



MARTIN CAMPBELL FIELD COPPERHILL, TENNESSEE

AIRPORT LAYOUT PLAN UPDATE

SHEET INDEX

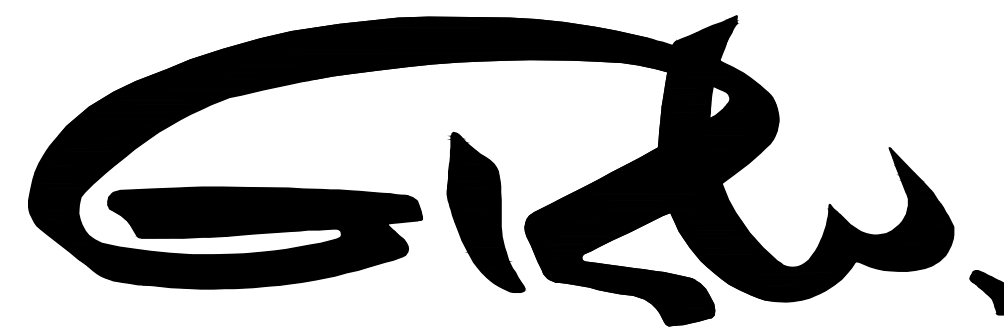
COVER	COVER SHEET
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PREPARED FOR:

POLK COUNTY, TENNESSEE
TAD PROJECT NO.:
70-555-0118-21

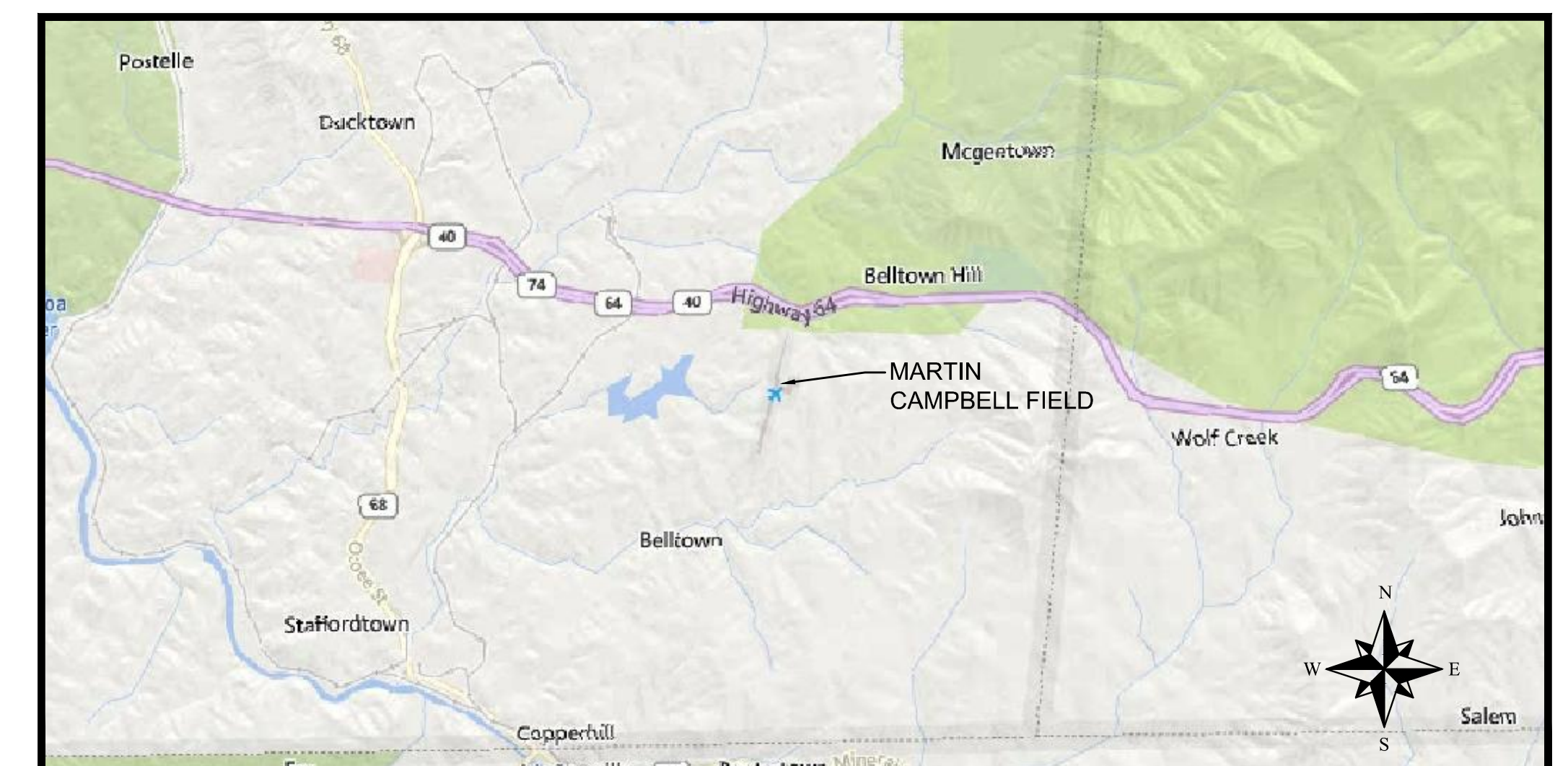
MARCH 2022

PREPARED BY:



ENGINEERING - ARCHITECTURE - GEOSPATIAL

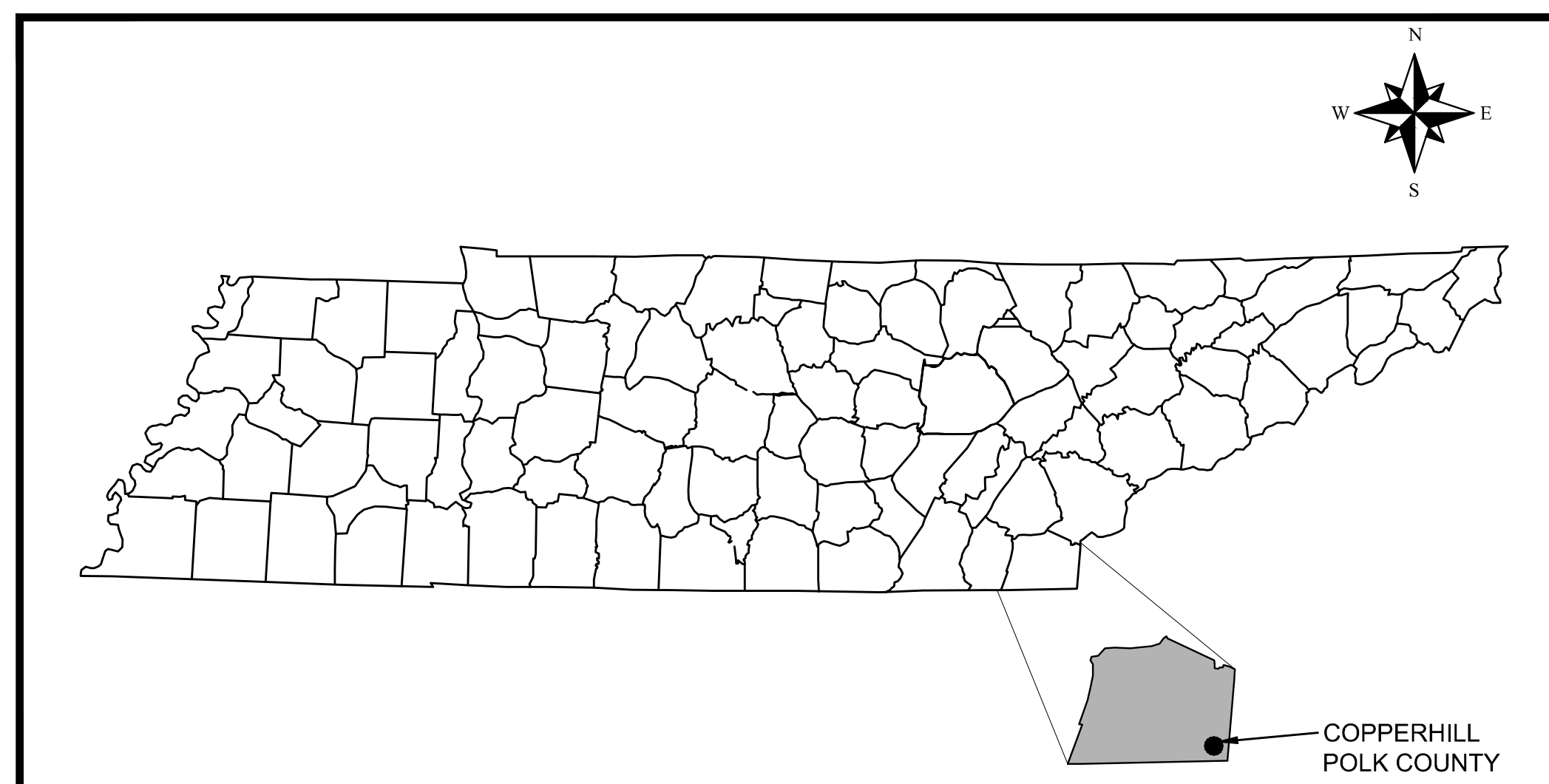
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VICINITY MAP

SCALE: 1" = 4,000'

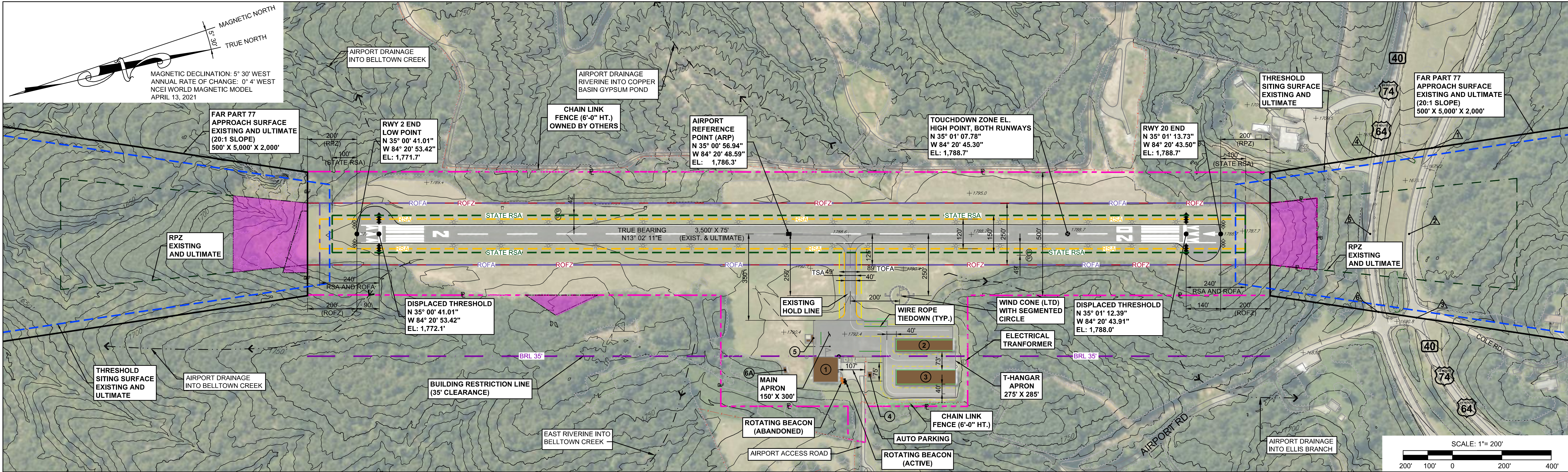
LOCATION MAP



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ROBBY HATCHER, COUNTY EXECUTIVE

REVISION NUMBER	REVISION BLOCK	DATE	BY



AIRPORT LAYOUT PLAN (EXISTING)

LEGEND - EXISTING FEATURES	
SYMBOL	DESCRIPTION
	AIRFIELD PAVEMENT
	BUILDING
	PROPERTY LINE
	BUILDING RESTRICTION LINE (35' BRL)
	CHAIN LINK FENCE (6'-0" HT.)
	MAJOR CONTOUR
	MINOR CONTOUR
	RUNWAY SAFETY AREA (RSA)
	STATE RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY OBSTACLE FREE ZONE (ROFZ)
	RUNWAY PROTECTION ZONE (RPZ)
	TAXIWAY SAFETY AREA (TSA)
	TAXIWAY OBJECT FREE AREA (TOFA)
	TAXILANE SAFETY AREA (TLSA)
	TAXILANE OBJECT FREE AREA (TLOFA)
	ROTATING BEACON (ACTIVE)
	ROTATING BEACON (ABANDONED)

