

BEECH RIVER REGIONAL AIRPORT

LEXINGTON AND PARSONS, TENNESSEE
HENDERSON & DECATUR COUNTIES, TENNESSEE

AIRPORT LAYOUT PLAN

PREPARED FOR THE
BEECH RIVER REGIONAL AIRPORT AUTHORITY

STATE OF TENNESSEE

HONORABLE PHIL BREDESEN
GOVERNOR

TENNESSEE DEPARTMENT OF TRANSPORTATION

GERALD F. NICELY
COMMISSIONER

TDOT - DIVISION OF AERONAUTICS

ROBERT WOODS
DIRECTOR

MAY 2007

BEECH RIVER REGIONAL AIRPORT AUTHORITY

RANDALL LITTLE
CHAIRMAN

CHRIS HAYES
VICE-CHAIRMAN

H.L. TOWNSEND JR.
TREASURER

INDEX OF DRAWINGS

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6	EXHIBIT "A"

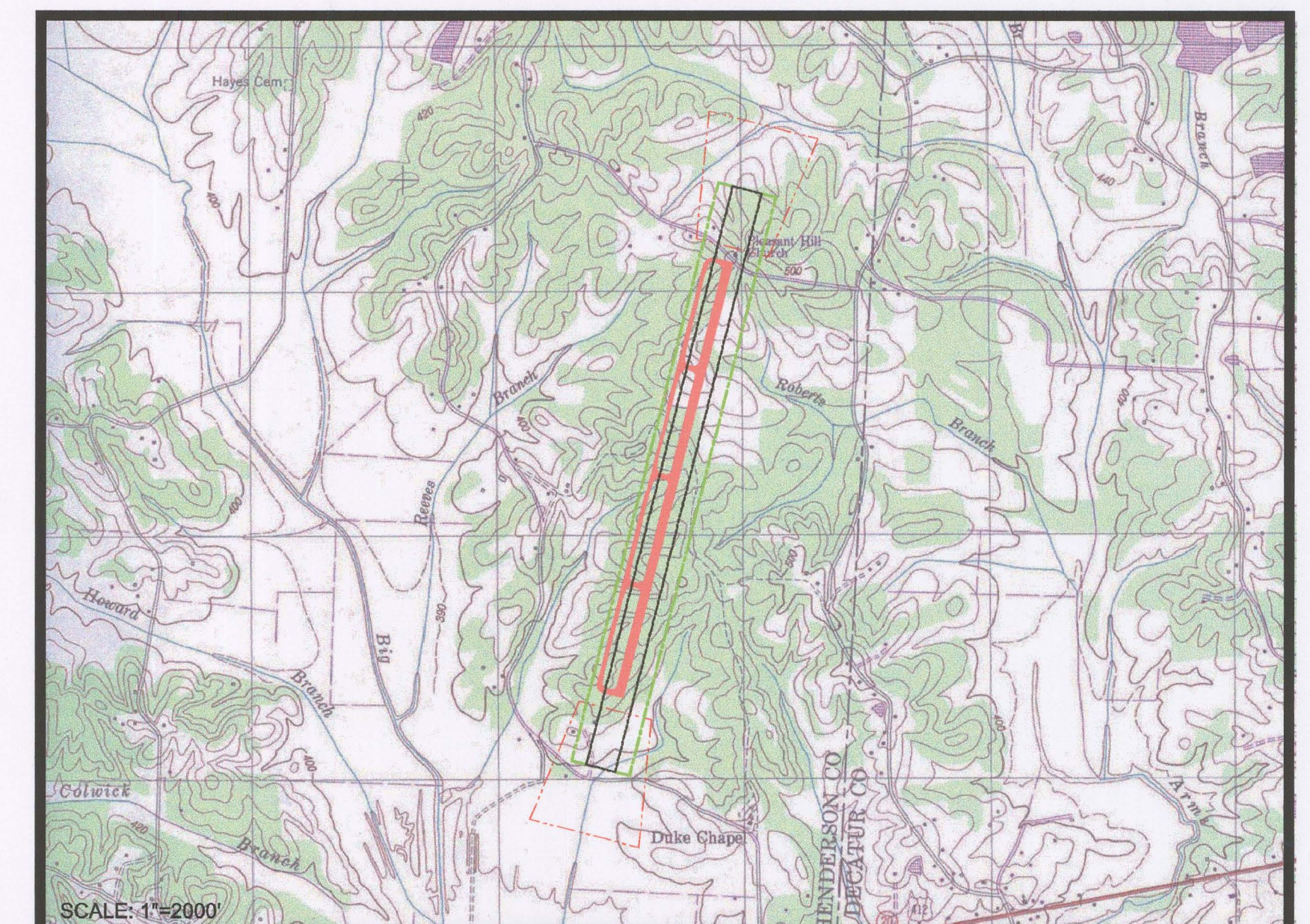
PREPARED BY:



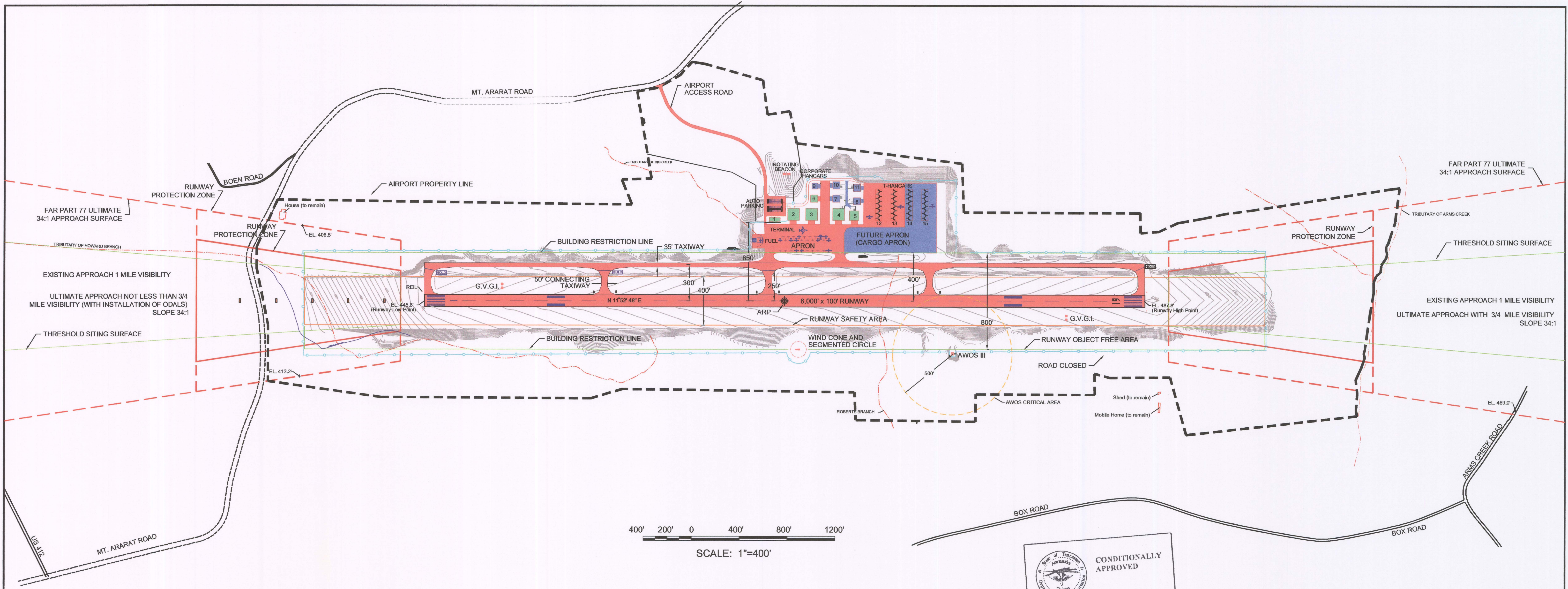
PLANNING & PROGRAMMING
OFFICIAL COPY



VICINITY MAP



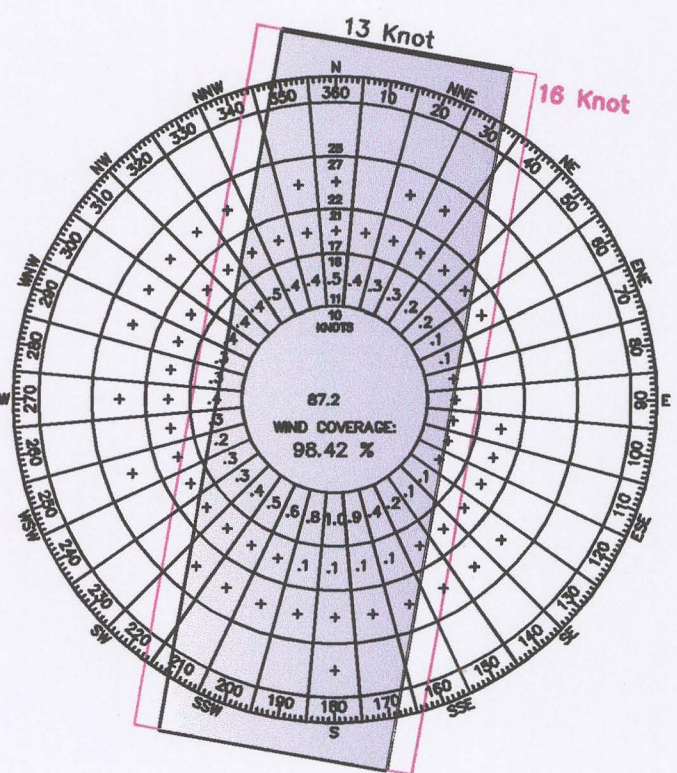
LOCATION MAP



STATE BLOCK GRANT PROGRAM
J. Tom Burgess, P.E.
TN DEPT. OF TRANSPORTATION
Subject to Comments in Approval Letter

ALL WEATHER WIND ROSE

SOURCE: NATIONAL CLIMATIC DATA CENTER
ASHVILLE, NC
NASHVILLE INTERNATIONAL AIRPORT
NASHVILLE, TN
OBSERVATIONS: 82,582 ALL WEATHER OBSERVATIONS
JANUARY 1991 TO DECEMBER 2000
COVERAGE: 16 KNOT (18 mph) - 99.74%
13 KNOT (15 mph) - 98.42%
16 KNOT (18 mph) - 96.06%
13 KNOT (15 mph) - 84.38%
16 KNOT (18 mph) - 70.99%
13 KNOT (15 mph) - 69.79%



RUNWAY DATA TABLE		
ITEM	RUNWAY 1-19	
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	C-II	C-II
