SURFACE | E-30:1 VGS | U-30:1 VGS |
| TAXIWAY OBJECT FREE AREA (TOFA) | E-TOFA | U-TOFA |
| TAXIWAY SAFETY AREA (TSA) | E-TSA | U-TSA |
| INNER APPROACH OBSTACLE FREE ZONE | E/U APPR OFZ | SAME |
| PRECISION OBSTACLE FREE ZONE | | SAME |
| AIRPORT PAVEMENT | | |
| AIRPORT PROPERTY LINE | PP | PP |
| FENCE (HEIGHT VARIES) | | |
| 10' GROUND ELEVATION CONTOURS * | 1025 | 1025 |
| AVIGATION EASEMENT | | |
| PART 77 VIOLATIONS | V14 | V14 |
| RUNWAY LEAD IN LIGHT SYSTEM | | |
| NAVAID CRITICAL AREA | | |

* 2-FOOT GROUND ELEVATION CONTOURS SHOWN IN GRAY.

## OBSTRUCTION DATA

PT 77 - 7:1 TRANSITIONAL SURFACE (TS), 50:1 APPROACH SURFACE (AS)

| V # | DESCRIPTION | OBJECT ELEVATION | 50:1 APPROACH SURFACE HEIGHT | PENETRATION AMOUNT | PROPOSED DISPOSITION |
|---|---|---|---|---|---|
| V26 | TREE (PS) | 1101.9' | 1014.0' | 87.8' | TRIM / REMOVE |
| V27 | TREE (PS) | 1095.9' | 1013.8' | 82.1' | TRIM / REMOVE |
| V29 | TREE (TS) | 1055.3' | 1028.2' | 27.1' | TRIM / REMOVE |
| V30 | TREE (TS) | 1108.6' | 1080.8' | 27.8' | TRIM / REMOVE |
| V31 | TREE (TS) | 1075.0' | 1055.7' | 19.3' | TRIM / REMOVE |
| V32 | TREE (TS) | 1092.4' | 1073.7' | 18.8' | TRIM / REMOVE |
| V33 | TREE (TS) | 1078.3' | 1037.4' | 40.9' | TRIM / REMOVE |
| V34 | TREE (AS) | 1052.5' | 1019.6' | 32.8' | TRIM / REMOVE |
| V35 | TREE (AS) | 1021.4' | 1016.5' | 4.9' | TRIM / REMOVE |
| V36 | TREE (AS) | 1045.0' | 1036.1' | 8.9' | TRIM / REMOVE |
| V37 | TREE (AS) | 1069.4' | 1043.8' | 25.6' | TRIM / REMOVE |
| V38 | TREE (AS) | 1077.3' | 1046.6' | 30.7' | TRIM / REMOVE |
| V39 | TREE (AS) | 1067.0' | 1057.9' | 9.1' | TRIM / REMOVE |
| V40 | TREE (AS) | 1097.1' | 1081.4' | 15.7' | TRIM / REMOVE |
| V41 | TREE (AS) | 1090.3' | 1081.9' | 8.4' | TRIM / REMOVE |
| V42 | TREE (AS) | 1096.8' | 1084.6' | 12.2' | TRIM / REMOVE |
| V43 | TREE (AS) | 1099.8' | 1091.1' | 8.7' | TRIM / REMOVE |
| V44 | TREE (AS) | 1096.7' | 1095.9' | 0.8' | TRIM / REMOVE |
| V45 | TREE (AS) | 1082.5' | 1071.2' | 11.3' | TRIM / REMOVE |
| V46 | TREE (AS) | 1075.1' | 1066.1' | 9.0' | TRIM / REMOVE |
| V47 | TREE (AS) | 1040.3' | 1035.9' | 4.4' | TRIM / REMOVE |
| V48 | TREE (AS) | 1050.2' | 1033.1' | 17.0' | TRIM / REMOVE |
| V49 | TREE (TS) | 1079.9' | 1067.1' | 12.8' | TRIM / REMOVE |
| V50 | TREE (TS) | 1087.6' | 1065.8' | 21.8' | TRIM / REMOVE |
| V51 | TREE (TS) | 1090.7' | 1076.1' | 14.6' | TRIM / REMOVE |
| V52 | POLE (TS) | 1063.7' | 1056.7' | 7.0' | REMOVE / BURY LINE |

NOTE:
PART 77 VIOLATIONS SHOWN ARE NOT ALL CONSIDERED OBSTRUCTIONS AND DO NOT ALL NEGATIVELY EFFECT RUNWAYS ESTABLISHED APPROACHES.

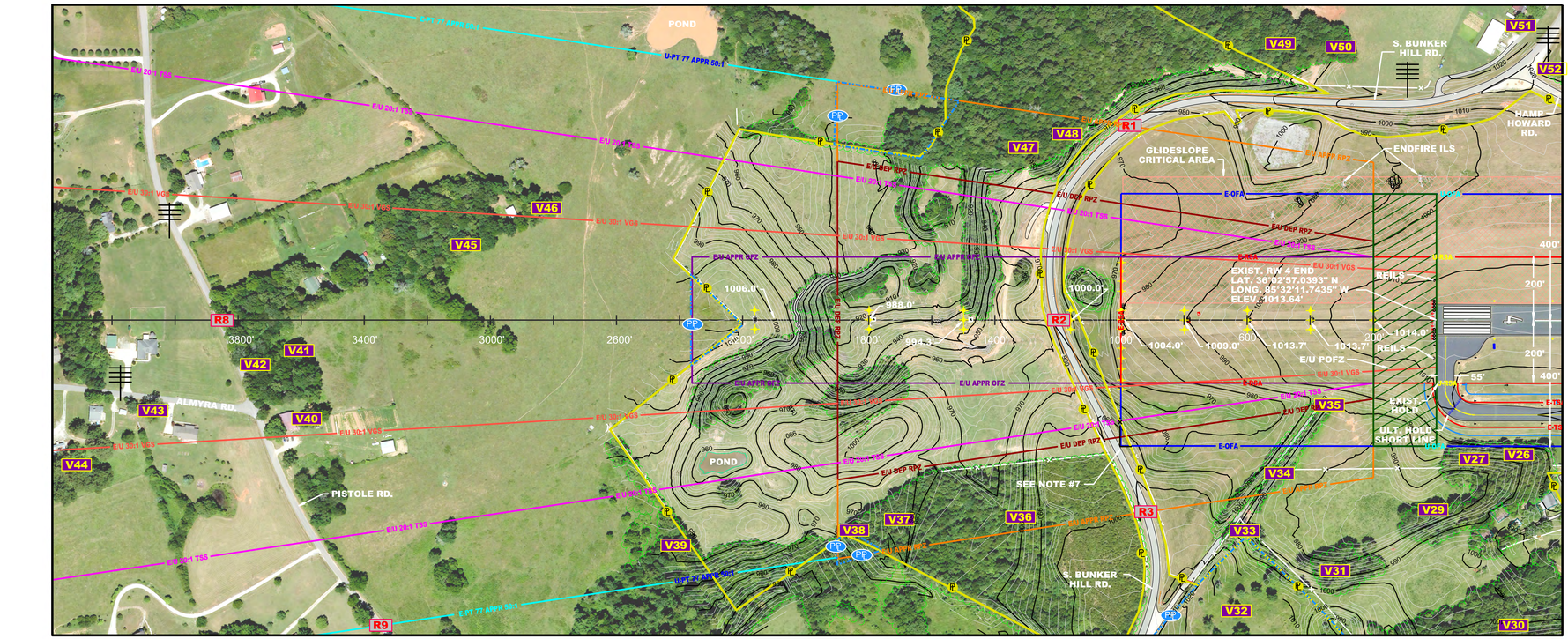
## TRAVERSE WAY VIOLATIONS

| # | NAME | GROUND ELEVATION (FT.) | * TOP ELEVATION (FT.) | APPROACH SURFACE ELEV. (FT.) | PENETRATION (FT.) | PROPOSED ACTION |
|---|---|---|---|---|---|---|
| R1 | S. BUNKER HILL ROAD | 927' | 942' | 1,028.8' | -86.8' | NONE |
| R2 | S. BUNKER HILL ROAD | 980' | 995' | 1,033.7' | -38.7' | NONE |
| R3 | S. BUNKER HILL ROAD | 1,004' | 1,019' | 1,028.1' | -9.1' | NONE |
| R8 | PISTOLE ROAD | 1,003' | 1,018' | 1,087.0' | -69.0' | NONE |
| R9 | PISTOLE ROAD | 976' | 991' | 1,076.6' | -85.6' | NONE |