LEGEND - EXISTING FEATURES	
SYMBOL	DESCRIPTION
	THRESHOLD SITING SURFACE
	WIND CONE (LTD) WITH SEGMENTED CIRCLE
	WIND CONE (LTD) WITH SEGMENTED CIRCLE
	WIND CONE (LTD) WITH SEGMENTED CIRCLE
	WIND CONE (LTD) WITH SEGMENTED CIRCLE
	WIND CONE (LTD) WITH SEGMENTED CIRCLE
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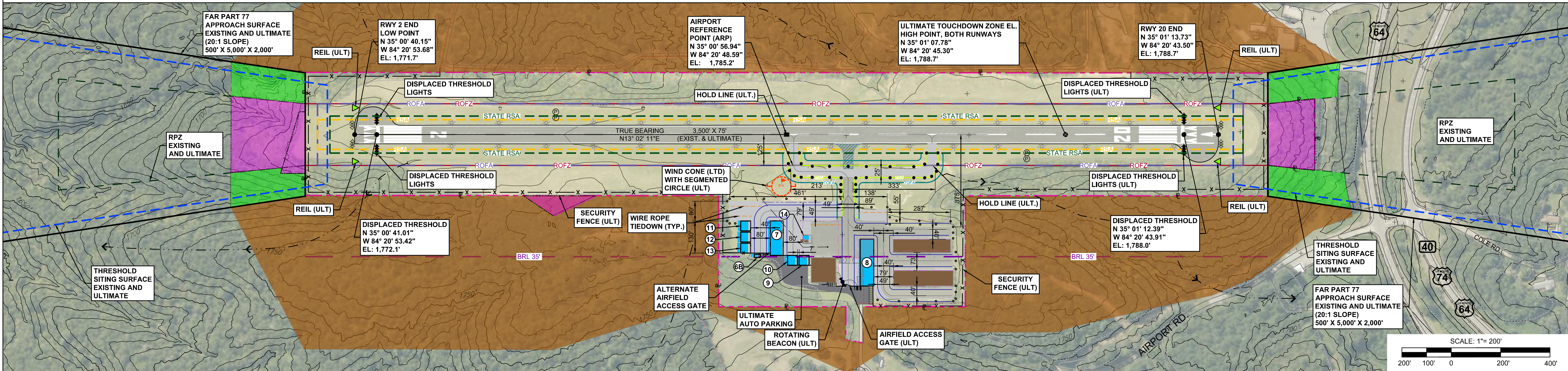
LEGEND - ULTIMATE FEATURES	
SYMBOL	DESCRIPTION
	PROPOSED PAVEMENT
	PROPOSED BUILDING
	PROPOSED AUTO PARKING
	EXISTING TAXIWAY TO BE REMOVED
	WIRE ROPE TIEDOWN ¹
	ROTATING BEACON
	SECURITY FENCE (6'-0" HT.)
	TAXIWAY/TAXILANE CENTERLINE
	TAXIWAY SAFETY AREA (TSA)
	TAXIWAY OBJECT FREE AREA (TOFA)
	TAXILANE SAFETY AREA (TLSA)
	TAXILANE OBJECT FREE AREA (TLOFA)
	THRESHOLD SITING SURFACE (TSS)
	DISPLACED THRESHOLD LIGHT
	WIND CONE (LTD) WITH SEGMENTED CIRCLE

LEGEND - ULTIMATE FEATURES	
SYMBOL	DESCRIPTION
	RUNWAY END IDENTIFICATION LIGHT (REIL)
	TAXIWAY LIGHT
	APRON EDGE REFLECTOR

1. ANCHOR POINTS OF ULTIMATE WIRE ROPE TIEDOWNS ARE TO BE LOCATED OUTSIDE OF TAXIWAY AND TAXILANE OBJECT FREE AREAS. AIRCRAFT TIEDOWN ROPES MUST BE SECURED TO THE WIRE ROPE SUCH THAT WINGTIPS DO NOT PROTRUDE INTO AN OFA.

SEE DATA TABLES AND NOTES, SHEET 1B

FACILITIES INDEX				
EXISTING			ULTIMATE	
ITEM	DESCRIPTION	TOP ELEV. (MSL)	ITEM	DESCRIPTION
1	HANGAR / TERMINAL	1818.1'	6B	ULTIMATE EQUIPMENT STORAGE
2	T-HANGARS (10)	1809.3'	7	T-HANGARS (6)
3	T-HANGARS (10)	1812.7'	8	T-HANGARS (8)
4	PICNIC PAVILION	1804.4'	9	BOX HANGAR
5	FUEL FARM CANOPY	1806.1'	10	BOX HANGAR
6A	EXISTING EQUIPMENT STORAGE	1802.2'	11	BOX HANGAR
			12	BOX HANGAR
			13	BOX HANGAR
			14	ELECTRICAL VAULT



AIRPORT LAYOUT PLAN (ULTIMATE)

GRW PROJECT NO. 20034

CLIENT CONTRACT NO.

www.grwinc.com

AIRPORT LAYOUT PLAN UPDATE

MARTIN CAMPBELL FIELD

COPPERHILL, TENNESSEE

TAD PROJECT NO.: 70-555-0118-21

AIRPORT LAYOUT DRAWING

DESIGNED: BGH

DRAWN: FLB

REVIEWED: JDB

APPROVED:

NO.

DATE

DESCRIPTION

DATE:

MARCH 2022

SCALE:

1" = 200'

SHEET NO.

1A

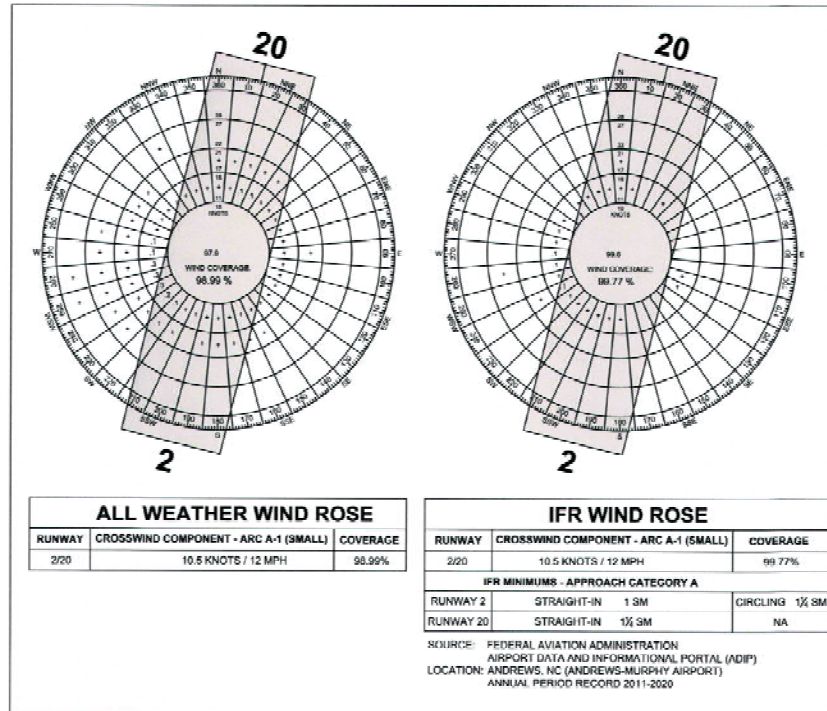
DECLARED DISTANCES				
	EXISTING		ULTIMATE	
	RWY 2	RWY 20	RWY 2	RWY 20
TORA	3,500'	3,500'	SAME	SAME
TODA	3,500'	3,500'	SAME	SAME
ASDA	3,300'	3,410'	SAME	SAME
LDA	3,270'	3,270'	SAME	SAME

RUNWAY SAFETY AREA DETERMINATION						
RUNWAY APPROACH END	STANDARD RSA BEFORE THRESHOLD		ACTUAL RSA WITHOUT DISPLACED THRESHOLDS		ACTUAL RSA WITH DISPLACED THRESHOLDS	
	LENGTH	WIDTH	LENGTH	WIDTH	LENGTH	WIDTH
2 EXISTING	240'	120'	150'	120'	240'	120'
2 ULTIMATE	240'	120'	150'	120'	240'	120'
20 EXISTING	240'	120'	100'	120'	240'	120'
20 ULTIMATE	240'	120'	100'	120'	240'	120'
APPROVAL DATE OF RSA DETERMINATION						

NOTES:
1. RSA ALONGSIDE RUNWAY CONFORMS TO DIMENSIONAL STANDARDS.

AIRPORT DATA TABLE		
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	A-1 (SMALL)	SAME
CRITICAL AIRCRAFT	REECH RONANZA A38	SAME
MEAN MAX HOTTEST TEMPERATURE (JULY)	87.8°F	SAME
AIRPORT ELEVATION (MSL) (NAV D 88)	1,788.7'	1788.7'
AIRPORT NAVIGATIONAL AIDS	ROTATING BEACON	SAME
AIRPORT REFERENCE POINT (ARP)	LAT.	N 35° 00' 56.94"
	LONG.	W 84° 20' 48.59"
MISCELLANEOUS FACILITIES	WIND CONE (LIGHTED)	SAME
	SEGMENTED CIRCLE	SAME
	PAPI 2L RWYS 2 & 20	SAME
AIRPORT MAGNETIC VARIATION	5° 30' W	RATE OF CHANGE 0° 4' W
NCEI WORLD MAGNETIC MODEL, APRIL 2021		
NPIAS SERVICE LEVEL (AND ROLE)	GA (BASIC)	GA (LOCAL)
STATE EQUIVALENT SERVICE ROLE	COMMUNITY SERVICE	SAME

TAXIWAY / TAXILANES DATA TABLE		
MAIN TAXIWAY		
	EXISTING	ULTIMATE
WIDTH	40 FT.	40 FT.
SHOULDER WIDTH	10 FT.	SAME
TAXIWAY EDGE SAFETY MARGIN WIDTH	5 FT.	SAME
SAFETY AREA WIDTH	49 FT.	SAME
OBJECT FREE AREA WIDTH	89 FT.	SAME
OBJECTS / SEPARATION	N/A	SAME
LIGHTING	NONE	MITL
PARTIAL PARALLEL TAXIWAY		
	EXISTING	ULTIMATE
WIDTH		25 FT.
SHOULDER WIDTH		10 FT.
TAXIWAY EDGE SAFETY MARGIN WIDTH		5 FT.
SAFETY AREA WIDTH		49 FT.
OBJECT FREE AREA WIDTH		89 FT.
OBJECTS / SEPARATION		N/A
LIGHTING		MITL
TAXILANES		
	EXISTING	ULTIMATE
WIDTH	25 FT.	SAME
SAFETY AREA WIDTH	49 FT.	SAME
OBJECT FREE AREA WIDTH	79 FT.	SAME
OBJECTS / SEPARATION	ENDS OF T-HANGARS / 37 FT. CENTERLINE SEPARATION	40 FT.
LIGHTING	NONE	APRON EDGE REFLECTORS



RUNWAY DATA TABLE				
	EXISTING	ULTIMATE		
RUNWAY IDENTIFICATION	2/20	2/20		
RUNWAY DIMENSIONS	3,500' X 75'	SAME		
RUNWAY DESIGN CODE (RDC)	A-1 (SMALL)-5000	SAME		
APPROACH REFERENCE CODE	N/A	B/15/5000		
DEPARTURE REFERENCE CODE	N/A	B/15		
SURFACE MATERIAL	ASPHALT	SAME		
PAVEMENT STRENGTH	SINGLE WHEEL BY WHEEL LOADING	13,000 LBS 14,000 LBS (EST)		
SURFACE TREATMENT	NONE	SAME		
EFFECTIVE RUNWAY GRADIENT ¹	0.49%	SAME		
RUNWAY LIGHTING	LIRL (NON-STD)	MIRL		
RUNWAY MARKING	NPI	SAME		
ALL-WEATHER / IFR WIND COVERAGE	98.99% / 99.77%	SAME		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	3,750' X 120'	SAME		
STATE RUNWAY SAFETY AREA (RSA) DIMENSIONS	3,700' X 150'	SAME		
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	3,750' X 250'	SAME		
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	3,900' X 250'	SAME		
	2 EXIST	2 ULTIMATE	20 EXIST	20 ULTIMATE
RUNWAY END	LAT. N 35° 00' 40.15"	SAME	N 35° 01' 13.73"	SAME
COORDINATES (NAD 83)	LONG. W 84° 20' 53.88"	SAME	W 84° 20' 43.50"	SAME
DISPLACED THRESHOLD	ELEVATION	1,771.7'	1,788.7'	SAME
	LENGTH	90'	140'	SAME
L.A.T.	N 35° 00' 41.01"	SAME	N 35° 01' 12.39"	SAME
	LONG. W 84° 20' 53.42"	SAME	W 84° 20' 43.91"	SAME
ELEVATION	1,772.1'	SAME	1,788.0'	SAME
	LENGTH	1,000'	1,000'	SAME
INNER WIDTH	250'	SAME	250'	SAME
	OUTER WIDTH	450'	450'	SAME
PART 77 APPROACH CATEGORY	A(NP)	SAME	A(NP)	SAME
PART 77 APPROACH SURFACE SLOPE	20:1	SAME	20:1	SAME
APPROACH TYPE	NPI	SAME	NPI	SAME
VISIBILITY MINIMUMS	1 SM	SAME	1 1/4 SM	SAME
AERONAUTICAL SURVEY REQUIRED	NVGS	SAME	NVGS	SAME
RUNWAY DEPARTURE SURFACE	Y	SAME	Y	SAME
THRESHOLD SITING SURFACES				
DISTANCE FROM DISPLACED THRESHOLD	200'	SAME	200'	SAME
INNER WIDTH OF TRAPEZOID	400'	SAME	400'	SAME
OUTER WIDTH OF TRAPEZOID	3,400'	SAME	3,400'	SAME
LENGTH OF TRAPEZOID	10,000'	SAME	10,000'	SAME
EXTENDING RECTANGLE LENGTH	0'	SAME	0'	SAME
APPROACH SLOPE	20:1	SAME	20:1	SAME
NAVAIDS	PAPI 2L	SAME	PAPI 2L	SAME
TOUCHDOWN ZONE ELEVATION	1,788.7'	SAME	1,788.7'	SAME

NOTES:
1. RUNWAY DOES NOT MEET LINE OF SIGHT REQUIREMENTS.
2. PCN IS 5/F/D/27 AS DETERMINED FROM DATA REPORTED BY TERRACON CONSULTANTS, INC. (JULY 2021).

