U.S. Department
of Transportation
**Federal Aviation Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd, Ste. 2250
Memphis, TN 38118

Phone: 901-322-8180

July 31, 2023

Evan Lester
Tennessee Department of Transportation
Aeronautics Division
7335 Centennial Boulevard
Nashville, TN 37209

Dear Mr. Lester:

**RE: Aeronautical Study Updated: 2023-ASO-1285-NRA**
**Previous Study:** 2021-ASO-4801-NRA
**Airport Layout Plan (ALP)** – Music City Executive Airport (XNX) – *ALP Updated Conditionally Approved Letter*

The Federal Aviation Administration (FAA) has conducted a revised aeronautical study (2023-ASO-1285-NRA), previous case: (2021-ASO-4801-NRA) for the Music City Executive Airport - Airport Layout Plan (ALP). This is a revised determination because the airport sponsor and consultant had to update pertinent information including the critical aircraft details. The critical aircraft is depicted now as B-II and meets the existing conditions/design standards on the ALP. This is why the case was resubmitted and mapped for all LOBs comments.

Although future structures on or near the airport may be in conformance with the ALP, this determination does not extend to them. Therefore, all future structures will be subject to the notice provisions of Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace.

Our office circularized this airspace case for comment. Comments were received and include the following comments approvable from an airspace utilization standpoint provided that the airport owner:

1. Provide notice to your office/FAA at least 60 days in advance of starting the construction of any facilities on the airport.

2. Is notified of specific items of development shown on the ALP which are required to have, but have not received environmental approval, and the ALP approval is subject to the condition that these items may not be undertaken without prior environmental approval.

3. **Air Traffic Obstruction Evaluation Group** – No Objection with Provision. Reviewed as a planning document and does not include any obstacle evaluations.

4. **FAA Memphis Airport District Office –** No Objection with Provision – Please consider all comments provided by TDOT and the FAA Lines of Business. ALP Planning comments are provided separately.

5. **FAA Flight Procedures Office.** - IFR Effect - No IFR Effect; no obstacles included in the ALP update - reviewed ALP update.

6. **FAA Flight Standards.** No Objection with Provision. ALP approval does not constitute blanket approval of new structures given the absence of detailed structure information required for comprehensive review. A NOTAM will be issued concerning the construction, Taxi and runaway closing and safety aspects of this project. Comply with Flight Procedures, Tech Ops, AT - ATCT/Facilities and Air Traffic Obstruction Evaluation Group.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, land use planning, acquisition of property in fee or aviation easements, letters of agreement or other means.

Our review and approval should not be construed as relieving the sponsor or their consultant of the responsibility for the accuracy, completeness, and technical content of the ALP documents. The ALP is a graphic depiction of the existing and future airport facilities showing the clearance and dimensional requirements to meet applicable standards. The ALP serves as a record of aeronautical requirements and is used by the FAA in its review of proposals that may affect the navigable airspace or other missions of the FAA. The ALP is an important document and should be kept up-to-date at all times with respect to existing features and future planned development.

Please also note the attached comments from the FAA Memphis Airports District Office regarding the ALP (Airport Layout Plan).

Sincerely,

LAKEISHA TARMARA JOHNSON Digitally signed by LAKEISHA TARMARA JOHNSON
Date: 2023.08.01 07:34:59 -05'00'

Lakeisha Johnson
FAA Community Planner

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**
**AERONAUTICS DIVISION**
7335 CENTENNIAL BOULEVARD
NASHVILLE, TENNESSEE 37209
(615) 741-3208

**BUTCH ELEY**
DEPUTY GOVERNOR/COMMISSIONER

**BILL LEE**
GOVERNOR

October 23, 2023

Dennis Cavin
Music City Executive Airport
1475 Airport Rd Gallatin TN 37066

RE: XNX ALP Revision
Music City Executive Airport
Gallatin, TN

Dear Chairman Cavin:

The Tennessee Department of Transportation, Aeronautics Division has conditionally approved the updated Music City Executive Airport Layout Plan (ALP), prepared by Garver and bearing your signature. The ALP was stamped and accepted under the State Block Grant Program. This conditional approval letter is part of the ALP and must accompany it at all times. Two (2) signed copies of the approved ALP are enclosed.

An aeronautical study (2023-ASO-1285-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. **A copy of the determination is attached to the ALP set; please review the determination for additional information and the instructions.**

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

**Approval of the plan does not indicate that the United States will participate in the cost of any development proposed.** AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally

beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

The ALD may need updating from time to time because of unanticipated changes in aeronautical activity, changes in airport design criteria, or changes brought about by construction and development on the airport.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALD approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive proper approval.

The FAA Reauthorization Act of 2018, section 163(d), has limited the FAA's review and approval authority for ALPs. The Act limits the FAA's authority to those portions of the ALP that:

- Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- Adversely affect the value of prior Federal investments to a significant extent.

The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not made a determination on whether or not it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). Under Title 49 U.S.C. § 47107(a)(16) (as revised per section 163(d) of Pub.L. 115-254), FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although section 163(d) has limited the FAA's review and approval authority of proposed projects depicted on an ALP, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

We recommend that you ensure that the ALP set update is adopted by official resolution by the appropriate governing bodies. A copy of the updated ALP set should be given to the appropriate zoning board(s), local planning office and/or community planner. It is recommended that the owner utilize the ALP plan set when preparing leases with Fixed Base Operators and others, so that the wording of leases will preclude any conflicts with future expansion projects.

We look forward to working with you in the continued development of your airport.

Sincerely,

XavierGliesman

Xavier Gliesman
Transportation Program Monitor 2

Enclosures

CC: FAA, Memphis ADO
FAA, Southern Region, ATL-FPO, ASO-472

# Airport Layout Plan

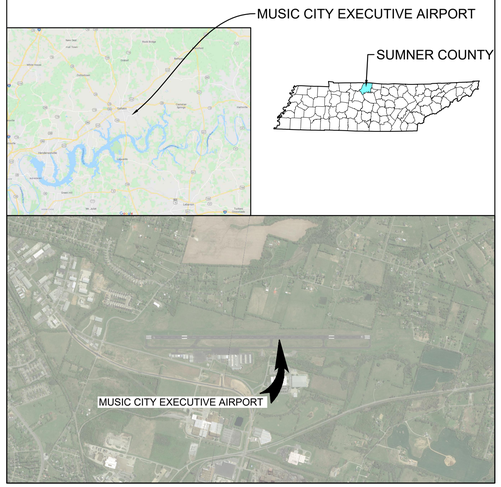
## MUSIC CITY EXECUTIVE AIRPORT

GALLATIN, TENNESSEE

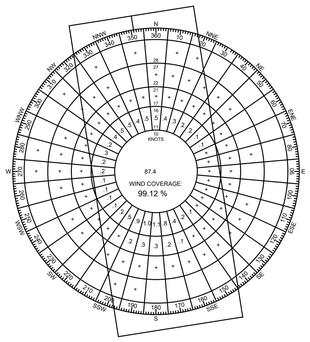
JANUARY, 2023

GOVERNOR: BILL LEE
TDOT COMMISSIONER: BUTCH ELEY
TDOT AERONAUTICS DIRECTOR: JOHN SAALWAECHTER
PROJECT MANAGER: WILLIAM B. BURNEY JR.
SPONSOR: SUMNER COUNTY REGIONAL AIRPORT AUTHORITY
CHAIRMAN: DON DRAYTON
AIRPORT MANAGER: JEFF DUNHAM
PROJECT NUMBER: 19A08300
TAD PROJECT NUMBER: 83-555-0710-19
AIRPORT ADDRESS: 1475 AIRPORT DRIVE GALLATIN, TENNESSEE

### LOCATION AND VICINITY MAP




### ALL WEATHER WIND ROSE

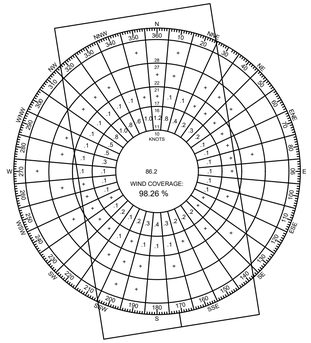



ALL WEATHER WIND COVERAGE
(INCL CALMS)

| RUNWAY | 10.5 KNOT | 13 KNOT | 16 KNOT | 20 KNOT |
|---|---|---|---|---|
| 17 | 61.15% | 61.58% | 61.82% | 61.86% |
| 35 | 55.33% | 56.05% | 56.53% | 56.63% |
| COMBINED | 97.96% | 99.12% | 99.82% | 99.97% |

SOURCE: NATIONAL CLIMATIC DATA CENTER, HOURLY OBSERVATIONS - 131150
PERIOD: 2010 - 2019, LOCATION : NASHVILLE INTERNATIONAL AIRPORT
ARC: B-II (13 KNOTS) (E) C-II (16 KNOTS) (U)

### IFR WIND ROSE




IFR WIND COVERAGE
(INCL CALMS)

| RUNWAY | 10.5 KNOT | 13 KNOT | 16 KNOT | 20 KNOT |
|---|---|---|---|---|
| 17 | 44.73% | 45.17% | 45.51% | 45.62% |
| 35 | 68.79% | 70.13% | 70.93% | 71.25% |
| COMBINED | 96.48% | 98.26% | 99.40% | 99.82% |

SOURCE: NATIONAL CLIMATIC DATA CENTER, HOURLY OBSERVATIONS - 12312
PERIOD: 2010 - 2019, LOCATION : NASHVILLE INTERNATIONAL AIRPORT
ARC: B-II (13 KNOTS) (E) C-II (16 KNOTS) (U)
RUNWAY 17 IFR MINIMUMS: 1 MILE (E/U)
RUNWAY 35 IFR MINIMUMS: 3/4 MILE (E) / 7/8 MILE (U)

### Sheet List Table



| *Sheet Number* | *Drawing Number* | *Sheet Title* | *Revision Date* |
|---|---|---|---|
| 1 | COV-1 | Cover Sheet | |
| 2 | ALD-1 | Existing Airport Layout Drawing | |
| 3 | ALD-2 | Ultimate Airport Layout Drawing | |
| 4 | ADS-1 | Airport Data Sheet | |
| 5 | ASD-1 | Airspace Drawing | |
| 6 | ASD-2 | Airspace Drawing Tables | |
| 7 | IPASD-17 | Inner Portion of Approach Surface Drawing 17 | |
| 8 | IPASD-35 | Inner Portion of Approach Surface Drawing 35 | |
| 9 | IPASD-TAB | Runway 17-35 IPASD Tables | |
| 10 | IPASD-TAB | Runway 17-35 IPASD Tables 2 | |
| 11 | IPASD-PRO | Runway 17-35 Profile | |
| 12 | DEP-17 | Departure Surface Runway 17 | |
| 13 | DEP-35 | Departure Surface Runway 35 | |
| 14 | DEP-TAB | Departure Surface Tables | |
| 15 | TAD-1 | Terminal Area Drawing | |
| 16 | LUD-1 | Land Use Drawing | |
| 17 | ACIP-1 | ACIP Drawing | |
| 18 | ACIP-2 | ACIP Drawing Tables | |
| 19 | ACIP-3 | ACIP Drawing Tables 2 | |
| 20 | EXH-A 1 | Exhibit A Property Map | |
| 21 | EXH-A 2 | Exhibit A Curve and Line Tables | |



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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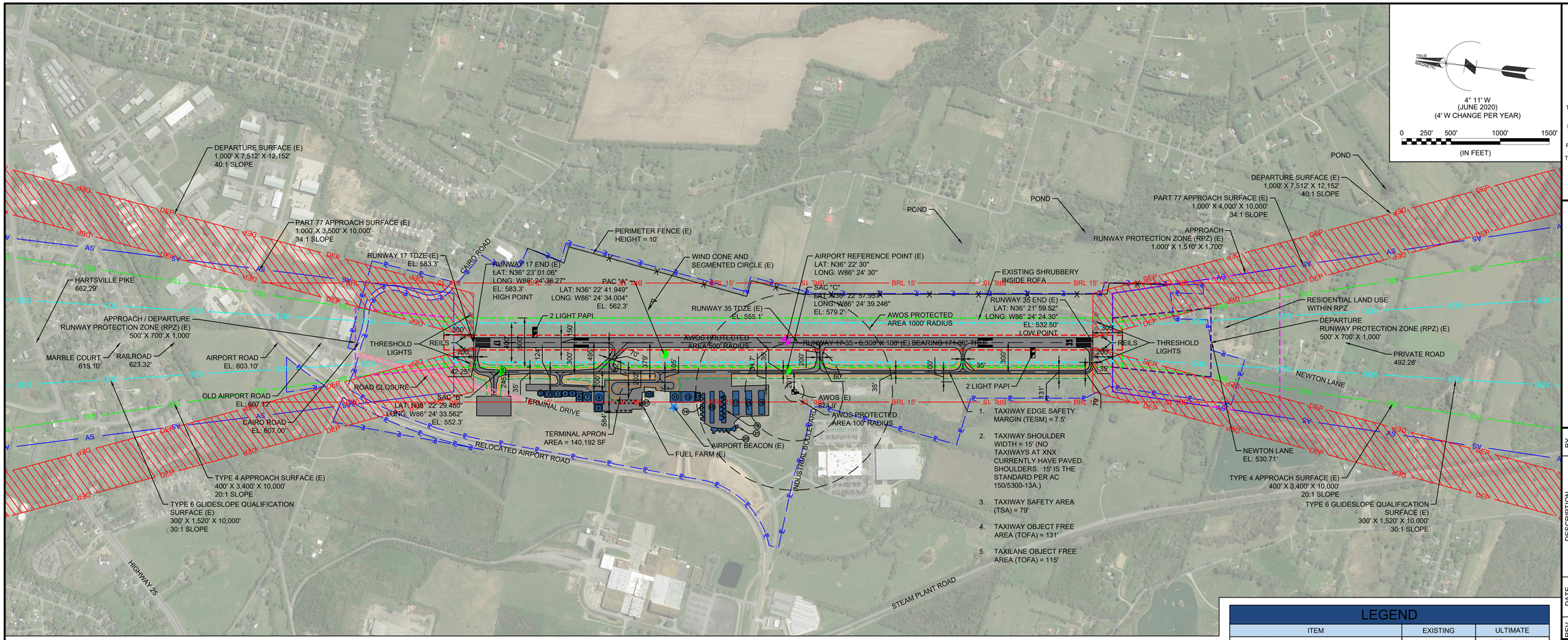


## RUNWAY 17 TRAVERSE WAY ELEVATIONS

| ROAD | TOP ELEVATION |
|---|---|
| CAIRO ROAD | 607' |
| OLD AIRPORT ROAD | 607.12' |
| AIRPORT ROAD | 603.10' |
| RAILROAD | 623.32' |
| MARBLE COURT | 615.10' |
| HARTSVILLE PIKE | 662.29' |
| SEE NOTE 1 | |

## RUNWAY 35 TRAVERSE WAY ELEVATIONS

| ROAD | TOP ELEVATION |
|---|---|
| NEWTON LANE | 530.71' |
| PRIVATE ROAD | 492.28' |
| SEE NOTE 1 | |

NOTES:

1. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, AND 10' FOR PRIVATE ROADS, 15' FOR PUBLIC ROADS, 17' FOR INTERSTATE HIGHWAYS, AND 23' FOR RAILROADS.
2. ADDITIONAL DETAILS REGARDING THE DIMENSIONS, SPACING, AND LAYOUT OF FACILITIES ON THE EXISTING RAMP ARE SHOWN IN THE TERMINAL AREA DRAWING.
3. NO TAXIWAYS CURRENTLY CARRY AN ALPHA OR ALPHA-NUMERIC NAMING DESIGNATION. PROPOSED DESIGNATIONS ARE SHOWN ON THE ULTIMATE ALD.
4. ALL COORDINATES AND ELEVATIONS ARE HORIZONTAL NAD83 AND VERTICAL NAVD88.
5. EXISTING BRL-0' IS BASED ON A 1,000' WIDE 14 CFR PART 77 PRIMARY SURFACE.
6. ALL PROPERTY INFORMATION SHOWN ON EXHIBIT A SHEET.
7. BUILDING/HANGAR TABLE SHOWN ON THE AIRPORT DATA SHEET.
8. GROUND CONTOURS ARE SHOWN FOR EVERY 5 FT. OF ELEVATION DIFFERENCE.
9. THE EXISTING RUNWAY HOLD POSITION MARKINGS ARE LOCATED 200 FT FROM THE RUNWAY CENTERLINE. THESE MAY NEED TO BE RELOCATED TO 250 FT FROM THE RUNWAY CENTERLINE IF REQUIRED BY FAA IN THE ULTIMATE CONDITION.
10. THE AIRPORT HAS NO EXISTING PROPERTY EASEMENTS.
11. RUNWAY 17/35 IS A B-II RUNWAY IN THE EXISTING CONDITION. A STATE MODIFICATION TO STANDARDS (MOS) IS BEING DEVELOPED TO MAINTAIN THE RUNWAY AT 100 FT IN WIDTH INSTEAD OF 75 FT IN WIDTH WHICH IS THE STANDARD FOR B-II RUNWAYS. MAINTAINING THE WIDTH OF THE RUNWAY AT 100 FT. WHILE THE CRITICAL AIRCRAFT IS IN THE B-II CATEGORY WILL BE SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STATE MOS.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN
WITH NARRATIVE REPORT