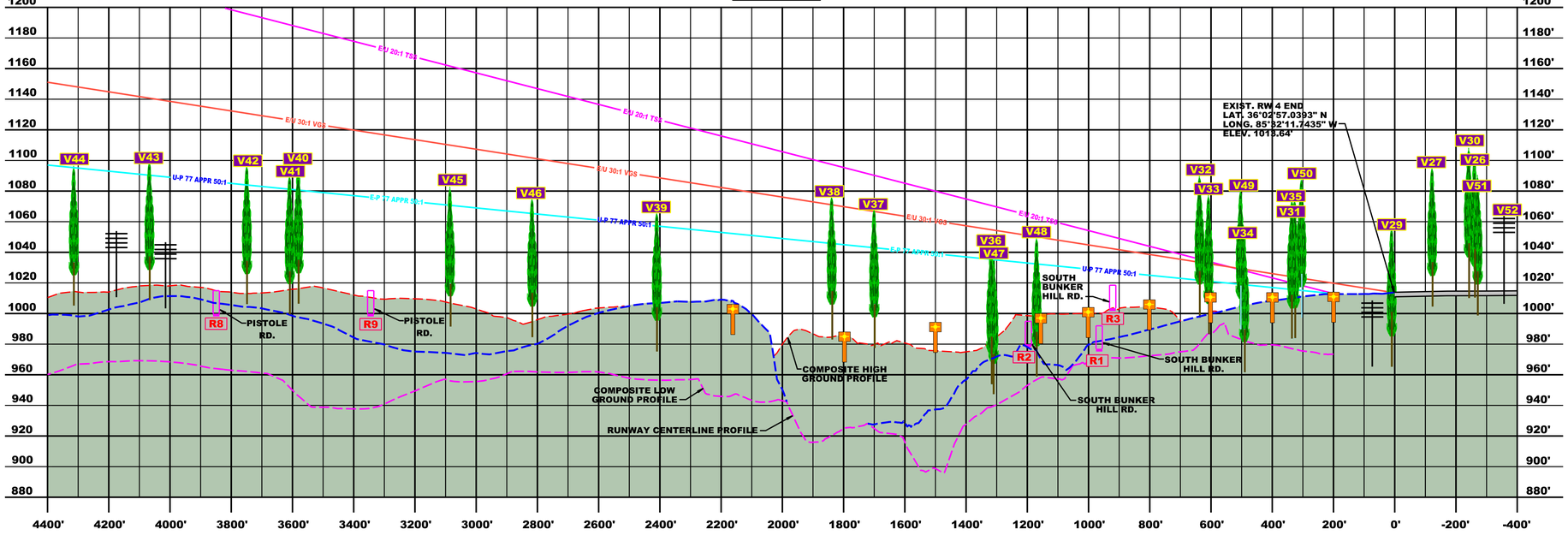
* 15' ADDED FOR ROAD CLEARANCE

## NOTES

1. SEE SHEET 1 FOR ADDITIONAL PART 77 VIOLATIONS TO TRANSITIONAL SURFACES.
2. AGIS OBSTRUCTION SURVEY COMPLETED JUNE, 2019
3. OBSTRUCTION TO PART 77 SURFACES ARE NOT LIMITED TO VIOLATIONS LISTED.
4. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
5. NO THRESHOLD SITING SURFACE VIOLATIONS.
6. TRAVERSE WAY POINTS DEPICTED ON PROFILE VIEW ARE SHOWN AT TOP OF CLEARANCE LIMIT.
7. THE 0.02 ACRE PORTION OF THE RUNWAY OBJECT FREE AREA AT THE SOUTHEAST CORNER WHICH LIES BEYOND THE AIRPORT PROPERTY LINE IS CONTROLLED BY WAY OF JURISDICTION OF AIRPORT SPONSOR.




PLAN VIEW




PROFILE VIEW

SCALE: 1" = 200' H
1" = 40' V

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FRANKLIN, TN 37067
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| DR. | CHK. | DATE | DESCRIPTION |
|---|---|---|---|
| ES | TO | NOV. 2019 | 30% REVIEW |
| ES | TO | NOV. 2020 | 60% REVIEW |
| ES | TO | FEB. 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |

# INNER APPROACH SURFACE DRAWING - RUNWAY 4

AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

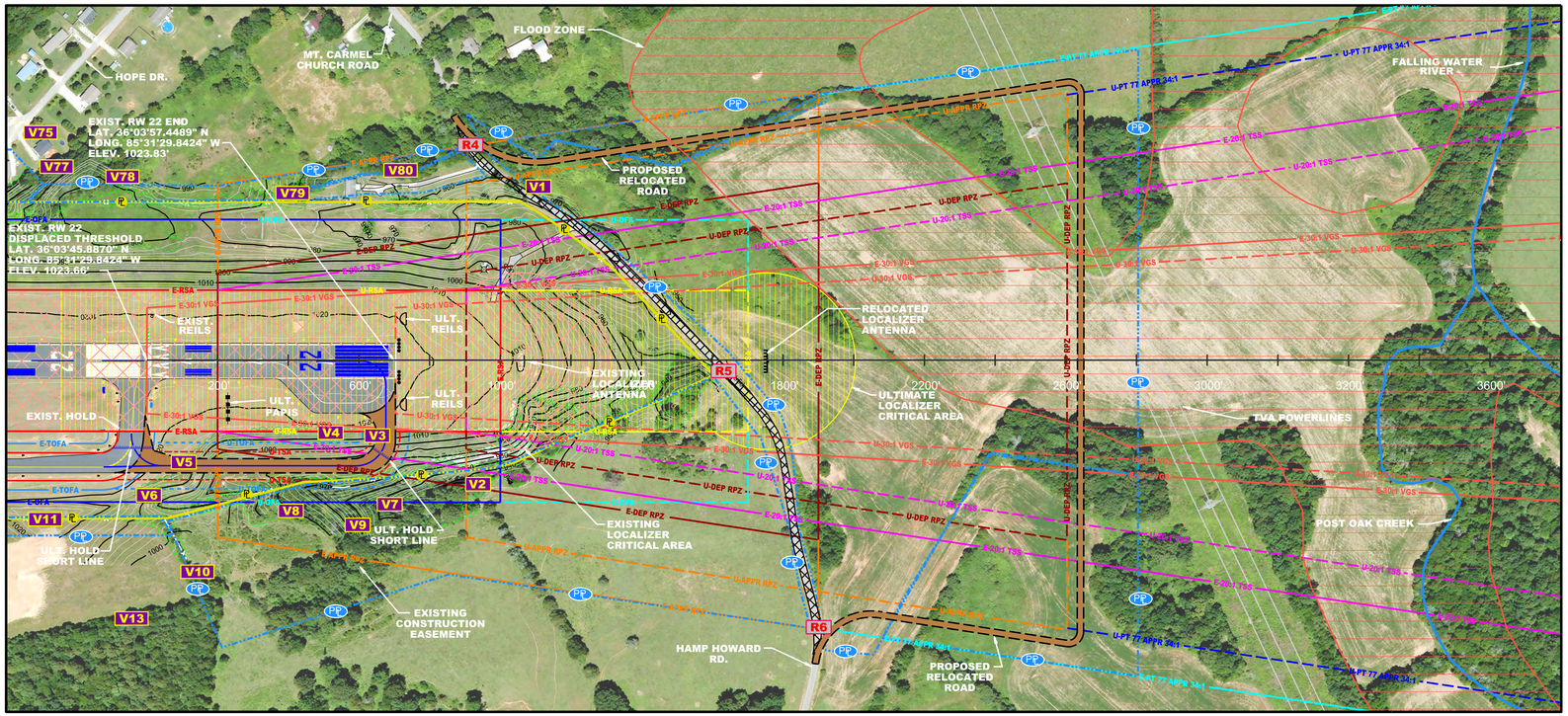
SPARTA, WHITE COUNTY, TENNESSEE

T.A.D. NO. 93-555-0560-19

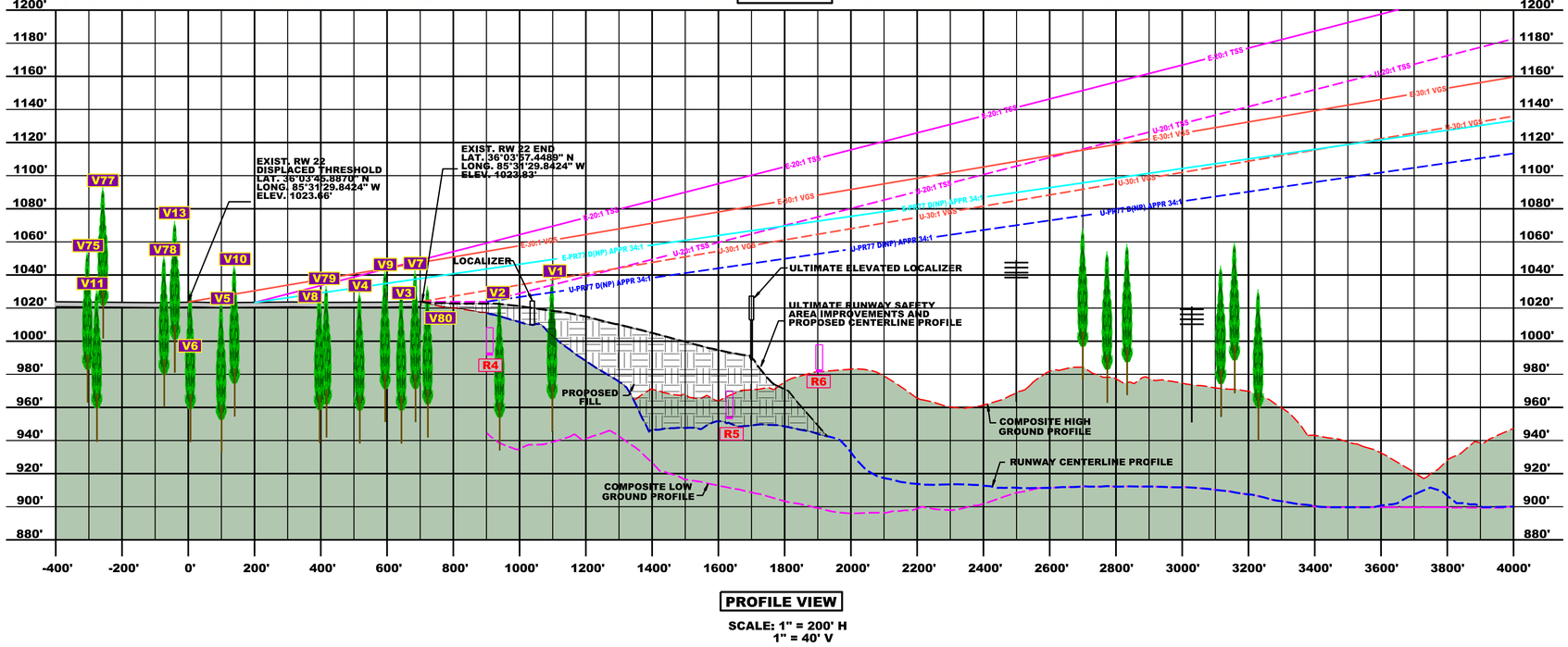
SHEET 4

PROJECT NO: 14501-01

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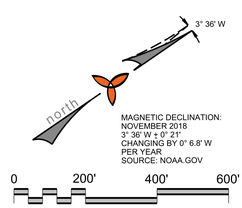



**PLAN VIEW**




**PROFILE VIEW**

SCALE: 1" = 200' H
1" = 40' V




## LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | TREE |
| | STRUCTURE |
| | BUILDING |
| | ROAD |
| | CREEK |
| | TOWER |

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY CENTERLINE | | |
| RUNWAY SAFETY AREA (RSA) | E-RSA | U-RSA |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | U-OFA |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | E-OFZ | U-OFZ |
| APPROACH RUNWAY PROTECTION ZONE | E-APPR RPZ | U-APPR RPZ |
| DEPARTURE RUNWAY PROTECTION ZONE | E-DEP RPZ | U-DEP RPZ |
| PART 77 APPROACH SURFACE | E-PRT 77 APPR | U-PT 77 APPR |
| THRESHOLD SITING SURFACE | E-30:1 TSS | U-30:1 TSS |
| VERTICALLY GUIDED SURFACE | E-30:1 VGS | U-30:1 VGS |
| TAXIWAY OBJECT FREE AREA (TOFA) | E-TOFA | U-TOFA |
| TAXIWAY SAFETY AREA (TSA) | E-TSA | U-TSA |
| AIRPORT PAVEMENT | | |
| AIRPORT PROPERTY LINE | PL | PL |
| FENCE (HEIGHT VARIES) | X | X |
| 10' GROUND ELEVATION CONTOURS * | 1025 | 1025 |
| AVIGATION EASEMENT | | |
| PART 77 VIOLATIONS | V14 | V14 |
| RUNWAY LEAD IN LIGHT SYSTEM | | |
| NAVAID CRITICAL AREA | | |

*2-FOOT GROUND ELEVATION CONTOURS SHOWN IN GRAY.

