

GIBSON COUNTY AIRPORT

TRENTON, TENNESSEE

AIRPORT LAYOUT PLAN

TAD NO: 27-555-0742-04
 CONTRACT NO: AERO-15-151-00
 JANUARY 2017

BILL HASLAM _____
 GOVERNOR

JOHN SCHROER _____
 TDOT COMMISSIONER

WILLIAM B. ORELLANA _____
 TDOT AERONAUTICS DIRECTOR

THOMAS G. WITHERSPOON _____
 GIBSON COUNTY MAYOR

LISA REANEY _____
 TAD PM

BWSC BARGE
 WAGGONER
 SUMNER &
 CANNON, INC.

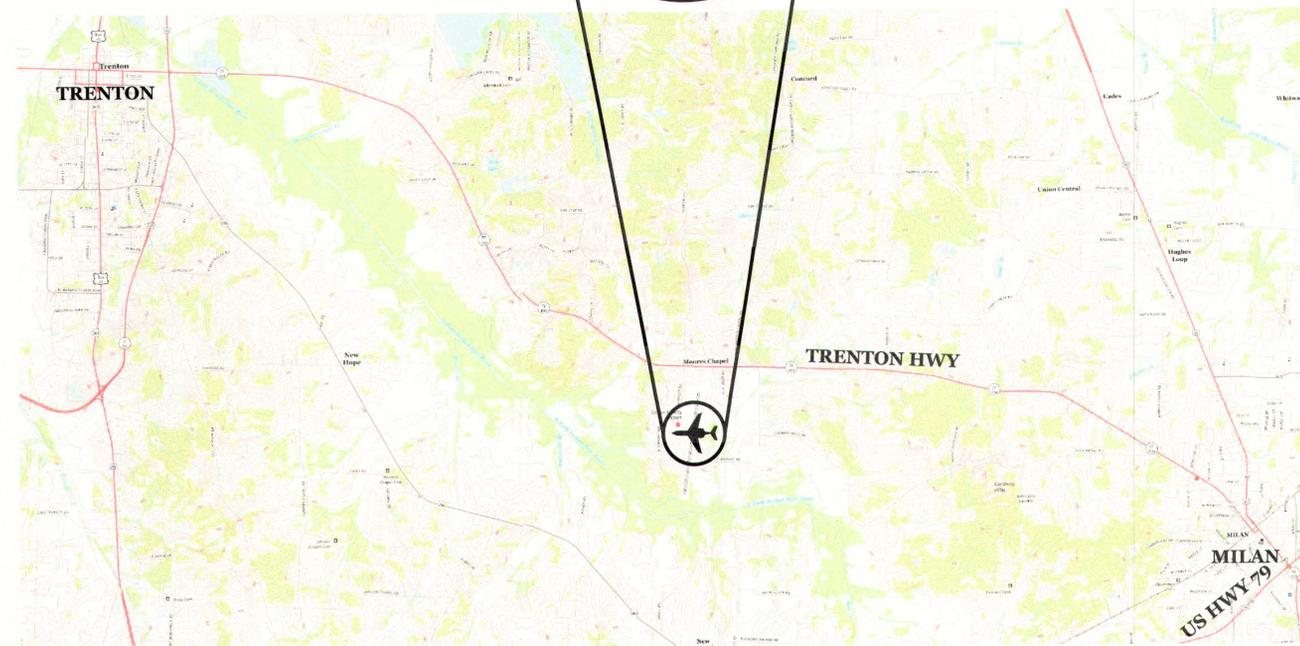
ENGINEERS AND PLANNERS
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 Phone (901) 755-7166 Fax (901) 755-7844

INDEX OF SHEETS

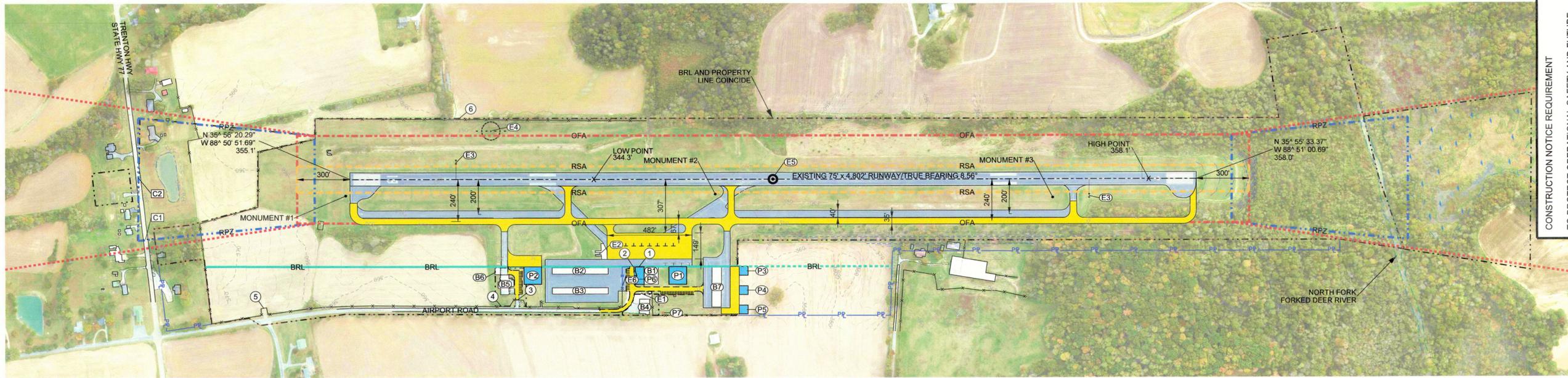
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3. TERMINAL AREA DRAWING
4. ULTIMATE PART 77 AIRSPACE DRAWING
5. 7:1 OBSTRUCTION TABLE
6. INNER APPROACH DRAWING & PROFILE - RUNWAY 01
7. INNER APPROACH DRAWING & PROFILE - RUNWAY 19
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LOCATION MAP
(NTS)



VICINITY MAP
(NTS)



CONSTRUCTION NOTICE REQUIREMENT
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA REVIEW TAKES APPROXIMATELY 60 DAYS.

ALP APPROVAL BLOCK
 HON. TOM WITHERSPOON
 CITY OF TRENTON
 9-23-19

RUNWAY DATA				
RUNWAY DATA	RUNWAY 01/19			
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (%)	0.29%	SAME		
MAXIMUM GRADE CHANGE	0.83%	SAME		
WIND COVERAGE (%)	97.97%	SAME		
MAX. ELEVATION (MSL)	358.4'	SAME		
RUNWAY LENGTH	4,802'	SAME		
RUNWAY WIDTH	75'	SAME		
USABLE RUNWAY LENGTH	4,802'	SAME		
RUNWAY BEARING	8.56°	SAME		
SURFACE TYPE	ASPHALT	SAME		
PAVEMENT STRENGTH				
SINGLE WHEEL	30,000	45,000		
DUAL WHEEL	37,000	60,000		
RUNWAY LIGHTING	MIRL	MIRL/MITL		
AIRPORT REFERENCE CODE (ARC)	B-II	SAME		
CRITICAL AIRCRAFT	KING AIR 200	SAME		
RUNWAY DESIGN CODE (RDC)	N/A	B-II-5000		
APPROACH REFERENCE CODE (APRC)	B-II-5000	SAME		
DEPARTURE REFERENCE CODE (DPRC)	B-II	SAME		
	RUNWAY 01		RUNWAY 19	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
DISPLACED THRESHOLD*	N/A	N/A	N/A	N/A
STAGE LENGTH	N/A	N/A	N/A	N/A
APPROACH SURFACE SLOPE*	34:1	SAME	34:1	20:1
APPROACH VISIBILITY MINIMUMS*	1 MILE	SAME	1 MILE	SAME
VISUAL APPROACH AIDS*	PAPI/REIL	SAME	PAPI/REIL	SAME
INSTRUMENT APPROACH AIDS*	VOR/DME-A, GPS	SAME	RNAV(GPS)	SAME
RUNWAY MARKING	NON-PRECISION	SAME	NON-PRECISION	SAME
RUNWAY OBJECT FREE AREA (ROFA)				
LENGTH BEYOND RUNWAY	300'	SAME	300'	SAME
WIDTH	500'	SAME	500'	SAME
RUNWAY SAFETY AREA (RSA)				
LENGTH BEYOND RUNWAY	300'	SAME	300'	SAME
WIDTH	150'	SAME	150'	SAME
RUNWAY PROTECTION ZONE (RPZ)				
LENGTH	1,000'	SAME	1,000'	SAME
INNER WIDTH	500'	SAME	500'	SAME
OUTER WIDTH	700'	SAME	700'	SAME
FAR PART 77 CATEGORY	B	SAME	B	SAME
RUNWAY END COORDINATES (NAD 83)*				
LATITUDE	N 35° 55' 33.37"	SAME	N 35° 56' 20.29"	SAME
LONGITUDE	W 88° 51' 00.69"	SAME	W 88° 50' 51.69"	SAME
RUNWAY END ELEVATIONS (MSL)*	358.0'	SAME	355.1'	SAME
DISPLACED THRESHOLD ELEVATION (MSL)*	N/A	N/A	N/A	N/A
TDZ ELEVATION (MSL)*	*358.4'	SAME	355.1'	SAME

*CURRENT SURVEY SHOWS MAXIMUM RUNWAY ELEVATION TO BE 358.1'.