Existing Airport Layout Drawing

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**ALD-1**

SHEET NUMBER **2**

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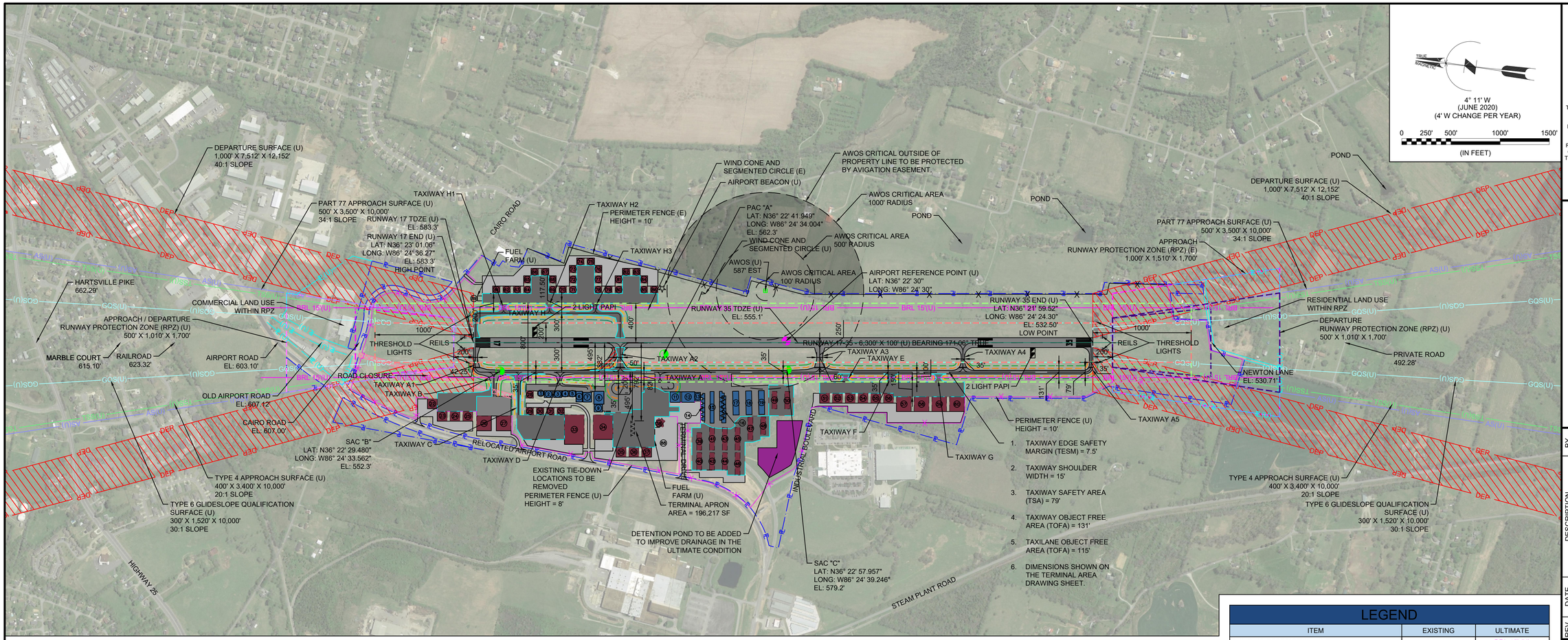


## RUNWAY 17 TRAVERSE WAY ELEVATIONS

| ROAD | TOP ELEVATION |
|---|---|
| CAIRO ROAD | 607' |
| OLD AIRPORT ROAD | 607.12' |
| AIRPORT ROAD | 603.10' |
| RAILROAD | 623.32' |
| MARBLE COURT | 615.10' |
| HARTSVILLE PIKE | 662.29' |
| SEE NOTE 1 | |

## RUNWAY 35 TRAVERSE WAY ELEVATIONS

| ROAD | TOP ELEVATION |
|---|---|
| NEWTON LANE | 530.71' |
| PRIVATE ROAD | 492.28' |
| SEE NOTE 1 | |

## TAXIWAY DATA

| NAME | EXISTING TDG | EXISTING WIDTH | EXISTING SHOULDER | EXISTING TESM | EXISTING TSA | EXISTING OFA | ULTIMATE TDG | ULTIMATE WIDTH | ULTIMATE SHOULDER | ULTIMATE TESM | ULTIMATE TSA | ULTIMATE OFA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY A | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY A1 | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY A2 | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY A3 | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY A4 | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY A5 | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY B | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY C | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY D | 2 | 35' | N/A | 7.5' | 79' | 131' | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY E | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY F | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY G | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY H | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY H1 | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY H2 | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |
| TAXIWAY H3 | N/A | N/A | N/A | N/A | N/A | N/A | 2 | 35' | 15' | 7.5' | 79' | 131' |

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT SPONSOR BLOCK

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

Matt Harris, Chaiman

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

SIGNATURE 9/18/2023 DATE

TENNESSEE AERONAUTICS DIVISION
APPROVAL BLOCK
CONDITIONALLY APPROVED

SIGNATURE

Chris Starr 10/23/23

PRINTED NAME DATE

SUBJECT TO COMMENTS IN APPROVAL LETTER

NOTES:

1. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, AND 10' FOR PRIVATE ROADS, 15' FOR PUBLIC ROADS, 17' FOR INTERSTATE HIGHWAYS, AND 23' FOR RAILROADS.
2. NO TAXIWAYS CURRENTLY CARRY AN ALPHA OR ALPHANUMERIC NAMING DESIGNATION, PROPOSED DESIGNATIONS ARE SHOWN ON THE ULTIMATE ALD.
3. ADDITIONAL DETAILS REGARDING THE DIMENSIONS, SPACING, AND LAYOUT OF FACILITIES ON THE EXISTING RAMP ARE SHOWN IN THE TERMINAL AREA DRAWING.
4. RUNWAY 17/35 WILL ULTIMATELY NEED TO BE RELABELED AS RUNWAY 18/36 DUE TO MAGNETIC VARIATION. THIS IS EXPECTED TO OCCUR LATE IN THE PLANNING HORIZON.
5. ALL COORDINATES AND ELEVATIONS ARE HORIZONTAL NAD83 AND VERTICAL NAVD88.
6. ULTIMATE BRL -0' IS BASED ON A 500' WIDE 14CFR PART 77 PRIMARY SURFACE.
7. ALL PROPRIETY INFORMATION SHOWN ON EXHIBIT A SHEET.
8. BUILDING/HANGAR TABLE SHOWN ON THE AIRPORT DATA SHEET.
9. ELEVATED RUNWAY GUARD LIGHTS ARE PROPOSED TO BE ADDED ON EACH SIDE OF THE TAXIWAYS CROSSING RUNWAY 17/35 (TAXIWAYS A1 AND A2).
10. GROUND CONTOURS ARE SHOWN FOR EVERY 5 FT. OF ELEVATION DIFFERENCE.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Ultimate Airport Layout Drawing

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**ALD-2**

SHEET NUMBER **3**

File: L:\2019\19A08300 - XNX Gallatin MPU\Drawings\XNX-ALP-UALD.dwg Last Save: 2/7/2023 9:05 AM Last saved by: JJLittrell
Last plotted by: Littrell, Jacob J. Plot Style: AECnomo.ctb Plot Scale: 1:1 Plot Date: 2/7/2023 9:06 AM Plotter used: DWG To PDF.pc3

## AIRPORT DATA

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT REFERENCE CODE | B-II | C-II |
| MEAN MAX TEMP, HOTTEST MONTH | 89.3°, JULY | 89.3°, JULY |
| AIRPORT ELEVATION (MSL) | 583.21' | 583.21' |
| NAVIGATION AIDS | BEACON, PAPIs, REILS | BEACON, PAPIs, REILS |
| AIRPORT REFERENCE POINT (ARP) | 36° 22' 30" N | 36° 22' 30" N |
| | 86° 24' 30" W | 86° 24' 30" W |
| MISC. FACILITIES | LIGHTED WINDCONE, SEGMENTED CIRCLE, AWOS-3, MITL | LIGHTED WINDCONE, SEGMENTED CIRCLE, AWOS-3, MITL |
| CRITICAL AIRCRAFT | CESSNA CITATION CJ4 (B-II) | EMBRAER LEGACY (C-II) |
| NPIAS SERVICE LEVEL | GA-REGIONAL | GA-REGIONAL |
| MAGNETIC VARIATION | 4.11°W, 6/20, NOAA | 4.11°W, 6/20, NOAA |
| ALL COORDINATES AND ELEVATIONS ARE HORIZONTAL NAD83 AND VERTICAL NAVD88. | | |

## OBSTACLE FREE ZONE

NO EXISTING OBSTACLE FREE ZONE PENETRATIONS

## APPROACH AND THRESHOLD SITING SURFACE PENETRATIONS

SEE SHEET 4 AIRPORT AIRSPACE DRAWING AND SHEETS 5-6 INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR APPROACH AND THRESHOLD SITING SURFACE PENETRATIONS.

## RUNWAY DATA TOUCHDOWN ZONE ELEVATION (TDZE)

| RUNWAY | EXISTING | ULTIMATE |
|---|---|---|
| RWY 17 | 583.3' | 583.3' |
| RWY 35 | 555.1' | 555.1' |
| NOTE: TDZE REPRESENTS THE HIGHEST ELEVATION WITHIN THE FIRST 3000' FROM A RUNWAY END. | | |

## RUNWAY END COORDINATES

| RUNWAY END | EXISTING COORDINATES | | EXISTING ELEVATION | ULTIMATE COORDINATES | | ULTIMATE ELEVATION |
|---|---|---|---|---|---|---|
| RWY 17 | LAT. | 36° 23' 01.06" N | 583.21' | LAT. | 36° 23' 01.06" N | 583.21' |
| | LONG. | 86° 24' 36.27" W | | LONG. | 86° 24' 36.27" W | |
| RWY 35 | LAT. | 36° 21' 59.52" N | 532.50' | LAT. | 36° 21' 59.52" N | 532.50' |
| | LONG. | 86° 24' 24.30" W | | LONG. | 86° 24' 24.30" W | |

## RUNWAY DATA DECLARED DISTANCES

| ITEM | RUNWAY 17 | RUNWAY 35 | RUNWAY 17 | RUNWAY 35 |
|---|---|---|---|---|
| | EXISTING | EXISTING | ULTIMATE | ULTIMATE |
| TAKEOFF RUN AVAILABLE (TORA) | 6,300' | 6,300' | 6,300' | 6,300' |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 6,300' | 6,300' | 6,300' | 6,300' |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 6,300' | 6,300' | 6,300' | 6,300' |
| LANDING DISTANCE AVAILABLE (LDA) | 6,300' | 6,300' | 6,300' | 6,300' |

## MODIFICATIONS TO STANDARDS

RUNWAY 17/35 IS A B-II RUNWAY IN THE EXISTING CONDITION. A STATE MODIFICATION TO STANDARDS (MOS) IS BEING DEVELOPED TO MAINTAIN THE RUNWAY AT 100 FT IN WIDTH INSTEAD OF 75 FT IN WIDTH WHICH IS THE STANDARD FOR B-II RUNWAYS. MAINTAINING THE WIDTH OF THE RUNWAY AT 100 FT. WHILE THE CRITICAL AIRCRAFT IS IN THE B-II CATEGORY WILL BE SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STATE MOS.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT SPONSOR BLOCK

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

Matt Harris, Chairman

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

9/18/2023

SIGNATURE DATE

NOTES:

1. ALL COORDINATES AND ELEVATIONS ARE HORIZONTAL NAD83 AND VERTICAL NAVD88.

## RUNWAY DATA

| ITEM | RUNWAY 17 | | RUNWAY 35 | |
|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY DESIGN CODE (RDC) | B-II-5000 | C-II-5000 | B-II-4000 | C-II-4000 |
| APPROACH REFERENCE CODE (APRC) | B/III/5000 - D/II/5000 | B/III/5000 - D/II/5000 | B/III/4000 - D/II/4000 | B/III/4000 - D/II/4000 |
| DEPARTURE REFERENCE CODE (DPRC) | B/III - D/II | B/III - D/II | B/III - D/II | B/III - D/II |
| PAVEMENT STRENGTH | 71,000 LBS SW 94,000 LBS DW | 71,000 LBS SW 94,000 LBS DW | 71,000 LBS SW 94,000 LBS DW | 71,000 LBS SW 94,000 LBS DW |
| PAVEMENT CLASSIFICATION NUMBER | 39/F/C/X/T 27/F/C/X/T | 39/F/C/X/T 27/F/C/X/T | 39/F/C/X/T 27/F/C/X/T | 39/F/C/X/T 27/F/C/X/T |
| SURFACE TREATMENT | N/A | N/A | N/A | N/A |
| PAVEMENT TYPE / MATERIAL | ASPHALT | ASPHALT | ASPHALT | ASPHALT |
| EFFECTIVE RUNWAY GRADIENT %****** | 0.80% | 0.80% | 0.80% | 0.80% |
| % WIND COVERAGE | 45.17% IFR | 45.51% IFR | 70.13% IFR | 70.93% IFR |
| RUNWAY WIDTH AND LENGTH | 100' X 6,300' | 100' X 6,300' | 100' X 6,300' | 100' X 6,300' |
| RUNWAY DISPLACED THRESHOLD | N/A | N/A | N/A | N/A |
| RUNWAY SAFETY AREA | 150' (W) X 300'(L) | 400' (W)* X 1,000 '(L) | 150' (W) X 300'(L) | 400' (W)* X 1,000 '(L) |
| RUNWAY LIGHTING | MIRL | MIRL | MIRL | MIRL |
| APPROACH RUNWAY PROTECTION ZONE | 500' X 700' X 1,000' | 500' X 1,010' X 1,700' | 1,000' X 1,510' X 1,700' | 1,000' X 1,510' X 1,700' |
| DEPARTURE RUNWAY PROTECTION ZONE | 500' X 700' X 1,000' | 500' X 1,010' X 1,700' | 500' X 700' X 1,000' | 500' X 1,010' X 1,700' |
| RUNWAY MARKING | NON-PRECISION | NON-PRECISION | NON-PRECISION | NON-PRECISION |
| FAR PART 77 CATEGORY/TYPE | C - NON-PRECISION (GREATER THAN 3/4 MILE) | C - NON-PRECISION (GREATER THAN 3/4 MILE) | D - NON-PRECISION (AS LOW AS 3/4 MILE) | C - NON-PRECISION (GREATER THAN 3/4 MILE)** |
| PART 77 APPROACH SURFACES | 34:1 | 34:1 | 34:1 | 34:1 |
| APPROACH VISIBILITY MINIMUMS | 5000 (1 MILE) | 5000 (1 MILE) | 4000 (3/4 MILE) | 4000 (7/8 MILE)** |
| AERONAUTICAL SURVEY TYPE | VGS | VGS | VGS | VGS |
| DEPARTURE SURFACE | YES (40:1) | YES (40:1) | YES (40:1) | YES (40:1) |
| RUNWAY OBJECT FREE AREA******* | 500' (W) x 300'(L) | 800' (W) x 1,000'(L) | 500' (W) x 300'(L) | 800' (W) x 1,000'(L) |
| OBSTACLE FREE ZONE***** | 400' (W) x 200'(L) | 400' (W) x 200'(L) | 400' (W) x 200'(L) | 400' (W) x 200'(L) |
| THRESHOLD SITTING SURFACE | 20:1 (TYPE 4) | 20:1 (TYPE 4) | 20:1 (TYPE 4) | 20:1 (TYPE 4) |
| GLIDESLOPE QUALIFICATION SURFACE | 30:1 (TYPE 6) | 30:1 (TYPE 6) | 30:1 (TYPE 6) | 30:1 (TYPE 6) |
| VISUAL APPROACH AIDS | REIL, PAPI | REIL, PAPI | REIL, PAPI | REIL, PAPI |
| INSTRUMENT APPROACH AIDS | RNAV(GPS) | RNAV(GPS) | RNAV(GPS) | RNAV(GPS) |
| TOUCHDOWN ZONE ELEVATION (TDZE) | 583.21' | 583.21' | 555.05' | 555.05' |
| TAXIWAY DESIGN GROUP | TDG-2 | TDG-2 | TDG-2 | TDG-2 |
| TAXIWAY/TAXILANE WIDTH | 35' | 35' | 35' | 35' |
| TAXIWAY SAFETY AREA WIDTH**** | 79' | 79' | 79' | 79' |
| TAXIWAY OBJECT FREE AREA WIDTH**** | 131' | 131' | 131' | 131' |
| TAXILANE OBJECT FREE AREA**** | 115' | 115' | 115' | 115' |
| TAXIWAY EDGE SAFETY MARGIN | 7.5' | 7.5' | 7.5' | 7.5' |
| TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT | 65.5' | 65.5' | 65.5' | 65.5' |
| TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT | 57.5' | 57.5' | 57.5' | 57.5' |
| TAXIWAY SHOULDER WIDTH | 0'*** | 15' | 0'*** | 15' |
| TAXIWAY LIGHTING | MITL | MITL | MITL | MITL |

NOTES:

* - A 400' WIDE RSA IS BEING OBSERVED PER AC 150/5300-13A. TABLE 3-5, FOOTNOTE 13.