DESIGN AIRCRAFT	GULFSTREAM III	GULFSTREAM III
RUNWAY LENGTH	6,000'	6,000'
RUNWAY WIDTH	100'	100'
PAVEMENT CONSTRUCTION	CONCRETE	CONCRETE
RUNWAY BEARING	N 11°52'23" E	N 11°52'23" E
EFFECTIVE GRADIENT	0.7%	0.7%
% WIND COVERAGE (16 KNOTS)	99.2%	99.2%
MARKINGS	NP	NP
RUNWAY LIGHTING	MIRL	HIRL
TAXIWAY LIGHTING	MITL	HITL
VISUAL AIDS (BOTH RUNWAYS)	REIL, PAPI	REIL, PAPI
APPROACH LIGHTING	NONE	ODALS (RWY 1)
PAVEMENT STRENGTH	SWL	45,000 lbs.
	DWL	60,000 lbs.
INSTRUMENT APPROACHES	R/W 1	GPS, VOR A
	R/W 19	GPS, VOR A
APPROACH VISIBILITY MINIMUMS	R/W 1	1 MILE
	R/W 19	3/4 MILE
RUNWAY END ELEVATION	R/W 1	445.8'
	R/W 19	487.8'
RUNWAY END COORDINATES	R/W 1	LAT. 35°38'53.8678" LONG. 88°11'50.7485"
	R/W 19	LAT. 35°39'51.9364" LONG. 88°11'35.7881"