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE	---	---
RUNWAY SAFETY AREA (RSA)	--- RSA ---	--- RSA ---
RUNWAY OBJECT FREE AREA (ROFA)	--- OFA ---	--- OFA ---
RUNWAY PROTECTION ZONE (RPZ)	--- RPZ ---	--- RPZ ---
BUILDING RESTRICTION LINE (BRL)	--- BRL ---	--- BRL ---
AIRPORT PAVEMENT	---	---
AIRPORT REFERENCE POINT	⊙	⊙
AIRPORT BUILDINGS	---	---
OTHER BUILDINGS	---	---
AIRPORT PROPERTY LINE / EASEMENTS	---	---
OTHER PROPERTY LINES	---	---
RAILROAD	---	---
FENCE	---	---
ROADS	---	---
TREELINE	---	---
WETLANDS	---	---
GROUND ELEVATION CONTOURS	---	---
PAVEMENT TO BE REMOVED	---	---
VGSI	---	---
AWOS	Ⓐ	Ⓐ
WINDCONE	⊙	⊙
ROTATING BEACON	⊙	⊙

AIRPORT DATA			
AIRPORT DATA	EXISTING	PROPOSED	
AIRPORT ELEVATION (MSL)	*358.4'	SAME	
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE N 35° 55' 56.84"	SAME	
	LONGITUDE W 88° 50' 56.18"	SAME	
MEAN MAX TEMPERATURE OF HOTTEST MONTH	90°F	SAME	
AIRPORT TERMINAL AREA NAVAIDS	VOR/DME-A, GPS	SAME	
AIRPORT REFERENCE CODE / RUNWAY	B-II	SAME	
DESIGN AIRCRAFT	KING AIR 200	SAME	
TAXIWAY LIGHTING	MITL	SAME	
NPIAS SERVICE LEVEL	GA	GA	

*CURRENT SURVEY SHOWS MAXIMUM RUNWAY ELEVATION TO BE 358.1'.

GATE INFORMATION	
GATE NO.	DESCRIPTION
①	WALK THROUGH GATE W/ PADLOCK
②	ELECTRONIC GATE W/ KEYPAD
③	ELECTRONIC GATE W/ KEYPAD
④	WALK THROUGH GATE W/ PADLOCK
⑤	DOUBLE GATE W/ PADLOCK
⑥	DOUBLE GATE W/ PADLOCK

RUNWAY SAFETY AREA DETERMINATION						
RUNWAY END NUMBER	STANDARD RSA LENGTH BEYOND	STANDARD RSA WIDTH	ACTUAL RSA LENGTH BEYOND	ACTUAL RSA WIDTH	VIOLATIONS TO RSA	DATE APPROVED
EXISTING RWY 01	300	150	270	150	YES	N/A
ULTIMATE RWY 01	300	150	300	150	NO	N/A
EXISTING RWY 19	300	150	300	150	NO	N/A
ULTIMATE RWY 19	300	150	300	150	NO	N/A

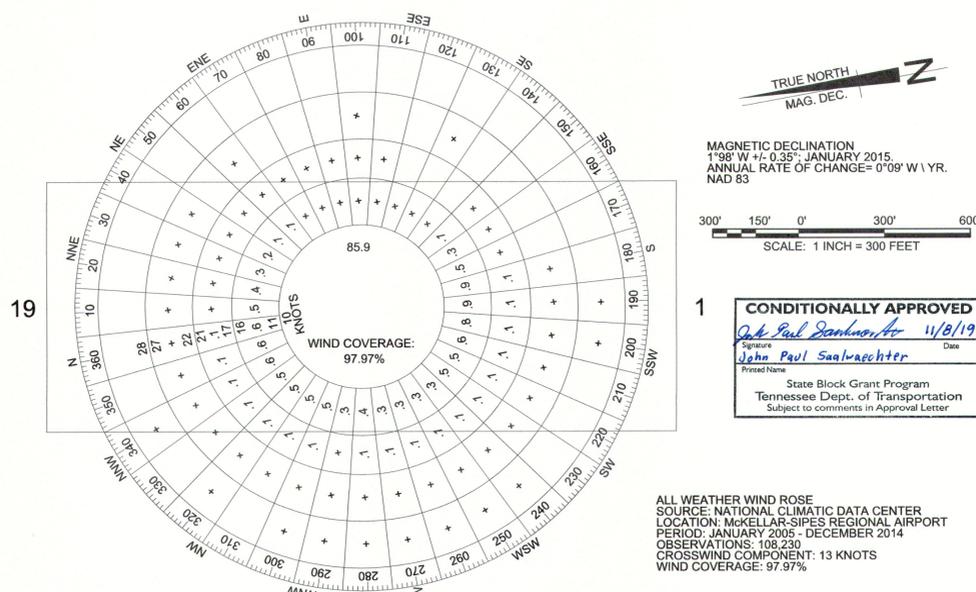
FACILITIES					
EXISTING			PROPOSED		
#	FACILITY NAME	TOP ELEVATION	#	FACILITY NAME	TOP ELEVATION
Ⓐ	80' X 100' HANGAR W/20' LEAN-TO	376.2'	Ⓐ	100' X 100' HANGAR	
Ⓑ	10-UNIT T-HANGAR	363.9'	Ⓑ	100' X 100' HANGAR	
Ⓒ	10-UNIT T-HANGAR	363.6'	Ⓒ	50' X 50' HANGAR	
Ⓓ	FIRE STATION	372.6'	Ⓓ	50' X 50' HANGAR	
Ⓔ	PRIVATE HANGAR	373.1'	Ⓔ	50' X 50' HANGAR	
Ⓕ	PRIVATE HANGAR	366.8'	Ⓕ	TERMINAL BUILDING	
Ⓖ	10-UNIT T-HANGAR	372.2'	Ⓖ	RELOCATE BEACON	
Ⓗ	BEACON	375.8'			
Ⓘ	FUEL FARM				
Ⓚ	PAPI				
Ⓛ	WINDSOCK AND SEGMENTED CIRCLE				
Ⓜ	AIRPORT REFERENCE POINT				
Ⓝ	AUTO PARKING				

MODIFICATIONS TO STANDARDS	
NO EXISTING OR PROPOSED MODIFICATIONS TO STANDARDS	

DECLARED DISTANCES							
RWY END ID	TORA	TODA	ASDA	LDA	APPROACH	STOP	DATE OF APPROVAL
					END RSA LENGTH	END RSA LENGTH	
01	4,802'	4,802'	4,802'	4,802'	300'	300'	300'
19	4,802'	4,802'	4,802'	4,802'	300'	300'	300'

TRANSVERSE WAY			
EXISTING	PROPOSED	ELEVATION	CLEARANCE
Ⓒ1	Ⓒ1	383'	20'
Ⓒ2	Ⓒ2	378'	26.3'
		378'	26.7'

SURVEY MONUMENTS			
NUMBER	LATITUDE	LONGITUDE	ELEVATION
MONUMENT #1	N 35° 56' 20.65978"	W 88° 50' 52.76486"	352.6'
MONUMENT #2	N 35° 56' 00.16077"	W 88° 50' 56.59646"	347.0'
MONUMENT #3	N 35° 55' 41.48428"	W 88° 51' 00.42316"	355.2'

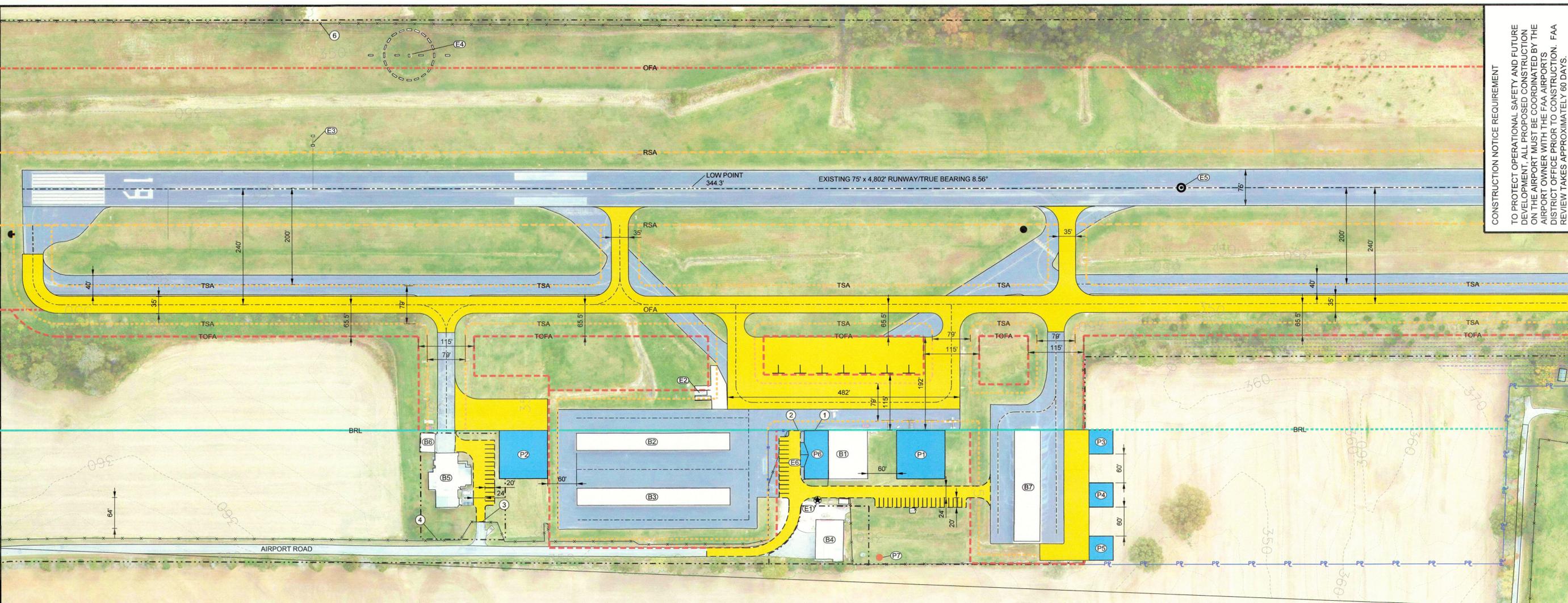


CONDITIONALLY APPROVED
 Date: 11/8/19
 State Block Grant Program
 Tennessee Dept. of Transportation
 Subject to comments in Approval Letter

ALL WEATHER WIND ROSE
 SOURCE: NATIONAL CLIMATIC DATA CENTER
 LOCATION: MEKELAR-SIPES REGIONAL AIRPORT
 PERIOD: JANUARY 2005 - DECEMBER 2014
 OBSERVATIONS: 108,230
 CROSSWIND COMPONENT: 13 KNOTS
 WIND COVERAGE: 97.97%