## OBSTRUCTION DATA

PT 77 - 7:1 TRANSITIONAL SURFACE (TS), 34:1 APPROACH SURFACE (AS)

| V # | DESCRIPTION | OBJECT ELEVATION | 34:1 APPROACH SURFACE HEIGHT | PENETRATION AMOUNT | PROPOSED DISPOSITION |
|---|---|---|---|---|---|
| V1 | TREE (AS) | 1038.7' | 1029.4' | 9.3' | TRIM / REMOVE |
| V2 | TREE (AS) | 1025.6' | 1025.0' | 0.6' | TRIM / REMOVE |
| V3 | TREE (PS) | 1030.5' | 1023.7' | 6.8' | TRIM / REMOVE |
| V4 | TREE (PS) | 1030.1' | 1023.6' | 6.6' | TRIM / REMOVE |
| V5 | TREE (PS) | 1024.1' | 1022.9' | 1.2' | TRIM / REMOVE |
| V6 | TREE (PS) | 1028.8' | 1022.8' | 6.0' | TRIM / REMOVE |
| V7 | TREE (PS) | 1040.8' | 1023.8' | 17.0' | TRIM / REMOVE |
| V8 | TREE (PS) | 1031.2' | 1023.3' | 7.9' | TRIM / REMOVE |
| V9 | TREE (PS) | 1042.4' | 1023.7' | 18.7' | TRIM / REMOVE |
| V10 | TREE (TS) | 1046.6' | 1035.3' | 11.3' | TRIM / REMOVE |
| V11 | TREE (TS) | 1034.7' | 1022.3' | 12.4' | TRIM / REMOVE |
| V13 | TREE (TS) | 1073.7' | 1055.5' | 18.3' | TRIM / REMOVE |
| V75 | TREE (TS) | 1054.0' | 1043.2' | 10.8' | TRIM / REMOVE |
| V77 | TREE (TS) | 1094.5' | 1050.2' | 44.3' | TRIM / REMOVE |
| V78 | TREE (TS) | 1051.2' | 1025.7' | 25.5' | TRIM / REMOVE |
| V79 | TREE (PS) | 1034.9' | 1023.4' | 11.5' | TRIM / REMOVE |
| V80 | TREE (TS) | 1033.2' | 1029.6' | 3.5' | TRIM / REMOVE |

NOTE: PART 77 VIOLATIONS SHOWN ARE NOT ALL CONSIDERED OBSTRUCTIONS AND DO NOT ALL NEGATIVELY EFFECT AIRPORT ESTABLISHED APPROACHES.

## TRAVERSE WAY VIOLATIONS

| # | NAME | GROUND ELEVATION (FT.) | * TOP ELEVATION (FT.) | APPROACH SURFACE ELEV. (FT.) | PENETRATION (FT.) | PROPOSED ACTION |
|---|---|---|---|---|---|---|
| R4 | MT. CARMEL CHURCH ROAD | 967' | 982' | 1,044.5' | -62.5' | NONE |
| R5 | MT. CARMEL CHURCH ROAD | 955' | 970' | 1,065.1' | -95.1' | NONE |
| R6 | MT. CARMEL CHURCH ROAD | 983' | 998' | 1,073.4' | -75.4' | NONE |

*15' ADDED FOR ROAD CLEARANCE

## NOTES

1. SEE SHEET 1 FOR ADDITIONAL PART 77 VIOLATIONS TO TRANSITIONAL SURFACES.
2. AGIS OBSTRUCTION SURVEY COMPLETED JUNE, 2019
3. OBSTRUCTION TO PART 77 SURFACES ARE NOT LIMITED TO VIOLATIONS LISTED.
4. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
5. NO THRESHOLD SITING SURFACE VIOLATIONS.
6. TRAVERSE WAY POINTS DEPICTED ON PROFILE VIEW ARE SHOWN AT TOP OF CLEARANCE LIMIT.


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| DR. | CHK. | DATE | DESCRIPTION |
|---|---|---|---|
| ES | TO | NOV. 2019 | 30% REVIEW |
| ES | TO | NOV. 2020 | 60% REVIEW |
| ES | TO | FEB. 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |

# INNER APPROACH SURFACE DRAWING - RUNWAY 22

AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

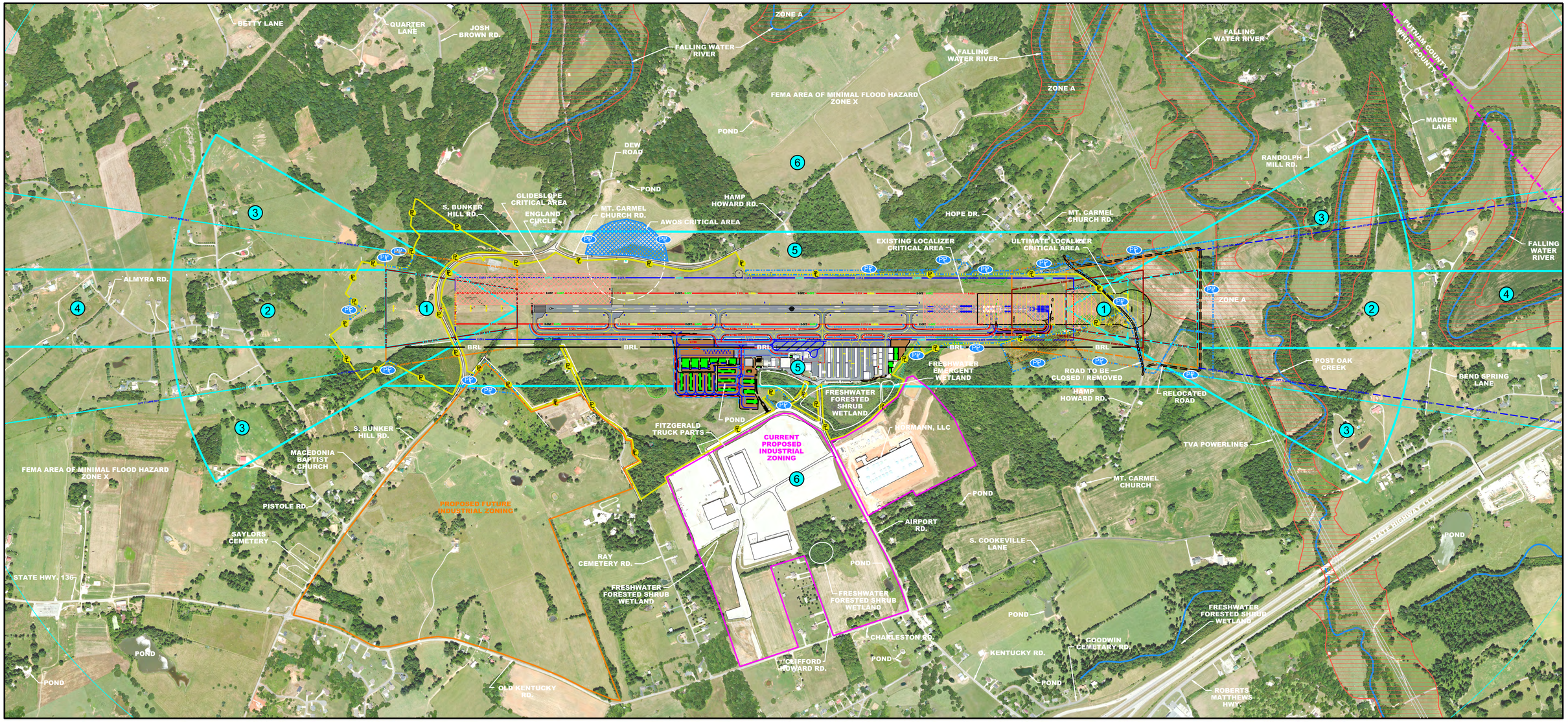
SPARTA, WHITE COUNTY, TENNESSEE

T.A.D. NO. 93-555-0560-19

SHEET 5

PROJECT NO: 14501-01

$FILE$




# AIRPORT LAND USE

## NOTES

1. WHITE COUNTY LAND USE IS LIMITED TO CURRENT AIRPORT HEIGHT ZONING ORDINANCE IN EFFECT AS OF SEPTEMBER OF 2020.
2. FLOOD HAZARD DATA DEPICTED ON SHEET IS AS SHOWN ON FEMA'S NATIONAL FLOOD HAZARD LAYER VIEWER PER FIRM PANEL 47185C0050D EFFECTIVE 9/27/2007 AND FIRM PANEL 47185C0075D EFFECTIVE 9/27/2007.
3. WETLANDS DEPICTED ON SHEET ARE AS SHOWN ON USFWS NATIONAL WETLANDS INVENTORY MAPPER.
4. ALTHOUGH AIRPORT LIES ENTIRELY WITHIN WHITE COUNTY, AIRPORT PROPERTY REMAINS MULTI-JURISDICTIONAL UNDER THE CONTROL OF WHITE COUNTY, PUTNAM COUNTY, THE CITY OF COOKEVILLE, AND THE CITY OF SPARTA.
5. AIRPORT IMPACT ZONES ARE SHOWN AS DESCRIBED IN FAA'S AVAILABLE LAND USE COMPATIBILITY GUIDE DATED 1998.