** - THE VISBILITY MINIMUM FOR RUNWAY 35 WILL BE INCREASED FROM 3/4 MILE (EXISTING) TO 7/8 MILE (ULTIMATE)

*** - THE EXISTING TAXIWAY SYSTEM DOES NOT HAVE ANY PAVED SHOULDERS.

**** - ANY OBJECTS WITHIN THE TAXIWAY/TAXILANE SAFETY AREA OR TAXIWAY/TAXILANE OBJECT FREE AREAS ARE SHOWN ON EXISTING ALD.

***** - DIMENSIONS SHOWN ARE FOR THE RUNWAY OBSTACLE FREE ZONE. THE INNER-APPROACH OFZ, INNER-TRANSITIONAL OFZ, AND POFZ ARE N/A.

****** - RUNWAY MEETS RUNWAY LINE OF SIGHT REQUIREMENTS

******* - SOME SHRUBBERY EAST OF THE RUWNAY ARE LOCATED WITHIN THE EXISTING ROFA AND WILL BE REMOVED IN THE ULTIMATE CONDITION. IN ADDITION TO THIS, THE EXISTING SEGMENTED CIRCLE AND WIND SOCK WILL BE LOCATED WITHIN THE ULTIMATE ROFA AND WILL THEREFORE NEED TO BE RELOCATED AS SHOWN IN THE ULTIMATE CONDITION. MOREOVER, APPROXIMATELY .68 ACRES OF THE SOUTHEAST CORNER OF THE ROFA EXTENDS OFF OF AIRPORT PROPERTY. THIS AREA IS IDENTIFIED ON THE ULTIMATE ALD AND EXHIBIT A PROPERTY MAP.

******** - PCN AND RUNWAY WEIGHT BEARING CAPACITY PROVIDED BY APPLIED PAVEMENT TECHNOLOGY, INC.

## BUILDINGS / FACILITIES

| NO. | DESCRIPTION | DIMENSIONS | ELEVATION |
|---|---|---|---|
| 79 | FUTURE HANGAR | 75' X 75' | TBD |
| 80 | FUTURE HANGAR | 75' X 75' | TBD |
| 81 | FUTURE HANGAR | 75' X 75' | TBD |
| 82 | FUTURE HANGAR | 75' X 75' | TBD |
| 83 | FUTURE HANGAR | 75' X 75' | TBD |
| 84 | FUTURE HANGAR | 75' X 75' | TBD |
| 85 | FUTURE HANGAR | 75' X 75' | TBD |
| 86 | FUTURE HANGAR | 75' X 75' | TBD |
| 87 | EXISTING FUEL FARM | - | 569.4' |
| 88 | ULTIMATE FUEL FARM | - | TBD |
| 89 | ULTIMATE FUEL FARM | - | TBD |
| | * MULTIPLE BUILDINGS | | |

NOTE: NO EXISTING BUILDINGS HAVE OBSTRUCTION LIGHTS.

## BUILDINGS / FACILITIES

| NO. | DESCRIPTION | DIMENSIONS | ELEVATION |
|---|---|---|---|
| 1 | HANGAR | 45' X 50' | 593.9' |
| 2 | HANGAR | 65' X 80' | 595.3' |
| 3 | HANGAR | 65' X 80' | 593.1' |
| 4 | HANGAR | 60' X 60' | 595.3' |
| 5 | HANGAR | 60' X 60' | 596.0' |
| 6 | HANGAR | 60' X 110' | 594.8' |
| 7 | HANGAR | 85' X 100' | 589.2' |
| 8 | HANGAR | 100' X 130' | 598.4' |
| 9 | HANGAR | 75' X 80' | 587.9' |
| 10 | EXISTING TERMINAL | 50' X 85' | 580.0' |
| 11 | HANGAR | 100' X 110' | 584.5' |
| 12 | HANGAR | 110' X 135' | 586.7' |
| 13 | HANGAR | 55' X 85' | 587.7' |
| 14* | T-HANGAR PODS | 42' X 281' | 570.2' |
| 15 | T-HANGAR | 40' X 321' | 572.5' |
| 16* | T-HANGAR PODS | 62' X 320' | 570.5' |
| 17 | T-HANGAR | 62' X 241' | 574.7' |
| 18 | T-HANGAR | 62' X 241' | 573.7' |
| 19 | T-HANGAR | 62' X 241' | 571.7' |
| 20* | T-HANGAR PODS (TO BE REMOVED/RELOCATED) | 57' X 65' | 568.0' |
| 21 | MAINTENANCE SHED (TO BE REMOVED/RELOCATED) | 20' X 30' | 570.6' |
| 22 | FUTURE HANGAR | 100' X 100' | TBD |
| 23 | FUTURE HANGAR | 100' X 100' | TBD |
| 24 | FUTURE HANGAR | 100' X 100' | TBD |
| 25 | FUTURE HANGAR | 100' X 100' | TBD |
| 26 | FUTURE HANGAR | 150' X 150' | TBD |
| 27 | FUTURE HANGAR | 150' X 150' | TBD |
| 28 | FUTURE HANGAR | 75' X 75' | TBD |
| 29 | FUTURE HANGAR | 75' X 75' | TBD |
| 30 | FUTURE HANGAR | 75' X 75' | TBD |
| 31 | FUTURE HANGAR | 75' X 75' | TBD |
| 32 | FUTURE HANGAR | 75' X 75' | TBD |
| 33 | FUTURE MANUFACTURING FACILITY | 200' X 300' | TBD |
| 34 | FUTURE MANUFACTURING FACILITY | 200' X 250' | TBD |
| 35 | FUTURE HANGAR | 100' X 100' | TBD |
| 36 | FUTURE HANGAR | 100' X 100' | TBD |
| 37 | FUTURE HANGAR | 100' X 100' | TBD |
| 38 | FUTURE TERMINAL | VARIED | TBD |
| 39 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 40 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 41 | FUTURE T-HANGAR | 51' X 229' | TBD |
| 42 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 43 | FUTURE T-HANGAR | 51' X 229' | TBD |
| 44 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 45 | FUTURE T-HANGAR | 51' X 229' | TBD |
| 46 | FUTURE T-HANGAR | 51' X 229' | TBD |
| 47 | FUTURE T-HANGAR | 51' X 229' | TBD |
| 48 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 49 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 50 | FUTURE T-HANGAR | 51' X 178' | TBD |
| 51 | FUTURE HANGAR | 100' X 100' | TBD |
| 52 | FUTURE HANGAR | 100' X 100' | TBD |
| 53 | FUTURE HANGAR | 100' X 100' | TBD |
| 54 | FUTURE HANGAR | 100' X 100' | TBD |
| 55 | FUTURE HANGAR | 100' X 100' | TBD |
| 56 | FUTURE HANGAR | 100' X 100' | TBD |
| 57 | FUTURE HANGAR | 150' X 150' | TBD |
| 58 | FUTURE HANGAR | 150' X 150' | TBD |
| 59 | FUTURE HANGAR | 150' X 150' | TBD |
| 60 | FUTURE HANGAR | 150' X 150' | TBD |
| 61 | FUTURE HANGAR | 75' X 75' | TBD |
| 62 | FUTURE HANGAR | 75' X 75' | TBD |
| 63 | FUTURE HANGAR | 75' X 75' | TBD |
| 64 | FUTURE HANGAR | 75' X 75' | TBD |
| 65 | FUTURE HANGAR | 75' X 75' | TBD |
| 66 | FUTURE HANGAR | 75' X 75' | TBD |
| 67 | FUTURE HANGAR | 75' X 75' | TBD |
| 68 | FUTURE HANGAR | 75' X 75' | TBD |
| 69 | FUTURE HANGAR | 75' X 75' | TBD |
| 70 | FUTURE HANGAR | 75' X 75' | TBD |
| 71 | FUTURE HANGAR | 75' X 75' | TBD |
| 72 | FUTURE HANGAR | 75' X 75' | TBD |
| 73 | FUTURE HANGAR | 75' X 75' | TBD |
| 74 | FUTURE HANGAR | 75' X 75' | TBD |
| 75 | FUTURE HANGAR | 75' X 75' | TBD |
| 76 | FUTURE HANGAR | 75' X 75' | TBD |
| 77 | FUTURE HANGAR | 75' X 75' | TBD |
| 78 | FUTURE HANGAR | 75' X 75' | TBD |

GARVER



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Airport Data Sheet

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**ADS-1**

SHEET NUMBER **4**

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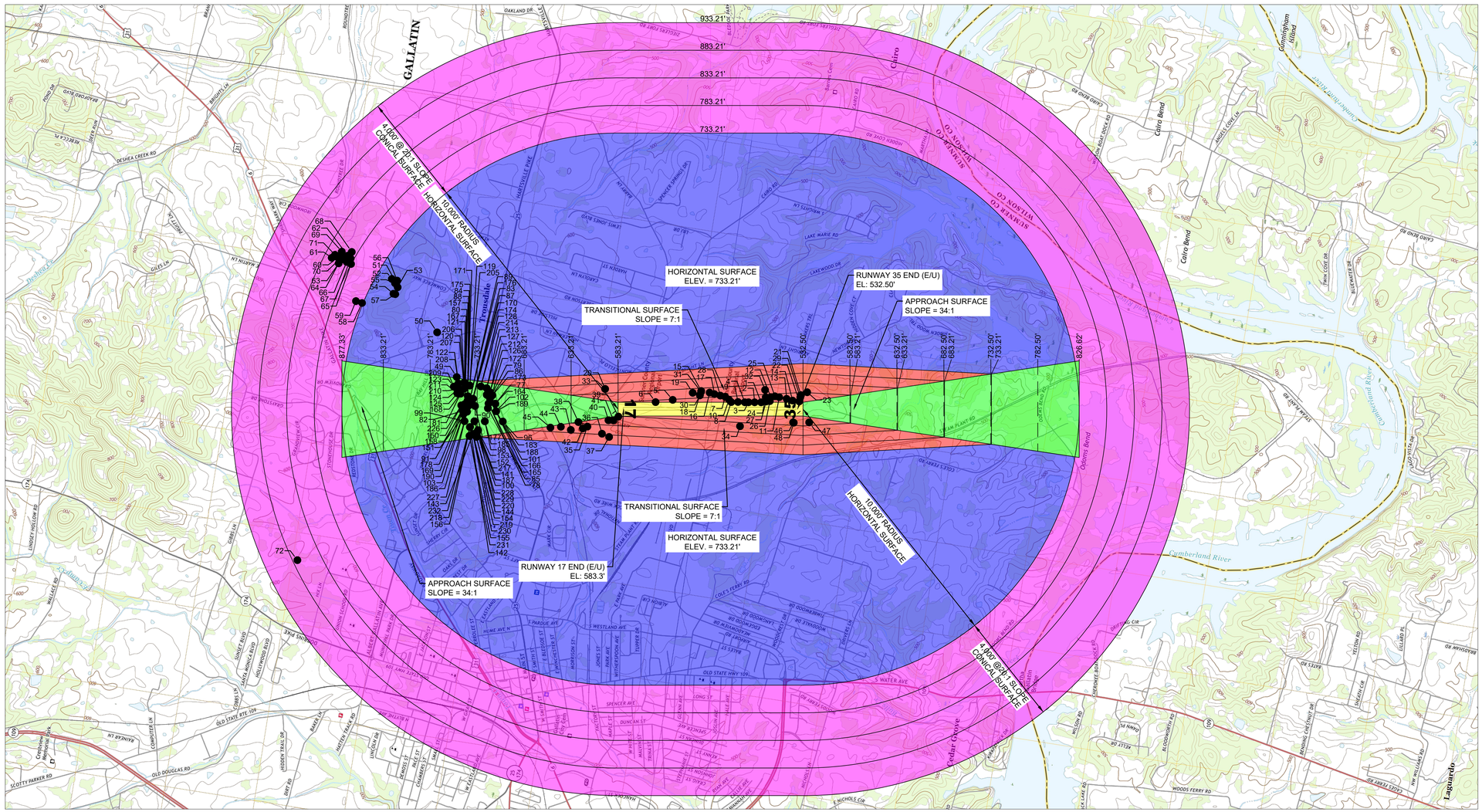
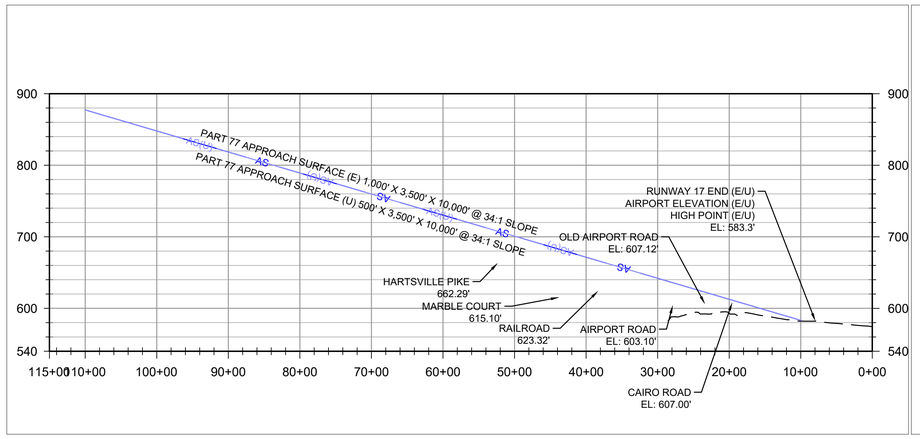
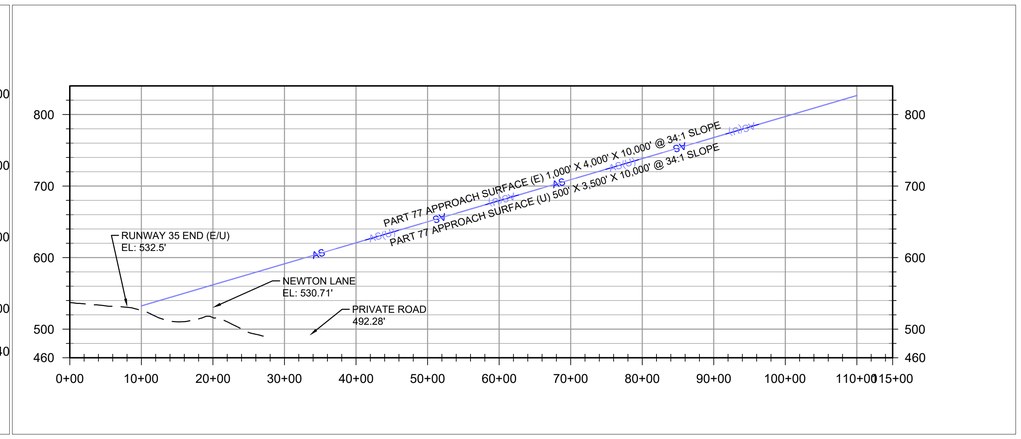
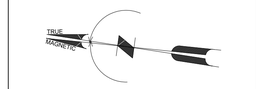



| LEGEND | |
|---|---|
| ITEM | ULTIMATE ZONE |
| PRIMARY SURFACE | |
| APPROACH SURFACES | |
| TRANSITIONAL SURFACES | |
| HORIZONTAL SURFACE | |
| CONICAL SURFACE | |




NOTES:

1. THE AIRPORT HAS ESTABLISHED A HEIGHT HAZARD ZONING ORDINANCE THROUGH THE CITY OF GALLATIN TO PROTECT THE AIRSPACE AROUND THE AIRPORT. THE ZONING ORDINANCE IS SET FORTH UNDER ARTICLE 10.04 OF THE CITY OF GALLATIN'S ZONING REGULATIONS, (JULY 2020). THE ORDINANCE PROTECTS THESE 14 CFR PART 77 CIVIL IMAGINARY SURFACES.
2. THE AERIAL SURVEY UTILIZED FOR OBSTRUCTION ANALYSIS WORK WAS COMPLETED ON OCTOBER 5, 2019.
3. FOR RUNWAY 17 APPROACH OBSTRUCTION TABLES SEE SHEET 9-10.
4. RUNWAY DESIGNATION WILL ULTIMATELY CHANGE TO RUNWAY 18/36 DUE TO MAGNETIC VARIATION.
5. AIRSPACE CONTOURS ARE SHOWN AT 50' INTERVALS.