AIRPORT LAYOUT DRAWING
GIBSON COUNTY AIRPORT
 TRENTON, TENNESSEE

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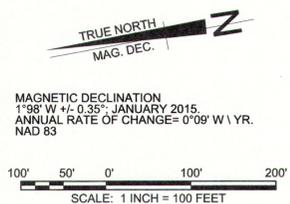


DR	CHK	DATE	DESCRIPTION
JDG	CAG	JUNE 04th, 2015	BVSC 90% DRAFT REVIEW
JDG	CAG	SEPT 14th, 2015	90% REVISIONS REVIEW
JDG	CAG	JAN 08th, 2016	AVIATION STAFF REVISIONS

DR	CHK	DATE	DESCRIPTION
JDG	CAG	MAR 2015	PRELIMINARY 30% SUBMITTAL
JDG	CAG	APRIL 2015	30% REVISIONS
JDG	CAG	MAY 4th, 2015	30% REVISIONS REVIEW
JDG	CAG	JUNE 4th, 2015	30% REVISIONS REVIEW

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TERMINAL AREA DRAWING
GIBSON COUNTY AIRPORT
 TRENTON, TENNESSEE

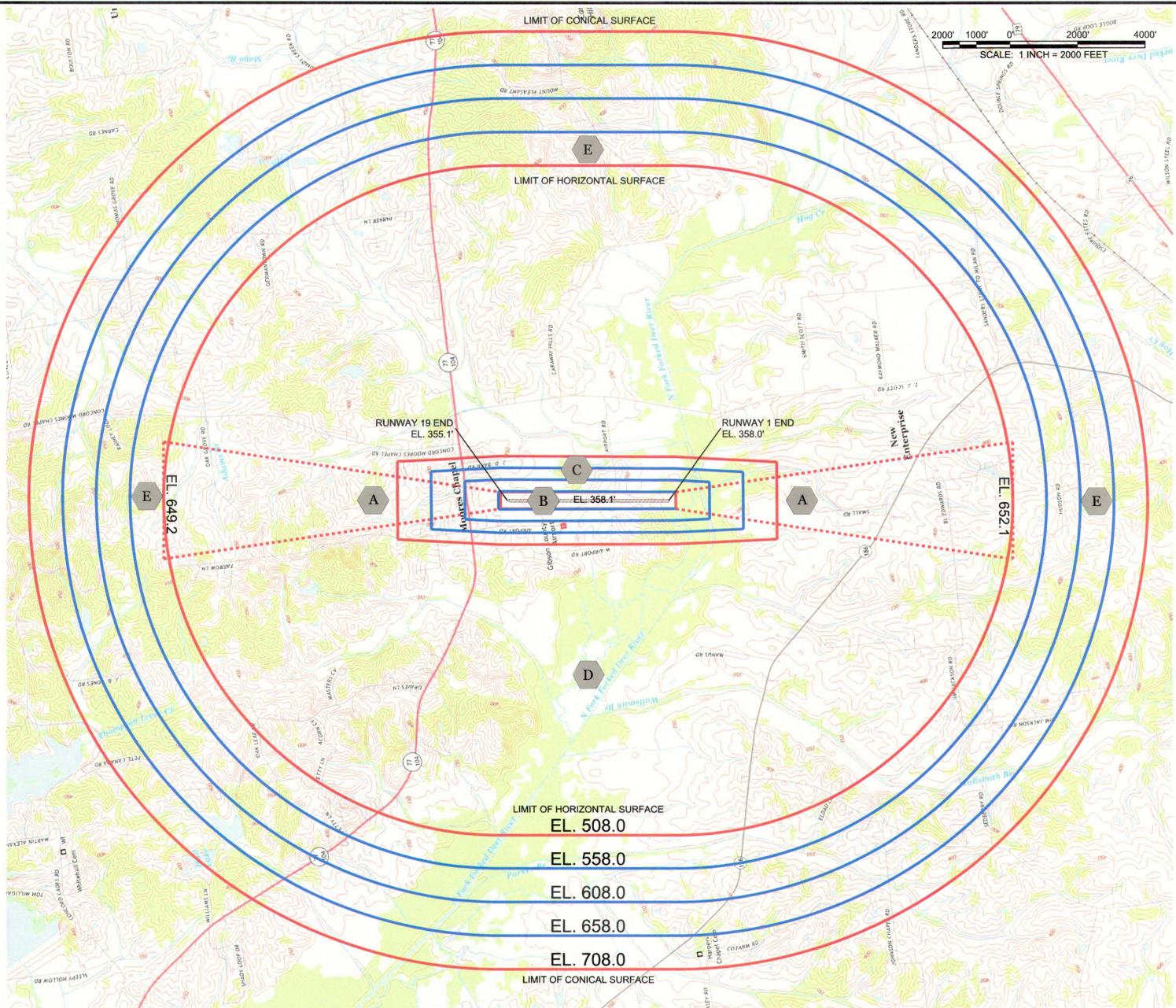


AIRPORT DATA			
AIRPORT DATA		EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)		358.4'	SAME
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE	N 35° 55' 56.84"	SAME
	LONGITUDE	W 88° 50' 56.18"	SAME
MEAN MAX TEMPERATURE OF HOTTEST MONTH		90°F	SAME
AIRPORT TERMINAL AREA NAVAIDS		VOR/DME-A/GPS	SAME
AIRPORT REFERENCE CODE / RUNWAY		A-II	SAME
DESIGN AIRCRAFT		KING AIR 200	SAME
TAXIWAY LIGHTING		MITL	SAME
NPIAS SERVICE LEVEL		GA	GA

GATE INFORMATION	
GATE NO.	DESCRIPTION
1	WALK THROUGH GATE W/ PADLOCK
2	ELECTRONIC GATE W/ KEYPAD
3	ELECTRONIC GATE W/ KEYPAD
4	WALK THROUGH GATE W/ PADLOCK
5	DOUBLE GATE W/ PADLOCK
6	DOUBLE GATE W/ PADLOCK

FACILITIES			
EXISTING		PROPOSED	
#	FACILITY NAME	#	FACILITY NAME
(B1)	80' X 100' HANGAR W/20' LEAN-TO	(P1)	100' X 100' HANGAR
(B2)	10-UNIT T-HANGAR	(P2)	100' X 100' HANGAR
(B3)	10-UNIT T-HANGAR	(P3)	50' X 50' HANGAR
(B4)	FIRE STATION	(P4)	50' X 50' HANGAR
(B5)	PRIVATE HANGAR	(P5)	50' X 50' HANGAR
(B6)	PRIVATE HANGAR	(P6)	TERMINAL BUILDING
(B7)	10-UNIT T-HANGAR	(P7)	RELOCATE BEACON
(E1)	BEACON		
(E2)	FUEL FARM		
(E3)	PAPI		
(E4)	WINDSOCK AND SEGMENTED CIRCLE		
(E5)	AIRPORT REFERENCE POINT		
(E6)	AUTO PARKING		

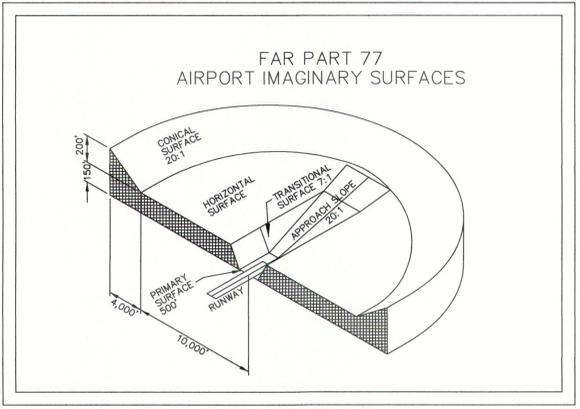
LEGEND		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE	---	---
RUNWAY SAFETY AREA (RSA)	--- RSA ---	--- RSA ---
RUNWAY OBJECT FREE AREA (ROFA)	--- OFA ---	--- OFA ---
RUNWAY PROTECTION ZONE (RPZ)	--- RPZ ---	--- RPZ ---
TAXIWAY SAFETY AREA (TSA)	--- TSA ---	--- TSA ---
TAXIWAY OBJECT FREE AREA (TOFA)	--- TOFA ---	--- TOFA ---
BUILDING RESTRICTION LINE (BRL)	--- BRL ---	--- BRL ---
AIRPORT PAVEMENT	---	---
AIRPORT REFERENCE POINT	⊙	⊙
AIRPORT BUILDINGS	▭	▭
OTHER BUILDINGS	▭	▭
AIRPORT PROPERTY LINE / EASEMENTS	---	---
OTHER PROPERTY LINES	---	---
RAILROAD	---	---
FENCE	---	---
ROADS	---	---
TREELINE	---	---
WETLANDS	---	---
GROUND ELEVATION CONTOURS	---	---
PAVEMENT TO BE REMOVED	---	---
VGSI	⊙	⊙
AWOS	⊙	⊙
WINDCONE	⊙	⊙
ROTATING BEACON	⊙	⊙



LEGEND

- A — APPROACH SURFACE (20:1 SLOPE)
- B — PRIMARY SURFACE
- C — TRANSITIONAL SURFACE (7:1 SLOPE)
- D — HORIZONTAL SURFACE (150' ABOVE ESTABLISHED AIRPORT ELEVATION)
- E — CONICAL SURFACE (20:1 SLOPE)
- — TOWER
- ◆ — 7:1 VIOLATIONS

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- Notes:**
- Unless otherwise noted, all elevations are above mean sea level (MSL).
 - Transitional Surface lines based on nearest runway centerline elevation.
 - Established Airport Elevation is 358.4.
 - Refer to Inner Portion of the Approach Surface Drawings for violations to the Approach Surface.
 - Obstruction Tables for the 7:1 Transitional violations are on sheet 5 of 10.
 - There is no Airport Overlay Zone to restrict the height of objects in the County.