TRAVERSEWAYS					
ITEM	DESCRIPTION	TRAVERSEWAY ELEVATION	APPROACH SFC. ELEVATION	AMOUNT OF PENETRATION	PROPOSED ACTION
1	US RTE 64/74 W	1681.3'	1621.5'	NONE	NONE
2	US RTE 64/74 W	1676.0'	1616.9'	NONE	NONE
3	US RTE 64/74 W	1680.8'	1618.2'	NONE	NONE
4	US RTE 64/74 E	1704.0'	1610.4'	NONE	NONE
5	US RTE 64/74 E	1698.9'	1609.0'	NONE	NONE
6	US RTE 64/74 E	1696.5'	1610.7'	NONE	NONE

NOTES:
1. TRAVERSEWAY ELEVATION IS ACTUAL ELEVATION.

MODIFICATION OF DESIGN STANDARDS					
NO.	DESCRIPTION	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	WINGTIP CLEARANCE BETWEEN T-HANGARS	16 FT	13.5 FT	MODIFICATION OF STANDARD	

GENERAL NOTES

- COORDINATES SHOWN ARE IN NAD83. ALL ELEVATIONS ARE BASED ON NAVD88.
- RUNWAY 2/20 IS A UTILITY RUNWAY BY FUNCTION NOTWITHSTANDING ITS REPORTED PAVEMENT STRENGTH.
- RUNWAY 2/20 DOES NOT MEET THE LINE OF SIGHT REQUIREMENTS.
- THE RUNWAY EDGE MARKINGS EXCEED THE FAA RUNWAY MARKING STANDARD FOR RUNWAYS WITH NON-PRECISION APPROACHES AS THE EDGE MARKINGS ARE NOT REQUIRED AND MAY REQUIRE FUNDING FROM STATE OR LOCAL RESOURCES.
- THE RUNWAY WIDTH EXCEEDS THE STANDARD RUNWAY WIDTH FOR ARC A-1 (SMALL) WITH VISIBILITY MINIMUMS NOT LOWER THAN 1 SM. AIP FUNDING CANNOT BE USED TO FUND THE EXCESS WIDTH AND MAY REQUIRE FUNDING FROM STATE OR LOCAL RESOURCES.
- THE TAXIWAY WIDTH EXCEEDS THE STANDARD TAXIWAY WIDTH OF TDC 1A. AIP FUNDING CANNOT BE USED TO FUND EXCESS WIDTH, AND MAY REQUIRE FUNDING FROM STATE OR LOCAL RESOURCES.
- EXISTING PERIMETER FENCING DOES NOT UNIFORMLY COINCIDE WITH THE AIRPORT PROPERTY LINE.
- THERE ARE NO KNOWN PADS/SACS ON OR NEAR THE AIRPORT.
- THERE ARE NO HEIGHT RESTRICTIONS OR LAND USE ORDINANCES ADOPTED BY THE POLK COUNTY COMMISSION RELATIVE TO ZONING AT THE MARTIN CAMPBELL FIELD OR ADJACENT AREA.
- OBSTRUCTIONS TO THE PART 77 APPROACH SURFACES AND THRESHOLD SITING SURFACES ARE SHOWN ON THE AIRPORT AIRSPACE AND INNER PORTION OF THE APPROACH SURFACE DRAWINGS, RESPECTIVELY.
- THE ROFA AND ROFZ ARE OBSTRUCTED BY TERRAIN, BRUSH AND SMALL TREES ALONG PORTIONS OF THEIR COMMON SIDES. THE ROFZ IS OBSTRUCTED BY BRUSH AND SMALL TREES ACROSS PORTIONS OF ITS END AREAS. VEGETATION MAY BE REMOVED AS A MATTER OF NORMAL MAINTENANCE. OBSTRUCTING TERRAIN RISES TO LESS THAN THREE FEET ABOVE CORRESPONDING RUNWAY ELEVATION AND SHOULD BE GRADED TO MEET ROFZ STANDARDS.

APPROVAL BLOCK

Robert M. Hatcher 11-3-2022
Date

ROBERT M. HATCHER
POLK COUNTY, EXECUTIVE OFFICER

TAD APPROVAL BLOCK

John Paul
Saalwaechter
2022.11.18
10:24:31
-06'00'

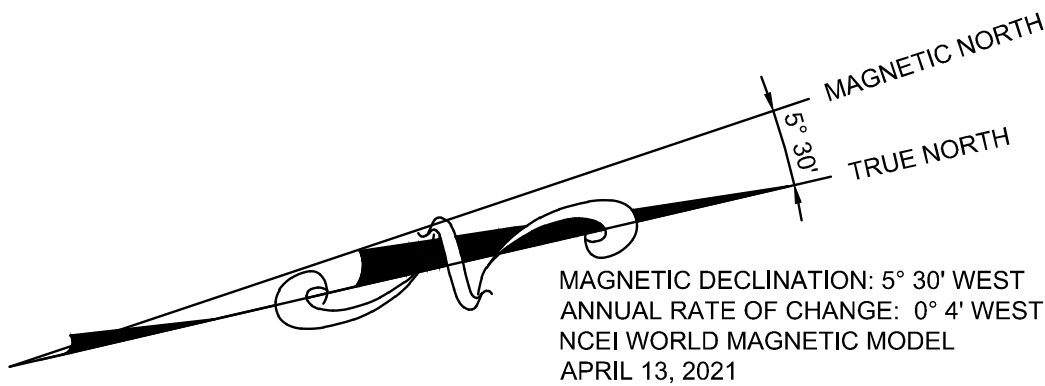
AIRPORT LAYOUT PLAN UPDATE
MARTIN CAMPBELL FIELD
COPPERHILL, TENNESSEE
TAD PROJECT NO.: 70-555-0118-21
AIRPORT LAYOUT DATA SHEET

REVISIONS	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DATE: MARCH 2022
SCALE: NTS
SHEET NO. 1B

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CLIENT CONTRACT NO.
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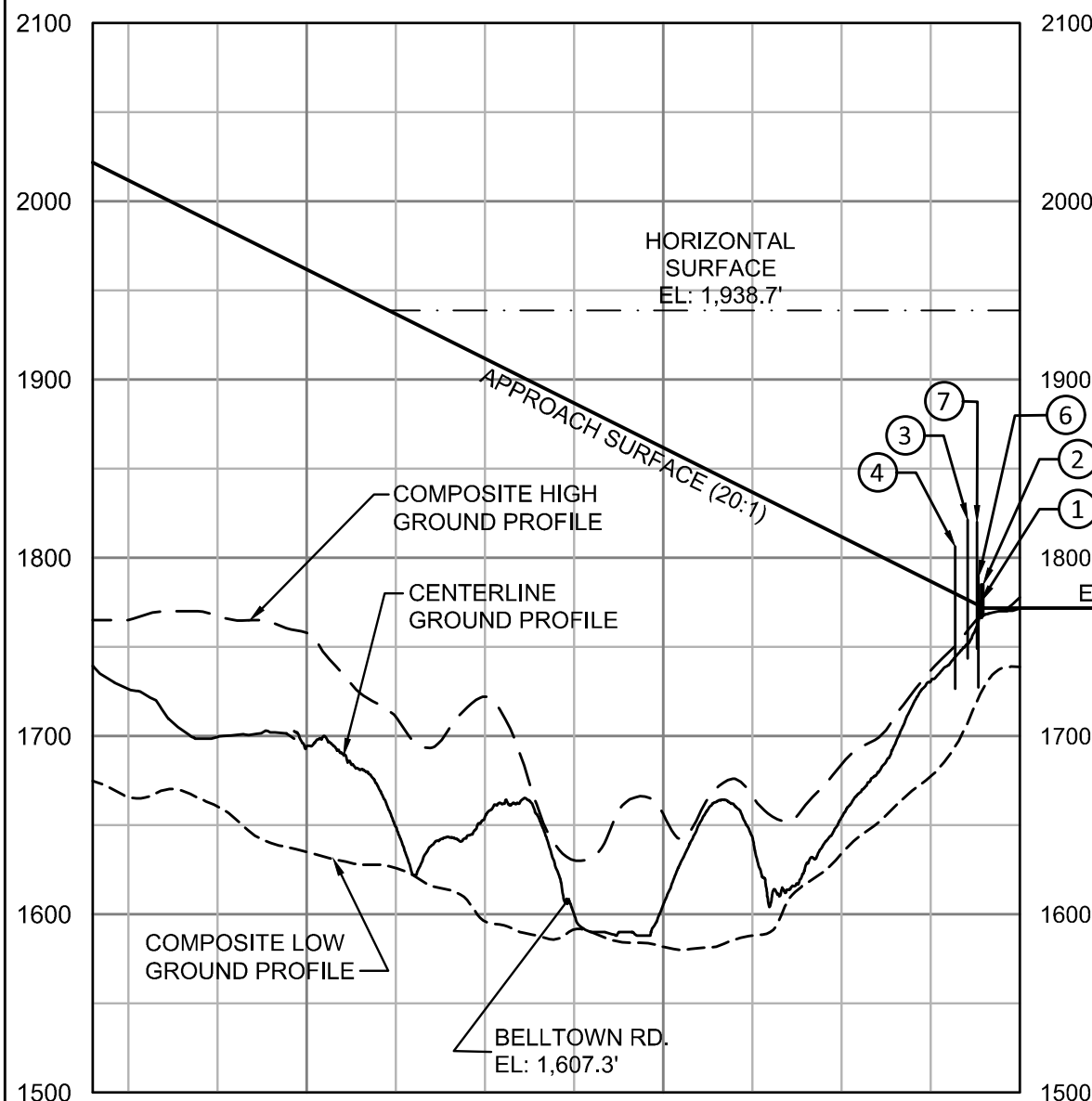
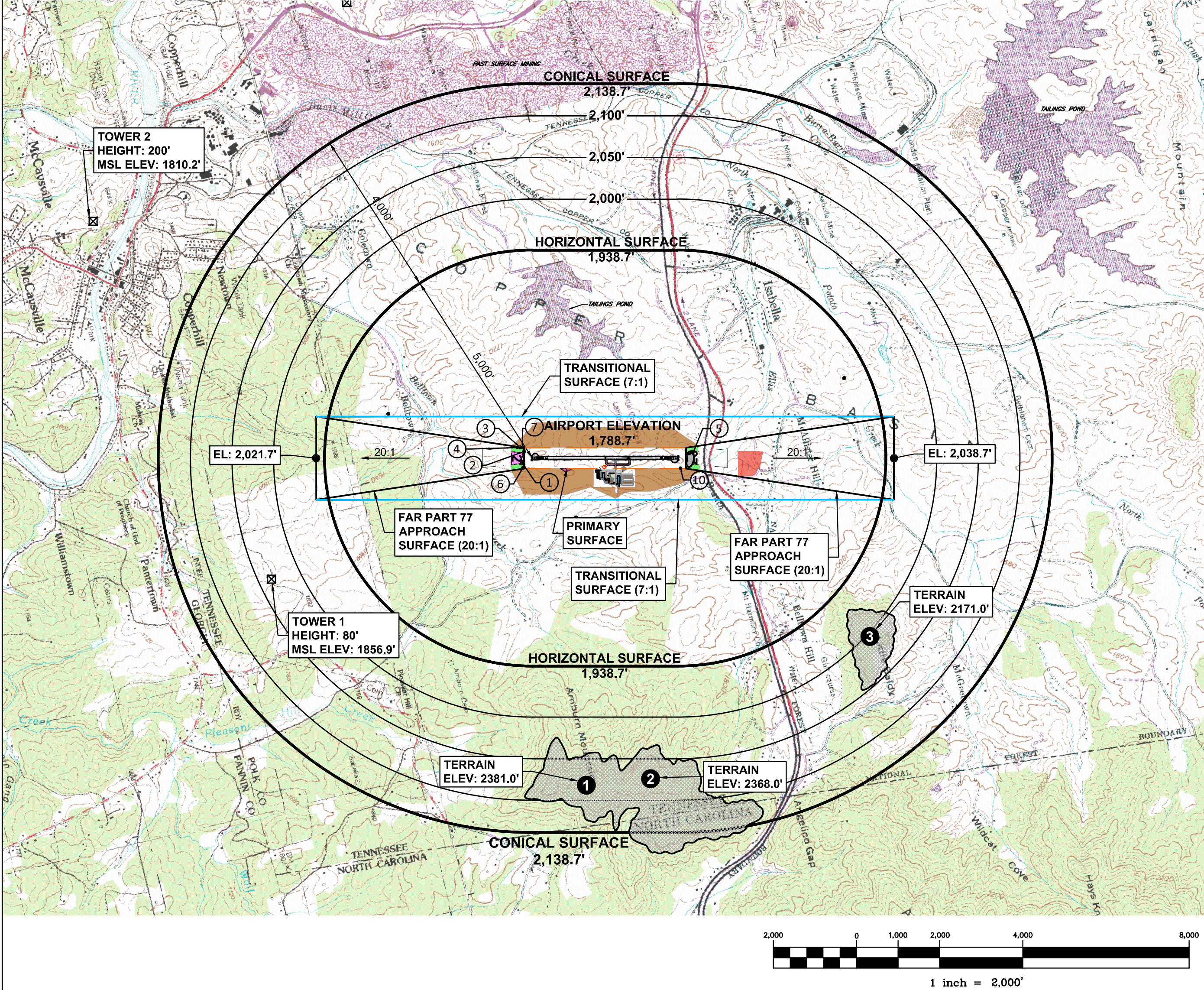