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
	487.80'	487.80'
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	LAT. 35°39'22.90" LONG. 88°11'43.27"	LAT. 35°39'22.90" LONG. 88°11'43.27"
MEAN MAX. TEMP. HOTTEST MONTH	89.7°	89.7°
TERMINAL VISUAL AIDS	LIGHTED WIND CONE	LIGHTED WIND CONE

RUNWAY SAFETY AREA DIMENSIONS		
ITEM	WIDTH	LENGTH BEYOND RUNWAY ENDS
	400'	1,000'
EXISTING	400'	1,000'
ULTIMATE	400'	1,000'

RUNWAY OBJECT FREE AREA DIMENSIONS		
ITEM	WIDTH	LENGTH BEYOND RUNWAY ENDS
	800'	1,000'
EXISTING	800'	1,000'
ULTIMATE	800'	1,000'

RUNWAY PROTECTION ZONE DIMENSIONS				
ITEM	EXISTING	INNER WIDTH	OUTER WIDTH	LENGTH
		500'	1,010'	1,700'
RUNWAY 1	ULTIMATE	1,000'	1,510'	1,700'
		500'	1,010'	1,700'
RUNWAY 19	ULTIMATE	1,000'	1,510'	1,700'
		500'	1,010'	1,700'

NOTES:
Ultimate land acquisition will be coordinated with TDOT, Aeronautics Division.
All GVS/GI Siting must be in accordance with FAA guidance.
All coordinates based upon NAD 83.
No threshold siting surface object penetrations.
No Obstacle Free Zone or Part 77 Penetrations.
The approval of the ALP represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. The concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

LEGEND		
ITEM	EXISTING	ULTIMATE
PAVEMENT		
AIRPORT BUILDINGS		
RUNWAY MARKINGS		
CONTOUR (2' INTERVAL)		
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA		N/A
RUNWAY OBJECT FREE AREA		N/A
RUNWAY PROTECTION ZONE		
PART 77 APPROACH		
FENCING		
PAVED ROADS		
AIRPORT REFERENCE POINT		
G.V.G.I.		
APPROACH SLOPE		
ODALS	NONE	
THRESHOLD SITING SURFACE		

BUILDING DATA		
ITEM	EXISTING	ELEV.
1	EXISTING TERMINAL BUILDING	ELEV. 469'
2	EXISTING MAINTENANCE HANGAR	ELEV. 470'
3	EXISTING 100' x 100' HANGAR	ELEV. 470'
4	EXISTING 100' x 100' HANGAR	ELEV. 471'
5	EXISTING 80' x 80' HANGAR	ELEV. 472'
6	EXISTING 60' x 60' HANGAR	ELEV. 470'
7	ULTIMATE 60' x 60' HANGAR	ELEV. 470'
8	ULTIMATE 60' x 60' HANGAR	ELEV. 473'
9	ULTIMATE 50' x 50' HANGAR	ELEV. 469'
10	ULTIMATE 60' x 60' HANGAR	ELEV. 470'
11	ULTIMATE 60' x 60' HANGAR	ELEV. 472'
12	EXISTING 12 UNIT T-HANGARS	ELEV. 472'
13	EXISTING 12 UNIT T-HANGARS	ELEV. 472'
14	ULTIMATE 12 UNIT T-HANGARS	ELEV. 472'
15	ULTIMATE 12 UNIT T-HANGARS	ELEV. 472'