TOWER INFORMATION

#	FCC REGISTRATION #	TOP ELEVATION	PART 77 ELEVATION	PENETRATION	LIGHTED AND PAINTED
NO TOWERS					



LEGEND

DESCRIPTION	SYMBOL
20:1 STATE VIOLATION	◆
34:1 FEDERAL VIOLATION	◆
7:1 TRANSITIONAL VIOLATION	◆

TRUE NORTH
 MAG. DEC. 1°

MAGNETIC DECLINATION
 1°58' W ± 0.35" JANUARY 2015
 ANNUAL RATE OF CHANGE = 0°09' W \ YR.
 NAD 83

SCALE: 1 INCH = 200 FEET

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PART 77 AIRSPACE

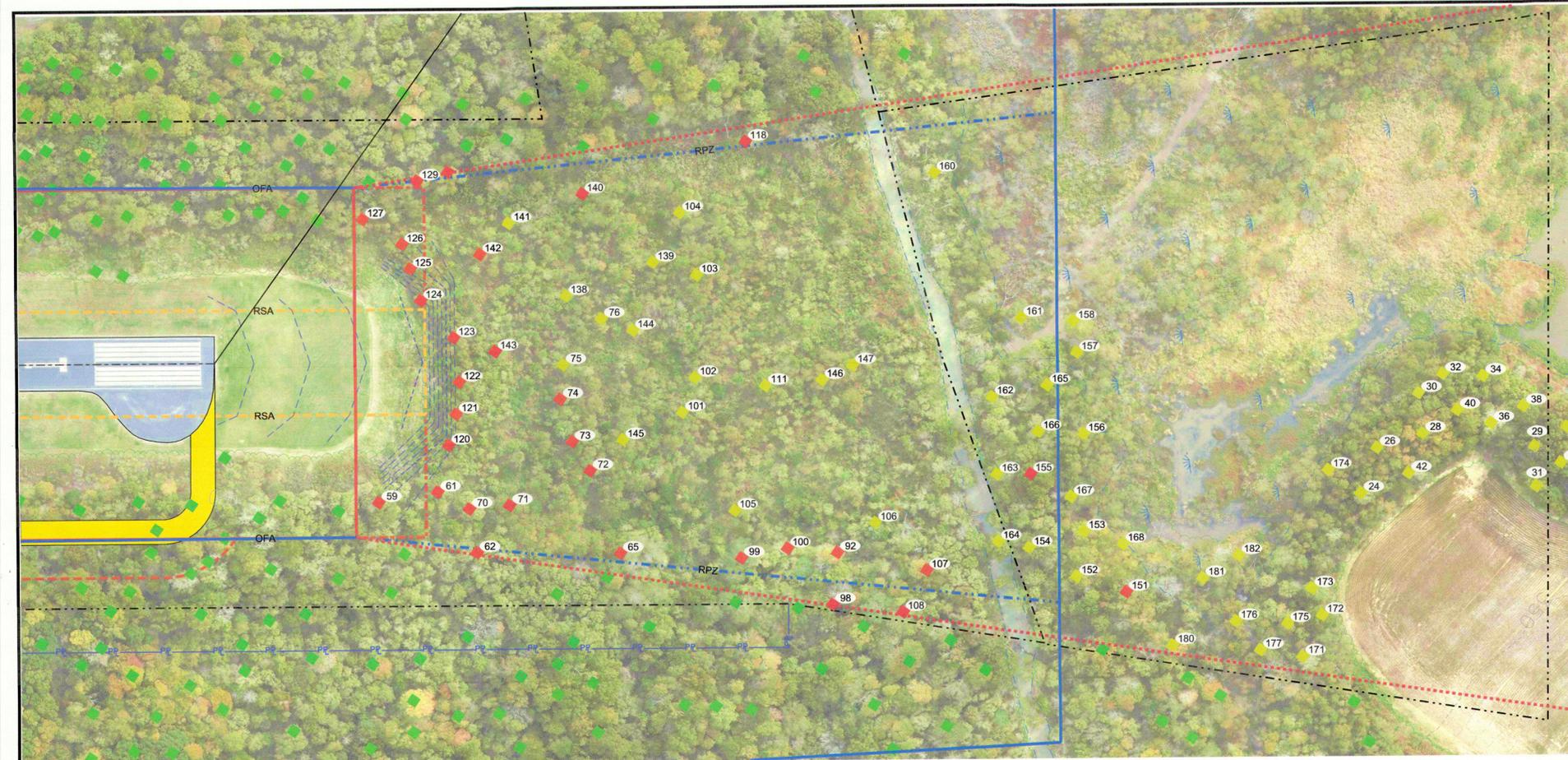
GIBSON COUNTY AIRPORT

TRENTON, TENNESSEE

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7:1 TRANSITIONAL OBSTRUCTIONS				
VIOLATION NUMBER	DESCRIPTION	OBJECT HEIGHT	PENETRATION	PROPOSED ACTION
1	Building 01	409.09	16.74	L-51
2	Building 02	394.59	19.43	L-51
3	Building 03	389.79	13.01	L-51
4	Building 04	402.36	20.48	L-51
5	Building 05	390.73	14.27	L-51
6	Building 18	404.56	14.81	L-51
14	Building 29	393.98	4.97	L-51
18	Building 35	395.4	7.17	L-51
19	Tree 0002	437.61	1.18	C-S2/S3
20	Tree 0003	423.66	0.74	C-S2/S3
21	Tree 0004	430.56	11.29	C-S2/S3
22	Tree 0005	419.41	6.81	C-S2/S3
23	Tree 0023	410.68	6.37	C-S2/S3
33	Tree 0054	456.24	2.32	C-S2/S3
35	Tree 0062	438.76	9.26	C-S2/S3
37	Tree 0063	448.29	33.01	C-S2/S3
39	Tree 0064	448.93	36.97	C-S2/S3
41	Tree 0065	450.79	43.28	C-S2/S3
43	Tree 0066	441.95	49.33	C-S2/S3
44	Tree 0067	444.31	55.83	C-S2/S3
45	Tree 0068	438.96	52.57	C-S2/S3
46	Tree 0069	438.13	47.41	C-S2/S3
47	Tree 0070	436.01	35.2	C-S2/S3
48	Tree 0071	429.93	19.35	C-S2/S3
49	Tree 0072	438.27	18.65	C-S2/S3
50	Tree 0073	439.01	28.68	C-S2/S3
51	Tree 0074	439.21	32.69	C-S2/S3
52	Tree 0075	425.02	26.46	C-S2/S3
53	Tree 0076	424.04	32.01	C-S2/S3
54	Tree 0077	396.79	12.75	C-S2/S3
55	Tree 0078	411.17	28.65	C-S2/S3
56	Tree 0079	409.8	43.4	C-S2/S3
57	Tree 0080	398.9	29.13	C-S2/S3
58	Tree 0081	398.21	36.14	C-S2/S3
63	Tree 0086	432.92	50.82	C-S2/S3
64	Tree 0087	422.66	42.75	C-S2/S3
66	Tree 0089	398.61	29.25	C-S2/S3
67	Tree 0090	393.25	21.2	C-S2/S3
68	Tree 0091	422.51	42.8	C-S2/S3
69	Tree 0092	385.3	1.71	C-S2/S3
77	Tree 0103	443.77	4.07	C-S2/S3
78	Tree 0106	433.61	17.7	C-S2/S3
79	Tree 0107	418.98	11.95	C-S2/S3
80	Tree 0108	428.75	27.5	C-S2/S3
81	Tree 0110	417.26	21.52	C-S2/S3
82	Tree 0111	419.91	24.09	C-S2/S3
83	Tree 0112	407.69	4.71	C-S2/S3
84	Tree 0114	429.34	7.67	C-S2/S3
85	Tree 0122	418.83	20.69	C-S2/S3
86	Tree 0123	437.73	40.7	C-S2/S3
87	Tree 0124	431.79	35.44	C-S2/S3
88	Tree 0125	430.07	39.27	C-S2/S3
89	Tree 0126	415.94	7.92	C-S2/S3
90	Tree 0127	418.78	20	C-S2/S3
91	Tree 0128	423.5	40.88	C-S2/S3
93	Tree 0130	421.58	35.01	C-S2/S3
94	Tree 0131	408.96	15.9	C-S2/S3
95	Tree 0147	434.2	22.87	C-S2/S3
96	Tree 0159	410.24	34.18	C-S2/S3
97	Tree 0160	414.32	36.27	C-S2/S3
109	Tree 0174	413.48	23.07	C-S2/S3
110	Tree 0175	408.77	4.73	C-S2/S3
112	Tree 0183	421.97	39.87	C-S2/S3
113	Tree 0184	423.64	34.38	C-S2/S3
114	Tree 0185	434.35	53.51	C-S2/S3
115	Tree 0186	405.72	37.1	C-S2/S3
116	Tree 0187	445.83	60.11	C-S2/S3
117	Tree 0188	431.01	48.62	C-S2/S3
119	Tree 0190	421.48	46.51	C-S2/S3
128	Tree 0199	392.76	33.45	C-S2/S3
130	Tree 0201	387.56	25.43	C-S2/S3
131	Tree 0202	391.44	23.73	C-S2/S3
132	Tree 0203	399.1	26.66	C-S2/S3
133	Tree 0204	402.63	24.88	C-S2/S3
134	Tree 0205	407.49	28.07	C-S2/S3
135	Tree 0206	405.92	28.14	C-S2/S3
136	Tree 0207	400.91	31.58	C-S2/S3
137	Tree 0208	394.83	18.79	C-S2/S3
148	Tree 0247	419.76	10.24	C-S2/S3
149	Tree 0249	428.7	5.52	C-S2/S3
150	Tree 0250	409.95	19.49	C-S2/S3
159	Tree 0276	413.38	22.66	C-S2/S3
169	Tree 0297	406.31	0.46	C-S2/S3
170	Tree 0312	431.65	14.57	C-S2/S3
178	Tree 0324	408.23	6.91	C-S2/S3
179	Tree 0325	409.06	11.81	C-S2/S3
183	Tree 0345	401.74	0.24	C-S2/S3
225	Tree 0387	357.97	0.6	C-S2/S3
255	Tree 0418	362.14	4.67	C-S2/S3
256	Tree 0419	382.9	20.79	C-S2/S3
257	Tree 0420	391.41	20.51	C-S2/S3
258	Tree 0421	427.3	55.56	C-S2/S3
259	Tree 0422	416.79	44.56	C-S2/S3
260	Tree 0423	421.5	49.22	C-S2/S3
261	Tree 0424	423.96	51.77	C-S2/S3
262	Tree 0425	413.94	41.76	C-S2/S3
263	Tree 0426	416.74	43.96	C-S2/S3
264	Tree 0427	410.6	38.42	C-S2/S3
265	Tree 0428	410.56	38.17	C-S2/S3
266	Tree 0429	409.57	37.51	C-S2/S3
267	Tree 0430	407.85	35.83	C-S2/S3
268	Tree 0431	397.5	26.41	C-S2/S3
269	Tree 0432	422.29	49.99	C-S2/S3
270	Tree 0433	425.53	52.46	C-S2/S3
271	Tree 0434	392	23.65	C-S2/S3
272	Tree 0435	399.95	33.57	C-S2/S3
273	Tree 0436	397.69	31.73	C-S2/S3
274	Tree 0437	402.6	36.08	C-S2/S3
275	Tree 0438	400.59	34.98	C-S2/S3
276	Tree 0439	406.87	42.03	C-S2/S3
277	Tree 0440	407.02	40.35	C-S2/S3
278	Tree 0441	401.47	38.79	C-S2/S3
279	Tree 0442	399.85	36.17	C-S2/S3
280	Tree 0443	395.24	28.87	C-S2/S3