GARVER



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Airspace Drawing

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**ASD-1**

SHEET NUMBER **5**

File: I:\2019\19a08300 - xnx gallatin mnt\Drawings\XNX-ALP-ASD.dwg Last Save: 9/7/2021 4:53 PM Last saved by: DLMcKnight
Last plotted by: McKnight, Dylan L. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:55 AM Plotter used: _AutoCAD PDF (General Documentation).pc3

## PRIMARY SURFACE OBSTRUCTIONS

| POINT NUMBER | DESCRIPTION | SURFACE | GROUND ELEVATION (MSL) | OBSTRUCTION HEIGHT (AGL) | TOP OBSTRUCTION ELEVATION (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|---|---|
| 1 | TREE | PRIMARY | 538.921 | 33.827 | 572.748 | 36° 22' 12.781" N | 86° 24' 23.832" W | 28.75221143 | REMOVE |
| 2 | TREE | PRIMARY | 541.992 | 19.446 | 561.438 | 36° 22' 15.067" N | 86° 24' 24.248" W | 15.67371777 | REMOVE |
| 3 | TREE | PRIMARY | 543.643 | 18.965 | 562.608 | 36° 22' 17.218" N | 86° 24' 24.660" W | 15.17758008 | REMOVE |
| 4 | TREE | PRIMARY | 545.767 | 16.256 | 562.023 | 36° 22' 18.553" N | 86° 24' 24.916" W | 13.55894971 | REMOVE |

## TRANSITIONAL SURFACE OBSTRUCTIONS

| POINT NUMBER | DESCRIPTION | SURFACE | GROUND ELEVATION (MSL) | OBSTRUCTION HEIGHT (AGL) | TOP OBSTRUCTION ELEVATION (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|---|---|
| 5 | WINDSOCK | TRANSITIONAL | 573.983 | 22.159 | 596.142 | 36° 22' 44.190" N | 86° 24' 28.826" W | 15.59536914 | LIGHT |
| 6 | GROUND | TRANSITIONAL | 574.280 | 0.602 | 574.882 | 36° 22' 50.119" N | 86° 24' 30.985" W | 1.24906543 | REGRADE |
| 7 | TREE | TRANSITIONAL | 555.754 | 68.080 | 623.834 | 36° 22' 25.796" N | 86° 24' 23.830" W | 41.30458106 | REMOVE |
| 8 | TREE | TRANSITIONAL | 553.129 | 57.205 | 610.334 | 36° 22' 23.358" N | 86° 24' 25.781" W | 57.44483984 | REMOVE |
| 9 | TREE | TRANSITIONAL | 551.254 | 47.930 | 599.184 | 36° 22' 20.979" N | 86° 24' 25.268" W | 47.57230566 | REMOVE |
| 10 | TREE | TRANSITIONAL | 554.228 | 58.416 | 612.644 | 36° 22' 24.277" N | 86° 24' 24.868" W | 46.54854102 | REMOVE |
| 11 | TREE | TRANSITIONAL | 542.952 | 68.442 | 611.394 | 36° 22' 6.649" N | 86° 24' 20.354" W | 46.53139014 | REMOVE |
| 12 | TREE | TRANSITIONAL | 541.241 | 32.863 | 574.104 | 36° 22' 9.613" N | 86° 24' 20.872" W | 6.281185059 | REMOVE |
| 13 | TREE | TRANSITIONAL | 541.042 | 59.792 | 600.834 | 36° 22' 3.942" N | 86° 24' 20.539" W | 46.21162451 | REMOVE |
| 14 | TREE | TRANSITIONAL | 541.351 | 73.893 | 615.244 | 36° 22' 1.744" N | 86° 24' 20.900" W | 71.35331396 | REMOVE |
| 15 | TREE | TRANSITIONAL | 562.240 | 67.735 | 629.975 | 36° 22' 34.593" N | 86° 24' 22.982" W | 11.33632813 | REMOVE |
| 16 | TREE | TRANSITIONAL | 564.196 | 65.155 | 629.351 | 36° 22' 31.545" N | 86° 24' 23.125" W | 21.50346582 | REMOVE |
| 17 | TREE | TRANSITIONAL | 562.943 | 60.064 | 623.007 | 36° 22' 29.736" N | 86° 24' 23.439" W | 24.18265918 | REMOVE |
| 18 | TREE | TRANSITIONAL | 562.916 | 69.641 | 632.557 | 36° 22' 34.837" N | 86° 24' 24.778" W | 33.7455376 | REMOVE |
| 19 | TREE | TRANSITIONAL | 563.148 | 61.609 | 624.757 | 36° 22' 37.503" N | 86° 24' 24.369" W | 13.26218799 | REMOVE |
| 20 | TREE | TRANSITIONAL | 580.542 | 76.462 | 657.004 | 36° 23' 8.695" N | 86° 24' 28.689" W | 1.15622168 | REMOVE |
| 21 | TREE | TRANSITIONAL | 534.305 | 72.205 | 606.51 | 36° 21' 59.076" N | 86° 24' 17.943" W | 36.77702881 | REMOVE |
| 22 | TREE | TRANSITIONAL | 532.230 | 64.599 | 596.829 | 36° 21' 59.329" N | 86° 24' 20.822" W | 59.28682471 | REMOVE |
| 23 | TREE | TRANSITIONAL | 524.019 | 70.542 | 594.561 | 36° 21' 57.044" N | 86° 24' 16.238" W | 9.078028809 | REMOVE |
| 24 | TREE | TRANSITIONAL | 539.082 | 48.681 | 587.763 | 36° 22' 11.423" N | 86° 24' 21.262" W | 18.96984815 | REMOVE |
| 25 | TREE | TRANSITIONAL | 543.934 | 58.649 | 602.583 | 36° 22' 8.226" N | 86° 24' 20.234" W | 31.61956006 | REMOVE |
| 26 | TREE | TRANSITIONAL | 539.235 | 33.513 | 572.748 | 36° 22' 9.747" N | 86° 24' 22.679" W | 25.20289502 | REMOVE |
| 27 | TREE | TRANSITIONAL | 539.251 | 42.662 | 581.913 | 36° 22' 11.023" N | 86° 24' 23.093" W | 35.27408398 | REMOVE |
| 28 | TREE | TRANSITIONAL | 557.733 | 67.661 | 625.394 | 36° 22' 27.592" N | 86° 24' 23.673" W | 35.6818418 | REMOVE |
| 29 | TREE | TRANSITIONAL | 532.832 | 77.578 | 610.41 | 36° 21' 59.205" N | 86° 24' 18.986" W | 52.22188965 | REMOVE |
| 30 | TREE | TRANSITIONAL | 562.815 | 67.332 | 630.147 | 36° 22' 34.819" N | 86° 24' 24.993" W | 33.85049121 | REMOVE |
| 31 | TREE | TRANSITIONAL | 562.750 | 72.974 | 635.724 | 36° 22' 34.580" N | 86° 24' 23.309" W | 20.87487891 | REMOVE |
| 32 | TREE | TRANSITIONAL | 542.148 | 68.253 | 610.401 | 36° 22' 12.064" N | 86° 24' 18.124" W | 3.774168945 | REMOVE |
| 33 | TREE | TRANSITIONAL | 580.639 | 77.559 | 658.198 | 36° 23' 8.717" N | 86° 24' 28.708" W | 2.497987793 | REMOVE |
| 34 | TREE | TRANSITIONAL | 520.1663 | 85.316 | 605.482 | 36° 22' 18.904" N | 86° 24' 35.737" W | 2.948430664 | REMOVE |
| 35 | POWER TRANSMISSION PYLON | TRANSITIONAL | 600.3924 | 100.510 | 700.902 | 36° 23' 12.876" N | 86° 24' 46.397" W | 54.23665576 | LIGHT |
| 36 | POWER TRANSMISSION PYLON | TRANSITIONAL | 615.1877 | 91.139 | 706.327 | 36° 23' 7.314" N | 86° 24' 48.512" W | 26.98135791 | LIGHT |
| 37 | POWER TRANSMISSION PYLON | TRANSITIONAL | 610.9033 | 85.449 | 696.352 | 36° 23' 4.625" N | 86° 24' 49.440" W | 2.309763672 | LIGHT |
| 38 | POWER TRANSMISSION PYLON | TRANSITIONAL | 603.3651 | 94.912 | 698.277 | 36° 23' 16.303" N | 86° 24' 45.046" W | 72.29659229 | LIGHT |
| 39 | GROUND | TRANSITIONAL | 586.3391 | 3.515 | 589.854 | 36° 23' 2.459" N | 86° 24' 39.869" W | 4.091609863 | REGRADE |
| 40 | TREE | TRANSITIONAL | 600.7480 | 14.089 | 614.837 | 36° 23' 5.760" N | 86° 24' 42.195" W | 6.781580078 | REMOVE |
| 41 | TREE | TRANSITIONAL | 593.7568 | 13.786 | 607.543 | 36° 23' 3.991" N | 86° 24' 41.922" W | 0.100128906 | REMOVE |
| 42 | TREE | TRANSITIONAL | 606.1384 | 54.851 | 660.989 | 36° 23' 14.396" N | 86° 24' 47.512" W | 3.538438477 | REMOVE |
| 43 | TREE | TRANSITIONAL | 607.8715 | 63.869 | 671.741 | 36° 23' 18.554" N | 86° 24' 48.991" W | 3.096651855 | REMOVE |
| 44 | TREE | TRANSITIONAL | 590.4941 | 74.478 | 664.972 | 36° 23' 22.254" N | 86° 24' 48.313" W | 9.58326709 | REMOVE |
| 45 | TREE | TRANSITIONAL | 606.2248 | 65.810 | 672.035 | 36° 23' 25.898" N | 86° 24' 49.370" W | 9.611049805 | REMOVE |
| 46 | TREE | TRANSITIONAL | 495.8445 | 73.462 | 569.306 | 36° 22' 0.333" N | 86° 24' 30.414" W | 1.067108398 | REMOVE |
| 47 | TREE | TRANSITIONAL | 489.6829 | 99.330 | 589.013 | 36° 21' 54.648" N | 86° 24' 29.303" W | 21.76843213 | REMOVE |
| 48 | TREE | TRANSITIONAL | 495.5406 | 76.210 | 571.751 | 36° 22' 0.088" N | 86° 24' 30.485" W | 2.32308252 | REMOVE |

## HORIZONTAL SURFACE OBSTRUCTIONS

| POINT NUMBER | DESCRIPTION | SURFACE | GROUND ELEVATION (MSL) | OBSTRUCTION HEIGHT (AGL) | TOP OBSTRUCTION ELEVATION (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|---|---|
| 49 | TREE | HORIZONTAL | 664.053 | 79.586 | 743.639 | 36° 24' 1.868" N | 86° 24' 33.694" W | 10.42897803 | REMOVE |
| 50 | ANTENNA | HORIZONTAL | 625.145 | 154.653 | 779.798 | 36° 24' 11.278" N | 86° 24' 15.485" W | 46.58797803 | LIGHT |
| 51 | TREE | HORIZONTAL | 658.550 | 106.385 | 764.935 | 36° 24' 28.958" N | 86° 23' 56.013" W | 31.72497803 | REMOVE |
| 52 | TREE | HORIZONTAL | 641.516 | 103.644 | 745.16 | 36° 24' 30.282" N | 86° 23' 55.218" W | 11.94997803 | REMOVE |
| 53 | TREE | HORIZONTAL | 667.241 | 81.069 | 748.31 | 36° 24' 27.755" N | 86° 23' 58.476" W | 15.09997803 | REMOVE |
| 54 | TREE | HORIZONTAL | 670.221 | 84.914 | 755.135 | 36° 24' 28.877" N | 86° 24' 1.588" W | 21.92497803 | REMOVE |
| 55 | TREE | HORIZONTAL | 663.466 | 92.944 | 756.41 | 36° 24' 28.902" N | 86° 23' 56.891" W | 23.19997803 | REMOVE |
| 56 | TREE | HORIZONTAL | 654.312 | 101.123 | 755.435 | 36° 24' 28.300" N | 86° 23' 55.598" W | 22.22497803 | REMOVE |
| 57 | TREE | HORIZONTAL | 665.905 | 92.825 | 758.73 | 36° 24' 28.223" N | 86° 24' 1.634" W | 25.51997803 | REMOVE |

## CONICAL SURFACE OBSTRUCTIONS

| POINT NUMBER | DESCRIPTION | SURFACE | GROUND ELEVATION (MSL) | OBSTRUCTION HEIGHT (AGL) | TOP OBSTRUCTION ELEVATION (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|---|---|
| 58 | TREE | CONICAL | 720.004 | 80.660 | 800.664 | 36° 24' 39.471" N | 86° 24' 7.784" W | 65.60296484 | REMOVE |
| 59 | TREE | CONICAL | 694.381 | 94.558 | 788.939 | 36° 24' 41.733" N | 86° 24' 7.392" W | 42.38815771 | REMOVE |
| 60 | ANTENNA | CONICAL | 770.307 | 88.006 | 858.313 | 36° 24' 50.525" N | 86° 23' 49.588" W | 48.42054394 | LIGHT |
| 61 | TREE | CONICAL | 753.266 | 85.874 | 839.14 | 36° 24' 52.721" N | 86° 23' 50.122" W | 19.48063721 | REMOVE |
| 62 | TREE | CONICAL | 720.773 | 107.342 | 828.115 | 36° 24' 47.124" N | 86° 23' 48.045" W | 32.2188208 | REMOVE |
| 63 | TREE | CONICAL | 766.050 | 65.565 | 831.615 | 36° 24' 49.271" N | 86° 23' 50.229" W | 28.57673096 | REMOVE |
| 64 | TREE | CONICAL | 770.185 | 47.780 | 817.965 | 36° 24' 49.951" N | 86° 23' 52.050" W | 14.08908447 | REMOVE |
| 65 | TREE | CONICAL | 714.766 | 89.899 | 804.665 | 36° 24' 45.543" N | 86° 23' 51.481" W | 21.10585693 | REMOVE |
| 66 | TREE | CONICAL | 734.663 | 67.713 | 802.376 | 36° 24' 47.217" N | 86° 23' 50.903" W | 10.04933984 | REMOVE |
| 67 | TREE | CONICAL | 709.400 | 106.276 | 815.676 | 36° 24' 45.968" N | 86° 23' 49.108" W | 26.76242578 | REMOVE |
| 68 | TREE | CONICAL | 702.889 | 100.187 | 803.076 | 36° 24' 45.945" N | 86° 23' 46.175" W | 9.958995605 | REMOVE |
| 69 | TREE | CONICAL | 728.601 | 94.600 | 823.201 | 36° 24' 49.491" N | 86° 23' 46.718" W | 14.18348291 | REMOVE |
| 70 | TREE | CONICAL | 754.664 | 58.562 | 813.226 | 36° 24' 48.977" N | 86° 23' 48.664" W | 9.40782373 | REMOVE |
| 71 | TREE | CONICAL | 731.408 | 95.468 | 826.876 | 36° 24' 51.727" N | 86° 23' 48.583" W | 9.87813623 | REMOVE |
| 72 | CELL TOWER | CONICAL | 618.174 | 289.293 | 907.467 | 36° 24' 48.024" N | 86° 26' 4.837" W | 32.44496631 | LIGHT |