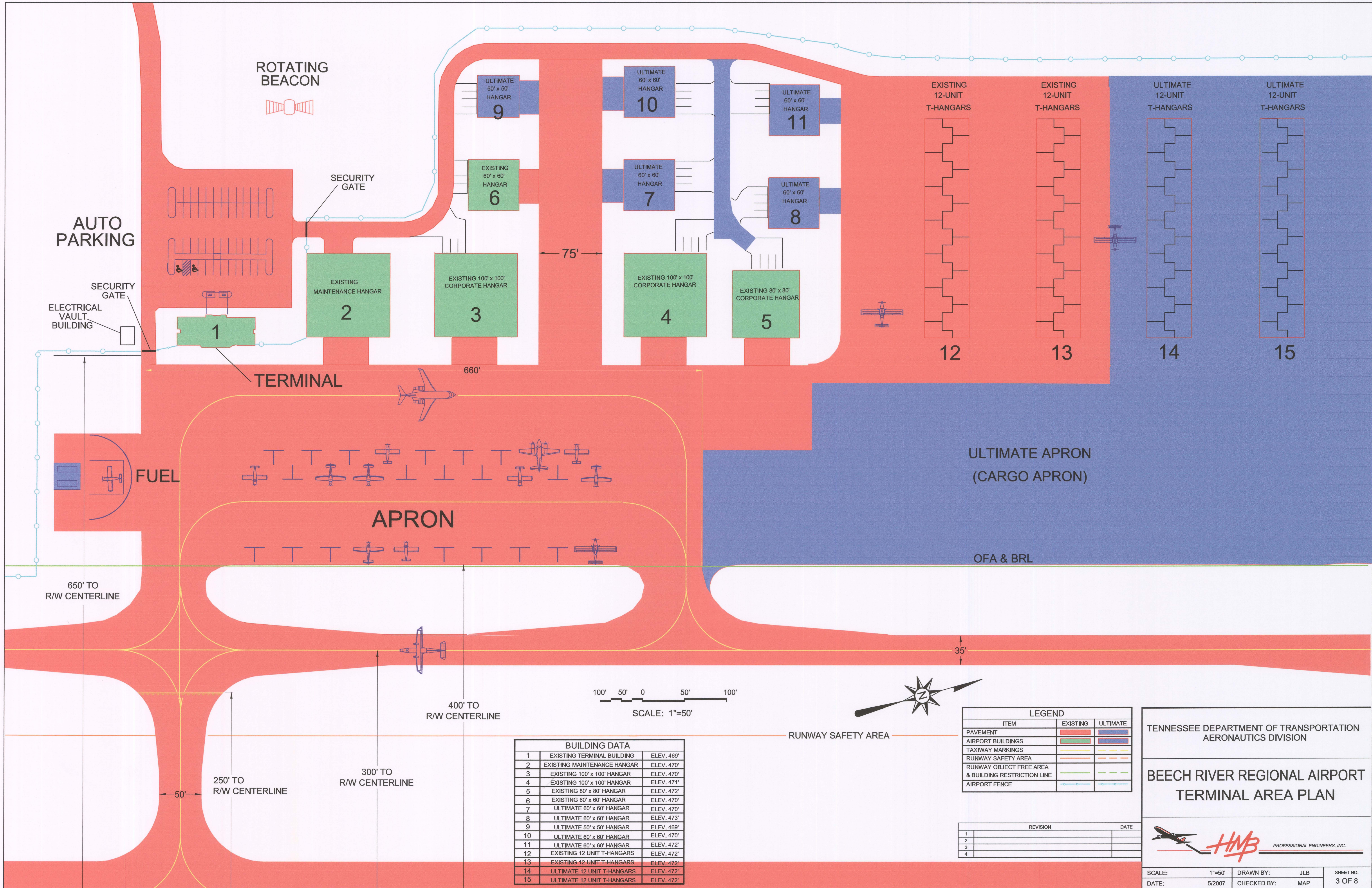
CONSTRUCTION NOTICE REQUIREMENT
To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the Tennessee Department of Transportation-Aeronautics Section prior to construction. TDOT-AD's review takes approximately 60 days.