7:1 TRANSITIONAL OBSTRUCTIONS				
VIOLATION NUMBER	DESCRIPTION	OBJECT HEIGHT	PENETRATION	PROPOSED ACTION
281	Tree 0444	396.61	36.21	C-S2/S3
282	Tree 0445	372.26	13.83	C-S2/S3
284	Tree 0447	386.55	24.49	C-S2/S3
285	Tree 0448	400.88	32.01	C-S2/S3
286	Tree 0449	365.39	4.7	C-S2/S3
287	Tree 0450	362.69	2.95	C-S2/S3
306	Tree 0469	399.36	39.74	C-S2/S3
307	Tree 0470	400.49	39.13	C-S2/S3
309	Tree 0472	397.4	36.19	C-S2/S3
313	Tree 0476	384.29	14.15	C-S2/S3
314	Tree 0477	413.6	41.02	C-S2/S3
315	Tree 0478	422.53	50.53	C-S2/S3
316	Tree 0479	419.05	47.41	C-S2/S3
317	Tree 0480	420.52	47.09	C-S2/S3
318	Tree 0481	413.75	41.7	C-S2/S3
319	Tree 0482	414.92	43.54	C-S2/S3
320	Tree 0483	428.72	56.36	C-S2/S3
321	Tree 0484	436.58	64.21	C-S2/S3
322	Tree 0485	432.55	60.34	C-S2/S3
323	Tree 0486	430.93	57.47	C-S2/S3
324	Tree 0487	419.29	46.58	C-S2/S3
325	Tree 0488	422.34	49.89	C-S2/S3
326	Tree 0489	429.21	57.28	C-S2/S3
327	Tree 0490	433.97	61.08	C-S2/S3
328	Tree 0491	419.05	64.72	C-S2/S3
329	Tree 0492	405.54	40.88	C-S2/S3
330	Tree 0493	405.74	39.83	C-S2/S3
331	Tree 0494	411.34	46.3	C-S2/S3
332	Tree 0495	405.5	41.12	C-S2/S3
333	Tree 0496	407.66	47.37	C-S2/S3
335	Tree 0498	382.18	19.35	C-S2/S3
336	Tree 0499	411	30.69	C-S2/S3
337	Tree 0500	396.02	14.85	C-S2/S3
338	Tree 0501	394.8	8.2	C-S2/S3
339	Tree 0502	398.43	15.22	C-S2/S3
340	Tree 0503	406.73	27.85	C-S2/S3
341	Tree 0504	406.14	24.23	C-S2/S3
342	Tree 0505	417.62	35.07	C-S2/S3
343	Tree 0506	396.42	12.38	C-S2/S3
344	Tree 0507	400.98	22.09	C-S2/S3
345	Tree 0508	404.76	23.16	C-S2/S3
346	Tree 0509	399.61	13.91	C-S2/S3
347	Tree 0510	403.58	19.34	C-S2/S3
348	Tree 0511	393.37	18.91	C-S2/S3
349	Tree 0512	385.66	8.24	C-S2/S3
350	Tree 0513	387.68	3.3	C-S2/S3
351	Tree 0514	389.84	8.31	C-S2/S3
352	Tree 0515	382.37	5.41	C-S2/S3
353	Tree 0516	390.72	22.97	C-S2/S3
354	Tree 0517	388.02	22.19	C-S2/S3
360	Tree 0523	392.1	33.36	C-S2/S3
361	Tree 0524	399.46	33.17	C-S2/S3
362	Tree 0525	383.45	20.93	C-S2/S3
363	Tree 0526	379.63	20.98	C-S2/S3
365	Tree 0528	386.16	22.96	C-S2/S3
366	Tree 0529	383.36	23.28	C-S2/S3
368	Tree 0531	369.46	11.24	C-S2/S3
369	Tree 0532	376.14	16.55	C-S2/S3
371	Tree 0534	368.43	3.44	C-S2/S3
372	Tree 0537	380.9	14.4	C-S2/S3
373	Tree 0538	377.81	11.57	C-S2/S3
374	Tree 0539	389.15	17.23	C-S2/S3
375	Tree 0540	389	12.48	C-S2/S3
376	Tree 0542	430.39	59.46	C-S2/S3
377	Tree 0543	431.22	59.96	C-S2/S3
378	Tree 0544	417.97	45.72	C-S2/S3
379	Tree 0545	420.47	48.73	C-S2/S3
380	Tree 0546	403.98	34.92	C-S2/S3
381	Tree 0547	413.6	41.01	C-S2/S3
382	Tree 0548	412.42	41.22	C-S2/S3
383	Tree 0549	436.28	63.54	C-S2/S3
384	Tree 0550	438.98	64.79	C-S2/S3
385	Tree 0551	443.6	68.26	C-S2/S3
386	Tree 0552	451.99	81.5	C-S2/S3
387	Tree 0553	468.39	88.18	C-S2/S3
388	Tree 0554	471.48	86.57	C-S2/S3
389	Tree 0555	466.77	85.1	C-S2/S3
390	Tree 0556	466.13	91.07	C-S2/S3
391	Tree 0557	473.99	86.71	C-S2/S3
392	Tree 0558	472.91	92.07	C-S2/S3
393	Tree 0559	472.07	91.77	C-S2/S3
394	Tree 0560	467.01	88.67	C-S2/S3
395	Tree 0561	434.32	66.7	C-S2/S3
396	Tree 0562	475.26	87.03	C-S2/S3
397	Tree 0563	479.04	83.01	C-S2/S3
398	Tree 0564	482.09	76.57	C-S2/S3
399	Tree 0565	483.95	73.24	C-S2/S3
400	Tree 0566	484.34	77.32	C-S2/S3
401	Tree 0567	481.06	81.95	C-S2/S3
402	Tree 0568	477.47	70.78	C-S2/S3
403	Tree 0569	467.85	70.01	C-S2/S3
404	Tree 0570	472.81	72.03	C-S2/S3
405	Tree 0571	479.73	75.64	C-S2/S3
406	Tree 0572	473.1	63.09	C-S2/S3
407	Tree 0573	476.39	59.84	C-S2/S3
408	Tree 0574	484.44	60.53	C-S2/S3
409	Tree 0575	488.66	59.53	C-S2/S3
410	Tree 0576	486.5	51.06	C-S2/S3
411	Tree 0577	485.23	42.29	C-S2/S3
412	Tree 0578	484.39	35.95	C-S2/S3
413	Tree 0579	484.3	43.39	C-S2/S3
414	Tree 0580	483.36	43.99	C-S2/S3
415	Tree 0581	477.96	45.12	C-S2/S3
416	Tree 0582	477.67	50.31	C-S2/S3
417	Tree 0583	484.93	42.99	C-S2/S3
418	Tree 0584	476.73	59.9	C-S2/S3
419	Tree 0585	477.42	36.89	C-S2/S3
420	Tree 0586	484.84	54.64	C-S2/S3
421	Tree 0587	485.96	65.69	C-S2/S3
422	Tree 0588	476.54	53.4	C-S2/S3
423	Tree 0589	479.78	44.49	C-S2/S3
424	Tree 0590	481.35	41.15	C-S2/S3
425	Tree 0591	480.86	28.93	C-S2/S3
426	Tree 0592	488.71	37.07	C-S2/S3