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Airspace Drawing Tables

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**ASD-2**

SHEET NUMBER **6**

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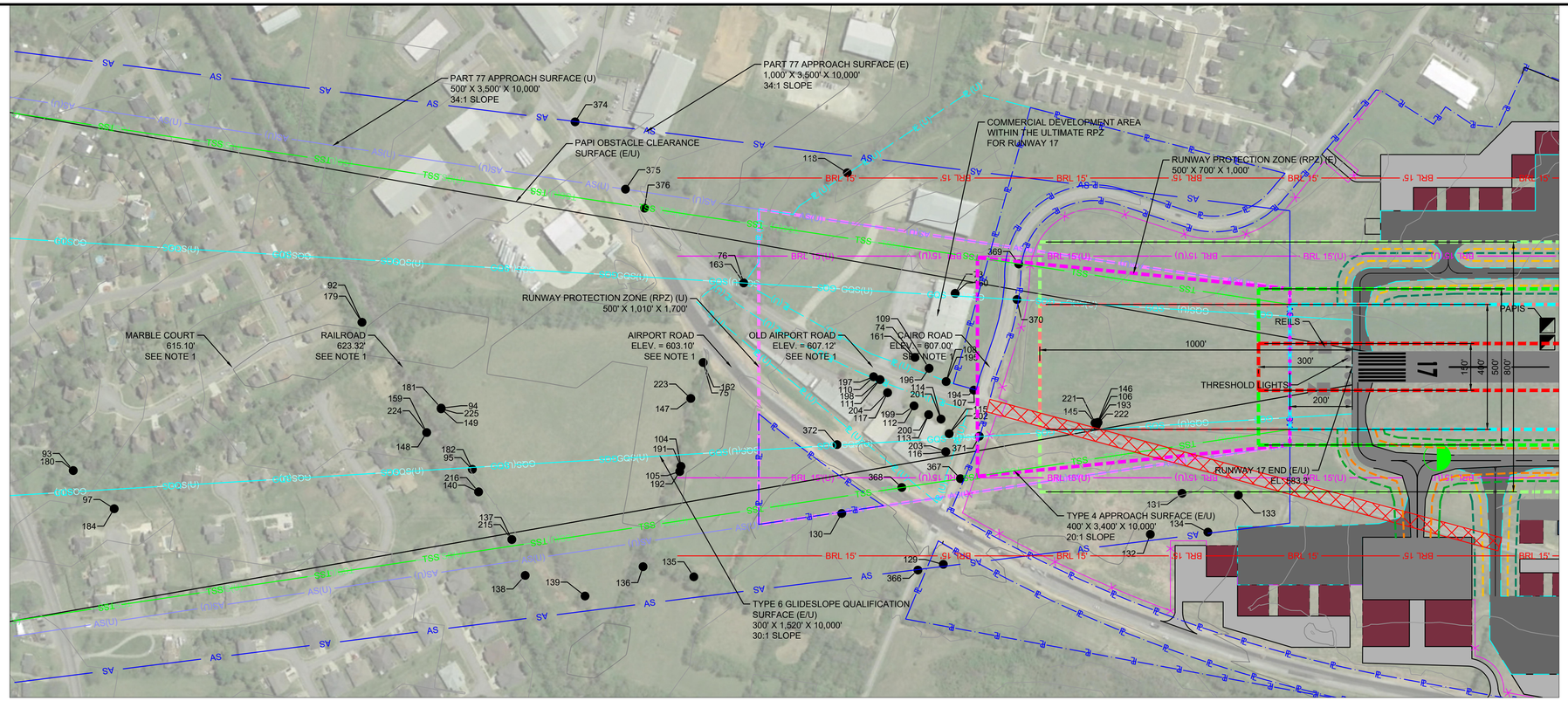
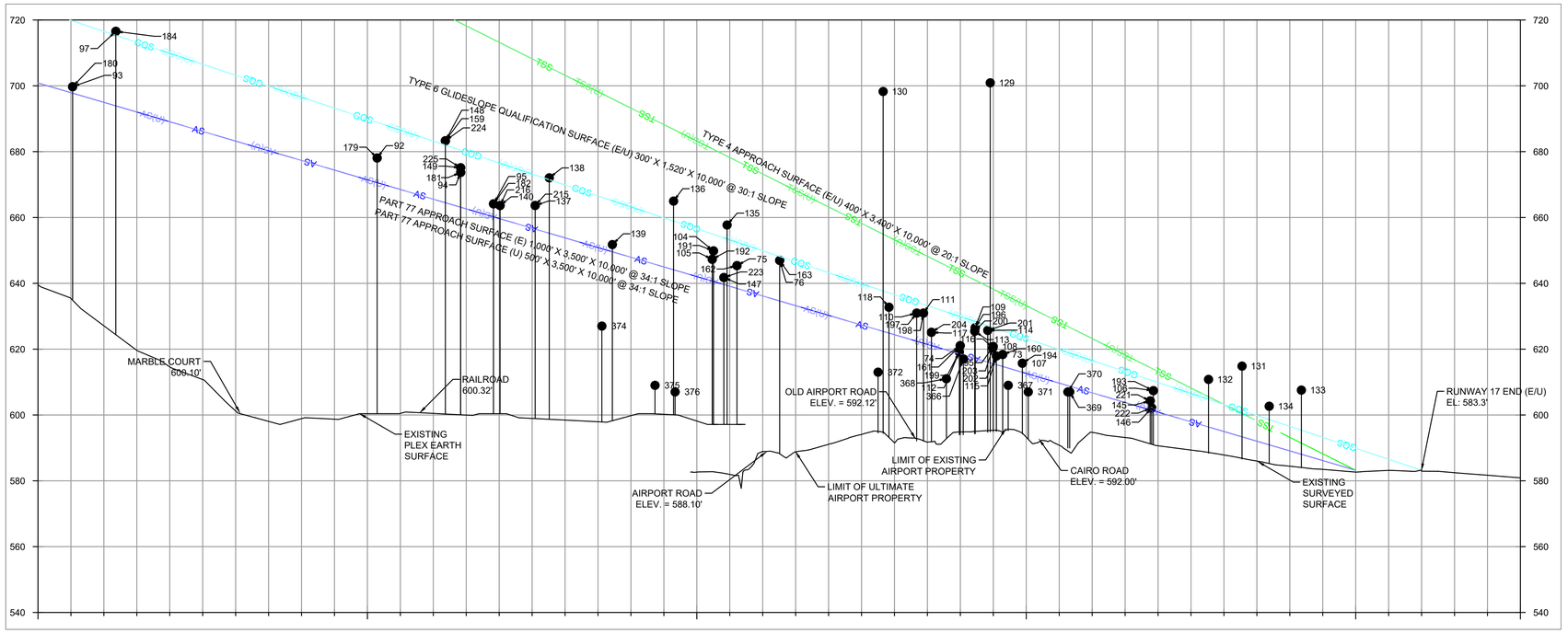
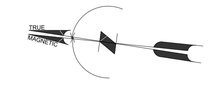
Last plotted by: McKnight, Dylan L. Plot Style: ACmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:55 AM Plotter used: _AutoCAD PDF (General Documentation).pc3




4° 11' W
(JUNE 2020)
(4' W CHANGE PER YEAR)

0 100' 200' 400' 600'
(IN FEET)

NOTES:

1. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, AND 10' FOR PRIVATE ROADS, 15' FOR PUBLIC ROADS, 17' FOR INTERSTATE HIGHWAYS, AND 23' FOR RAILROADS.
2. ONLY RUNWAY OBSTACLE FREE ZONE IS APPLICABLE, AIRPORT DOES NOT HAVE AN INNER-APPROACH, INNER-TRANSITIONAL, OR PRECISION OBSTACLE FREE ZONE.
3. THE AERIAL SURVEY UTILIZED FOR OBSTRUCTION ANALYSIS WORK WAS COMPLETED ON OCTOBER 5, 2019. THE SURVEY MEETS THE DATA COLLECTION REQUIREMENTS AND ACCURACIES STATED IN AC 150/5300-16A, 150/5300-17C, AND 150/5300-18B. THE SURVEY WAS A VGS SURVEY.
4. GROUND CONTOURS ARE SHOWN FOR EVERY 5 FT. OF ELEVATION DIFFERENCE.
5. FOR OBSTRUCTIONS THAT EXCEED THE EXTENT OF THE VIEWPORT SEE SHEET 5.
6. DETAILS ON OBSTRUCTIONS 1-72 ARE SHOWN ON SHEET 6.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | ℄ | ℄(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Inner Portion of Approach Surface Drawing 17

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
**IPASD-17**

SHEET NUMBER **7**

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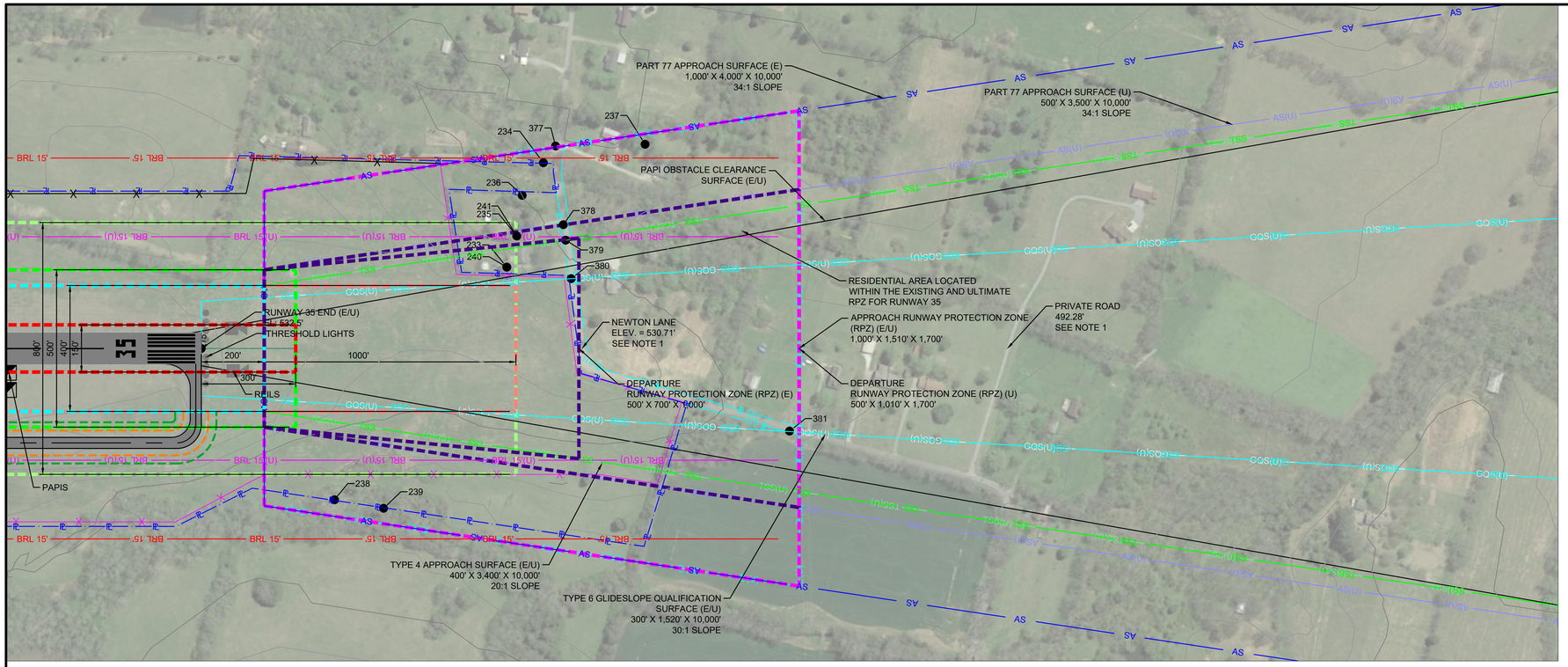
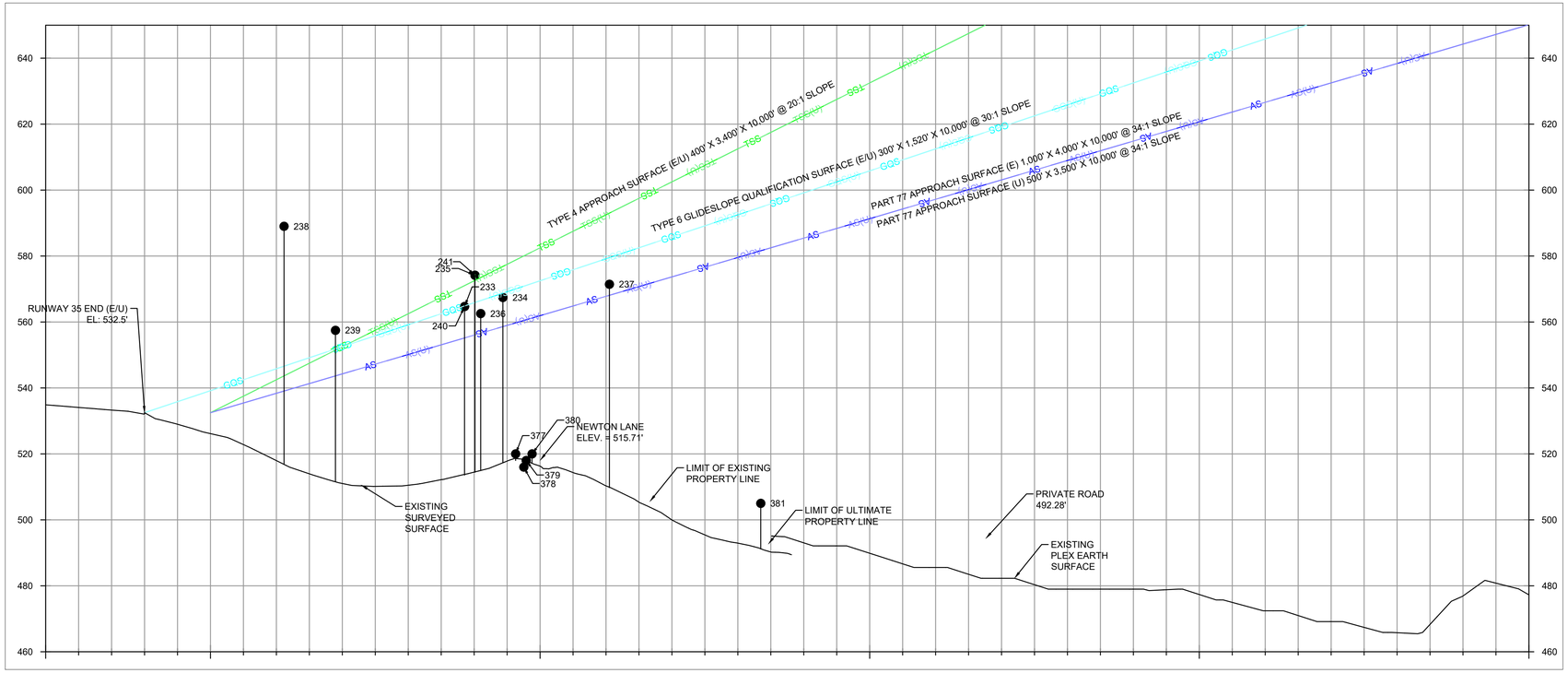
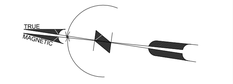
Last plotted by: McKnight, Dylan L. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:56 AM Plotter used: _AutoCAD PDF (General Documentation).pc3