## LAND USE LEGEND

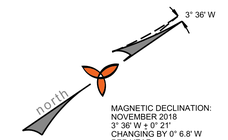
| ITEM | EXISTING |
|---|---|
| AIRPORT PROPERTY (CITY GENERAL INDUSTRIAL) | |
| WHITE COUNTY LAND USE ZONING | NONE |
| PROPOSED CURRENT INDUSTRIAL ZONING | |
| PROPOSED FUTURE INDUSTRIAL ZONING | |
| FEMA FLOOD HAZARD ZONE "A" | |
| U.S.F.W. KNOWN WETLANDS | |
| AIRPORT IMPACT ZONES LIMITS | |

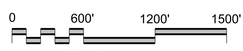
## AIRPORT IMPACT ZONES

| | |
|---|---|
| 1 | RUNWAY PROTECTION ZONE |
| 2 | INNER SAFETY ZONE |
| 3 | INNER TURNING ZONE (60 DEGREE SECTOR) |
| 4 | OUTER SAFETY ZONE |
| 5 | SIDELINE SAFETY ZONE |
| 6 | TRAFFIC PATTERN ZONE |

## LEGEND

| | EXISTING | ULTIMATE |
|---|---|---|
| TAXIWAY CENTERLINE | | |
| RUNWAY SAFETY AREA (RSA) | E-RSA | U-RSA |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | U-OFA |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | E-OFZ | U-OFZ |
| DEPARTURE RUNWAY PROTECTION ZONE | E DEP RPZ | U DEP RPZ |
| APPROACH RUNWAY PROTECTION ZONE | E-APPR RPZ | U-APPR RPZ |
| PART 77 APPROACH SURFACE | E-PT 77 APPR | U-PT 77 APPR |
| TAXIWAY OBJECT FREE AREA (TOFA) | E-TOFA | U-TOFA |
| TAXIWAY SAFETY AREA | E-TSA | U-TSA |
| BUILDING RESTRICTION LINE (BRL) | BRL | SAME |
| AIRPORT PAVEMENT | | |
| AIRPORT BUILDINGS | SEE PHOTO | |
| AIRPORT PROPERTY LINE | PL | PP |
| FENCE | | |
| AVIGATION EASEMENT | | |
| CONSTRUCTION EASEMENT | | |
| DRAINAGE EASEMENT | | |
| NAVAID CRITICAL AREAS | | |




SCALE: 1"=600'

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| ES | TO | NOV. 2020 | 60% REVIEW |
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| | | | |
| | | | |

LAND USE MAP

AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

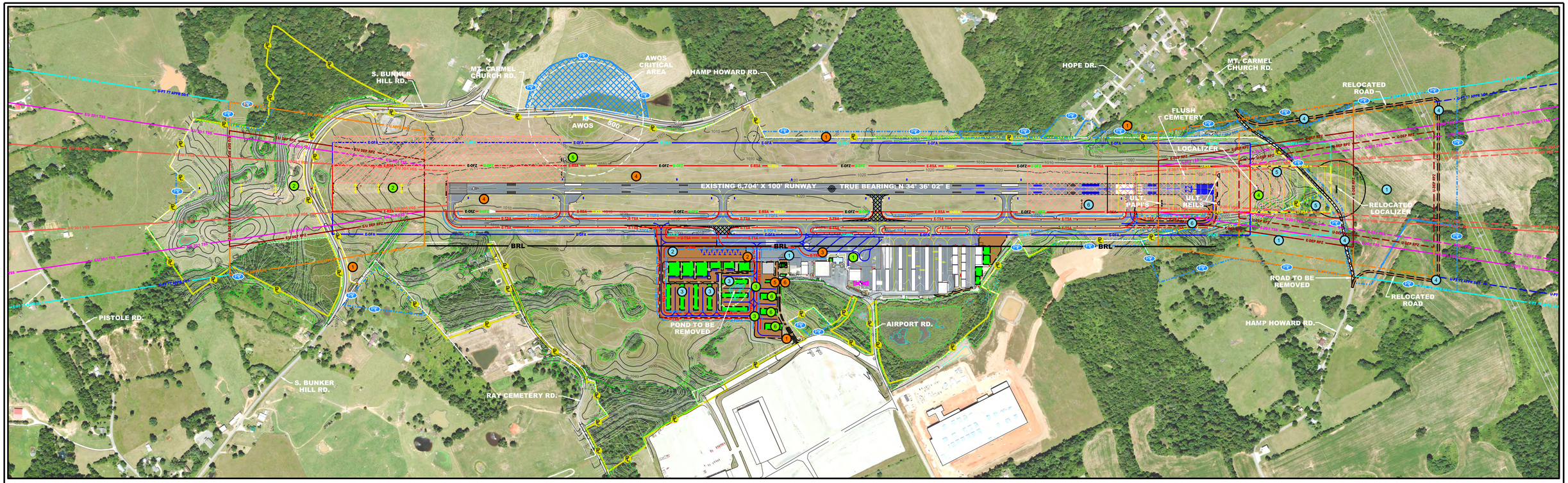
SPARTA, WHITE COUNTY, TENNESSEE

T.A.D. NO. 93-555-0560-19

SHEET 6

PROJECT NO: 14501-01

$FILELS




## PROPOSED AIRPORT CAPITAL IMPROVEMENT PLAN PROJECTS - DEVELOPMENT STUDY

### STAGE I = YEAR 0-3

**1 FUEL FARM REPLACEMENT, PHASE 3 AND PHASE 4** — $490,000

PHASE 3, REPLACE AVGAS AND JET A TANK WITH ABOVE GROUND TANK, $430,000 IS THE ESTIMATED COST OF 2 X 20K GALLON JET-A TANKS AS WELL AS 1 X 12K GALLON AVGAS TANK. THE ESTIMATED COST OF 1 X 20K GALLON JET-A TANK AND 1 X 12K GALLON AVGAS TANK IS $300,000. THIS IS UCRA'S TOP PRIORITY AND WOULD LIKE TO PRIORITIZE ANY/ALL FUNDING TOWARDS GETTING AT LEAST JET-A SERVICE ESTABLISHED IN THE NEW LOCATION. FINAL PHASE 4 WILL REMOVE/REMEDIATE TANKS.

**2 UPGRADE ELEVATED APPROACH LIGHTS** — $15,000

THE EXISTING THRESHOLD APPROACH LIGHTS ARE CURRENTLY INCANDESCENT PAR 56. WHEN THEY WERE CONSTRUCTED, THERE WASN'T AN APPROVED LED LIGHT FOR THAT APPLICATION. NOW, THE LED HAS BEEN APPROVED AND THE REQUIRED 300W BULBS AREN'T BEING MADE ANYMORE. THIS WILL SWITCH THE SYSTEM OVER TO LEDS, SAVING SIGNIFICANT ELECTRICITY COSTS AND BE A SERVICABLE LIGHT. ALSO INCLUDES RUNWAY GUARD LIGHTS.

**3 SOUTH HANGAR DEVELOPMENT TAXILANE** — $2,000,000

AS THE UCRA SERVICE AREA CONTINUES TO GROW AT A RAPID RATE, THE AIRPORT HAS A DEMAND FOR ADDITIONAL HANGARS. AS THE AIRPORTS CURRENT FOOT PRINT IS NEARING CAPACITY, THIS WOULD BE FOR THE DESIGN AND CONSTRUCTION OF A TAXILANE, WHICH WILL PROVIDE ADDITIONAL LOCATIONS FOR T-HANGARS AND CORPORATE BOX HANGARS TO BE CONSTRUCTED.

**4 REPLACE LOCALIZER/DME** — $600,000

THE ILS IS ENTERING ITS END OF LIFE. THIS UNIT WAS MADE BY ASI WHO HAS BEEN OUT OF BUSINESS FOR SEVERAL YEARS. WE HAVE MANY USERS OF THIS AIRPORT THAT STILL REQUIRE ILS BY EITHER THEIR OPERATING SPECS OR BY EQUIPMENT AND WE NEED TO KEEP THE LOWER MINIMUMS ASSOCIATED WITH THE ILS. WE WISH TO BREAK THIS INTO TWO PROJECTS PER REQUEST OF TDOT AERO TO MINIMIZE ECONOMIC IMPACTS.

**5 REPLACE GLIDESLOPE PHASE II ILS** — $400,000

THIS IS PHASE TWO OF THE CAT 2 ILS PROJECT. THE ILS IS ENTERING ITS END OF LIFE.THIS UNIT WAS MADE BY ASI WHO HAS BEEN OUT OF BUSINESS FOR SEVERAL YEARS. WE HAVE MANY USERS OF THIS AIRPORT THAT STILL REQUIRE ILS BY EITHER THEIR OPERATING SPECS OR BY EQUIPMENT AND WE NEED TO KEEP THE LOWER MINIMUMS ASSOCIATED WITH THE ILS. WE WISH TO BREAK THIS INTO TWO PROJECTS PER REQUEST OF TDOT AERO TO MINIMIZE ECONOMIC IMPACTS.

**6 T-HANGAR CONSTRUCTION** — $500,000

THIS IS FOR THE CONSTRUCTION OF ADDITIONAL T-HANGARS, WHICH ARE NEEDED TO ADDRESS A GROWING WAITING LIST FOR HANGAR SPACE AT UCRA. WE CURRENTLY HAVE ALL T-HANGARS AND CONVENTIONALBOX HANGARS FULL. WE HAVE ATTEMPTED TO HELP AS MUCH AS POSSIBLE BY LOCALLY FUNDING THE CONSTRUCTION OF 6 T-HANGARS. TOGETHER, THIS IS ONLY A PARTIAL FIX OF A COMPREHENSIVE PLAN TO ADDRESS A SERIOUS CAPACITY ISSUE.

STAGE I TOTAL — $4,005,000

### STAGE II = YEAR 4-6

**1 PERIMETER FENCING** — $735,440

THE AIRPORT IS CURRENTLY PARTIALLY ENCLOSED BY 4 FOOT FENCE THAT ALLOWS ANIMALS ACCESS TO THE RUNWAY. THIS WILL FUND THE USDA WILDLIFE DETERMINATION SO THAT WORK CAN BEGIN TO INSTALL FENCE TO DETER WILDLIFE FROM ACCESSING AIRPORT GROUNDS.UPON COMPLETION OF WILDLIFE ASSESSMENT, PHASE II WILL COVER THE DESIGN AND CONSTRUCTION PORTION OF PROJECT

**2 COMMUNITY HANGAR** — $900,000

WE CURRENTLY HAVE ALL T-HANGARS AND BOX HANGARS FULL. HANGAR 2, COMMUNITY HANGAR, IS FILLED TO CAPACITY AND OUR MAINTENANCE SHOP, IN HANGAR 1, IS OUT OF SPACE. WE HAVE ATTEMPTED TO HELP AS MUCH AS POSSIBLE BY LOCALLY FUNDING THE CONSTRUCTION OF 6 T-HANGARS. WE ARE WORKING WITH A PRIVATE SECTOR INVESTOR IN AN ATTEMPT TO FIX THE SMALL BOX HANGAR SHORTAGE. TOGETHER, THIS IS ONLY A PARTIAL FIX OF A COMPREHENSIVE PLAN TO ADDRESS A SERIOUS CAPACITY ISSUE.

**3 EXPAND EXISTING 1997 TERMINAL BUILDING** — $200,000

MORE CONFERENCE/MEETING SPACE IS NEEDED FOR AVIATION TRAFFIC UTILIZING THE AIRPORT. BUILDING WAS BUILT FOR APPR-OXIMATELY $340,000 WITH 50% LOCAL AND 50% STATE FUNDS. CURRENTLY NEW TERMINAL BUILDINGS ARE ELIGIBLE FOR $350,000 MATCHING STATE FUNDS. THE EXPANSION IS NEEDED TO SERVE THE COMMUNITY NEEDS.