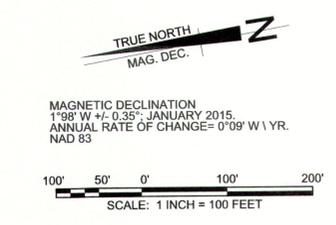
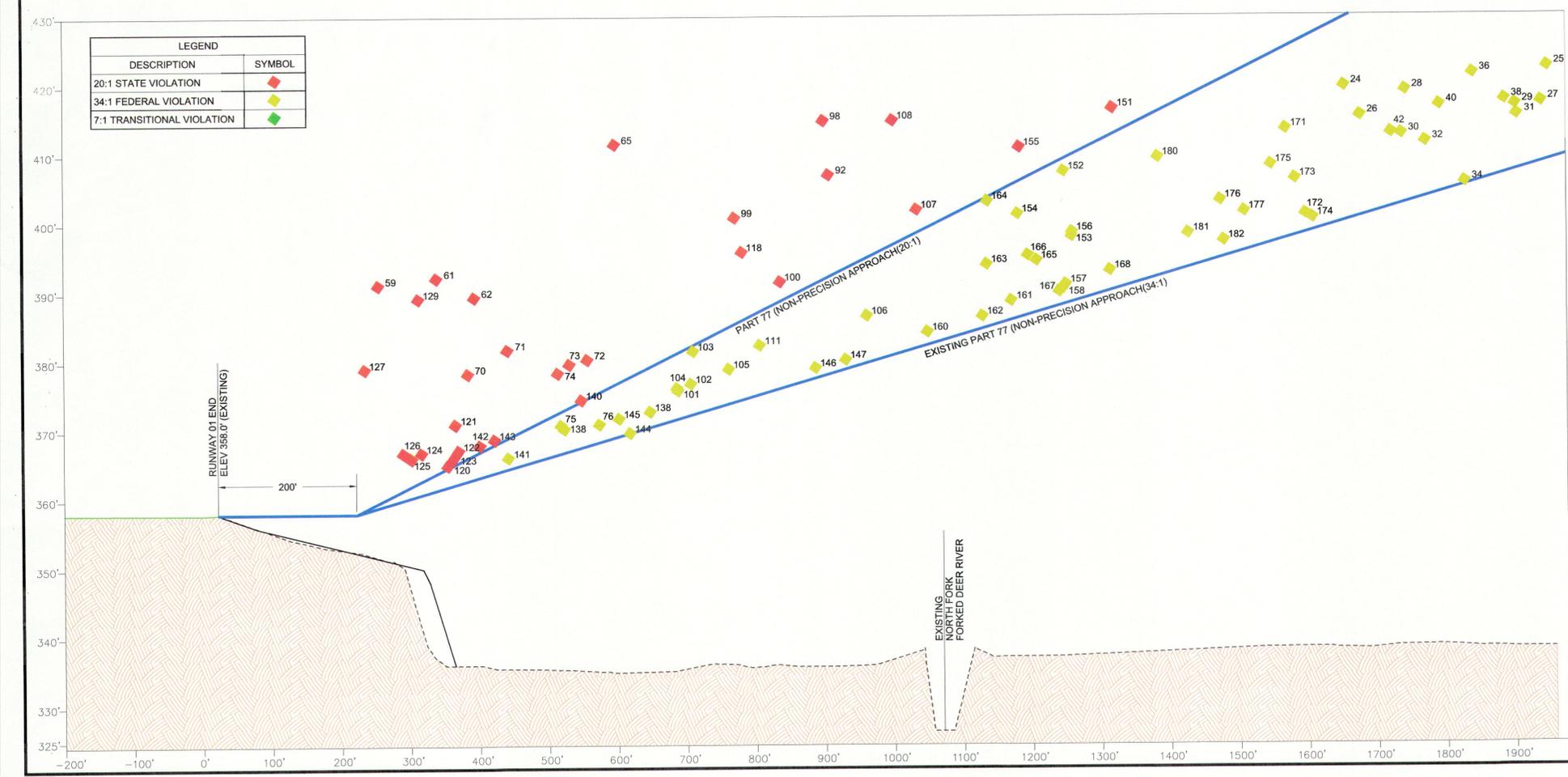
RUNWAY 01 34:1 APPROACH OBSTRUCTIONS				
VIOLATION NUMBER	DESCRIPTION	OBJECT HEIGHT	PENETRATION	PROPOSED ACTION
24	Tree 0024	419.76	19.7	C-S1
25	Tree 0037	422.42	13.72	C-S1
26	Tree 0025	415.47	14.73	C-S1
27	Tree 0038	417.34	8.9	C-S1
28	Tree 0026	419.12	16.46	C-S1
29	Tree 0039	416.95	9.61	C-S1
30	Tree 0027	412.81	10.3	C-S1
31	Tree 0040	415.47	8.06	C-S1
32	Tree 0028	411.67	8.15	C-S1
34	Tree 0029	405.75	0.56	C-S1
36	Tree 0030	421.53	16.01	C-S1
38	Tree 0031	417.69	10.8	C-S1
40	Tree 0032	416.95	12.84	C-S1
42	Tree 0033	413	10.94	C-S1
*59	Tree 0082	391.14	32.19	AC-12/15
*61	Tree 0084	392.17	30.75	AC-12/15
*62	Tree 0085	389.38	26.34	AC-12/15
*65	Tree 0088	411.57	42.54	AC-12/15
*70	Tree 0093	378.28	15.54	AC-12/15
*71	Tree 0094	381.72	17.3	AC-12/15
*72	Tree 0095	380.34	12.54	AC-12/15
*73	Tree 0096	379.66	12.6	AC-12/15
*74	Tree 0097	378.38	11.82	AC-12/15
75	Tree 0098	370.82	4.12	AC-12/15
76	Tree 0099	370.97	2.64	AC-12/15
*92	Tree 0129	407.05	28.93	AC-12/15
*98	Tree 0161	414.9	37	AC-12/15
*99	Tree 0162	400.86	26.76	AC-12/15
*100	Tree 0163	391.54	15.5	AC-12/15
101	Tree 0165	375.83	4.15	AC-12/15
102	Tree 0166	376.81	4.58	AC-12/15
103	Tree 0168	381.52	9.2	AC-12/15
104	Tree 0169	376.17	4.53	AC-12/15
105	Tree 0170	378.92	5.08	AC-12/15
106	Tree 0171	386.63	6.9	AC-12/15
*107	Tree 0172	401.99	20.14	AC-12/15
*108	Tree 0173	414.95	34.1	AC-12/15
111	Tree 0179	382.36	7.19	AC-12/15
*118	Tree 0189	395.86	21.45	AC-12/15
*120	Tree 0191	364.98	3.08	AC-12/15
*121	Tree 0192	370.92	8.71	AC-12/15
*122	Tree 0193	367.14	4.79	AC-12/15
*123	Tree 0194	366.06	3.91	AC-12/15
*124	Tree 0195	366.79	6.02	AC-12/15
*125	Tree 0196	366.11	5.77	AC-12/15
*126	Tree 0197	366.74	6.74	AC-12/15
*127	Tree 0198	378.97	20.61	AC-12/15
*129	Tree 0200	389.18	28.52	AC-12/15
138	Tree 0212	370.28	3.44	AC-12/15
139	Tree 0214	372.78	2.29	AC-12/15
*140	Tree 0216	374.5	6.94	AC-12/15
141	Tree 0217	366.11	1.64	AC-12/15
*142	Tree 0218	367.87	4.62	AC-12/15
*143	Tree 0220	368.71	4.84	AC-12/15
144	Tree 0222	369.69	0.05	AC-12/15
145	Tree 0223	371.8	2.62	AC-12/15
146	Tree 0229	379.07	1.53	AC-12/15
147	Tree 0230	380.25	1.42	AC-12/15
*151	Tree 0251	416.62	26.42	C-S1
152	Tree 0252	407.49	19.37	C-S1
153	Tree 0253	398.07	9.61	C-S1
154	Tree 0254	401.31	15.15	C-S1
*155	Tree 0255	411.03	24.78	C-S1
156	Tree 0256	398.65	10.18	C-S1
157	Tree 0257	391.09	2.88	C-S1
158	Tree 0258	390.55	2.46	C-S1
160	Tree 0278	384.27	1.96	C-S1
161	Tree 0285	388.74	2.85	C-S1
162	Tree 0289	386.53	1.88	C-S1
163	Tree 0290	394.04	9.21	C-S1
164	Tree 0291	403.22	18.36	C-S1
165	Tree 0292	394.58	7.62	C-S1
166	Tree 0293	395.32	8.73	C-S1
167	Tree 0294	390.06	2.13	C-S1
168	Tree 0295	393.11	3.02	C-S1
171	Tree 0314	413.58	16.01	C-S1
172	Tree 0315	401.21	2.81	C-S1
173	Tree 0316	406.36	8.39	C-S1
174	Tree 0320	400.62	1.91	C-S1
175	Tree 0321	408.38	11.43	C-S1
176	Tree 0322	403.22	8.44	C-S1
177	Tree 0323	401.6	5.8	C-S1
180	Tree 0326	409.5	17.36	C-S1
181	Tree 0327	398.46	5.05	C-S1
182	Tree 0341	397.38	2.46	C-S1

CONSTRUCTION NOTICE REQUIREMENT
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA REVIEW TAKES APPROXIMATELY 60 DAYS.

DR.	CHK.	DATE	DESCRIPTION
JDG	CAG	JUNE 6th, 2015	BWSC 90% DRAFT REVIEW
JDG	CAG	SEPT 14th, 2015	90% REVISIONS REVIEW
JDG	CAG	JAN 8th, 2016	AVIATION STAFF REVISIONS

DR.	CHK.	DATE	DESCRIPTION
JDG	CAG	MAR 2015	PRELIMINARY 30% SUBMITTAL
JDG	CAG	APRIL 2015	30% REVISIONS
JDG	CAG	MAY 4th, 2015	30% REVISIONS REVIEW
JDG	CAG	JUNE 4th, 2015	30% REVISIONS REVIEW

INNER APPROACH OF RUNWAY 01
GIBSON COUNTY AIRPORT
 TRENTON, TENNESSEE



LEGEND		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE	---	---
RUNWAY SAFETY AREA (RSA)	--- RSA ---	--- RSA ---
RUNWAY OBJECT FREE AREA (ROFA)	--- OFA ---	--- OFA ---
RUNWAY PROTECTION ZONE (RPZ)	--- RPZ ---	--- RPZ ---
TAXIWAY SAFETY AREA (TSA)	--- TSA ---	--- TSA ---
TAXIWAY OBJECT FREE AREA (TOFA)	--- TOFA ---	--- TOFA ---
BUILDING RESTRICTION LINE (BRL)	--- BRL ---	--- BRL ---
AIRPORT PAVEMENT	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
AIRPORT BUILDINGS	[Symbol]	[Symbol]
OTHER BUILDINGS	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE / EASEMENTS	--- PL ---	--- PL ---
OTHER PROPERTY LINES	--- PL ---	--- PL ---
RAILROAD	--- RR ---	--- RR ---
FENCE	--- F ---	--- F ---
ROADS	--- R ---	--- R ---
TREELINE	--- T ---	--- T ---
WETLANDS	--- W ---	--- W ---
GROUND ELEVATION CONTOURS	--- G ---	--- G ---
PAVEMENT TO BE REMOVED	--- PR ---	--- PR ---
VGSI	[Symbol]	[Symbol]
AWOS	[Symbol]	[Symbol]
WINDCONE	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]