4° 11' W
(JUNE 2020)
(4' W CHANGE PER YEAR)

0 100' 200' 400' 600'

(IN FEET)

NOTES:

1. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, AND 10' FOR PRIVATE ROADS, 15' FOR PUBLIC ROADS, 17' FOR INTERSTATE HIGHWAYS, AND 23' FOR RAILROADS.
2. ONLY RUNWAY OBSTACLE FREE ZONE IS APPLICABLE. AIRPORT DOES NOT HAVE AN INNER-APPROACH, INNER-TRANSITIONAL, OR PRECISION OBSTACLE FREE ZONE.
3. THE AERIAL SURVEY UTILIZED FOR OBSTRUCTION ANALYSIS WORK WAS COMPLETED ON OCTOBER 5, 2019. THE SURVEY MEETS THE DATA COLLECTION REQUIREMENTS AN ACCURACIES STATED IN AC 150/5300-16A, 150/5300-5300-17C, AND 150/5300-18B. THE SURVEY WAS A VGS SURVEY.
4. GROUND CONTOURS ARE SHOWN FOR EVERY 5 FT. OF ELEVATION DIFFERENCE.
5. DETAILS ON OBSTRUCTIONS 1-72 ARE SHOWN ON SHEET 6.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Inner Portion of Approach Surface Drawing 35

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
**IPASD-35**

SHEET NUMBER **8**

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Last plotted by: McKnight, Dylan L. Plot Style: HCOmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:56 AM Plotter used: _AutoCAD PDF (General Documentation).pc3

## RUNWAY 17 APPROACH OBSTRUCTIONS (E)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 374 | TRAVERSE WAY | APP (E) | 598 | 36° 23' 02.56" N | 90° 50' 57.76" W | 13.1 | SEE NOTE 1 |
| 73 | BUILDING | APP (E) | 618.367 | 36° 23' 13.839" N | 86° 24' 35.841" W | 3.641291992 | LIGHT |
| 74 | TREE | APP (E) | 621.067 | 36° 23' 14.785" N | 86° 24' 38.566" W | 2.544111816 | REMOVE |
| 75 | TREE | APP (E) | 645.379 | 36° 23' 21.380" N | 86° 24' 40.048" W | 6.924593262 | REMOVE |
| 76 | TREE | APP (E) | 646.954 | 36° 23' 20.505" N | 86° 24' 36.723" W | 12.31349707 | REMOVE |
| 77 | TREE | APP (E) | 723.511 | 36° 23' 46.713" N | 86° 24' 42.706" W | 9.629713379 | REMOVE |
| 78 | TREE | APP (E) | 736.561 | 36° 23' 49.122" N | 86° 24' 43.110" W | 15.4504043 | REMOVE |
| 79 | TREE | APP (E) | 736.261 | 36° 23' 48.913" N | 86° 24' 40.795" W | 16.62867578 | REMOVE |
| 80 | TREE | APP (E) | 792.597 | 36° 23' 57.498" N | 86° 24' 45.018" W | 46.16261279 | REMOVE |
| 81 | TREE | APP (E) | 770.675 | 36° 23' 59.613" N | 86° 24' 40.765" W | 19.61616211 | REMOVE |
| 82 | TREE | APP (E) | 777.487 | 36° 23' 57.811" N | 86° 24' 48.044" W | 29.00146533 | REMOVE |
| 83 | TREE | APP (E) | 750.763 | 36° 23' 55.099" N | 86° 24' 43.878" W | 11.80450391 | REMOVE |
| 84 | TREE | APP (E) | 761.407 | 36° 23' 56.871" N | 86° 24' 41.345" W | 18.18739551 | REMOVE |
| 85 | TREE | APP (E) | 723.459 | 36° 23' 49.092" N | 86° 24' 45.219" W | 1.648025879 | REMOVE |
| 86 | TREE | APP (E) | 730.103 | 36° 23' 48.223" N | 86° 24' 39.225" W | 13.08639844 | REMOVE |
| 87 | TREE | APP (E) | 742.777 | 36° 23' 54.880" N | 86° 24' 42.062" W | 5.140525391 | REMOVE |
| 88 | TREE | APP (E) | 762.489 | 36° 23' 56.693" N | 86° 24' 43.216" W | 19.09288184 | REMOVE |
| 89 | TREE | APP (E) | 747.175 | 36° 23' 56.112" N | 86° 24' 45.498" W | 4.634594727 | REMOVE |
| 90 | TREE | APP (E) | 741.925 | 36° 23' 53.777" N | 86° 24' 45.100" W | 6.393200684 | REMOVE |
| 91 | TREE | APP (E) | 766.453 | 36° 23' 57.816" N | 86° 24' 46.728" W | 18.44439404 | REMOVE |
| 92 | TREE | APP (E) | 678.066 | 36° 23' 32.248" N | 86° 24' 40.570" W | 7.485189453 | REMOVE |
| 93 | TREE | APP (E) | 699.724 | 36° 23' 40.548" N | 86° 24' 48.062" W | 1.955079102 | REMOVE |
| 94 | TREE | APP (E) | 673.67 | 36° 23' 29.349" N | 86° 24' 43.409" W | 10.54402344 | REMOVE |
| 95 | TREE | APP (E) | 664.15 | 36° 23' 28.074" N | 86° 24' 45.587" W | 3.957556152 | REMOVE |
| 96 | POWER TRANSMISSION PYLON | APP (E) | 718.648 | 36° 23' 43.098" N | 86° 24' 50.008" W | 12.66039014 | LIGHT |
| 97 | POWER TRANSMISSION PYLON | APP (E) | 716.548 | 36° 23' 39.079" N | 86° 24' 49.292" W | 22.63631787 | LIGHT |
| 98 | POWER TRANSMISSION PYLON | APP (E) | 746.608 | 36° 23' 49.442" N | 86° 24' 51.146" W | 21.55288525 | LIGHT |
| 99 | POWER TRANSMISSION PYLON | APP (E) | 756.158 | 36° 23' 56.643" N | 86° 24' 52.478" W | 9.447855957 | LIGHT |
| 100 | POWER TRANSMISSION PYLON | APP (E) | 762.008 | 36° 23' 53.127" N | 86° 24' 51.831" W | 25.86945019 | LIGHT |
| 101 | TREE | APP (E) | 729.092 | 36° 23' 50.266" N | 86° 24' 39.403" W | 6.005818359 | REMOVE |
| 102 | TREE | APP (E) | 714.779 | 36° 23' 46.014" N | 86° 24' 45.955" W | 1.736397461 | REMOVE |
| 103 | TREE | APP (E) | 750.821 | 36° 23' 57.440" N | 86° 24' 49.477" W | 2.88942041 | REMOVE |
| 104 | TREE | APP (E) | 649.852 | 36° 23' 21.565" N | 86° 24' 44.200" W | 9.303049805 | REMOVE |
| 105 | TREE | APP (E) | 647.302 | 36° 23' 21.577" N | 86° 24' 44.408" W | 6.640134766 | REMOVE |
| 106 | TREE | APP (E) | 607.376 | 36° 23' 8.738" N | 86° 24' 39.962" W | 6.100182129 | REMOVE |
| 107 | POLE LIGHT | APP (E) | 615.714 | 36° 23' 12.781" N | 86° 24' 39.471" W | 2.740550293 | LIGHT |
| 108 | POLE UTIL | APP (E) | 620.814 | 36° 23' 13.688" N | 86° 24' 39.307" W | 5.238438477 | LIGHT |
| 109 | TREE | APP (E) | 626.514 | 36° 23' 14.286" N | 86° 24' 38.899" W | 9.332359375 | REMOVE |
| 110 | POLE UTIL | APP (E) | 630.944 | 36° 23' 15.981" N | 86° 24' 39.563" W | 8.534515137 | LIGHT |
| 111 | POLE UTIL | APP (E) | 630.944 | 36° 23' 15.765" N | 86° 24' 39.634" W | 9.144256348 | LIGHT |
| 112 | POLE UTIL | APP (E) | 619.156 | 36° 23' 14.573" N | 86° 24' 40.443" W | 0.555963379 | LIGHT |
| 113 | TREE | APP (E) | 625.452 | 36° 23' 14.071" N | 86° 24' 40.694" W | 8.230869629 | REMOVE |
| 114 | TREE | APP (E) | 625.702 | 36° 23' 13.664" N | 86° 24' 40.790" W | 9.642002441 | REMOVE |
| 115 | TREE | APP (E) | 617.902 | 36° 23' 13.337" N | 86° 24' 41.307" W | 2.61080127 | REMOVE |
| 116 | TREE | APP (E) | 620.352 | 36° 23' 13.353" N | 86° 24' 42.024" W | 4.744333984 | REMOVE |
| 117 | TREE | APP (E) | 625.111 | 36° 23' 15.465" N | 86° 24' 40.095" W | 4.019630371 | REMOVE |
| 118 | TREE | APP (E) | 632.725 | 36° 23' 17.807" N | 86° 24' 31.833" W | 7.839990234 | REMOVE |
| 119 | TREE | APP (E) | 796.288 | 36° 23' 56.747" N | 86° 24' 36.524" W | 55.23526562 | REMOVE |
| 120 | TREE | APP (E) | 778.998 | 36° 23' 58.912" N | 86° 24' 35.621" W | 31.91999707 | REMOVE |
| 121 | TREE | APP (E) | 749.01 | 36° 23' 58.518" N | 86° 24' 38.206" W | 2.124379883 | REMOVE |
| 122 | TREE | APP (E) | 777.57 | 36° 24' 0.917" N | 86° 24' 36.411" W | 24.30498535 | REMOVE |
| 123 | TREE | APP (E) | 758.53 | 36° 24' 2.347" N | 86° 24' 38.102" W | 0.43222168 | REMOVE |
| 124 | TREE | APP (E) | 765.432 | 36° 24' 0.553" N | 86° 24' 38.726" W | 12.372979 | REMOVE |
| 125 | TREE | APP (E) | 767.336 | 36° 24' 0.768" N | 86° 24' 40.793" W | 12.87213281 | REMOVE |
| 126 | TREE | APP (E) | 737.694 | 36° 23' 49.232" N | 86° 24' 38.080" W | 18.14047217 | REMOVE |
| 127 | TREE | APP (E) | 743.644 | 36° 23' 50.646" N | 86° 24' 36.519" W | 20.51967139 | REMOVE |
| 128 | TREE | APP (E) | 734.086 | 36° 23' 52.803" N | 86° 24' 36.147" W | 4.763185059 | REMOVE |
| 129 | POWER TRANSMISSION PYLON | APP (E) | 700.902 | 36° 23' 12.876" N | 86° 24' 46.397" W | 85.06313281 | LIGHT |
| 130 | POWER TRANSMISSION PYLON | APP (E) | 698.277 | 36° 23' 16.303" N | 86° 24' 45.046" W | 72.87105518 | LIGHT |
| 131 | TREE | APP (E) | 614.837 | 36° 23' 5.760" N | 86° 24' 42.195" W | 21.47701465 | REMOVE |
| 132 | TREE | APP (E) | 610.791 | 36° 23' 6.552" N | 86° 24' 43.974" W | 14.43913232 | REMOVE |
| 133 | TREE | APP (E) | 607.543 | 36° 23' 3.991" N | 86° 24' 41.922" W | 19.48092725 | REMOVE |
| 134 | GROUND | APP (E) | 602.643 | 36° 23' 4.762" N | 86° 24' 43.540" W | 11.71184766 | REGRADE |
| 135 | TREE | APP (E) | 657.713 | 36° 23' 20.618" N | 86° 24' 48.397" W | 18.37620801 | REMOVE |
| 136 | TREE | APP (E) | 664.972 | 36° 23' 22.254" N | 86° 24' 48.313" W | 20.85987842 | REMOVE |
| 137 | TREE | APP (E) | 663.642 | 36° 23' 26.493" N | 86° 24' 48.061" W | 7.170320312 | REMOVE |
| 138 | TREE | APP (E) | 672.035 | 36° 23' 25.898" N | 86° 24' 49.370" W | 16.82278076 | REMOVE |
| 139 | TREE | APP (E) | 651.763 | 36° 23' 23.925" N | 86° 24' 49.802" W | 2.185363281 | REMOVE |
| 140 | TREE | APP (E) | 663.628 | 36° 23' 27.768" N | 86° 24' 46.421" W | 4.022836426 | REMOVE |
| 141 | TREE | APP (E) | 778.881 | 36° 23' 51.317" N | 86° 24' 55.512" W | 46.68544336 | REMOVE |
| 142 | TREE | APP (E) | 758.056 | 36° 23' 54.370" N | 86° 24' 54.671" W | 17.20474268 | REMOVE |
| 143 | TREE | APP (E) | 770.292 | 36° 23' 52.938" N | 86° 24' 57.481" W | 32.59821338 | REMOVE |
| 144 | TREE | APP (E) | 756.082 | 36° 23' 51.575" N | 86° 24' 58.572" W | 21.98422168 | REMOVE |
| 145 | TREE | APP (E) | 604.277 | 36° 23' 8.828" N | 86° 24' 40.004" W | 2.721274902 | REMOVE |
| 146 | TREE | APP (E) | 602.132 | 36° 23' 8.773" N | 86° 24' 40.079" W | 0.709453613 | REMOVE |
| 147 | TREE | APP (E) | 641.767 | 36° 23' 21.592" N | 86° 24' 41.516" W | 2.140962402 | REMOVE |
| 148 | TREE | APP (E) | 683.302 | 36° 23' 29.682" N | 86° 24' 44.442" W | 18.81365772 | REMOVE |

## RUNWAY 17 APPROACH OBSTRUCTIONS (E)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 149 | TREE | APP (E) | 675.112 | 36° 23' 29.347" N | 86° 24' 43.432" W | 11.98425342 | REMOVE |
| 150 | TREE | APP (E) | 772.824 | 36° 23' 58.657" N | 86° 24' 45.791" W | 22.6944834 | REMOVE |
| 151 | TREE | APP (E) | 762.277 | 36° 23' 56.291" N | 86° 24' 48.163" W | 18.2143169 | REMOVE |
| 152 | TREE | APP (E) | 780.831 | 36° 23' 51.584" N | 86° 24' 56.307" W | 47.553229 | REMOVE |
| 153 | TREE | APP (E) | 781.222 | 36° 23' 51.359" N | 86° 24' 55.509" W | 48.90339648 | REMOVE |
| 154 | TREE | APP (E) | 773.638 | 36° 23' 52.958" N | 86° 24' 57.510" W | 35.87469434 | REMOVE |
| 155 | TREE | APP (E) | 743.023 | 36° 23' 54.072" N | 86° 24' 58.619" W | 1.571828125 | REMOVE |
| 156 | TREE | APP (E) | 760.573 | 36° 23' 54.403" N | 86° 24' 54.709" W | 19.61096387 | REMOVE |

## RUNWAY 17 GLIDESLOPE QUALIFICATION SURFACE OBSTRUCTIONS (E)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 157 | TREE | GQS (E) | 792.597 | 36° 23' 57.498" N | 86° 24' 45.018" W | 17.73609912 | REMOVE |
| 158 | TREE | GQS (E) | 777.487 | 36° 23' 57.811" N | 86° 24' 48.044" W | 0.30151416 | REMOVE |
| 159 | TREE | GQS (E) | 683.302 | 36° 23' 29.682" N | 86° 24' 44.442" W | 1.31158252 | REMOVE |