REVISION		DATE
1		
2		
3		
4		
APPROVAL BLOCK		
J. RANDOL LITTE, CHAIRMAN, BEECH RIVER REGIONAL AIRPORT		
11/31/2007		
DATE		

TENNESSEE DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

BEECH RIVER REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

SCALE: 1"=400' DRAWN BY: JLB SHEET NO. 2 OF 6
DATE: 5/2007 CHECKED BY: MAP



BUILDING DATA		
1	EXISTING TERMINAL BUILDING	ELEV. 469'
2	EXISTING MAINTENANCE HANGAR	ELEV. 470'
3	EXISTING 100' x 100' HANGAR	ELEV. 470'
4	EXISTING 100' x 100' HANGAR	ELEV. 471'
5	EXISTING 80' x 80' HANGAR	ELEV. 472'
6	EXISTING 60' x 60' HANGAR	ELEV. 470'
7	ULTIMATE 60' x 60' HANGAR	ELEV. 470'
8	ULTIMATE 60' x 60' HANGAR	ELEV. 473'
9	ULTIMATE 50' x 50' HANGAR	ELEV. 469'
10	ULTIMATE 60' x 60' HANGAR	ELEV. 470'
11	ULTIMATE 60' x 60' HANGAR	ELEV. 472'
12	EXISTING 12 UNIT T-HANGARS	ELEV. 472'
13	EXISTING 12 UNIT T-HANGARS	ELEV. 472'
14	ULTIMATE 12 UNIT T-HANGARS	ELEV. 472'
15	ULTIMATE 12 UNIT T-HANGARS	ELEV. 472'

LEGEND		
ITEM	EXISTING	ULTIMATE
PAVEMENT		
AIRPORT BUILDINGS		
TAXIWAY MARKINGS		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA & BUILDING RESTRICTION LINE		
AIRPORT FENCE		