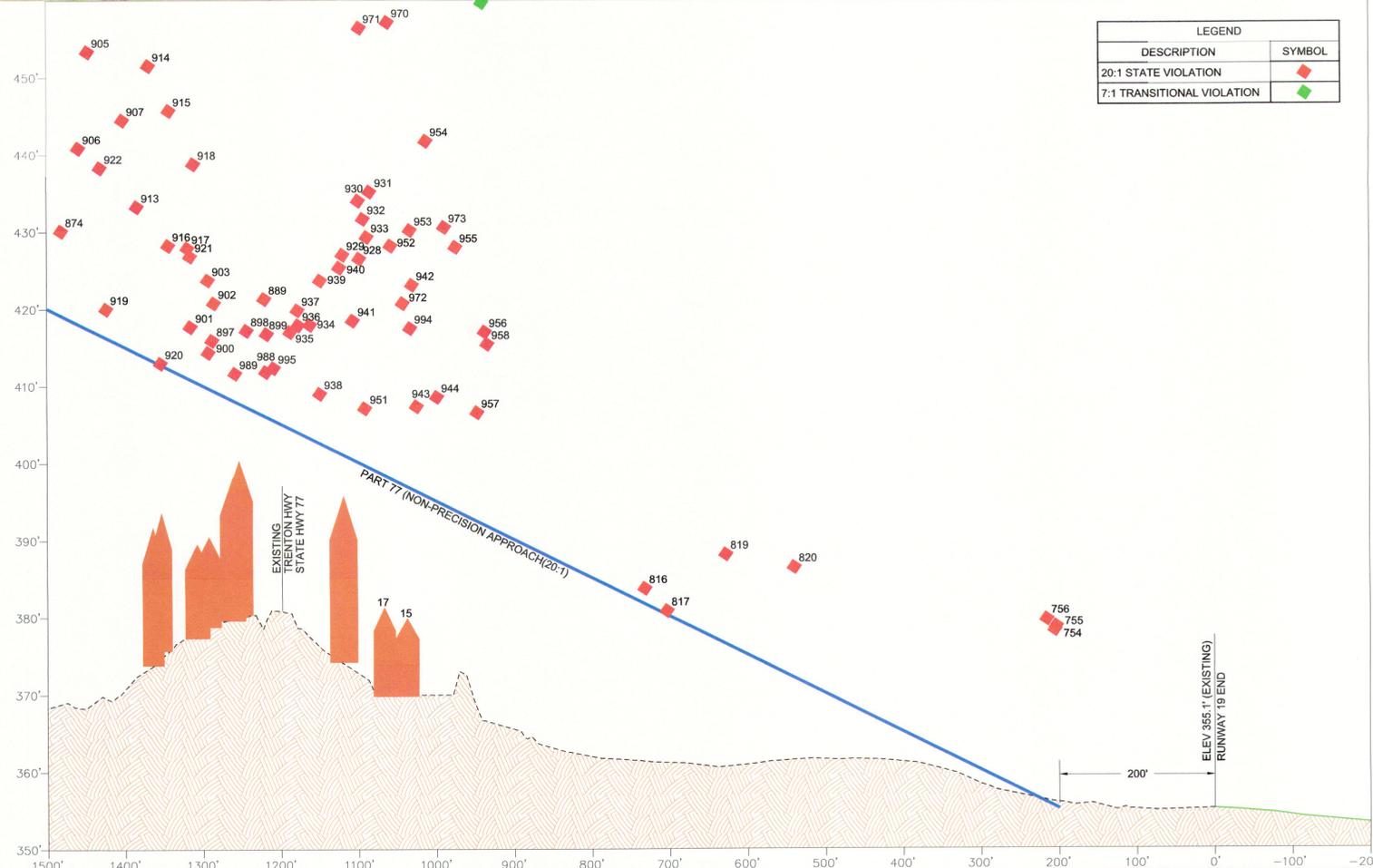
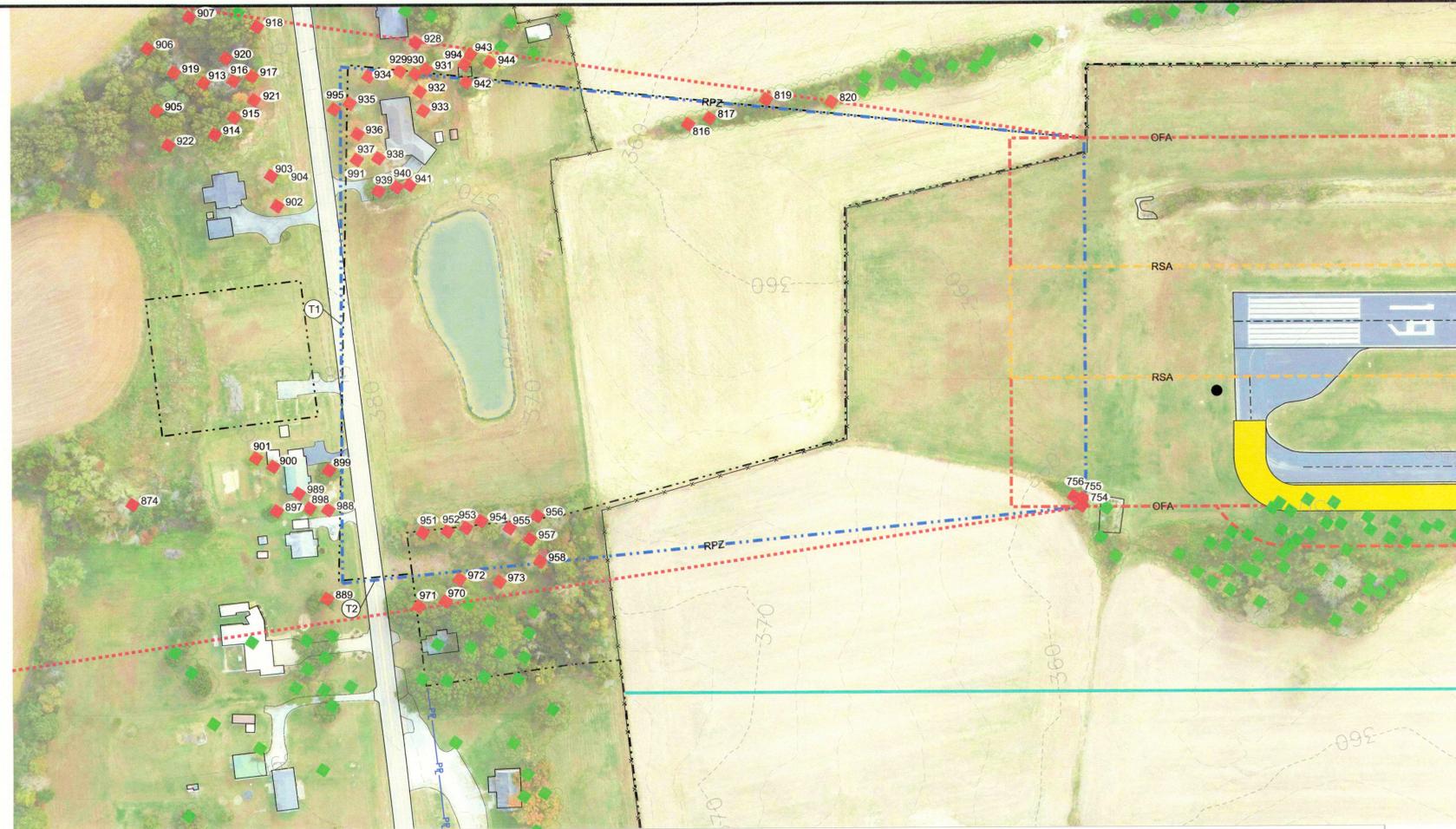
PROPOSED ACTION	TENTATIVE SCHEDULE
L LIGHT	S1 STAGE 1
C CUT/TRIM	S2 STAGE 2
R/L RELOCATE OR LIGHT	S3 STAGE 3
AC CUT COMPLETED	MM/YR DATE COMPLETED

*OBSTRUCTION IS A CRITICAL 20:1 APPROACH SURFACE VIOLATION

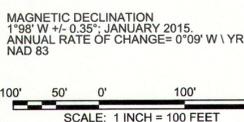
RUNWAY 19 TRAVERSE WAY CLEARANCES			
ROADWAY #	ELEVATION	20:1 CLEARANCE	PROPOSED ACTION
T1	380.5	405.0	24.5 No Action Req'd
T2	384.0	403.0	19.0 No Action Req'd