LEGEND			
SYMBOL	EXISTING	SYMBOL	ULTIMATE
	AIRFIELD PAVEMENT		PROPOSED PAVEMENT
	BUILDING		PROPOSED BUILDING
	TREE CLUSTER OBSTRUCTION		WIND CONE (LTD) WITH SEGMENTED CIRCLE
	TREE OBSTRUCTION		EXISTING TAXIWAY TO BE REMOVED
	PRIMARY SURFACE		TAXIWAY CENTERLINE
	TOWER SITE		RUNWAY PROTECTION ZONE (RPZ)
	TRANSITIONAL SURFACE (7:1)		
	FAR PART 77 APPROACH SURFACE (20:1)		
	LIGHTED WIND CONE WITH SEGMENTED CIRCLE		
	AVIGATION AND CLEARING EASEMENTS		

GENERAL NOTES

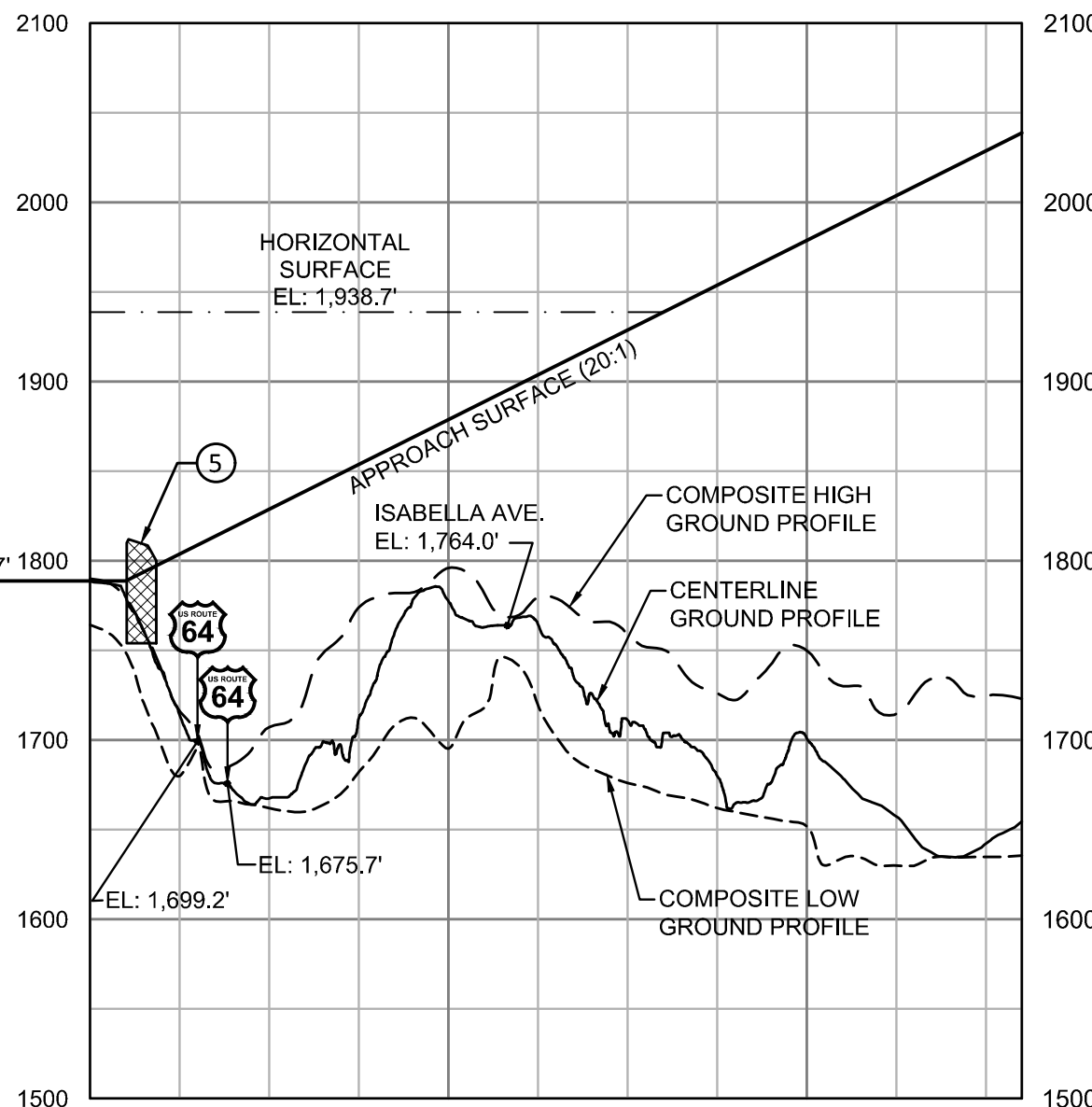
- THERE ARE NO HEIGHT RESTRICTIONS OR LAND USE ORDINANCES ADOPTED BY THE POLK COUNTY COMMISSION RELATIVE TO ZONING AT THE MARTIN CAMPBELL FIELD OR ADJACENT AREA.
- AIRPORT ELEVATION (EXISTING, ULTIMATE): 1,788.7'
- EXISTING AIRPORT REFERENCE POINT (ARP):
LATITUDE: 35° 00' 56.94" N
LONGITUDE: 84° 20' 48.59" W
ELEVATION: 1788.7'
- ULTIMATE AIRPORT REFERENCE POINT (ARP):
LATITUDE: SAME
LONGITUDE: SAME
ULTIMATE ELEVATION: 1785.2'
- MAPPING SOURCE: UNITED STATES GEOLOGICAL SURVEY (USGS) 7.5-MINUTE TOPOGRAPHICAL QUADRANGLES. COORDINATES SHOWN ARE IN NAD83. ALL ELEVATIONS ARE BASED ON NAVD88.

DUCKTOWN, TN
EPWORTH, GA - TN
ISABELLA, TN - NC
MINERAL BLUFF, GA - NC - TN
- CONTOUR INTERVAL = 40'
- THE SURFACE TERRAIN PENETRATIONS AND ELEVATIONS ARE APPROXIMATE AND WERE INTERPOLATED FROM USGS QUAD SHEET CONTOUR LINES.
- THE SURFACE OBJECT PENETRATIONS AND RESPECTIVE ELEVATIONS SHOWN WERE OBTAINED BY FIELD SURVEY. DATE OF OBSTRUCTION SURVEY / AGIS SURVEY: NOVEMBER 6, 2020.
- SEE INNER PORTION OF THE APPROACH SURFACES DRAWING FOR OBSTRUCTION DETAILS NOT SHOWN ON THIS AIRPORT AIRSPACE DRAWING, INCLUDING OBSTRUCTIONS TO THE PART 77 APPROACH SURFACES AND THRESHOLD SITING SURFACES.
- THERE ARE NUMEROUS TERRAIN AND TREE OBSTRUCTIONS WITHIN THE PRIMARY AND TRANSITIONAL SURFACES. SEE INSET FOR GENERAL LOCATIONS OF THESE OBSTRUCTIONS.



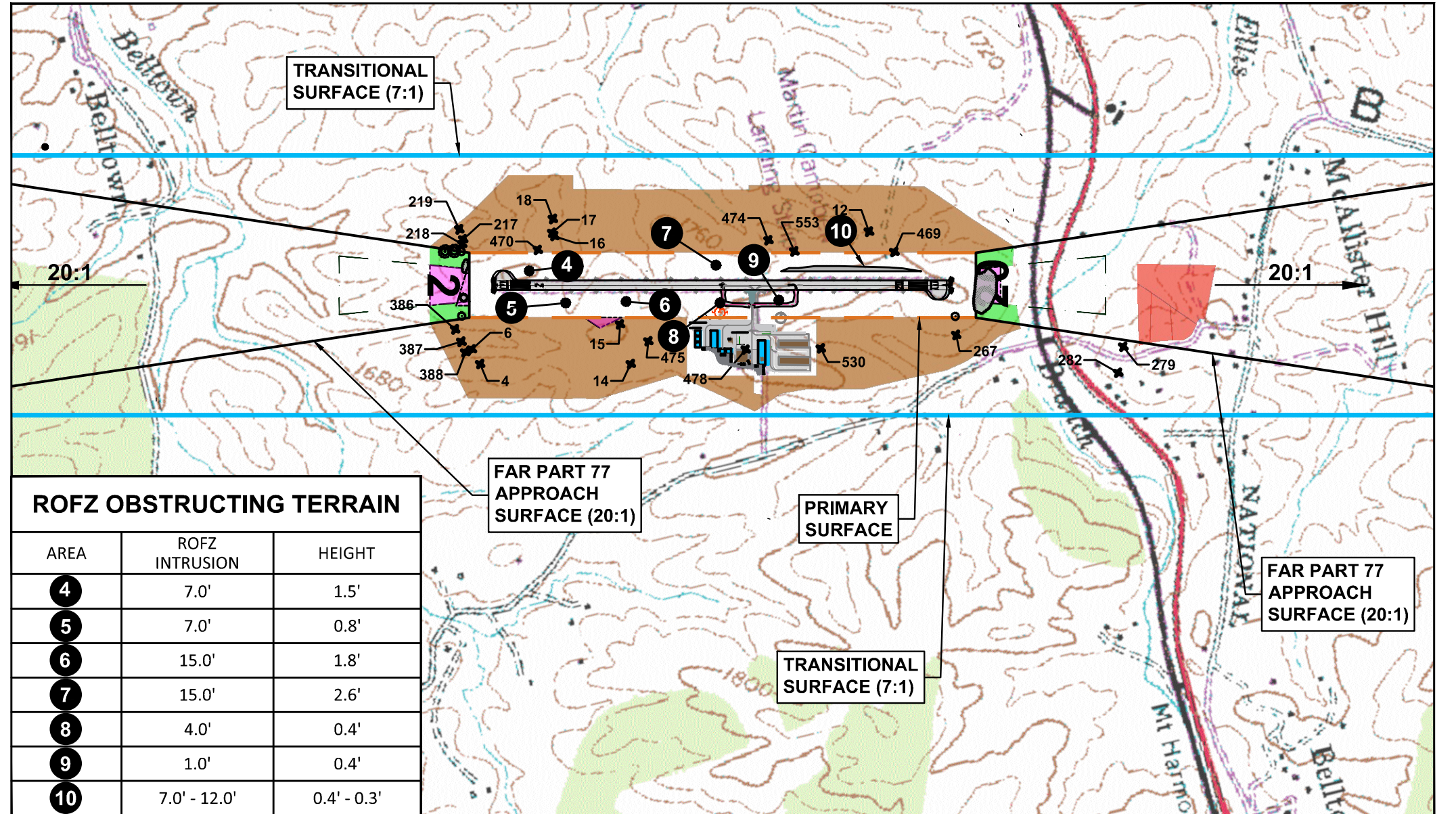
RUNWAY 2 APPROACH PROFILE

HORIZ. SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'



RUNWAY 20 APPROACH PROFILE

HORIZ. SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'