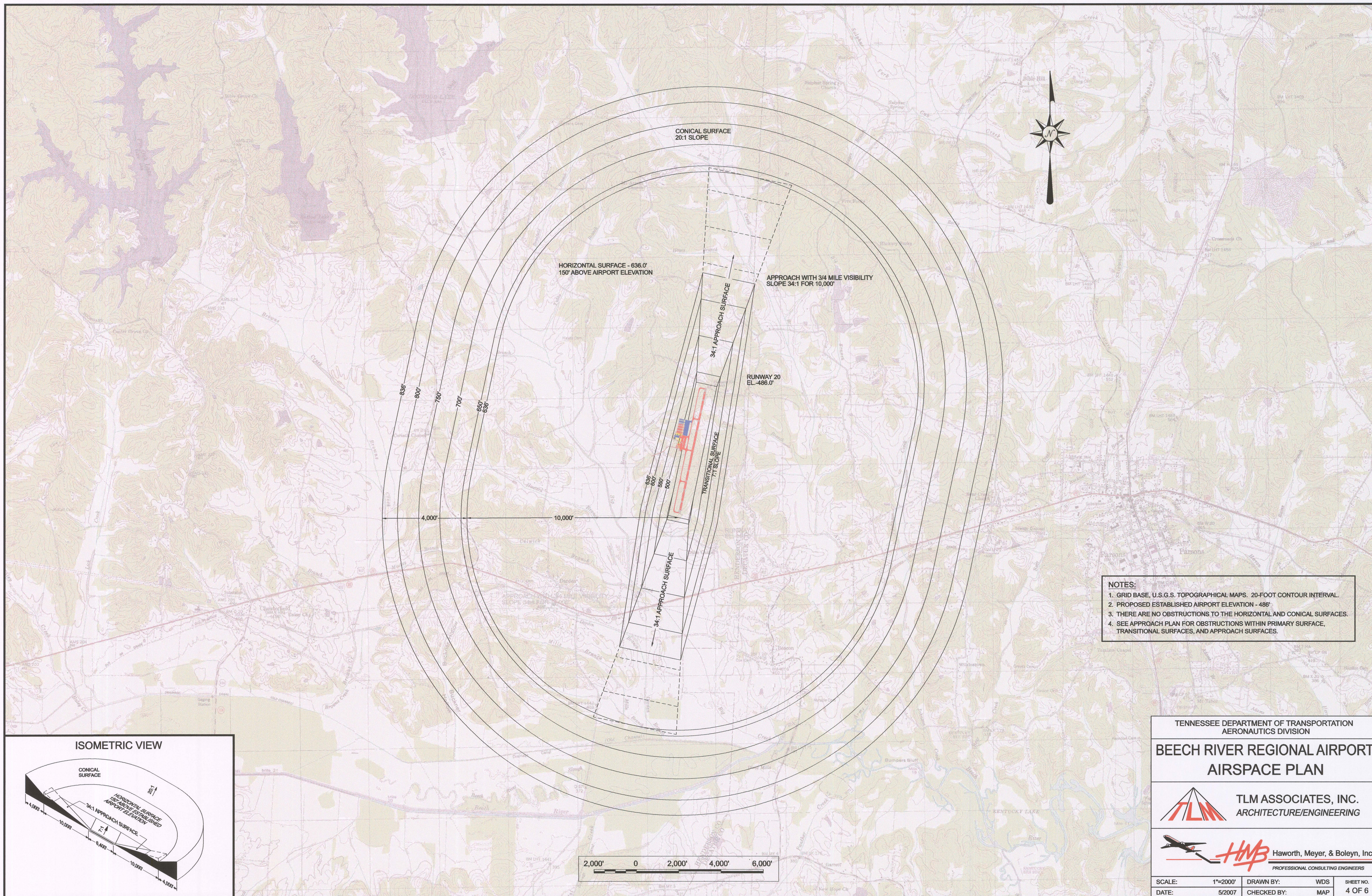
REVISION		DATE
1		
2		
3		
4		

TENNESSEE DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

BEECH RIVER REGIONAL AIRPORT TERMINAL AREA PLAN



SCALE: 1"=50' DRAWN BY: JLB SHEET NO. 3 OF 8
DATE: 5/2007 CHECKED BY: MAP

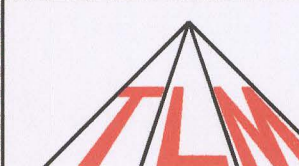


NOTES:

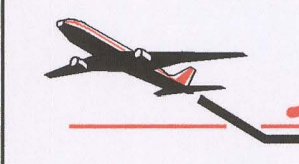
1. GRID BASE, U.S.G.S. TOPOGRAPHICAL MAPS. 20-FOOT CONTOUR INTERVAL.
2. PROPOSED ESTABLISHED AIRPORT ELEVATION - 486'
3. THERE ARE NO OBSTRUCTIONS TO THE HORIZONTAL AND CONICAL SURFACES.
4. SEE APPROACH PLAN FOR OBSTRUCTIONS WITHIN PRIMARY SURFACE, TRANSITIONAL SURFACES, AND APPROACH SURFACES.