## RUNWAY 17 (E/U) APPROACH CLEARANCE TABLE

| POINT NO | DESCRIPTION | TOP ELEVATION | SURFACE | SURFACE ELEVATION | CLEARANCE IN FEET |
|---|---|---|---|---|---|
| 366 | TRAVERSE WAY - CAIRO ROAD | 617 | AS (E) | 618.30 | 1.3 |
| 367 | TRAVERSE WAY - CAIRO ROAD | 609 | AS (E) | 614.30 | 5.3 |
| 368 | TRAVERSE WAY - AIRPORT ROAD | 611 | AS (E) | 620.30 | 9.3 |
| 369 | TRAVERSE WAY - CAIRO ROAD | 607 | AS (E) | 608.90 | 1.9 |
| 370 | TRAVERSE WAY - CAIRO ROAD | 607 | AS (E) | 608.90 | 1.9 |
| 371 | TRAVERSE WAY - CAIRO ROAD | 607 | AS (E) | 612.40 | 5.4 |
| 372 | TRAVERSE WAY - AIRPORT ROAD | 613 | AS (E) | 626.00 | 13.0 |
| 374 | TRAVERSE WAY - AIRPORT ROAD | 627 | AS (E) | 650.40 | 23.4 |
| 375 | TRAVERSE WAY - AIRPORT ROAD | 609 | AS (E) | 645.70 | 36.7 |
| 376 | TRAVERSE WAY - AIRPORT ROAD | 607 | AS (E) | 643.90 | 36.9 |

## RUNWAY 35 (E/U) APPROACH CLEARANCE TABLE

| POINT NO | DESCRIPTION | TOP ELEVATION | SURFACE | SURFACE ELEVATION | CLEARANCE IN FEET |
|---|---|---|---|---|---|
| 377 | TRAVERSE WAY - NEWTON LANE | 520 | AS (E) | 559.70 | 39.7 |
| 378 | TRAVERSE WAY - NEWTON LANE | 516 | AS (E) | 560.40 | 44.4 |
| 379 | TRAVERSE WAY - NEWTON LANE | 518 | AS (E) | 560.50 | 42.5 |
| 380 | TRAVERSE WAY - NEWTON LANE | 520 | AS (E) | 560.90 | 40.9 |
| 381 | TRAVERSE WAY - NEWTON LANE | 505 | AS (E) | 581.50 | 76.5 |

NOTES:

1. RESOLVED WHEN RUNWAY 35 APPROACH MINIMUMS INCREASED TO 7/8 MILE.



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN
WITH NARRATIVE REPORT

Runway 17-35 IPASD Tables

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**IPASD-TAB**

SHEET NUMBER **9**

## RUNWAY 17 APPROACH OBSTRUCTIONS (U)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 160 | BUILDING | APP (U) | 618.367 | 36° 23' 13.839" N | 86° 24' 35.841" W | 3.647883789 | LIGHT |
| 161 | TREE | APP (U) | 621.067 | 36° 23' 14.785" N | 86° 24' 38.566" W | 2.550703613 | REMOVE |
| 162 | TREE | APP (U) | 645.379 | 36° 23' 21.380" N | 86° 24' 40.048" W | 6.931246094 | REMOVE |
| 163 | TREE | APP (U) | 646.954 | 36° 23' 20.505" N | 86° 24' 36.723" W | 12.32008887 | REMOVE |
| 164 | TREE | APP (U) | 723.511 | 36° 23' 46.713" N | 86° 24' 42.706" W | 9.636305176 | REMOVE |
| 165 | TREE | APP (U) | 736.561 | 36° 23' 49.122" N | 86° 24' 43.110" W | 15.45705713 | REMOVE |
| 166 | TREE | APP (U) | 736.261 | 36° 23' 48.913" N | 86° 24' 40.795" W | 16.63526758 | REMOVE |
| 167 | TREE | APP (U) | 792.597 | 36° 23' 57.498" N | 86° 24' 45.018" W | 46.16920459 | REMOVE |
| 168 | TREE | APP (U) | 770.675 | 36° 23' 59.613" N | 86° 24' 40.765" W | 19.62275391 | REMOVE |
| 169 | TREE | APP (U) | 777.487 | 36° 23' 57.811" N | 86° 24' 48.044" W | 29.00805713 | REMOVE |
| 170 | TREE | APP (U) | 750.763 | 36° 23' 55.099" N | 86° 24' 43.878" W | 11.8110957 | REMOVE |
| 171 | TREE | APP (U) | 761.407 | 36° 23' 56.871" N | 86° 24' 41.345" W | 18.19398731 | REMOVE |
| 172 | TREE | APP (U) | 723.459 | 36° 23' 49.092" N | 86° 24' 45.219" W | 1.654617676 | REMOVE |
| 173 | TREE | APP (U) | 730.103 | 36° 23' 48.223" N | 86° 24' 39.225" W | 13.09299023 | REMOVE |
| 174 | TREE | APP (U) | 742.777 | 36° 23' 54.880" N | 86° 24' 42.062" W | 5.147117187 | REMOVE |
| 175 | TREE | APP (U) | 762.489 | 36° 23' 56.693" N | 86° 24' 43.216" W | 19.09947363 | REMOVE |
| 176 | TREE | APP (U) | 747.175 | 36° 23' 56.112" N | 86° 24' 45.498" W | 4.641247559 | REMOVE |
| 177 | TREE | APP (U) | 741.925 | 36° 23' 53.777" N | 86° 24' 45.100" W | 6.39979248 | REMOVE |
| 178 | TREE | APP (U) | 766.453 | 36° 23' 57.816" N | 86° 24' 46.728" W | 18.45104687 | REMOVE |
| 179 | TREE | APP (U) | 678.066 | 36° 23' 32.248" N | 86° 24' 40.570" W | 7.491842285 | REMOVE |
| 180 | TREE | APP (U) | 699.724 | 36° 23' 40.548" N | 86° 24' 48.062" W | 1.961670898 | REMOVE |
| 181 | TREE | APP (U) | 673.67 | 36° 23' 29.349" N | 86° 24' 43.409" W | 10.55061523 | REMOVE |
| 182 | TREE | APP (U) | 664.15 | 36° 23' 28.074" N | 86° 24' 45.587" W | 3.964208984 | REMOVE |
| 183 | POWER TRANSMISSION PYLON | APP (U) | 718.648 | 36° 23' 43.098" N | 86° 24' 50.008" W | 12.66698193 | LIGHT |
| 184 | POWER TRANSMISSION PYLON | APP (U) | 716.548 | 36° 23' 39.079" N | 86° 24' 49.292" W | 22.64290967 | LIGHT |
| 185 | POWER TRANSMISSION PYLON | APP (U) | 746.608 | 36° 23' 49.442" N | 86° 24' 51.146" W | 21.55953809 | LIGHT |
| 186 | POWER TRANSMISSION PYLON | APP (U) | 756.158 | 36° 23' 56.643" N | 86° 24' 52.478" W | 9.454508789 | LIGHT |
| 187 | POWER TRANSMISSION PYLON | APP (U) | 762.008 | 36° 23' 53.127" N | 86° 24' 51.831" W | 25.87604199 | LIGHT |
| 188 | TREE | APP (U) | 729.092 | 36° 23' 50.266" N | 86° 24' 39.403" W | 6.012410156 | REMOVE |
| 189 | TREE | APP (U) | 714.779 | 36° 23' 46.014" N | 86° 24' 45.955" W | 1.742989258 | REMOVE |
| 190 | TREE | APP (U) | 750.821 | 36° 23' 57.440" N | 86° 24' 49.477" W | 2.896012207 | REMOVE |
| 191 | TREE | APP (U) | 649.852 | 36° 23' 21.565" N | 86° 24' 44.200" W | 9.309641602 | REMOVE |
| 192 | TREE | APP (U) | 647.302 | 36° 23' 21.577" N | 86° 24' 44.408" W | 6.646787598 | REMOVE |
| 193 | TREE | APP (U) | 607.376 | 36° 23' 8.738" N | 86° 24' 39.962" W | 6.106773926 | REMOVE |
| 194 | POLE LIGHT | APP (U) | 615.714 | 36° 23' 12.781" N | 86° 24' 39.471" W | 2.74714209 | LIGHT |
| 195 | POLE UTIL | APP (U) | 620.814 | 36° 23' 13.688" N | 86° 24' 39.307" W | 5.245030273 | LIGHT |
| 196 | TREE | APP (U) | 626.514 | 36° 23' 14.286" N | 86° 24' 38.899" W | 9.339012207 | REMOVE |
| 197 | POLE UTIL | APP (U) | 630.944 | 36° 23' 15.981" N | 86° 24' 39.563" W | 8.541106934 | LIGHT |
| 198 | POLE UTIL | APP (U) | 630.944 | 36° 23' 15.765" N | 86° 24' 39.634" W | 9.150848145 | LIGHT |
| 199 | POLE UTIL | APP (U) | 619.156 | 36° 23' 14.573" N | 86° 24' 40.443" W | 0.562555176 | LIGHT |
| 200 | TREE | APP (U) | 625.452 | 36° 23' 14.071" N | 86° 24' 40.694" W | 8.237461426 | REMOVE |
| 201 | TREE | APP (U) | 625.702 | 36° 23' 13.664" N | 86° 24' 40.790" W | 9.648594238 | REMOVE |
| 202 | TREE | APP (U) | 617.902 | 36° 23' 13.337" N | 86° 24' 41.307" W | 2.617393066 | REMOVE |
| 203 | TREE | APP (U) | 620.352 | 36° 23' 13.353" N | 86° 24' 42.024" W | 4.750925781 | REMOVE |
| 204 | TREE | APP (U) | 625.111 | 36° 23' 15.465" N | 86° 24' 40.095" W | 4.026222168 | REMOVE |
| 205 | TREE | APP (U) | 796.288 | 36° 23' 56.747" N | 86° 24' 36.524" W | 55.24191846 | REMOVE |
| 206 | TREE | APP (U) | 778.998 | 36° 23' 58.912" N | 86° 24' 35.621" W | 31.92658887 | REMOVE |
| 207 | TREE | APP (U) | 749.01 | 36° 23' 58.518" N | 86° 24' 38.206" W | 2.13097168 | REMOVE |
| 208 | TREE | APP (U) | 777.57 | 36° 24' 0.917" N | 86° 24' 36.411" W | 24.31157715 | REMOVE |
| 209 | TREE | APP (U) | 758.53 | 36° 24' 2.347" N | 86° 24' 38.102" W | 0.438813477 | REMOVE |
| 210 | TREE | APP (U) | 765.432 | 36° 24' 0.553" N | 86° 24' 38.726" W | 12.3795708 | REMOVE |
| 211 | TREE | APP (U) | 767.336 | 36° 24' 0.768" N | 86° 24' 40.793" W | 12.87872461 | REMOVE |
| 212 | TREE | APP (U) | 737.694 | 36° 23' 49.232" N | 86° 24' 38.080" W | 18.14706397 | REMOVE |
| 213 | TREE | APP (U) | 743.644 | 36° 23' 50.646" N | 86° 24' 36.519" W | 20.52626318 | REMOVE |
| 214 | TREE | APP (U) | 734.086 | 36° 23' 52.803" N | 86° 24' 36.147" W | 4.769776855 | REMOVE |
| 215 | TREE | APP (U) | 663.642 | 36° 23' 26.493" N | 86° 24' 48.061" W | 7.176912109 | REMOVE |
| 216 | TREE | APP (U) | 663.628 | 36° 23' 27.768" N | 86° 24' 46.421" W | 4.029489258 | REMOVE |
| 217 | TREE | APP (U) | 778.881 | 36° 23' 51.317" N | 86° 24' 55.512" W | 46.69209619 | REMOVE |
| 218 | TREE | APP (U) | 758.056 | 36° 23' 54.370" N | 86° 24' 54.671" W | 17.21133447 | REMOVE |
| 219 | TREE | APP (U) | 770.292 | 36° 23' 52.938" N | 86° 24' 57.481" W | 32.60480518 | REMOVE |
| 220 | TREE | APP (U) | 756.082 | 36° 23' 51.575" N | 86° 24' 58.572" W | 21.99081348 | REMOVE |
| 221 | TREE | APP (U) | 604.277 | 36° 23' 8.828" N | 86° 24' 40.004" W | 2.727866699 | REGRADE |
| 222 | TREE | APP (U) | 602.132 | 36° 23' 8.773" N | 86° 24' 40.079" W | 0.716106445 | REMOVE |
| 223 | TREE | APP (U) | 641.767 | 36° 23' 21.592" N | 86° 24' 41.516" W | 2.147554199 | REMOVE |
| 224 | TREE | APP (U) | 683.302 | 36° 23' 29.682" N | 86° 24' 44.442" W | 18.82024951 | REMOVE |
| 225 | TREE | APP (U) | 675.112 | 36° 23' 29.347" N | 86° 24' 43.432" W | 11.99090625 | REMOVE |
| 226 | TREE | APP (U) | 772.824 | 36° 23' 58.657" N | 86° 24' 45.791" W | 22.7010752 | REMOVE |
| 227 | TREE | APP (U) | 762.277 | 36° 23' 56.291" N | 86° 24' 48.163" W | 18.22096973 | REMOVE |
| 228 | TREE | APP (U) | 780.831 | 36° 23' 51.584" N | 86° 24' 56.307" W | 47.5598208 | REMOVE |
| 229 | TREE | APP (U) | 781.222 | 36° 23' 51.359" N | 86° 24' 55.509" W | 48.90998828 | REMOVE |
| 230 | TREE | APP (U) | 773.638 | 36° 23' 52.958" N | 86° 24' 57.510" W | 35.88128613 | REMOVE |
| 231 | TREE | APP (U) | 743.023 | 36° 23' 54.072" N | 86° 24' 58.619" W | 1.578480957 | REMOVE |
| 232 | TREE | APP (U) | 760.573 | 36° 23' 54.403" N | 86° 24' 54.709" W | 19.61755566 | REMOVE |

## RUNWAY 35 APPROACH OBSTRUCTIONS (E)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 233 | TREE | APP (E) | 564.69 | 36° 21' 50.433" N | 86° 24' 19.337" W | 9.516538086 | REMOVE |
| 234 | TREE | APP (E) | 567.427 | 36° 21' 49.807" N | 86° 24' 15.110" W | 8.835203125 | REMOVE |
| 235 | TREE | APP (E) | 574.161 | 36° 21' 50.275" N | 86° 24' 18.081" W | 18.0559585 | REMOVE |
| 236 | TREE | APP (E) | 562.548 | 36° 21' 50.304" N | 86° 24' 16.490" W | 5.933253906 | REMOVE |
| 237 | TREE | APP (E) | 571.438 | 36° 21' 46.739" N | 86° 24' 13.788" W | 3.338268555 | REMOVE |
| 238 | TREE | APP (E) | 589.013 | 36° 21' 54.648" N | 86° 24' 29.303" W | 49.94940137 | REMOVE |
| 239 | TREE | APP (E) | 557.471 | 36° 21' 53.082" N | 86° 24' 29.334" W | 13.81816797 | REMOVE |

## RUNWAY 35 APPROACH OBSTRUCTIONS (U)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 240 | TREE | APP (U) | 564.69 | 36° 21' 50.433" N | 86° 24' 19.337" W | 9.517087402 | REMOVE |
| 241 | TREE | APP (U) | 574.161 | 36° 21' 50.275" N | 86° 24' 18.081" W | 18.05650781 | REMOVE |



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

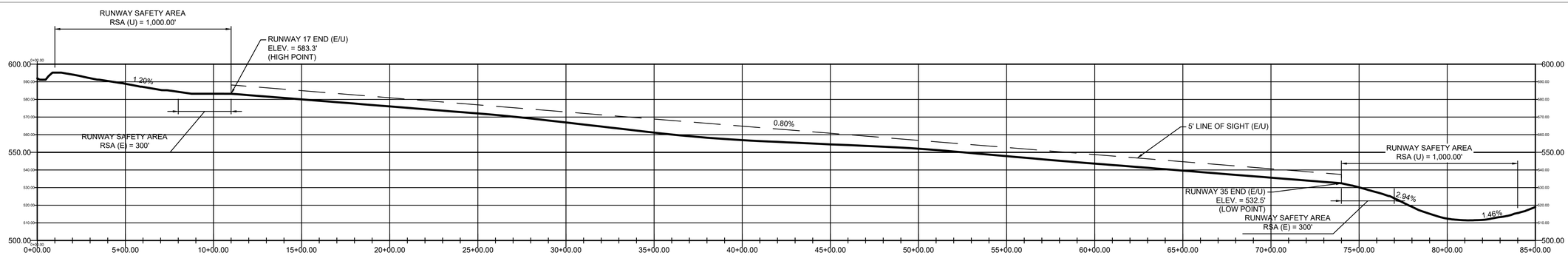
Runway 17-35 IPASD Tables 2

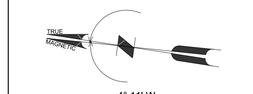
JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**IPASD-TAB**