ROFZ OBSTRUCTING TERRAIN		
AREA	ROFZ INTRUSION	HEIGHT
4	7.0'	1.5'
5	7.0'	0.8'
6	15.0'	1.8'
7	15.0'	2.6'
8	4.0'	0.4'
9	1.0'	0.4'
10	7.0' - 12.0'	0.4' - 0.3'

PRIMARY AND TRANSITIONAL SURFACES OBSTRUCTIONS

PART 77 SURFACES OBSTRUCTION DATA TABLE ¹

OBJECT ID	DESCRIPTION	GROUND ELEVATION (MSL)	OBJECT ELEVATION ² (MSL)	SURFACE PENETRATION (FEET)	DISPOSITION
PRIMARY SURFACE					
1	TREE CLUSTER ²	1766.3'	1775.7'	4.0'	REMOVE
2	TREE CLUSTER	1767.6'	1785.1'	13.4'	REMOVE
5	TREE CLUSTER	1754.0'	1811.9'	23.2'	REMOVE
10	TREE	1773.3'	1827.2'	38.5'	REMOVE
APPROACH SURFACE					
1	TREE CLUSTER	1766.3'	1775.7'	3.1'	REMOVE
2	TREE CLUSTER	1767.6'	1785.1'	13.2'	REMOVE
3	TREE	1743.6'	1821.3'	45.0'	REMOVE
4	TREE	1726.7'	1806.3'	26.5'	REMOVE
5	TREE CLUSTER	1754.0'	1811.9'	22.4'	REMOVE
6	TREE	1727.3'	1789.2'	15.8'	REMOVE
7	TREE	1748.2'	1819.9'	46.3'	REMOVE
TRANSITIONAL SURFACES					
4	TREE	1770.8'	1841.5'	18.8'	REMOVE
6	TREE	1761.9'	1836.7'	30.0'	REMOVE
12	TREE	1780.0'	1875.5'	64.2'	REMOVE
14	TREE	1733.0'	1872.6'	39.6'	REMOVE
15	TREE	1794.9'	1864.5'	76.7'	REMOVE
16	TREE	1788.0'	1872.4'	78.2'	REMOVE
17	TREE	1780.5'	1872.5'	74.7'	REMOVE
18	TREE	1774.7'	1866.5'	53.4'	REMOVE
217	TREE	1745.9'	1830.3'	43.9'	REMOVE
218	TREE	1748.9'	1828.2'	47.2'	REMOVE
219	TREE	1734.3'	1822.5'	25.2'	REMOVE
267	TREE	1745.7'	1825.1'	17.2'	REMOVE
279	TREE	1748.4'	1840.6'	19.8'	REMOVE
282	TREE	1747.0'	1853.4'	3.9'	REMOVE
386	TREE	1724.2'	1806.9'	22.3'	REMOVE
387	TREE	1749.8'	1830.9'	32.7'	REMOVE
388	TREE	1763.7'	1842.4'	32.5'	REMOVE
469	FENCE	1788.4'	1795.4'	6.7'	NO ACTION
470	FENCE	1786.0'	1792.1'	14.8'	NO ACTION
474	TREE	1778.1'	1873.8'	72.2'	REMOVE
475	TREE	1790.0'	1870.8'	61.8'	REMOVE
478	ANTENNA	1792.2'	1832.0'	8.6'	NO ACTION
530	TREE	1777.6'	1869.6'	47.6'	REMOVE
553	FENCE	1787.7'	1792.2'	2.8'	NO ACTION
CONICAL SURFACE					
1	TERRAIN	2381.0'	NONE	301.0'	NONE
2	TERRAIN	2368.0'	NONE	295.0'	NONE
3	TERRAIN	2171.0'	NONE	166.0'	NONE

- LATEST SURVEY NOVEMBER 6, 2020; DIMENSIONS ARE IN FEET.
- ELEVATIONS REPORTED FOR TREE CLUSTERS ARE THE HIGHEST POINTS IN THE CLUSTER.

GRW PROJECT NO. 20034

CLIENT CONTRACT NO.

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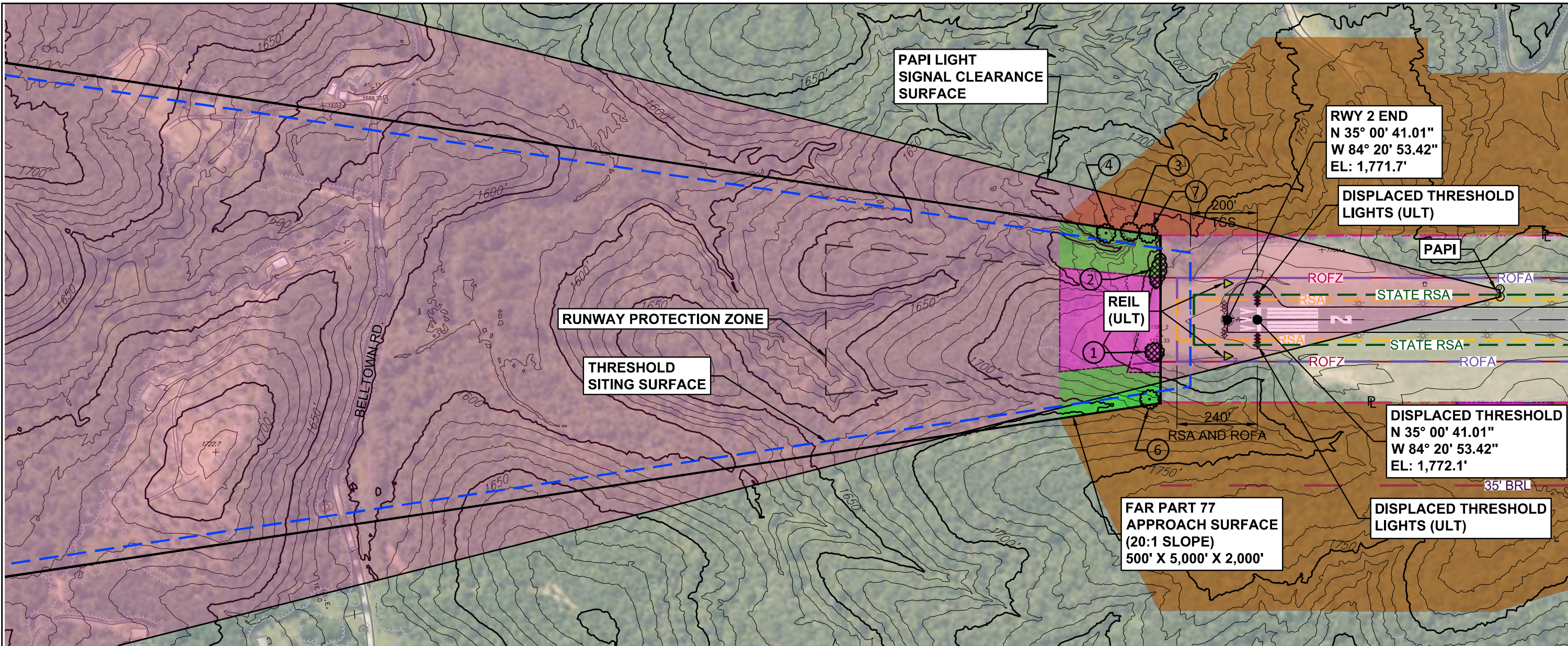
AIRPORT LAYOUT PLAN UPDATE
MARTIN CAMPBELL FIELD
COPPERHILL, TENNESSEE
TAD PROJECT NO.: 70-555-0118-21
AIRPORT AIRSPACE DRAWING

DESIGNED: BGH
DRAWN: FLB
REVIEWED: JDB
APPROVED:

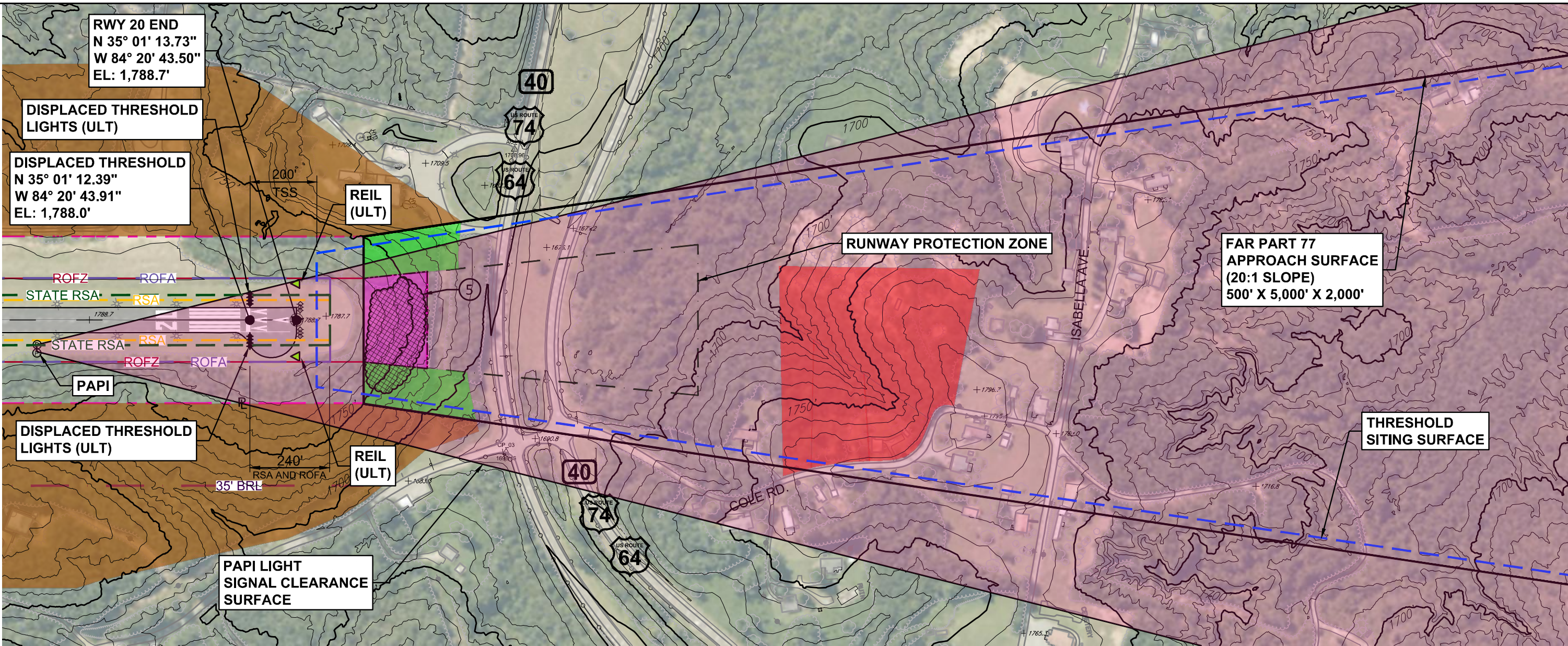
NO. DATE DESCRIPTION

DATE: MARCH 2022
SCALE: AS SHOWN
SHEET NO.

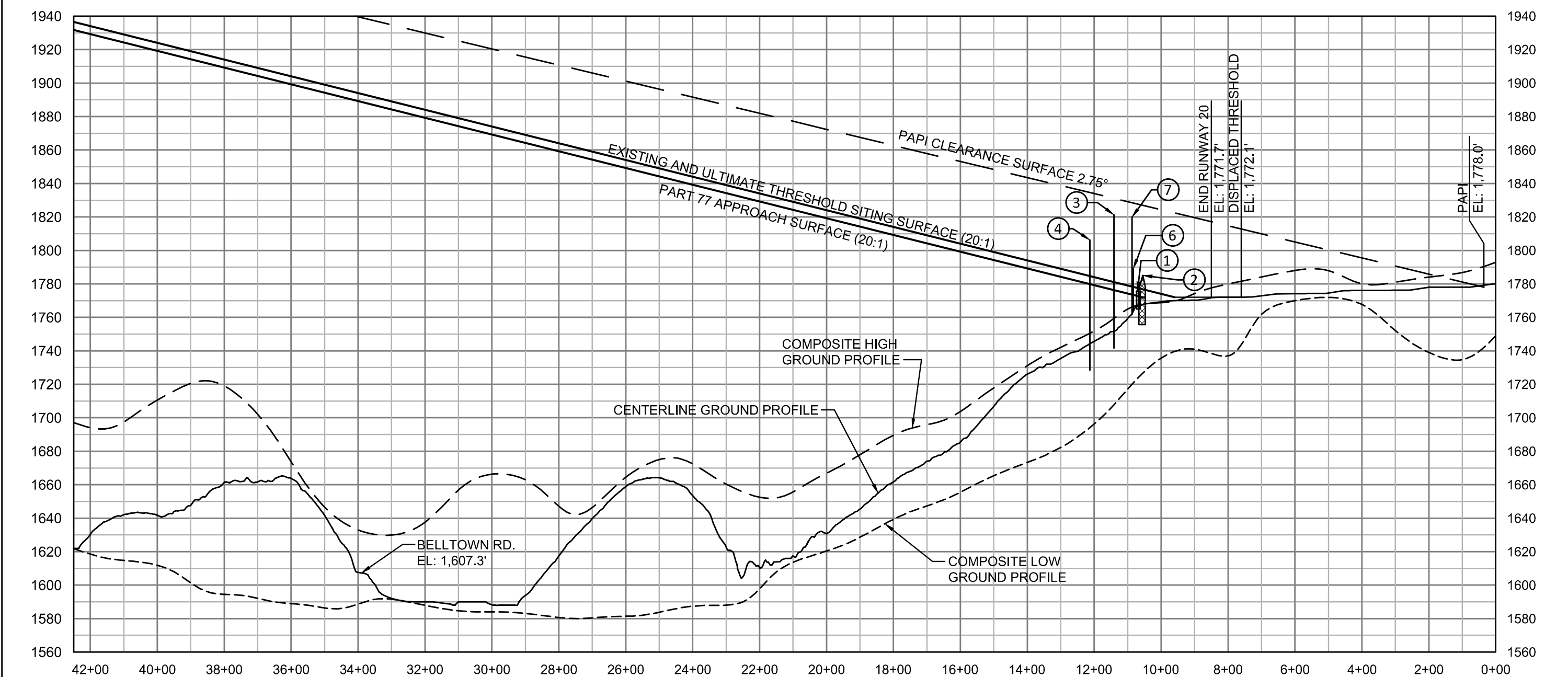
2



RUNWAY 2 APPROACH SURFACE PLAN VIEW
SCALE: 1"= 300'