**4 HIRL REPLACEMENT WITH LED** — $450,000

PROJECT PURPOSE IS TO REPLACE EXISTING INEFFICIENT HIGH INTENSITY RUNWAY LIGHTS WITH NEW HI INTENSITY LED LIGHTING. AIRPORT HAS HAD THE RUNWAY CIRCUIT TESTED IN THE PRESENCE OF THEIR ENGINEER AND IT READ 1.4 MEGAOHM AT 500V, BY THIS TIME, THE SYSTEM WILL HAVE REACHED ITS USEFUL LIFE.

**5 AIRPORT FIRE STATION** — $450,000

DUE TO THE DISTANCE TO FIRE AND RESCUE COMBINED WITH THE NEED FOR A FIRE STATION IN THE IMMEDIATE AREA, A FIRE STATION AS DEPICTED ON OUR ALP ON THE SOUTH SIDE OF CURRENT DEVELOPMENT IS NEEDED TO SUPPORT THE AIRPORT AS WELL AS THE SURROUNDING COMMUNITY.

**6 ARFF TRUCK** — $600,000

DUE TO THE DISTANCE TO FIRE AND RESCUE COMBINED WITH THE NEED FOR A FIRE STATION IN THE IMMEDIATE AREA, AN AARF FIRE TRUCK AS EXPLAINED IN THE NARRATIVE REPORT IS NEEDED TO SUPPORT THE AIRPORT DURING FUTURE PART 139 OPERATIONS, AS WELL AS THE SURROUNDING COMMUNITY.

STAGE II TOTAL — $3,335,440

### STAGE III = YEAR 7+

**1 LAND PURCHASE FOR RSA IMPROVEMENTS** — $2,000,000

THIS IS A PROJECT FOR MULTIPLE LAND PURCHASES SURROUNDING THE AIRPORT. THIS WILL ALLOW THE AIRPORT TO CONTROL THEIR EXISTING AND ULTIMATE APPROACH RUNWAY PROTECTION ZONES AND PROTECT THE PART 77 PRIMARY SURFACE. THIS WILL ALSO INCLUDE THE ACQUISITION OF THE LAND NECESSERY TO RELOCATE MT. CARMAL CHURCH RD AND COMPLETE THE RUNWAY SAFETY AREA IMPROVEMENTS NEEDED.

**2 SOUTH APRON EXPANSION** — $1,500,000

THIS PROJECT IS TO EXPAND THE SOUTH APRON FOR ADDITIONAL HANGAR DEVELOPMENT AREAS AND AIRCRAFT TIE-DOWN PARKING. THIS PROJECT WILL ALSO INCLUDE THE RECONFIGURATION OF THE CONNECTOR TAXIWAYS. AS DEPICTED THROUGHOUT THIS ALP, THE RUNWAY TO TAXIWAY CONNECTOR "A4" AS WELL AS THE TAXIWAY TO THE APRON CONNECTOR "B" WILL BE REMOVED AND THE CONNECTOR SHOWN AS "P1" WILL BE CONSTRUCTED.

**3 T-HANGAR CONSTRUCTION** — $4,000,000

THIS IS FOR THE CONSTRUCTION OF ADDITIONAL T-HANGARS, WHICH ARE NEEDED TO ADDRESS A GROWING WAITING LIST FOR HANGAR SPACE AT UCRA. WE CURRENTLY HAVE ALL T-HANGARS AND BOX HANGARS FULL, IN ORDER WE HAVE ATTEMPTED TO HELP AS MUCH AS POSSIBLE BY LOCALLY FUNDING THE CONSTRUCTION OF 6 T-HANGARS. TOGETHER, THIS IS ONLY A PARTIAL FIX OF A COMPREHENSIVE PLAN TO ADDRESS A SERIOUS CAPACITY ISSUE.

**4 RELOCATION OF MT. CARMEL CHURCH RD** — $2,000,000

PROJECT IS FOR RELOCATION OF MT. CARMEL CHURCH RD OUTSIDE OF THE ULTIMATE RUNWAY 22 APPROACH RUNWAY PROTECTION ZONE, AS DEPICTED ABOVE. THIS IS NEEDED PRIOR TO THE CONSTRUCTION OF THE RUNWAY SAFETY AREA IMPROVEMENTS REQUIRED TO MEET C-II DESIGN STANDARDS WHICH WILL ALLOW FOR THE REMOVAL OF THE EXISTING DISPLACED THRESHOLD ON RUNWAY 22 ALLOWING FULL OPERATIONAL USE OF THE RUNWAYWITH NO LIMITATIONS.

**5 RUNWAY SAFETY AREA IMPROVEMENTS** — $9,000,000

THIS PROJECT IS FOR THE RUNWAY SAFETY AREA IMPROVEMENTS REQUIRED TO MEET C-II DESIGN STANDARDS. IN ADDITION, THIS WOULD INCLUDE THE RELOCATION OF THE LOCALIZER ANTENNA WHICH WOULD NEED TO BE ELEVATED TO THE REQUIRED HEIGHT, PAPIS, REILS, AND COMPLETION OF A FLIGHT CHECK AND APPROACH DEVELOPMENT. THIS WILL ALLOW FOR THE REMOVAL OF THE DISPLACED THRESHOLD ON RUNWAY 22 AND REGAIN FULL USE OF THE RUNWAY WITH NO LIMITATIONS PRIOR TO THE ULT. TAXIWAY.

**6 PARALLEL TAXIWAY CONSTRUCTION** — $3,000,000

THIS PROJECT WILL EXTEND THE EXISTING RUNWAY 22 PARALLEL TAXIWAY TO THE ULTIMATE RUNWAY THRESHOLD LOCATED AT THE END OF THE EXISTING PAVEMENT. THIS PROJECT WILL ALSO EXTEND THE MITL.

STAGE III TOTAL — $21,500,000

## LEGEND

| | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY CENTERLINE | | |
| RUNWAY SAFETY AREA (RSA) | E-RSA | U-RSA |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | U-OFA |
| DEPARTURE RUNWAY PROTECTION ZONE | E-DEP RPZ | U-DEP RPZ |
| APPROACH RUNWAY PROTECTION ZONE | E-APPR RPZ | U-APPR RPZ |
| PART 77 APPROACH SURFACE | E-PT 77 APPR | U-PT APPR |
| THRESHOLD SITING SURFACE | E-20:1 TSS | U-20:1 TSS |
| VERTICALLY GUIDED SURFACE | E-30:1 VGS | U-30:1 VGS |
| TAXIWAY OBJECT FREE AREA (TOFA) | E-TOFA | U-TOFA |
| TAXIWAY SAFETY AREA (TSA) | E-TSA | U-TSA |
| 35' BUILDING RESTRICTION LINE (BRL) | BRL | SAME |
| AIRPORT PAVEMENT | | |
| AIRPORT REFERENCE POINT | | SAME |
| AIRPORT BUILDINGS | SEE PHOTO | |
| AIRPORT PROPERTY LINE / EASEMENTS | | |
| FENCE | | |
| * GROUND ELEVATIONS CONTOURS | 1020 | 1020 |
| PAVEMENT OR BUILDING TO BE REMOVED | | SAME |
| GVGSI (PAPI's) | | |
| RUNWAY END INDENTIFIER LIGHTS (REILs) | | |
| SUPPLEMENTAL WINDCONE | | |
| BEACON | | |
| WINDCONE AND SEGMENTED CIRCLE | | |
| AVIGATION EASEMENT | | |

* - 2 FOOT CONTOUR INTERVALS SHOWN IN GRAY.

## NOTES

1. ESTIMATED COST NOT BASED ON DETAILED DESIGN.
2. ALL COSTS ARE SHOWN IN TERMS OF (ALP YR) DOLLARS.
3. AIRPORT CAPITAL IMPROVEMENT PLAN UPDATES REQUIRED ON AN ANNUAL BASIS.
4. SEE ALP NARRATIVE REPORT FOR MORE DESCRIPTIVE PROJECT DETAILS AND JUSTIFICATION.
5. VALIDATED BASED AIRCRAFT AND OPERATIONAL SUMMARY ARE AS SHOWN ON THE FAA 5010 MASTER RECORD WITH THE EFFECTIVE DATE OF 9/10/2020.
6. CAPITAL IMPROVEMENT PLAN DEVELOPMENT SUMMARY SHOWN REPRESENTS THE ULTIMATE DEVELOPMENT GOALS AS INTENDED BY THE UPPER CUMBERLAND REGIONAL AIRPORT. ALL DEVELOPMENT SHOWN WILL REQUIRE ADDITIONAL CONSIDERATION ON JUSTIFICATION, FUNDING ELEGIBILITY AND ENVIRONMENTAL CONCERNS, TIMELINE OF DEVELOPMENT IS SUBJECT TO CHANGE AS NEEDED OR WARRENTED BY DEMAND.

## AVIATION ACTIVITY SUMMARY - 2020

| VALIDATED BASED AIRCRAFT | # | OPERATIONS | # |
|---|---|---|---|
| SINGLE ENGINE | 73 | AIR TAXI | 10,585 |
| MULTI ENGINE | 13 | GA LOCAL | 10,950 |
| TURBINE | 3 | GA INTINERANT | 8,760 |
| OTHER | 4 | MILITARY | 1,095 |
| TOTAL: | 93 | TOTAL: | 31,390 |
| T-HANGAR WAITING LIST | 47 (5/2022) | INSTRUMENT OPERATIONS (TFMSC) | 2,284 |
| CRITICAL AIRCRAFT | LEARJET 75 | CRITICAL AIRCRAFT OPS | 424 |
| ULTIMATE CRITICAL AIRCRAFT | LEARJET 75 | * ULTIMATE CRITICAL AIRCRAFT OPS (C-II) | 612 |

| | EXISTING | ULTIMATE |
|---|---|---|
| RUNWAY DESIGN CODE | C-II-4000 | C-II-4000 |
| APPROACH REFERENCE CODE | B-III-4000 / D-II-4000 | B-III-4000 / D-II-4000 |
| DEPARTURE REFERENCE CODE | B-III / D-II | B-III / D-II |

* ULTIMATE CRITICAL AIRCRAFT OPERATIONS DERIVED FROM C-II FLEET MIX OPERATIONS PROVIDED BY THE AIRPORT AUTHORITY. SEE APPENDIX C FOR BREAKDOWN OF OPS.