TENNESSEE DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

BEECH RIVER REGIONAL AIRPORT AIRSPACE PLAN

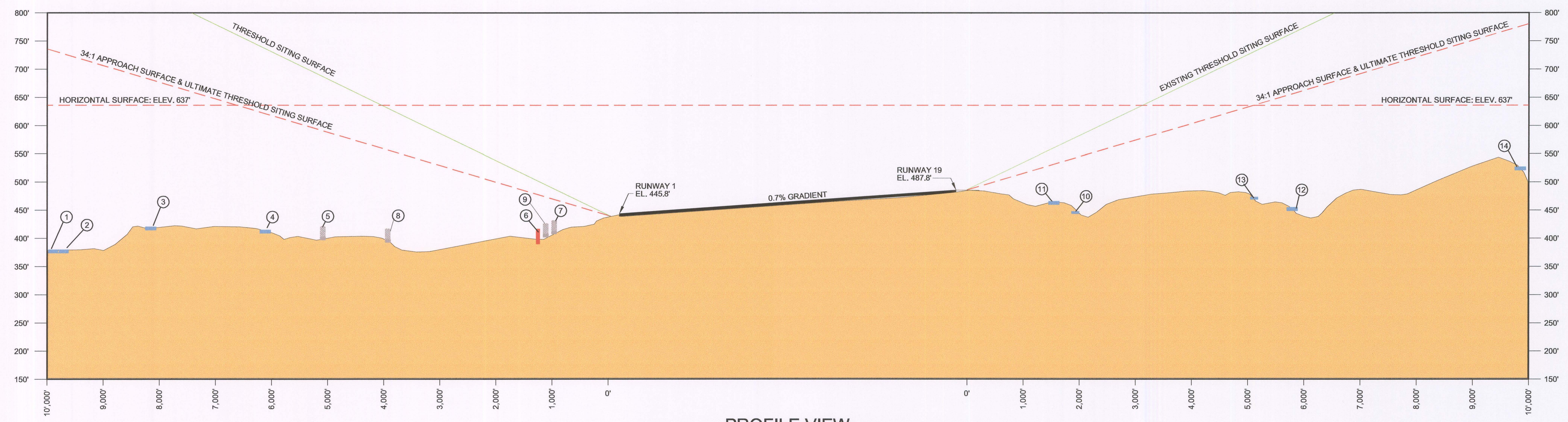
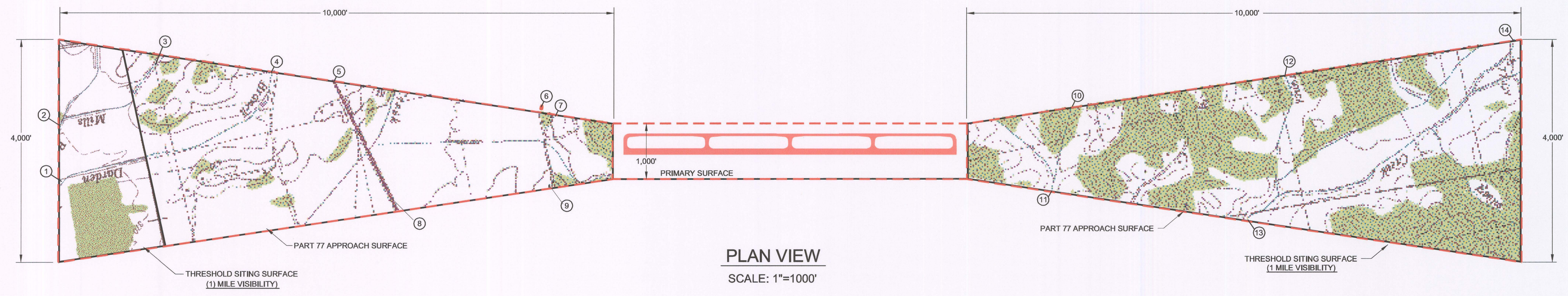


TLM ASSOCIATES, INC.
ARCHITECTURE/ENGINEERING



Haworth, Meyer, & Boleyn, Inc.
PROFESSIONAL CONSULTING ENGINEERS

SCALE:	1"=2000'	DRAWN BY:	WDS	SHEET NO.
DATE:	5/2007	CHECKED BY:	MAP	4 OF 6



DATA TABLE			
	Description	Elevation	Vertical Clearance
①	Darden Branch Exits Approach	370'	
②	Mills Branch Exits Approach	370'	
③	Mills Branch Enters Approach	380'	
④	Darden Branch Enters Approach	378'	
⑤	HWY 20 Enters Approach	401'	418'
⑥	House	429'	
⑦	Mount Ararat Rd. Enters App.	406'	421'
⑧	HWY 20 Exits Approach	380'	397'
⑨	Mount Ararat Exits Approach	402'	417'
⑩	Reeves Branch Enters App.	453'	
⑪	Reeves Branch Exits Approach	460'	
⑫	Hayes Branch Enters Approach	452'	
⑬	Arms Creek Exits Approach	455'	
⑭	Arms Creek Enters Approach	510'	

PROFILE VIEW
SCALE:
1"=1000' (HORIZONTAL)
1"=100' (VERTICAL)

LEGEND	
	House
	Road (with Vertical Clearance)
	Creek/Branch

NOTE:
1. THE THRESHOLD SITING SURFACE COINCIDES WITH THE FAR PART 77 APPROACH SURFACE.

TENNESSEE DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

**BEECH RIVER REGIONAL AIRPORT
APPROACH PLAN**

HMP PROFESSIONAL ENGINEERS, INC.

SCALE: 1"=1000'	DRAWN BY: JLB	SHEET NO. 5 OF 6
DATE: 5/2007	CHECKED BY: MAP	