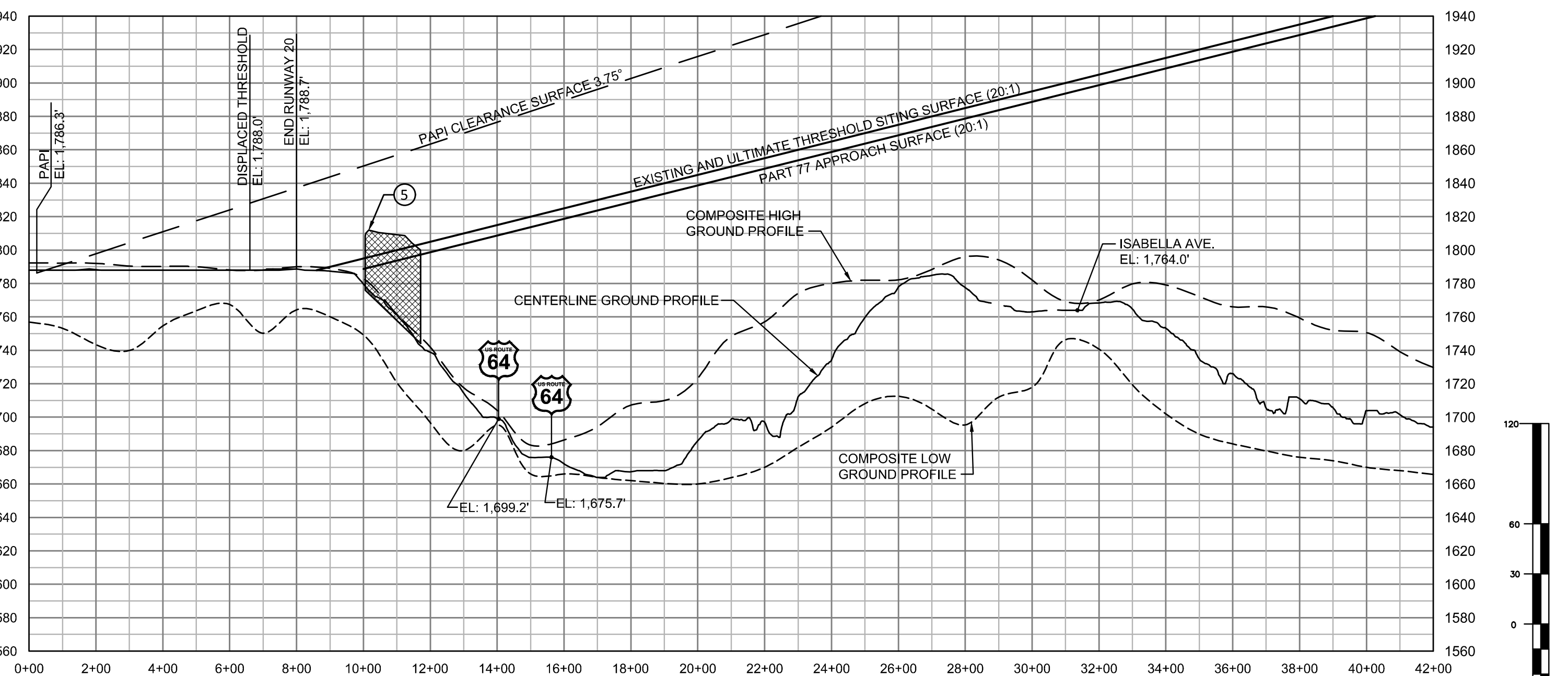


RUNWAY 20 APPROACH SURFACE PLAN VIEW
SCALE: 1"= 300'



RUNWAY 2 APPROACH

HORIZ. SCALE: 1" = 300'
VERT. SCALE: 1" = 60'



RUNWAY 20 APPROACH

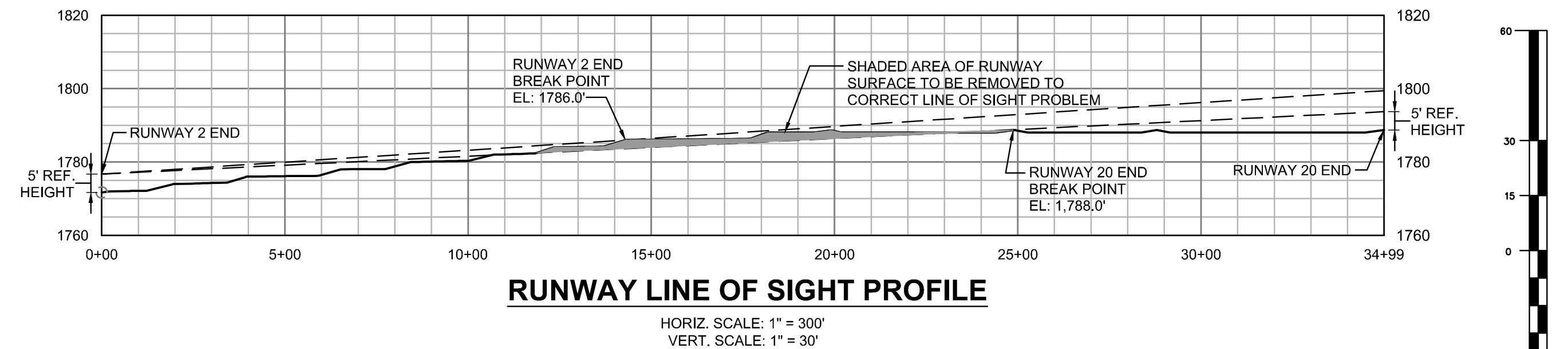
HORIZ. SCALE: 1" = 300'
VERT. SCALE: 1" = 60'

LEGEND	
EXISTING FEATURES	
	AIRFIELD PAVEMENT
	AIRPORT PROPERTY LINE
	BUILDING RESTRICTION LINE (BRL)
	MAJOR CONTOUR
	MINOR CONTOUR
	RUNWAY SAFETY AREA (RSA)
	STATE RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA (ROFA)
	RUNWAY OBSTACLE FREE ZONE (ROFZ)
	RUNWAY PROTECTION ZONE (RPZ)
	PRECISION APPROACH PATH INDICATOR (PAPI)
	TREE OBSTRUCTION
	TREE CLUSTER OBSTRUCTION
	THRESHOLD SITING SURFACE
	FAR PART 77 APPROACH SURFACE
	AVIGATION AND CLEARING EASEMENTS
	PAPI LIGHT SIGNAL CLEARANCE SURFACE
ULTIMATE FEATURES	
	THRESHOLD SITING SURFACE
	DISPLACED THRESHOLD LIGHT
	RUNWAY END IDENTIFICATION LIGHTS (REILS)

OBSTRUCTION DATA TABLE ¹											
OBJECT NUMBER	DESCRIPTION	GROUND ELEVATION (MSL)	TOP ELEVATION (MSL)	OBJECT HEIGHT (AGL)	DISTANCE FROM RWY END	DISTANCE LEFT/RIGHT OF CENTERLINE ²	OBSTRUCTED SURFACE	SURFACE PENETRATION (FEET)	SLOPE	DISPOSITION	TRIGGERING EVENT
RUNWAY 2											
①	TREE CLUSTER ³	1766.3'	1775.7'	9.4'	212.8'	100.0' R	APPROACH	3.1	3/1	REMOVE IMMEDIATELY	
②	TREE CLUSTER	1767.6'	1785.1'	17.5'	212.8'	146.0' L	APPROACH	13.2	<1/1	REMOVE IN FY 2024	
③	TREE	1743.6'	1821.3'	77.7'	291.2'	257.0' L	APPROACH	45.0	1/1	REMOVE IN FY 2024	
④	TREE	1726.7'	1806.3'	79.6'	362.9'	262.0' L	APPROACH	26.5	4/1	REMOVE IN FY 2024	
⑥	TREE	1727.3'	1789.2'	61.9'	206.7'	238.0' R	APPROACH	15.8	<1/1	REMOVE IN FY 2024	
⑦	TREE	1748.2'	1819.9'	71.7'	237.4'	258.0' L	APPROACH	46.3	<1/1	REMOVE IN FY 2024	
RUNWAY 20											
⑤	TREE CLUSTER	1754.0'	1811.9'	25.4'	297.6'	220.0' L - 120.0' R	APPROACH	22.4	4/1	REMOVE IN FY 2024	
							TSS	16.1	10/1		

- LATEST SURVEY NOVEMBER 6, 2020; DIMENSIONS ARE IN FEET.
- AS VIEWED BY PILOT ON APPROACH.
- ELEVATIONS REPORTED FOR TREE CLUSTERS ARE THE HIGHEST POINTS IN THE CLUSTER.
- EXISTING AND ULTIMATE THRESHOLD SITING SURFACE (TSS), APPROACH SURFACES AND RPZ'S ARE THE SAME.

- GENERAL NOTES:
- REFER TO AIRPORT LAYOUT DRAWING (SHEET 1B) FOR THE TRAVERSEWAYS TABLE.
 - OBSTRUCTION SURVEY / AGIS SURVEY WAS CONDUCTED ON NOVEMBER 6, 2020.
 - THE ROFA AND ROFZ ARE OBSTRUCTED BY TERRAIN, BRUSH AND SMALL TREES ALONG PORTIONS OF THEIR COMMON SIDES (SEE INSET, SHEET 2). THE ROFZ IS OBSTRUCTED BY BRUSH AND SMALL TREES ACROSS PORTIONS OF ITS END AREAS. VEGETATION MAY BE REMOVED AS A MATTER OF NORMAL MAINTENANCE. OBSTRUCTING TERRAIN RISES TO APPROXIMATELY THREE FEET ABOVE CORRESPONDING RUNWAY ELEVATION AND SHOULD BE GRADED TO MEET ROFZ STANDARDS.



RUNWAY LINE OF SIGHT PROFILE

HORIZ. SCALE: 1" = 300'
VERT. SCALE: 1" = 30'

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AIRPORT LAYOUT PLAN UPDATE
MARTIN CAMPBELL FIELD
COPPERHILL, TENNESSEE
TAD PROJECT NO.: 70-555-0118-21

INNER PORTION OF THE APPROACH SURFACES

DESIGNED: BGH

DRAWN: FLB

REVIEWED: JDB

APPROVED:

NO.