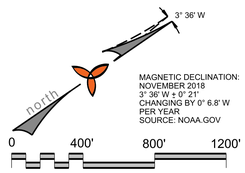
## MODIFICATIONS OF DESIGN STANDARDS

| NO. | STANDARD MODIFIED | FAA STANDARDS | EXISTING CONDITION | PROPOSED ACTION | APPROVAL DATE |
|---|---|---|---|---|---|
| | NONE REQUIRED | N/A | N/A | NONE REQUIRED | N/A |

## DECLARED DISTANCES

EXISTING

| RUNWAY END ID | TORA | TODA | ASDA | LDA |
|---|---|---|---|---|
| R/W 04 | 6,704' | 6,704' | 6,003' | 6,003' |
| R/W 22 | 6,704' | 6,704' | 6,704' | 6,003' |




SCALE: 1"=400'


RICHARD C. RINKS & ASSOCIATES, INC.
30 NORTH JEFFERSON AVE.
COOKEVILLE, TN 38501
PHONE: (931) 528-5543

GMC
133 HOLIDAY COURT
SUITE 102
FRANKLIN, TN 37067
PHONE: (615) 614-0121
FAX: (615) 614-0124


| DR. | CHK. | DATE | DESCRIPTION |
|---|---|---|---|
| ES | TO | NOV. 2019 | 30% REVIEW |
| ES | TO | NOV. 2020 | 60% REVIEW |
| ES | TO | FEB. 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |
| | | | |
| | | | |

# AIRPORT CAPITAL IMPROVEMENT PLAN

## AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE

T.A.D. NO. 93-555-0560-19

SHEET 7

PROJECT NO: 14501-01

$FILE$

| ADJOINING PARCEL NO | NO. | MAP/PARCEL | ACRES | PURPOSE |
|---|---|---|---|---|
| | 1 | 10/29.00 | 1.53 | RW 4 RPZ |
| | 2 | 10/36.00 | .19 | RW 4 RPZ |
| | 3 | 10/29.00 | .55 | RLILS VIS |
| | 4 | 10/13.00 | 5.7 | PRIM. SURF |
| | 5 | 10/12.00 | 2.01 | PRIM. SURF |
| | 6 | 10/22.04 | .4 | PRIM. SURF |
| × | 7 | LOT 10 ×× | 1.87 | PRIM. SURF |
| × | 8 | LOT 11 ×× | .87 | PRIM. SURF |
| | 9 | 2/22.00 | 1.22 | PRIM. SURF |
| × | 10 | 3/27.03 | 0.64 | PRIM. SURF |
| | 11 | 3/32.00 | 1.61 | RW22 RPZ |
| | 12 | 3/27.00 | 36.49 | RW22 URPZ |
| | 13 | 3/33.00 | 7.44 | RW22 URPZ |
| | 14 | 3/33.01 | 16.63 | RW22 URPZ |
| × | 15 | 10/31.02 | 1.0 | TERM AREA |
| | 16 | 9/1.06 | 0.90 | PRIM. SURF |
| | 17 | 9/1.06 | 0.08 | PRIM. SURF |
| | 18 | 10/34.01 | 3.14 | RW4 APPC |
| | 19 | 10/13 10/9.02 | 8.85 | AWOS RAD |
| | | TOTAL | 91.12 | |

× ACQUIRE ENTIRE TRACT

SEE "ADJOINING PARCELS OWNERSHIP TABLE" FOR PROPERTY OWNER NAME

×× LOT IN SUBDIVISION

## LEGEND

| | |
|---|---|
| PS | EDGE OF PRIMARY SURFACE |
| RPZ | RUNWAY PROTECTION ZONE |
| URPZ | ULTIMATE RUNWAY PROTECTION ZONE |
| RSA | RUNWAY SAFETY AREA |
| URSA | ULTIMATE RUNWAY SAFETY AREA |
| OFA | OBJECT FREE AREA |
| UOFA | ULTIMATE OBJECT FREE AREA |
| BRL | BUILDING RESTRICTION LINE |
| | TO ACQUIRE FEE SIMPLE BOUNDARY LINE |
| H4 | EXISTING BOUNDARY LINE |
| L4 | BOUNDARY LINE MARKS |
| F1 | BOUNDARY LINE FROM/WITH FARLEY |
| A2 | BOUNDARY LINE FROM AVERITT |
| R2 | BOUNDARY LINE FROM/WITH ERBIE RAY HEIRS |
| P3 | BOUNDARY LINE WITH INDUSTRIAL PARK |
| H1 | BOUNDARY LINE FROM/WITH HL RAY HEIRS |
| G8 | BOUNDARY LINE WITH GERALD ENGLAND |
| HC55 | CURVE BOUNDARY HL RAY HEIRS (EAST) |
| RC17 | CURVE BOUNDARY ERBIE RAY HEIRS |
| HC42 | CURVE BOUNDARY HL RAY HEIRS (WEST) |
| 6 | ADJOINING PARCEL NUMBER |
| 2 — 10 | AIRPORT PARCEL NUMBER (1972-1976) NOW INCLUDED IN PARCEL 10/11.01 |
| 1 | ORGINAL AIRPORT 1972 NO SHADING DOTS |
| 17 | AIRPORT PARCEL NUMBER (2000) |
| 11 & 14 | AIRPORT PARCEL NUMBER (1994 & 2004) |
| 27 | AIRPORT PARCEL NUMBER (2008-2009) |
| 15 & 16 | AIRPORT PARCEL NUMBER (2014) |
| 10A&B, 11A 12,13,17-20A 21-26 NO SHADING | AIRPORT PARCEL NUMBER (1997-1999) |

## 6 ADJOINING PARCELS OWNERSHIP TABLE

| NO. | MAP/PARCEL | OWNER | BOOK/PAGE | ACRES | |
|---|---|---|---|---|---|
| 1 | 3/27.03 | RAYMOND & MARY BUTLER | 215/74 | 1.04 | |
| 2 | 2/22.00 | SCOTT & CHARLOTTE MORRELL | 181/710 | 8.97 | |
| 3 | 002M A 010.00 | JAMES LEWIS TINDALL & WANDA | 173/352 | 1.22 | ***** |
| 4 | 002M A 011.00 | PARKER LUSK ETAL | 419/309 | 0.64 | ***** |
| 5 | 2/22.04 | MAVIS OTTEN & LORRAINE CANTI | 211/886 | 9.5 | |
| 6 | 2/22.08 | RICHARD & PHYLLIS JENSEN | 213/554 | 10.27 | |
| 7 | 10/12.00 | DAVID FARLEY | 180/15 | 18 | |
| 8 | 10/13.00 | DAVID FARLEY | 100/31 | 50 | |
| 9 | 10/13.00 | DAVID FARLEY | SEE #8 | SEE #8 | |
| 10 | 10/9.02 | DAVID FARLEY | 197/726 | 43 | |
| 11 | 10/15.00 | JOE & KATHY ENGLAND | 210/636 | 43 | |
| 12 | 10/16.00 | HENRY B. & WANDA G. BROWN | 176/28 | 13.3 | |
| 13 | 10/29.00 | GERALD ENGLAND | 212/568 | 164 | |
| 14 | 10/37.00 | PRICE THURMAN | 353/190 | 58 | |
| 15 | 10/36.00 | DARRELL DICKERSON | 178/28 | 178/28 | |
| 16 | 10/34.01 | BARBARA H. ANDERSON | 288/173 | 19.5 | |
| 17 | 10/32.00 | JOSEPH H. COLLINS | 415/472 | 28.36 | |
| 18 | 10/31.01 | RAY & SAYLORS CEMETERY | NONE | 1 | |
| 19 | 9/4.15 | SAM BROWN & H.C. WILSON | 422/740 | 6.7 | |
| 20 | 9/42.00 | TOMMY C. FITZGERALD | 383/449 | 24.02 | |
| 21 | 9/31.02 | SHARON C. NOONAN | 221/136 | 1 | |
| 22 | 9/26.01 | TOMMY C. FITZGERALD | 437/112 | 36.83 | |
| 23 | 9/26.02 | TOMMY C. FITZGERALD | 437/108 | 10.3 | |
| 24 | 9/1.06 | INDUST. DEVL. BD. OF WHITE CO. | 409/743 | 78.24 | |
| 25 | 3/33.01 | CHARLIE LOWE | 266/65 | 43 | |
| 26 | 3/33.00 | CHARLIE LOWE | 159/727 | 42 | |
| 27 | 3/27.00 | CHARLIE LOWE | 266/65 | 58 | |
| 28 | 3/32.00 | PHYLISS & JIMMY MCCULLOUGH | 203/828 | 68.4 | |

***** NORTHRIDGE VILLAGE SUBDIVISION LOTS/PARCELS

WE FOUND NO RECORD OF ANY PROPERTY HAVING BEEN RELEASED FROM FEDERAL OBLIGATIONS BY THE FAA.

THIS MAP WAS MADE USING AVAILABLE DEEDS/PLATS AND INFORMATION. NO TITLE REPORT WAS FURNISHED, THEREFORE, THE INFORMATION GIVEN IS SUBJECT TO THE FINDINGS OF A COMPLETE TITLE SEARCH. THE INFORMATION SHOWN HEREON IS BASED ON A PROFESSIONAL OPINION IN REGARDS TO INFORMATION OBTAINED DURING THE MAPPING AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THIS MAPPING IS A COMPOSITE FROM SEVERAL SOURCES INCLUDING, DEEDS, TAX MAPS, QUANTUM AGIS BASE MAP DATA, SKETCHES, PAST SURVEYS AND OTHER INFORMATION. THIS MAP DOES NOT COMPLY WITH CURRENT GENERAL PROPERTY SURVEY REQUIREMENTS FROM THE STATE OF TENNESSEE BOARD OF EXAMINERS FOR LAND SURVEYORS IN THE STATE OF TENNESSEE. ANY DECISION RELATIVE TO THE BOUNDARY OF THESE PARCELS SHOULD HAVE THESE CIRCUMATANCES IN MIND. LITTLE OR NO BOUNDARY VERIFICATION WAS PERFORMED FOR THIS MAPPING. THE PROPERTY IS NOT IN A FLOOD PRONE AREA. NO EFFORT HAS BEEN MADE TO LOCATE ANY UTILITIES WHATSOEVER. THIS MAP HAS BEEN COMPILED IN AN EFFORT TO PROVIDE AN UPDATED EXHIBIT "A" PROPERTY MAP FOR THE UPPER CUMBERLAND REGIONAL AIRPORT BOARD.