RUNWAY 19 34:1 APPROACH OBSTRUCTIONS				
VIOLATION NUMBER	DESCRIPTION	OBJECT HEIGHT	PENETRATION	PROPOSED ACTION
754	Tree 0972	378.22	22.95	C-S1
755	Tree 0973	378.69	23.48	C-S1
756	Tree 0974	379.61	24.04	C-S1
816	Tree 1034	383.7	12.95	C-S1
817	Tree 1035	380.8	10.89	C-S1
819	Tree 1037	388.13	20.46	C-S1
820	Tree 1038	386.45	21.35	C-S1
874	Tree 1098	430.13	37.35	C-S1
889	Tree 1115	421.27	36.17	C-S1
897	Tree 1123	415.89	28.82	C-S1
898	Tree 1124	417.16	31.39	C-S1
899	Tree 1125	416.72	31.71	C-S1
900	Tree 1126	414.32	27.11	C-S1
901	Tree 1127	417.65	29.76	C-S1
902	Tree 1128	420.73	33.72	C-S1
903	Tree 1129	423.72	36.48	C-S1
905	Tree 1131	453.37	61.6	C-S1
906	Tree 1132	440.85	48.72	C-S1
907	Tree 1133	444.47	54.01	C-S1
913	Tree 1142	433.26	43.36	C-S1
914	Tree 1143	451.51	62.05	C-S1
915	Tree 1144	445.69	56.99	C-S1
916	Tree 1145	428.22	39.5	C-S1
917	Tree 1146	427.88	39.88	C-S1
918	Tree 1147	438.79	51.02	C-S1
919	Tree 1148	420	28.91	C-S1
920	Tree 1149	412.95	23.94	C-S1
921	Tree 1150	426.95	39.04	C-S1
922	Tree 1151	438.3	46.99	C-S1
928	Tree 1158	426.46	44.95	C-S1
929	Tree 1159	427	44.85	C-S1
930	Tree 1160	434	52.45	C-S1
931	Tree 1161	435.17	54.06	C-S1
932	Tree 1162	431.65	50.28	C-S1
933	Tree 1163	429.3	48.07	C-S1
934	Tree 1164	417.9	34.52	C-S1
935	Tree 1165	416.97	32.84	C-S1
936	Tree 1166	417.85	34.02	C-S1
937	Tree 1167	419.8	35.95	C-S1
938	Tree 1168	408.99	25.99	C-S1
939	Tree 1169	423.67	40.67	C-S1
940	Tree 1170	425.29	43.01	C-S1
941	Tree 1171	418.43	36.67	C-S1
942	Tree 1172	423.08	43.56	C-S1
943	Tree 1173	407.33	27.97	C-S1
944	Tree 1174	408.55	29.97	C-S1
951	Tree 1181	407.08	25.77	C-S1
952	Tree 1182	428.17	47.85	C-S1
953	Tree 1183	430.18	50.59	C-S1
954	Tree 1184	441.73	62.74	C-S1
955	Tree 1185	427.98	50.1	C-S1
956	Tree 1186	416.97	40.2	C-S1
957	Tree 1187	406.54	29.48	C-S1
958	Tree 1188	415.4	38.73	C-S1
970	Tree 1200	457.14	76.71	C-S1
971	Tree 1201	456.41	74.92	C-S1
972	Tree 1202	420.69	40.81	C-S1
973	Tree 1203	430.57	52.28	C-S1
988	Utility Pole 27	411.82	26.78	R/L-S1
989	Utility Pole 28	411.62	25.42	R/L-S1
994	Utility Pole 33	417.45	37.86	R/L-S1
995	Utility Pole 34	412.32	27.58	R/L-S1

PROPOSED ACTION	TENTATIVE SCHEDULE
L LIGHT	S1 STAGE 1
C CUT/TRIM	S2 STAGE 2
R/L RELOCATE OR LIGHT	S3 STAGE 3
AC CUT COMPLETED	MM/YR DATE COMPLETED



LEGEND	
DESCRIPTION	SYMBOL
20:1 STATE VIOLATION	Red Diamond
7:1 TRANSITIONAL VIOLATION	Green Diamond



LEGEND		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE	---	---
RUNWAY SAFETY AREA (RSA)	--- RSA ---	--- RSA ---
RUNWAY OBJECT FREE AREA (ROFA)	--- OFA ---	--- OFA ---
RUNWAY PROTECTION ZONE (RPZ)	--- RPZ ---	--- RPZ ---
TAXIWAY SAFETY AREA (TSA)	--- TSA ---	--- TSA ---
TAXIWAY OBJECT FREE AREA (TOFA)	--- TOFA ---	--- TOFA ---
BUILDING RESTRICTION LINE (BRL)	--- BRL ---	--- BRL ---
AIRPORT PAVEMENT	---	---
AIRPORT REFERENCE POINT	○	○
AIRPORT BUILDINGS	▭	▭
OTHER BUILDINGS	▭	▭
AIRPORT PROPERTY LINE / EASEMENTS	---	---
OTHER PROPERTY LINES	---	---
RAILROAD	---	---
FENCE	---	---
ROADS	---	---
TREELINE	---	---
WETLANDS	---	---
GROUND ELEVATION CONTOURS	---	---
PAVEMENT TO BE REMOVED	---	---
VGSI	---	---
AWOS	Ⓐ	Ⓐ
WINDCONE	⊕	⊕
ROTATING BEACON	⊛	⊛

CONSTRUCTION NOTICE REQUIREMENT
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA REVIEW TAKES APPROXIMATELY 60 DAYS.

BARGE WAGGONER SUMNER & CANNON, INC.
 ENGINEERS, PLANNERS AND SURVEYORS

BWSC

INNER APPROACH OF RUNWAY 19
GIBSON COUNTY AIRPORT
 TRENTON, TENNESSEE

FILE NO. 32349-06

DR.	CHK.	DATE	DESCRIPTION
JDG	CAG	JUNE 8th, 2015	BWSC 90% DRAFT REVIEW
JDG	CAG	SEPT 14th, 2015	90% REVISIONS REVIEW
JDG	CAG	JAN 8th, 2016	AVIATION STAFF REVISIONS
JDG	CAG	MAR 2015	PRELIMINARY 30% SUBMITTAL
JDG	CAG	APRIL 2015	30% REVISIONS
JDG	CAG	MAY 4th, 2015	30% REVISIONS REVIEW
JDG	CAG	JUNE 4th, 2015	30% REVISIONS REVIEW



CONSTRUCTION NOTICE REQUIREMENT
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA REVIEW TAKES APPROXIMATELY 60 DAYS.

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PROPOSED CAPITAL IMPROVEMENT PLAN PROJECTS		
STAGE	Total Cost	Narrative
STAGE I (0-4 YR)		
1. Relocate the Beacon	\$96,625.00	1. The beacon needs to be replaced and is being relocated to make room for an access road to the rear of the terminal and to serve future hangar P1 and the T-hangers B-7.
2. RSA improvement to slope on last 30 feet of RWY 01	\$171,925.00	2. The last 30' of the Runway Safety Area on the 01 end of the runway does not meet the RSA slope requirements. This area will be filled, graded and stabilized.
3. Part 77 Obstruction removal (trees on both runway ends)	\$106,950.00	3. There are tree violations in both approaches. The trees on the south end in the Runway Protection Zone have been cut during 2015 from the runway to the river. The maining trees on the south and all the trees to the north will be to be cut.
4. Runway markings	\$108,875.00	4. The markings were removed from the runway as a part of the State program. The contractor was subsequently discharged and the markings were never replaced.
5. Land Acquisition	80,000.00	5. Land acquisition of property and easements is required to allow removal of trees in the runway 19 approach. In addition, land acquisition is also required along the west side of the airport to provide for the relocation of the taxiway and removal of 7:1 violations in Stage II
a. Acquire property and easements for tree removal in RWY 19 approach	\$234,500.00	
b. Acquire land for taxiway relocation and new hangar development	\$99,630.00	
6. T-hanger and ramp blacktop repair	\$152,325.00	6. The paving around the T-hangers B-2 and B-3 need repair before they become serious and require more extensive repairs.
7. Perimeter fencing on south end	\$24,000.00	7. Additional fencing is needed on the south end of the airport.
8. Supplemental Windsock		8. The airport users report it is difficult to see the windsock, it is very small. A supplemental windsock or larger windsock is recommended.
TOTAL STAGE I*	\$1,074,830.00	
STAGE II (5-8 YR)		
9. Construct a new 100' x 100' hangar (P-1)	\$941,640.00	9. There is no space at the airport for larger users; this 100' x 100' hangar is proposed on the existing apron east of the current terminal. This hangar will be built when a tenant has been identified and is committed.
10. Relocate fence and improve parking and drives for P-1 Hangar and B-1 Hangar/future terminal	193,574.00	10. The parking and fence at the terminal needs to be relocated to use the space where the old fuel farm was located. Additionally, an access road will also be provided to serve future hangar P-1 and the T-hangers B-7, to keep vehicles out of the aircraft movement areas.
11. Relocate parallel taxiway to meet B-II standards	\$1,980,365.00	11. The centerline of the existing taxiway is only 200 feet from the centerline of the runway. It needs to be relocated to 240 feet to comply with B-II standards.
12. Install Taxiway Lighting System	\$458,420.00	12. New taxiway lighting will be installed along the relocated taxiway.
13. Construct New Apron on Relocated Taxiway	\$315,246.00	13. Once the taxiway is relocated, the apron will be improved to provide better access and more tie-down spaces.
14. Runway overlay	\$1,059,032.00	14. The runway will be in need of an overlay toward the end of Stage II.
TOTAL STAGE II*	\$4,948,277.00	
GRAND TOTAL STAGES I AND II*	\$6,023,107.00	
STAGE III (8+ YR) FOR INFORMATION ONLY		
15. Remove 20' lean-to and construct new Terminal adjacent to Hangar B-1	\$-	15. The terminal is located in a lean-to on hangar B-1, this building is in poor shape and not adequate. This lean-to will be removed and a new terminal added to the north side of hangar B-1.
16. Construct a new 100' x 100' hangar (P-2)	\$-	16. A new 100' x 100' hangar is proposed P-2. This hangar is proposed adjacent to the current airport tenant. This hangar will be built when a tenant has been identified and is committed.
17. Apron improvements by south T-hangers for new corporate hangars	\$-	17. Expand the apron area south of T-hangers B-7 to provide a site for small corporate hangars. This apron will be built when tenants have been identified and are committed.
18. Construct three new 50' x 50' hangars (P-3, P-4, P-5)	\$-	18. Construct three 50' x 50' Corporate hangars when tenants have been identified and are committed.

*All cost are shown in terms of 2015 dollars.

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BWSC
 ENGINEERS PLANNERS AND SURVEYORS
 BARBE WAGGONER SUMNER & CANNON, INC.

CAPITAL IMPROVEMENT PLAN
GIBSON COUNTY AIRPORT
 TRENTON, TENNESSEE

Gibson County Airport (KTGC) Trenton, Tennessee	
Owner:	Gibson County, Tennessee
Airport Manager:	Robert Lockard
Address:	56 Airport Road Milan, TN 38358
Phone:	731-723-9596
Acreage:	139.67 Acres
Based Aircraft:	23
Single engine:	17
Multi engine:	1
Ultralight:	5
Operations:	8,240
Local general aviation:	5,420 66%
Itinerant general aviation:	800 10%
Air taxi:	1,900 23%
Military:	120 1%
Critical Design Aircraft:	King Air 200