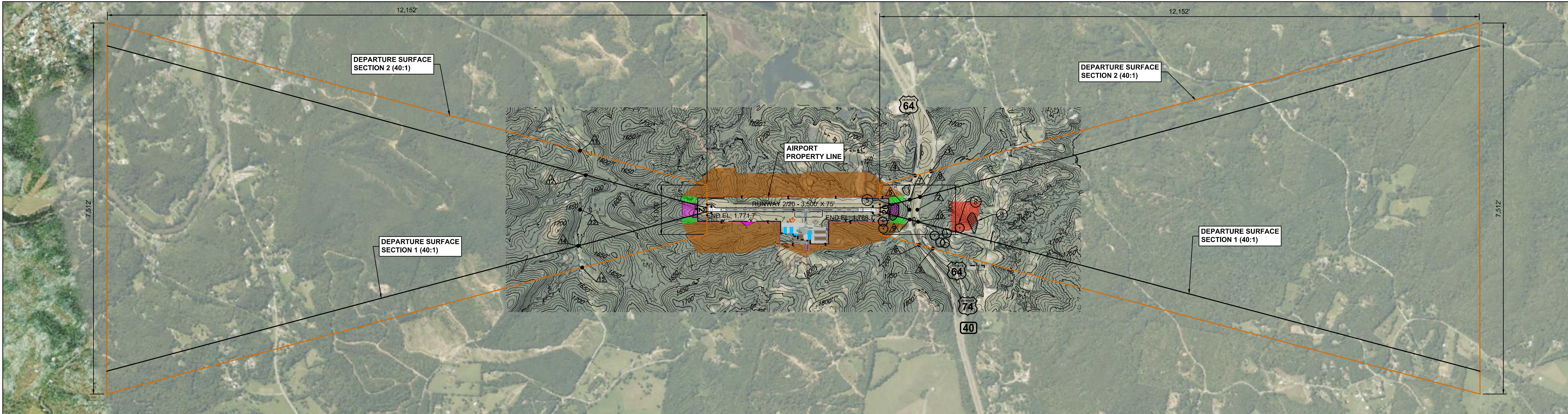
DATE

DESCRIPTION

DATE: MARCH 2022

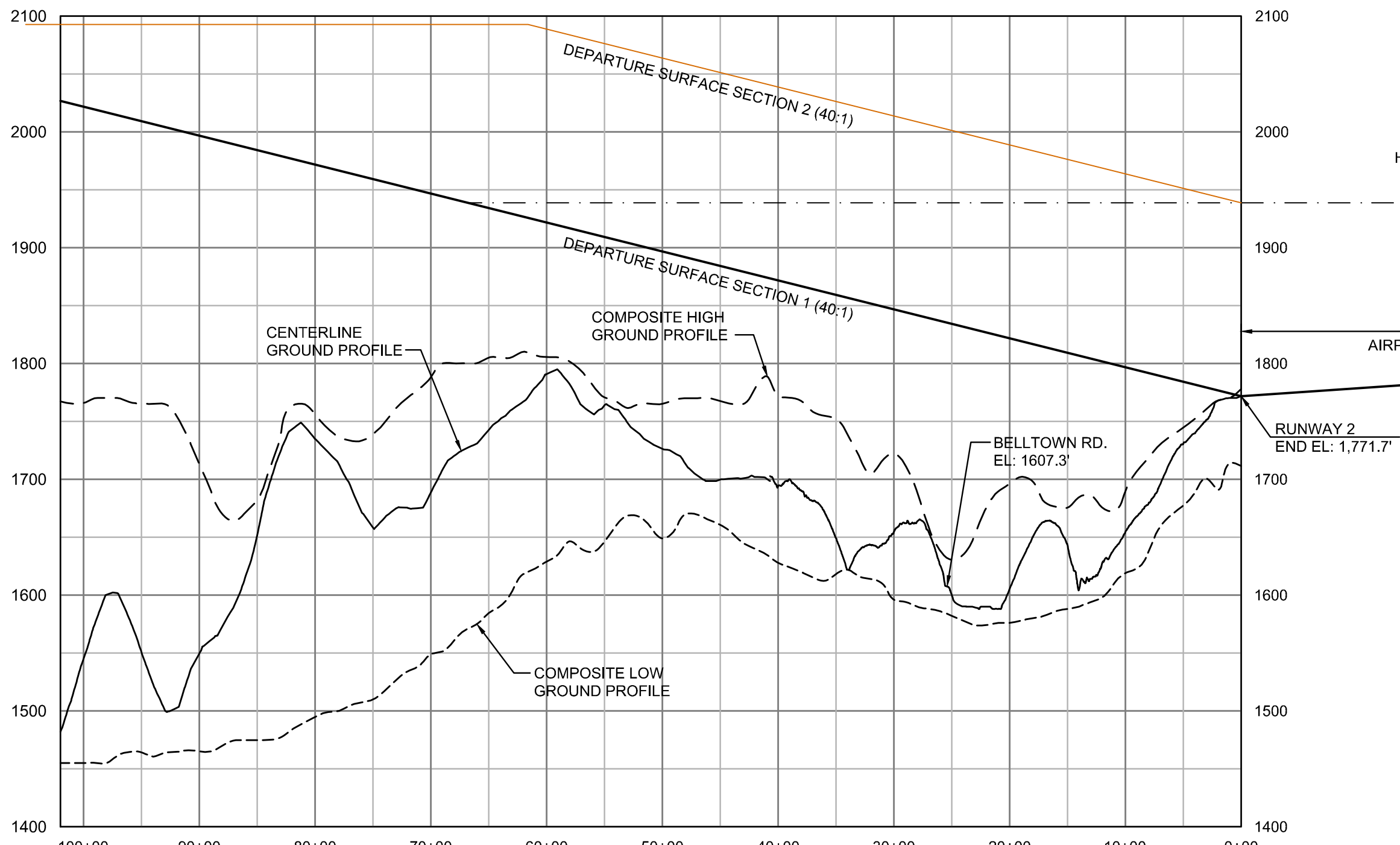
SCALE: AS SHOWN

SHEET NO. 3



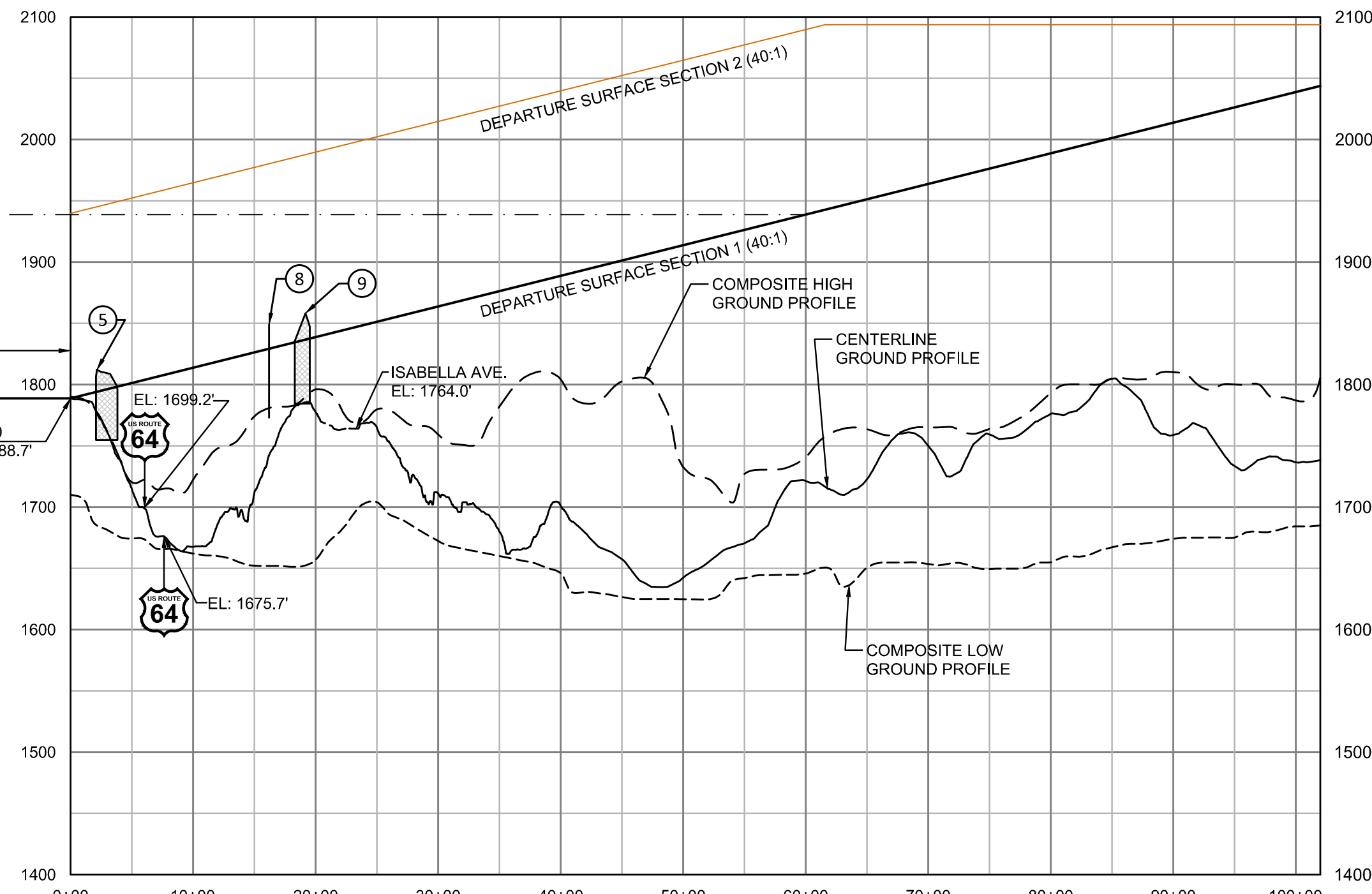
RUNWAY DEPARTURE SURFACES

SCALE: 1" = 1000'



RUNWAY 2 DEPARTURE PROFILE

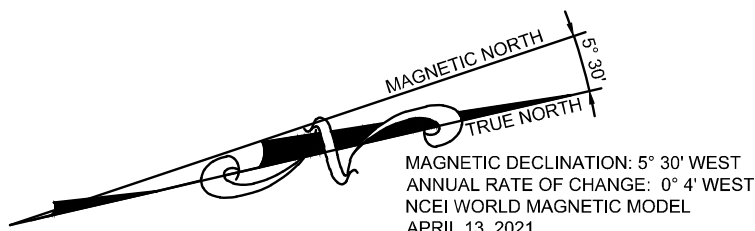
HORIZ. SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'



RUNWAY 20 DEPARTURE PROFILE

HORIZ. SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'

LEGEND			
EXISTING FEATURES		ULTIMATE FEATURES	
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	AIRFIELD PAVEMENT		PROPOSED PAVEMENT
	BUILDING		PROPOSED BUILDING
	AIRPORT PROPERTY LINE		SECURITY FENCE (6'-0" HT.)
	AVIGATION AND CLEARING EASEMENTS		TAXIWAY/TAXILANE CENTERLINE
	MAJOR CONTOUR - 40 FT. INTERVAL		EXISTING TAXIWAY TO BE REMOVED
	DEPARTURE SURFACE SECTION 1		RUNWAY END IDENTIFICATION LIGHTS (REILS)
	DEPARTURE SURFACE SECTION 2		DISPLACED THRESHOLD LIGHTS
	WIND CONE (LTD) WITH SEGMENTED CIRCLE		WIND CONE (LTD) WITH SEGMENTED CIRCLE
	TREE CLUSTER		TREE OBSTRUCTION
	CHAIN LINK FENCE (6'-0" HT.)		PROPOSED AUTO PARKING



DEPARTURE SURFACE OBSTRUCTION DATA TABLE¹

OBJECT NUMBER	DESCRIPTION	GROUND ELEVATION (MSL)	TOP ELEVATION (MSL)	OBJECT HEIGHT (AGL)	OBSTRUCTED PORTION OF DEPARTURE SURFACE	SURFACE PENETRATION (FEET)	DISPOSITION
DEPARTURE END OF RUNWAY 20 (NO OBSTRUCTIONS)							
DEPARTURE END OF RUNWAY 2 ²							
⑤	TREE CLUSTER ³	1754.0'	1811.9'	57.9'	SECTION 1	17.8'	REMOVE
⑧	TREE	1772.8'	1849.0'	76.2'	SECTION 1	19.8'	REMOVE
⑨	TREE CLUSTER	1784.4'	1858.1'	73.7'	SECTION 1	22.1'	REMOVE

- LATEST SURVEY NOVEMBER 6, 2020; DIMENSIONS ARE IN FEET.
- OBJECTS ON THE PLAN AND PROFILE VIEWS NOT APPEARING IN THIS TABLE DO NOT OBSTRUCT EITHER SECTION 1 OR SECTION 2 OF THE DEPARTURE SURFACE.
- ELEVATIONS REPORTED FOR TREE CLUSTERS ARE THE HIGHEST POINTS IN THE CLUSTER.

TRAVERSEWAYS

ITEM	DESCRIPTION	TRAVERSEWAY ELEVATION	DEPARTURE SFC. ELEV. SECTION 1	DEPARTURE SFC. ELEV. SECTION 2	AMOUNT OF PENETRATION	PROPOSED ACTION	VERTICAL CLEARANCE
△	US RTE 64/74 W	1708.5'	-	1965.7'	NONE	NONE	257.2
△	US RTE 64/74 W	1676.0'	1807.8'	-	NONE	NONE	131.8
△	US RTE 64/74 W	1713.3'	-	1966.6'	NONE	NONE	253.3
△	US RTE 64/74 E	1715.2'	-	1957.6'	NONE	NONE	242.4
△	US RTE 64/74 E	1698.9'	1803.9'	-	NONE	NONE	105.0
△	US RTE 64/74 E	1699.1'	-	1959.6'	NONE	NONE	260.5
△	US RTE 64/74 E	1702.9'	1804.0'	-	NONE	NONE	101.1
△	US RTE 64/74 E	1678.9'	1809.1'	-	NONE	NONE	130.2
△	US RTE 64/74 E	1698.0'	1803.9'	-	NONE	NONE	105.9
△	US RTE 64/74 E	1681.6'	1808.1'	-	NONE	NONE	126.5
△	BELLTOWN ROAD	1606.1'	-	2003.0'	NONE	NONE	369.9
△	BELLTOWN ROAD	1583.1'	1833.1'	-	NONE	NONE	250.0
△	BELLTOWN ROAD	1607.3'	1835.2'	-	NONE	NONE	227.9
△	BELLTOWN ROAD	1603.4'	1835.2'	-	NONE	NONE	233.5
△	BELLTOWN ROAD	1624.1'	-	2001.9'	NONE	NONE	377.8

- NOTES:
- TRAVERSEWAY ELEVATION IS ACTUAL ELEVATION.