FAA GRANT 93-555-0421-04 2 ROAD RELOCATIONS 11.99 ACRES (1998)

## ⚠1 AIRPORT PARCEL OWNERSHIP TABLE TOTAL 366.92 ACRES (378.91 ACRES - 11.99 ACRES = 366.92 ACRES)

| NO. | 2019 M/P | FROM | TO * | INTEREST | DATE | ACREAGE | GRANT NO. |
|---|---|---|---|---|---|---|---|
| 1 | 10/11.01 | ORIGINAL AIRPORT CONSTRUCTION | WCPCCSCC | FEE SIMPLE | 1972 | 137.33 | 93-279 |
| 2 | 10/11.01 | DAVID FARLEY (1970'S AVIG. EASE. FEE SIMPLE IN 1998) | WCPCCSCC | FEE SIMPLE | 1975 | 3.64 | UNKNOWN |
| 3 | 10/11.01 | DAVID FARLEY (1970'S MCC ROAD RELOC.) | WCPCCSCC | FEE SIMPLE | 1975 | .48 | UNKNOWN |
| 4 | 10/11.01 | DAVID FARLEY (1970'S RSA) | WCPCCSCC | FEE SIMPLE | 1975 | 6.66 | UNKNOWN |
| 5 | 10/11.01 | CARLEN PITTMAN (1970'S RSA) | WCPCCSCC | FEE SIMPLE | 1975 | 1.30 | UNKNOWN |
| 6 | 10/11.01 | ERBIE RAY (1970'S RSA) | WCPCCSCC | FEE SIMPLE | 1975 | 3.88 | UNKNOWN |
| 7 | 10/11.01 | MRS. HL. RAY (1970'S RSA) | WCPCCSCC | FEE SIMPLE | 1975 | 5.73 | UNKNOWN |
| 8 | 10/11.01 | DAVID FARLEY (1970'S MCC ROAD RELOC.) | WCPCCSCC | FEE SIMPLE | 1975 | 1.89 | UNKNOWN |
| 9 | 10/11.01 | CARLEN PITTMAN (1970'S MCC ROAD RELOC.) | WCPCCSCC | FEE SIMPLE | 1975 | .61 | UNKNOWN |
| 10 | 10/11.01 | HL. RAY (1970'S AVIG. EASE.FEE SIMPLE 1998) | WCPCCSCC | AVIG. EASE. | 1975 | 13.76 | UNKNOWN |
| 10A | 10/11.01 | H.L. RAY HEIRS (RSA AND ROAD RELOC.) | WCPCCSCC | FEE SIMPLE | 1998 | 22.9 | 93-555-0421-04 |
| 10B | 10/11.01 | H.L. RAY HEIRS (RW 4 APPRDACH) | WCPCCSCC | FEE SIMPLE | 1998 | 13.05 | 93-555-0322-04 |
| 11 | 10/11.01 | ERBIE RAY HEIRS (FUT. LANDSIDE & APRON) | WCPCCSCC | FEE SIMPLE | 1994 | 13.76 | 93-555-0310-04 |
| 11A | 10/29.01 | GERALD ENGLAND (RW 4 APPRDACH) | WCPCCSCC | FEE SIMPLE | 1998 | 17.63 | 93-555-0322-04 |
| 12 | 10/11.01 | JOE AND KATHY ENGLAND (RSA & RD. RELOC.) | WCPCCSCC | FEE SIMPLE | 1998 | 2.32 | 93-555-0421-04 |
| 13 | 10/11.01 | DAVID FARLEY (MCC ROAD RELOC.) | WCPCCSCC | FEE SIMPLE | 1998 | 10.49 | 93-555-0421-04 |
| 14 | 10/31.00 | ERBIE RAY HEIRS (FUTURE LANDSIDE DEV.) | WCPCCSCC | FEE SIMPLE | 2004 | 68.367 | 93-555-0421-04 |
| 15 | 10/30 | H.L. RAY HEIRS (RW 4 APPRDACH, WEST) | WCPCCSCC | FEE SIMPLE | 2014 | 11.84 | LOCAL FUNDS |
| 16 | 10/30.01 | H.L. RAY HEIRS (RW 4 APPRDACH, EAST) | WCPCCSCC | FEE SIMPLE | 2014 | 8.70 | LOCAL FUNDS |
| 17 | 9/1.09 | AVERITT EXPRESS (WETLANDS) | WCPCCSCC | FEE SIMPLE | 2000 | 13.98 | LOCAL FUNDS |
| 18 | 10/11.01 | DAVID FARLEY WEST RSA | WCPCCSCC | FEE SIMPLE | 1998 | 5.0 | 93-555-0322-04 |
| 19 | 10/11.01 | OTTEN WEST RSA | WCPCCSCC | FEE SIMPLE | 1998 | .19 | 93-555-0322-04 |
| 20 | 10/11.01 | BRODYLES WEST RSA | WCPCCSCC | FEE SIMPLE | 1998 | 1.16 | 93-555-0322-04 |
| 20A | 10/11.01 | MORRELL WEST RSA | WCPCCSCC | FEE SIMPLE | 1998 | 1.68 | 93-555-0322-04 |
| 21 | 3/27.02 | BUTLER/CARMACK WEST RSA | WCPCCSCC | FEE SIMPLE | 1998 | 4.26 | 93-555-0322-04 |
| 22 | 3/27.02 | BRADSHAW RW 22 APPROACH/RSA | WCPCCSCC | FEE SIMPLE | 1998 | 14.52 | 93-555-0322-04 |
| 23 | 3/27.02 | LOWE RW 22 APPROACH/RSA | WCPCCSCC | FEE SIMPLE | 1998 | 5.87 | 93-555-0322-04 |
| 24 | 3/27.02 | LOWE RW 22 APPROACH/RSA | WCPCCSCC | FEE SIMPLE | 1998 | 1.69 | 93-555-0322-04 |
| 25 | 3/33.01 | CHARLIE LOWE CONSTRUCTION EASEMENT ** | WCPCCSCC | CON. EASEM. | 1998 | 7.82 | LOCAL FUNDS |
| 26 | 9/1.06 | IND. DEV. BD. OF WHITE CO. DRAINAGE EASE. | WCPCCSCC | DR. EASE. | 1998 | 0.19 | LOCAL FUNDS |
| 27 | 10/11.01 | DAVID FARLEY NORTH HANGAR ADDITIONS | WCPCCSCC | FEE SIMPLE | 2008 | 3.62 | 93-555-0132-04 |
| ** | | THIS EASEMENT WILL BE ACQUIRED IN FUTURE EXPANSION | FEE SIMPLE | | | | |
| | | | | TOTAL | | 378.91 | |

| NO. | MAP/PARCEL 10/11.01 |
|---|---|
| NO. 27 | DEED HISTORY BOOK/PAGE |
| 10/11.01 | 18 19 20 20A 10A 10B 12 13 21 22 23 24 |
| 2-10 | |
| 10/11.01 | 27 |
| 3/33.01 | 25 |
| 9/1.06 | 26 |
| 10/11.01 | 253/827,128/142 |
| | 112/739,111/560, 111/563-5/566,214/368 |
| 3/27.02 | 21 22 33 34 |
| | 124/439,52/86,20/626 |
| 10/11.09 | 17 |
| | 74/373,178/406,253/827 |
| 10/11.01 10/31.00 | |
| 11 | 14 |
| | 154/257,172/603,99/54 94/376 |
| 10/30.00 | 15 |
| | 349/47,103/146,92/207 64/511 |
| 10/30.01 | 16 |
| | 349/47,161/671 |
| 10/29.01 | 11A |
| | 124/439,80/644 |

WCPCCSCC = WHITE COUNTY, PUTNAM COUNTY, CITY SPARTA, CITY COOKEVILLE (UPPER CUMBERLAND REGIONAL AIRPORT BOARD)

* BUNKER HILL ROAD AND MOUNT CARMEL CHURCH ROAD RELOCATIONS WERE TO WHITE COUNTY, TENNESSEE TRACTS 2-10 WERE ACQUIRED WHEN THE AIRPORT WAS EXTENDED 1,000' TO THE SOUTH (TOTAL LENGTH 5,000') BY THE STATE IN 1975.

### EASEMENT TABLE

AN EASEMENT EXISTS 1998 (7.82 AC. CONSTRUCTION EASEMENT NORTHEAST ON PARCEL 3/33.01, CHARLIE LOWE; TO BE ACQUIRED IN FUTURE)

A DRAINAGE EASEMENT EXISTS TO KEEP WETLAND WATER LEVEL AT PRE-EXISTING LEVEL ACROSS PARCEL 9/1.06 (WHITE CO. IND. BOARD (FORMERLY DAVID FARLEY 0.19 ACRE TOTAL ON PARCEL 9/1.06) 1998

| CURVE | LENGTH | RADIUS | CHORD | CHORD BEARING |
|---|---|---|---|---|
| RC10 | 245.55 | 2079.55 | 245.41 | N82°07'34"W |
| RC17 | 193.87 | 223.30 | 187.84 | N88°21'29"W |
| RC19 | 455.23 | 764.39 | 448.53 | N/A |
| HC42 | 610.62 | 580.0 | 582.83 | S83°49'41"W |
| HC53 | 102.82 | 774.41 | 102.75 | S78°32'09"E |
| HC55 | 281.85 | 446.61 | 277.20 | S56°39'10"E |
| HC56 | 211.14 | 706.98 | 210.36 | S30°01'03"E |

GRAPHIC SCALE

0 400 800 1200

### AIRPORT LAND SUMMARY

| CATEGORY | ACRES |
|---|---|
| EASEMENTS (2 ON ADJOINING PARCELS) | 8.01 |
| CURRENT TOTAL AIRPORT FEE SIMPLE | 366.92 |
| TOTAL PROPOSED FEE SIMPLE | 458.04 |
| TOTAL EXISTING EASEMENTS (2) | 8.01 |
| TOTAL PROPOSED EASEMENTS (2) | 8.01 |
| TOTAL CURRENT NON-AERONAUTICAL | 0.00 |
| TOTAL PROPOSED NON-AERONAUTICAL | 0.00 |