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AIRPORT LAYOUT PLAN UPDATE
MARTIN CAMPBELL FIELD
COPPERHILL, TENNESSEE
TAD PROJECT NO.: 70-555-0118-21

DESIGNED: BGH
DRAWN: FLB
REVIEWED: JDB
APPROVED:

DATE: MARCH 2022
SCALE: AS SHOWN
SHEET NO. 4

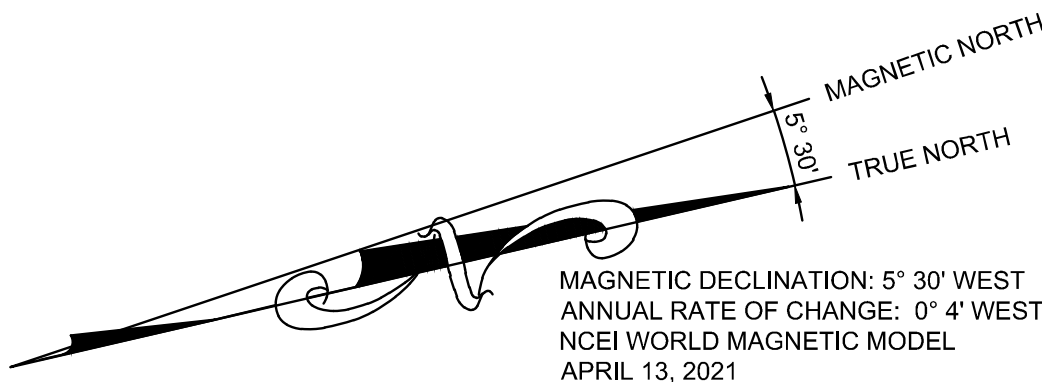
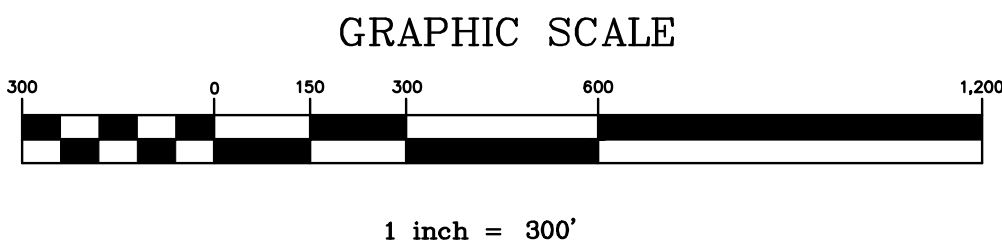
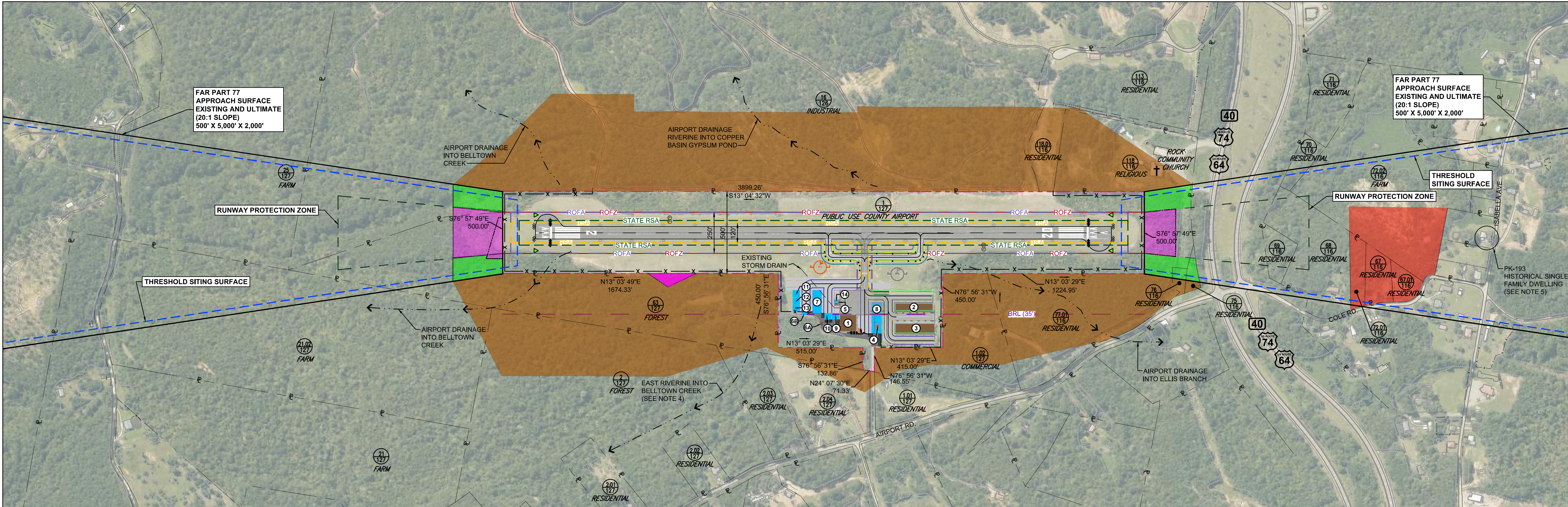
REVISIONS

NO. DESCRIPTION

DATE BY

THIS MARK SHOULD MEASURE EXACTLY 1" WHEN PLOTTED

RUNWAY DEPARTURE SURFACES DRAWING



LEGEND			
EXISTING FEATURES		ULTIMATE FEATURES	
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	AIRFIELD PAVEMENT		PROPOSED AIRFIELD PAVEMENT
	BUILDING		PROPOSED BUILDING
	AIRPORT PROPERTY LINE		WIRE ROPE TIEDOWN
	ADJACENT PROPERTY LINE		ROTATING BEACON
	BUILDING RESTRICTION LINE (BRL)		SECURITY FENCE (6'-0" HT)
	CHAIN LINK FENCE (6'-0" HT.)		TAXIWAY REMOVAL
	RUNWAY SAFETY AREA (RSA)		TAXIWAY/TAXILANE CENTERLINE
	STATE RUNWAY SAFETY AREA		TAXIWAY SAFETY AREA (TSA)
	RUNWAY OBJECT FREE AREA (OFA)		TAXIWAY OBJECT FREE AREA (TOFA)
	RUNWAY OBSTACLE FREE ZONE (OFZ)		TAXILANE SAFETY AREA (TLSA)
	RUNWAY PROTECTION ZONE (RPZ)		TAXILANE OBJECT FREE AREA (TLOFA)
	TAXIWAY SAFETY AREA (TSA)		THRESHOLD SITING SURFACE
	TAXIWAY OBJECT FREE AREA (TOFA)		DISPLACED THRESHOLD LIGHTS
	TAXILANE SAFETY AREA (TLSA)		WIND CONE (LTD) WITH SEGMENTED CIRCLE
	TAXILANE OBJECT FREE AREA (TLOFA)		RUNWAY END IDENTIFICATION LIGHTS (REILS)
	ROTATING BEACON (ABANDONED)		AIRFIELD ACCESS GATE
	THRESHOLD SITING SURFACE		TAXIWAY EDGE LIGHTS
	WIND CONE (LTD) WITH SEGMENTED CIRCLE		APRON EDGE REFLECTORS
	WIRE ROPE TIEDOWN		
	THRESHOLD LIGHTS		
	RUNWAY LIGHTS		
	PRECISION APPROACH PATH INDICATOR (PAPI)		
	AIRFIELD ACCESS GATE		
	AIRPORT ACCESS GATE		
	FAR PART 77 APPROACH SURFACE		
	AVIGATION AND CLEARING EASEMENTS		
	ELECTRICAL PEDESTAL		
	TREE LINE		

LAND USE TABLE			
PARCEL NO. TAX MAP	LAND USE		DEED BOOK
	CLASSIFICATION	ACRES	PAGE
16 116	RESIDENTIAL	0.34	327/224
76 116	RESIDENTIAL	0.65	294/328
27.01 116	RESIDENTIAL	13.55	194/350
1.02 127	COMMERCIAL	6.18	322/167
1.02 127	RESIDENTIAL	2.80	287/112
2.04 127	RESIDENTIAL	5.67	122/44
2.02 127	RESIDENTIAL	4.0	204/270
2.02 127	RESIDENTIAL	2.0	306/434
2.01 127	RESIDENTIAL	3.0	254/212
2 127	FOREST	39.43	310/361
61 127	FOREST	23.16	292/226
1 127	FARM	29.94	225/446
21.02 127	FARM	40.46	225/446
26 127	FARM	115.85	306/161

LAND USE TABLE			
PARCEL NO. TAX MAP	LAND USE		DEED BOOK
	CLASSIFICATION	ACRES	PAGE
16 126	INDUSTRIAL	1620.31	278/500 ETC.
1 127	AERONAUTICAL	55.0	55/363
18.0 116	RESIDENTIAL	2.5	290/208
118 116	RELIGIOUS	7.61	279/387
111 116	RESIDENTIAL	10.75	285/43
71 116	RESIDENTIAL	3.0	273/465
70 116	RESIDENTIAL	1.20	255/411
22.01 116	FARM	16.0	219/623
67.01 116	RESIDENTIAL	0.66	245/332
67 116	RESIDENTIAL	1.11	326/418
22.01 116	RESIDENTIAL	0.80	280/296
18 116	RESIDENTIAL	4.92	312/304
69 116	RESIDENTIAL	1.90	310/39

- NOTES:
- THERE ARE NO HEIGHT RESTRICTIONS OR LAND USE ORDINANCES ADOPTED BY THE POLK COUNTY COMMISSION RELATIVE TO ZONING AT THE MARTIN CAMPBELL FIELD OR ADJACENT AREA.
 - MARTIN CAMPBELL FIELD IS LOCATED IN A MINIMAL FLOOD HAZARD AREA.
 - THE ONLY APPARENT INCOMPATIBLE LAND USE PROPERTY WITHIN THE EXISTING/FUTURE RPZ IS PROPERTY OWNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) AND IS UTILIZED FOR U.S. ROUTES 40/64/74.
 - THREE (3) RIVERINE (WETLANDS) ARE NOTED ON THE USFWS NATIONAL WETLAND INVENTORY WEBSITE. ONE (1) RIVERINE IS WEST OF THE AIRPORT AND DRAINS INTO THE COPPER BASIN GYPSUM POND AND TWO (2) ARE SOUTHEAST OF THE AIRPORT AND DRAIN INTO BELLTOWN CREEK. THE SOUTHEASTERN MOST RIVERINE IS LOCATED EAST AND IS OFF THE ABOVE MAPPING.
 - ONE (1) HISTORICAL RESOURCE IS NOTED ON THE TENNESSEE HISTORICAL COMMISSION WEBSITE. IT IS LOCATED NORTHWEST OF THE AIRPORT AND IS NOTED AS PK-193 (SURVEY ID), LISTED AS CLONTS HOUSE LOCATED AT McALLISTER HILL.

FACILITIES INDEX				
EXISTING			ULTIMATE	
ITEM	DESCRIPTION	TOP ELEV. (MSL)	ITEM	DESCRIPTION
1	HANGAR / TERMINAL	1818.1'	6B	ULTIMATE EQUIPMENT STORAGE
2	T-HANGARS (10)	1809.3'	7	T-HANGARS (6)
3	T-HANGARS (10)	1812.7'	8	T-HANGARS (8)
4	PICNIC PAVILION	1804.4'	9	BOX HANGAR
5	FUEL FARM CANOPY	1806.1'	10	BOX HANGAR
6A	EXISTING EQUIPMENT STORAGE	1802.2'	11	BOX HANGAR
			12	BOX HANGAR
			13	BOX HANGAR
			14	ELECTRICAL VAULT
				1802.0'

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AIRPORT LAYOUT PLAN UPDATE
MARTIN CAMPBELL FIELD
COPPERHILL, TENNESSEE
TAD PROJECT NO.: 70-555-0118-21
LAND USE DRAWING

DESIGNED: BGH
DRAWN: FLB
REVIEWED: JDB
APPROVED:

DATE: MARCH 2022
SCALE: 1" = 300'
SHEET NO.

6