### PARCEL ONE

| MARK | LENGTH | BEARING |
|---|---|---|
| L1 | 220.70 | S10°02'47"W |
| L2 | 95.16 | S10°17'29"W |
| L3 | 75.87 | S12°56'55"W |
| L4 | 86.61 | S15°24'01"W |
| L5 | 77.68 | S07°34'57"W |
| L6 | 58.42 | S09°51'19"W |
| L7 | 67.22 | S19°46'58"W |
| L8 | 354.22 | S29°41'59"W |
| L9 | 182.38 | S31°34'36"W |
| L10 | 399.80 | S19°44'07"W |
| L11 | 720.02 | S34°27'47"W |
| L12 | 301.48 | S06°40'01"W |
| L13 | 182.43 | N84°41'20"W |
| F1 | 530.20 | S17°52'23"E |
| A1 | 17.90 | N66°21'59"E |
| A2 | 146.18 | N57°32'18"E |
| A3 | 227.20 | S29°52'26"E |
| A4 | 200.39 | S04°35'01"E |
| A5 | 311.58 | S08°36'18"E |
| A6 | 337.72 | S02°34'39"W |
| A7 | 193.38 | S18°50'25"W |
| A8 | 96.34 | N81°03'50"W |
| A9 | 98.19 | N75°21'44"W |
| A10 | 102.27 | N66°06'35"W |
| A11 | 84.44 | N60°09'25"W |
| A12 | 96.39 | N58°00'37"W |
| A13 | 101.07 | N57°14'17"W |
| A14 | 93.28 | N58°41'11"W |
| A15 | 55.82 | N75°20'37"W |
| A16 | 63.86 | S01°30'25"E |
| A17 | 30.79 | S80°11'02"E |
| A18 | 85.72 | S85°43'03"E |
| A19 | 100.90 | S57°14'37"E |
| A20 | 97.16 | S58°00'37"E |
| A21 | 86.02 | S65°01'57"W |
| A22 | 25.93 | S64°11'18"E |
| P1 | 421.98 | S65°01'57"W |
| A23 | 88.98 | N04°49'29"E |
| A24 | 102.50 | N09°22'38"W |
| A25 | 70.49 | N23°18'32"W |
| A26 | 110.17 | N35°20'26"W |
| A27 | 50.10 | S55°50'17"W |
| A28 | 42.20 | S35°22'41"E |
| A29 | 63.55 | S35°18'45"E |
| A30 | 62.21 | S23°18'18"E |
| A31 | 73.79 | S16°31'54"E |
| A32 | 73.77 | SOUTH |
| R1 | 217.48 | S80°24'37"W |
| R2 | 251.20 | S04°19'33"W |
| R3 | 213.74 | N80°13'47"E |

### PARCEL ONE

| MARK | LENGTH | BEARING |
|---|---|---|
| P2 | 252.11 | S75°55'53"W |
| P3 | 559.73 | S85°20'44"W |
| P4 | 59.01 | S84°38'16"E |
| R4 | 285.42 | S05°15'30"W |
| R5 | 265.01 | S04°42'06"W |
| R6 | 293.49 | S03°43'36"W |
| R7 | 70.70 | S78°36'22"E |
| R8 | 498.82 | S00°16'30"W |
| R9 | 74.69 | N78°44'36"W |
| RC10 | 245.55 | R=2079.55 CHD=245.41 |
| R11 | 105.93 | N85°30'34"W |
| R12 | 222.50 | N05°15'21"E |
| R13 | 139.30 | S85°36'28"W |
| R14 | 179.83 | N64°01'58"W |
| R15 | 55.29 | S51°13'31"W |
| R16 | 22.28 | S11°59'35"W |
| RC17 | 193.87 | R=223.30 CHD=187.84 |
| R18 | 159.78 | S66°46'00"W |
| RC19 | 455.23 | R=764.39 CHD=448.53 |
| R20 | 215.50 | N79°06'39"W |
| R21 | 472.00 | N80°57'59"W |
| R22 | 43.76 | S32°57'56"W |
| R23 | 489.11 | S80°58'03"E |
| R24 | 173.95 | S79°06'26"E |
| R25 | 678.66 | S15°15'31"W |
| R26 | 269.26 | S83°23'00"W |
| R27 | 219.36 | S77°58'30"W |
| R28 | 159.33 | S82°56'41"W |
| R29 | 305.98 | S78°35'27"W |
| R30 | 217.90 | S10°24'24"E |
| L43 | 19.50 | S54°21'23"W |
| L44 | 74.75 | S54°21'23"W |
| L45 | 97.38 | N62°01'14"W |
| L46 | 99.90 | N70°38'08"W |
| L47 | 127.94 | N77°11'09"W |
| L48 | 233.65 | N77°58'35"W |
| L49 | 362.14 | N77°27'38"W |
| L50 | 41.56 | S86°58'38"W |
| L51 | 37.07 | N58°56'13"W |
| L52 | 40.28 | N53°12'04"W |
| L53 | 100.63 | N46°42'41"W |
| L54 | 79.49 | N41°20'03"W |
| L55 | 57.28 | N30°42'23"W |
| L56 | 49.39 | N20°45'04"W |
| L57 | 79.03 | N16°43'47"W |
| L58 | 57.84 | N10°27'36"W |
| L59 | 79.91 | N04°50'44"W |
| L60 | 55.55 | N08°32'25"E |
| L61 | 68.15 | N14°13'29"E |
| L62 | 156.58 | N25°13'02"E |

### PARCEL ONE

| MARK | LENGTH | BEARING |
|---|---|---|
| L63 | 55.02 | N84°45'24"E |
| L64 | 28.63 | N00°00'00"E |
| L65 | 37.25 | N78°28'58"W |
| L66 | 128.01 | N35°10'48"E |
| L67 | 135.47 | N38°43'33"E |
| L68 | 97.35 | N63°20'10"E |
| L69 | 57.22 | N53°55'52"E |
| L70 | 77.19 | N40°51'47"E |
| L71 | 116.38 | N29°02'34"E |
| L72 | 156.07 | N23°14'10"E |
| L73 | 71.53 | N18°29'00"E |
| L74 | 144.65 | N01°58'51"W |
| L75 | 118.15 | N62°54'47"E |
| L76 | 99.19 | N54°44'52"E |
| L77 | 117.06 | N43°36'56"E |
| L78 | 143.93 | N34°00'27"E |
| L79 | 23.07 | N29°53'56"E |
| L80 | 300.51 | N32°03'26"E |
| L81 | 147.34 | N34°52'36"E |
| L82 | 69.23 | N42°28'32"E |
| L83 | 419.76 | N45°51'46"E |
| L84 | 156.67 | N47°45'53"E |
| L85 | 100.76 | N45°12'04"E |
| L86 | 30.34 | N41°14'29"E |
| L87 | 42.64 | N40°36'05"E |
| L88 | 99.52 | N25°26'19"E |
| L89 | 98.96 | N18°33'39"E |
| L90 | 126.39 | N12°54'58"E |
| L91 | 328.84 | N05°50'50"E |
| L92 | 318.68 | S81°35'13"E |
| L93 | 1761.91 | N34°27'44"E |
| L94 | 463.29 | N34°51'07"E |
| L95 | 180.45 | N34°38'56"E |
| L96 | 385.38 | N34°40'29"E |
| L97 | 961.50 | N34°31'44"E |
| L98 | 282.98 | N34°18'28"E |
| L99 | 158.37 | N34°11'30"E |
| L100 | 93.22 | N34°38'56"E |
| L101 | 65.29 | N65°41'32"E |
| L102 | 77.21 | N68°50'09"E |
| L103 | 20.42 | N72°47'47"E |
| L104 | 107.73 | N71°38'19"E |
| L105 | 52.77 | N75°06'29"E |
| L106 | 129.52 | N80°31'43"E |
| L107 | 288.82 | N81°18'00"E |

### PARCEL TWO

| MARK | LENGTH | BEARING |
|---|---|---|
| H1 | 116.66 | S61°24'01"W |
| H2 | 26.08 | S68°43'12"E |
| H3 | 43.24 | S59°41'03"W |
| H4 | 472.31 | S62°20'42"W |
| H5 | 182.50 | S62°08'57"W |
| H6 | 104.11 | S63°20'10"E |
| H7 | 422.77 | S50°12'46"E |
| G8 | 698.78 | S89°35'30"W |
| G9 | 536.44 | N04°12'20"W |
| G10 | 299.44 | S77°42'58"W |
| G11 | 463.17 | N28°32'18"E |
| G12 | 127.27 | N44°07'55"E |
| G13 | 275.01 | N43°07'40"E |
| G14 | 174.98 | N43°02'33"E |
| H15 | 50.61 | N08°14'35"E |
| H16 | 95.00 | N25°47'57"W |
| H17 | 53.35 | N56°42'23"W |
| H18 | 30.07 | N52°40'05"E |
| H19 | 24.56 | N48°03'25"W |
| H20 | 128.60 | N33°40'45"W |
| H21 | 76.26 | N23°23'52"W |
| H22 | 30.45 | N60°15'54"W |
| H23 | 50.09 | S72°33'24"W |
| H24 | 111.45 | S84°27'45"W |
| H25 | 142.93 | S49°29'22"W |
| H26 | 207.43 | N43°03'39"W |
| H27 | 30.50 | N47°16'30"E |
| H28 | 62.74 | N67°46'58"E |
| H29 | 90.68 | N73°35'49"E |
| H30 | 39.63 | N70°50'20"E |
| H31 | 197.16 | N68°46'03"E |
| H32 | 61.18 | N70°54'38"E |
| H33 | 205.34 | N63°38'06"E |
| H34 | 66.78 | N64°58'01"E |
| H35 | 68.18 | N65°30'35"E |
| H36 | 94.91 | N63°31'39"E |
| H37 | 132.98 | N61°58'22"E |
| H38 | 165.34 | N59°49'08"E |
| H39 | 179.93 | N59°13'34"E |
| H40 | 78.22 | N59°15'29"E |
| H41 | 294.39 | N34°17'22"E |
| HC42 | 610.62 | R=580 CHD=582.83 |
| H43 | 37.34 | S43°58'01"E |
| H44 | 46.80 | S34°51'43"E |
| H45 | 77.59 | S39°38'24"E |
| H46 | 77.90 | S47°34'07"E |
| H47 | 174.08 | S56°42'13"E |
| H48 | 47.87 | S70°04'28"E |
| H49 | 78.58 | S76°00'29"E |
| H50 | 237.37 | S80°19'46"E |
| H51 | 153.62 | S80°35'59"E |
| H52 | 83.00 | S82°20'17"E |
| HC53 | 102.82 | R=774.41 CHD=102.75 |
| H54 | 53.92 | S74°43'56"E |
| HC55 | 281.85 | R=446.61 CHD=277.20 |
| HC56 | 211.14 | R=706.98 CHD=210.36 |

THE UPPER CUMBERLAND REGIONAL AIRPORT BOARD HEREBY ACCEPTS THIS EXHIBIT "A".

RANDY PORTER, CHAIRMAN — DATE 3/2/22


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| DR. | CHK. | DATE | DESCRIPTION |
|---|---|---|---|
| ES | TO | NOV. 2019 | 30% REVIEW |
| ES | TO | NOV. 2020 | 60% REVIEW |
| ES | TO | FEB. 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |

# EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

## AIRPORT LAYOUT PLAN SET

# UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE

T.A.D. NO. 93-555-0560-19

SHEET 8

PROJECT NO: 14501-01

$FILELS