SHEET NUMBER **10**




4° 11' W
(JUNE 2020)
(4' W CHANGE PER YEAR)

0 150' 300' 600' 900'

(IN FEET)

GARVER



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN
WITH NARRATIVE REPORT

Runway 17-35 Profile

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**IPASD-PRO**

SHEET NUMBER **11**

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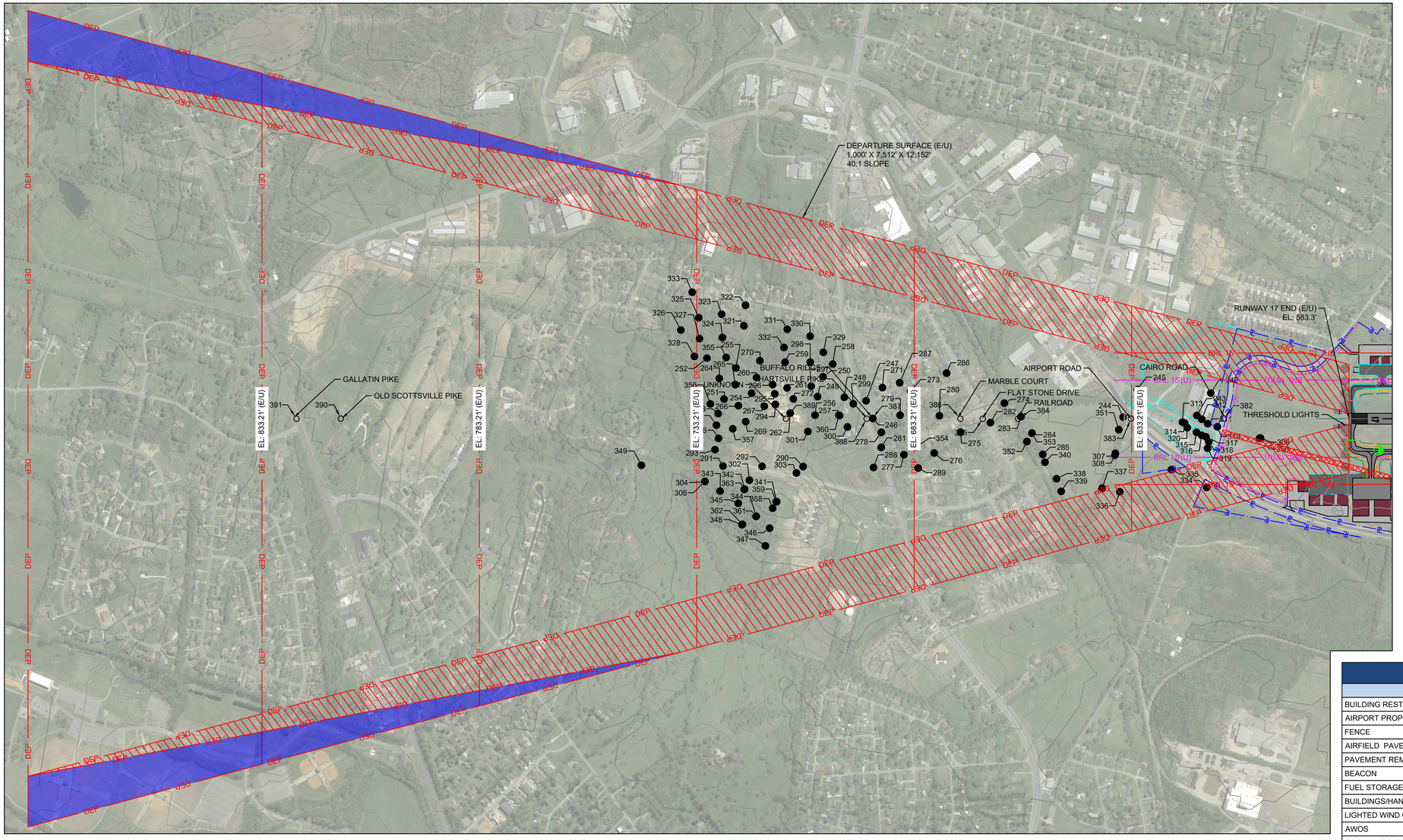
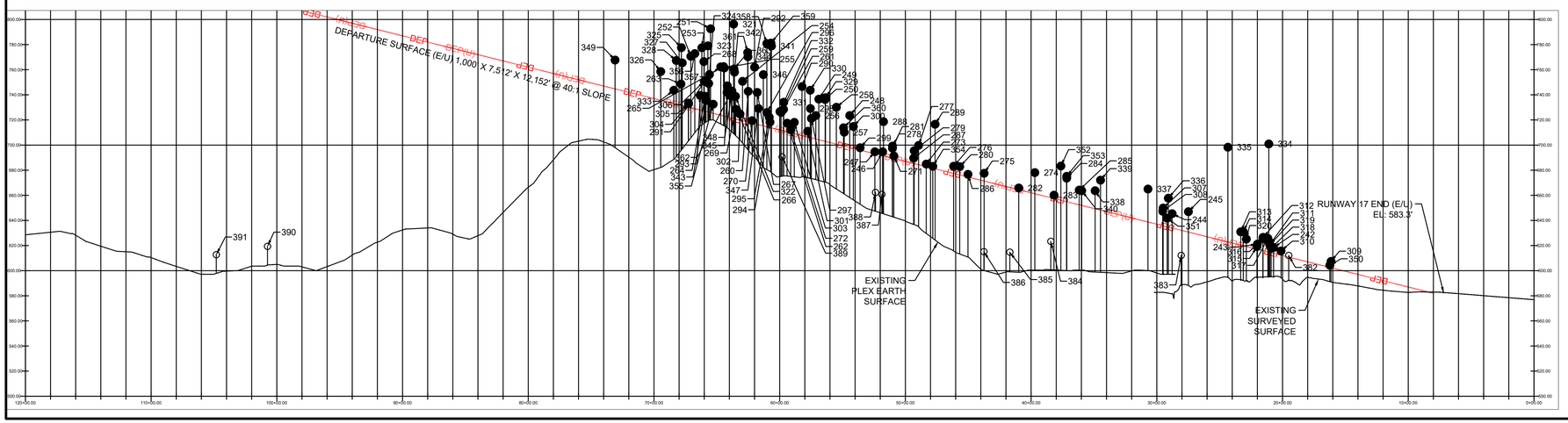
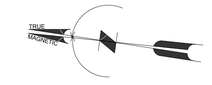
Last plotted by: McKnight, Dylan L Plot Style: AEConnors.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:56 AM Plotter used: _AutoCAD PDF (General Documentation).pc3




4° 11' W
JUNE 2020
(4' W CHANGE PER YEAR)

0 250' 500' 1000' 1500'

(IN FEET)

NOTES:

1. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, AND 10' FOR PRIVATE ROADS, 15' FOR PUBLIC ROADS, 17' FOR INTERSTATE HIGHWAYS, AND 23' FOR RAILROADS.
2. THE AERIAL SURVEY UTILIZED FOR OBSTRUCTION ANALYSIS WORK WAS COMPLETED ON OCTOBER 5, 2019. THE SURVEY MEETS THE DATA COLLECTION REQUIREMENTS AN ACCURACIES STATED IN AC 150/5300-16A, 150/5300-5300-17C, AND 150/5300-18B. THE SURVEY WAS A VGS SURVEY.
3. GROUND CONTOURS ARE SHOWN FOR EVERY 5 FT. OF ELEVATION DIFFERENCE.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Departure Surface
Runway 17

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**DEP-17**

SHEET NUMBER **12**

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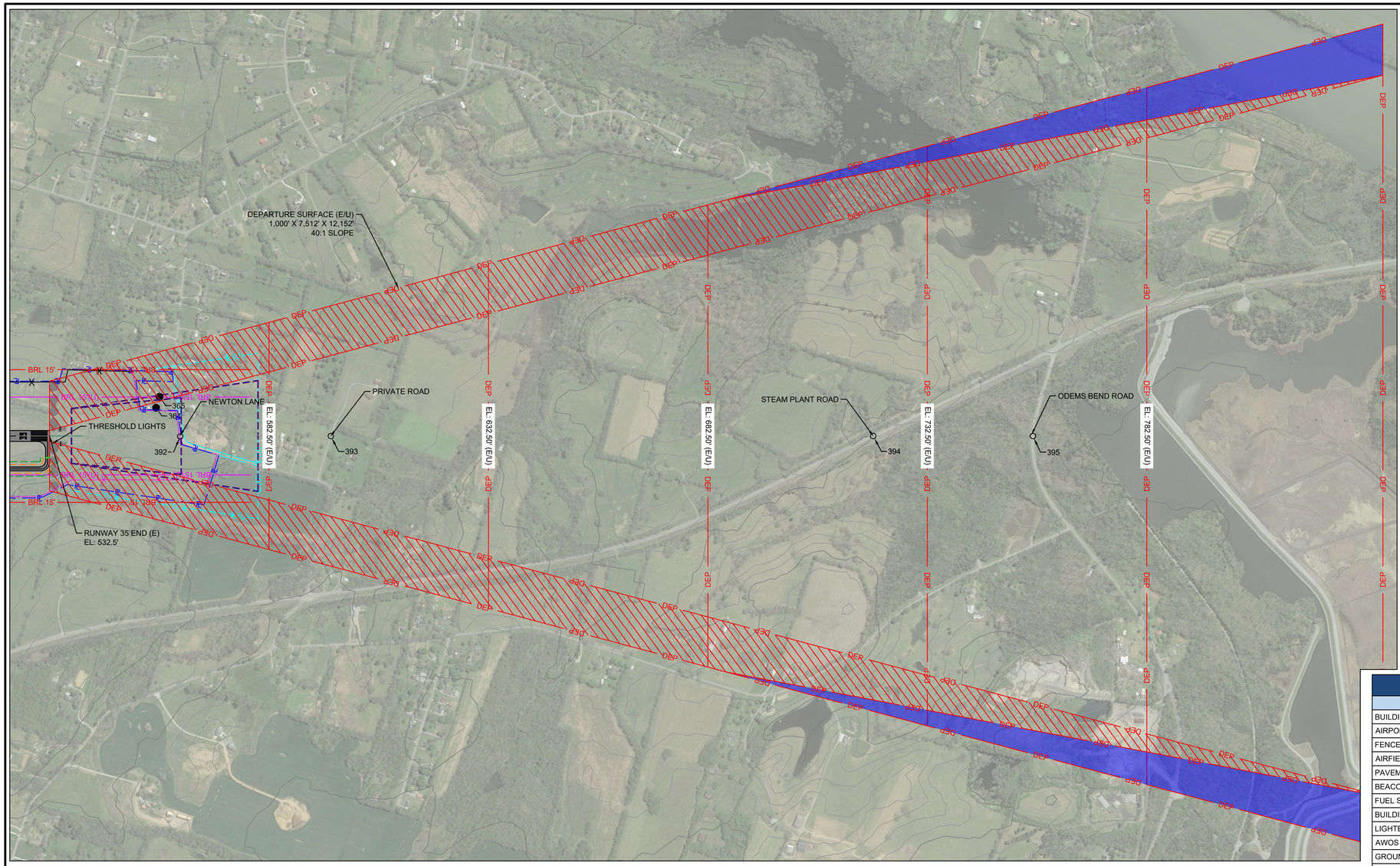
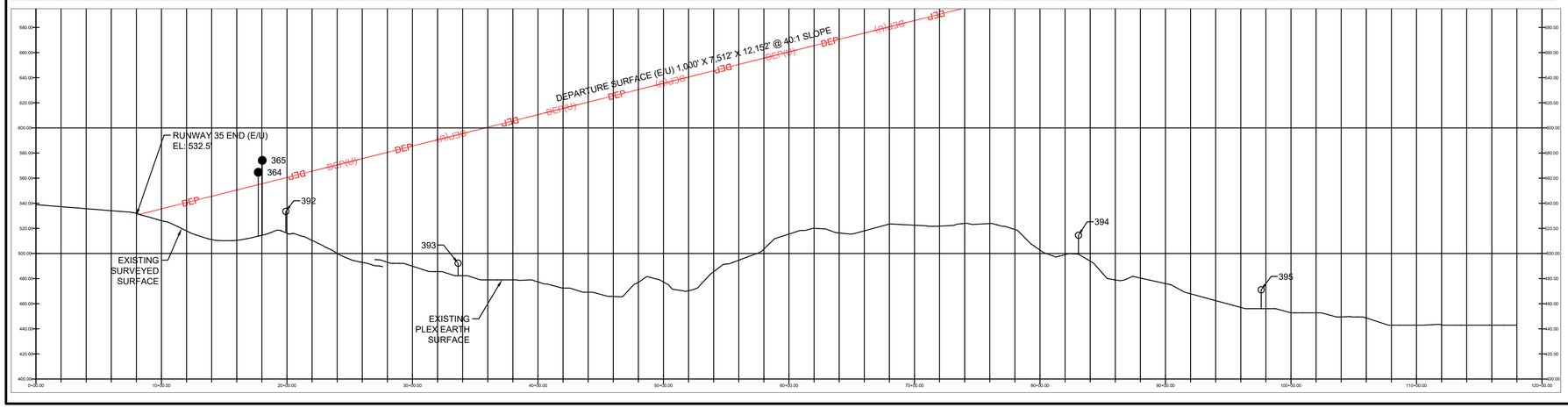
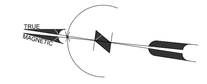
Last plotted by: McKnight, Dylan L. Plot Style: AEConvno.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3




4° 11' W
(JUNE 2020)
(4' W CHANGE PER YEAR)

0 250' 500' 1000' 1500'

(IN FEET)

NOTES:

1. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, AND 10' FOR PRIVATE ROADS, 15' FOR PUBLIC ROADS, 17' FOR INTERSTATE HIGHWAYS, AND 23' FOR RAILROADS.
2. THE AERIAL SURVEY UTILIZED FOR OBSTRUCTION ANALYSIS WORK WAS COMPLETED ON OCTOBER 5, 2019. THE SURVEY MEETS THE DATA COLLECTION REQUIREMENTS AN ACCURACIES STATED IN AC 150/5300-16A, 150/5300-5300-17C, AND 150/5300-18B. THE SURVEY WAS A VGS SURVEY.
3. GROUND CONTOURS ARE SHOWN FOR EVERY 5 FT. OF ELEVATION DIFFERENCE.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Departure Surface
Runway 35

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**DEP-35**

SHEET NUMBER **13**

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Last potted by: McKnight, Dylan L. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

## RUNWAY 17 DEPARTURE OBSTRUCTIONS (E/U)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 242 | BUILDING | DEP (E) | 618.367 | 36° 23' 13.839" N | 86° 24' 35.841" W | 3.368831055 | LIGHT |
| 243 | TREE | DEP (E) | 621.067 | 36° 23' 14.785" N | 86° 24' 38.566" W | 2.841291992 | REMOVE |
| 244 | TREE | DEP (E) | 645.379 | 36° 23' 21.380" N | 86° 24' 40.048" W | 10.2116416 | REMOVE |
| 245 | TREE | DEP (E) | 646.954 | 36° 23' 20.505" N | 86° 24' 36.723" W | 15.02840186 | REMOVE |
| 246 | POLE UTIL | DEP (E) | 694.661 | 36° 23' 43.857" N | 86° 24' 44.571" W | 1.921559082 | LIGHT |
| 247 | POLE UTIL | DEP (E) | 694.661 | 36° 23' 44.708" N | 86° 24' 42.724" W | 0.38176416 | LIGHT |
| 248 | TREE | DEP (E) | 723.511 | 36° 23' 46.713" N | 86° 24' 42.706" W | 24.23127588 | REMOVE |
| 249 | TREE | DEP (E) | 736.561 | 36° 23' 49.122" N | 86° 24' 43.110" W | 31.13643945 | REMOVE |
| 250 | TREE | DEP (E) | 736.261 | 36° 23' 48.913" N | 86° 24' 40.795" W | 32.09290918 | REMOVE |
| 251 | TREE | DEP (E) | 792.597 | 36° 23' 57.498" N | 86° 24' 45.018" W | 65.647354 | REMOVE |
| 252 | TREE | DEP (E) | 770.675 | 36° 23' 59.613" N | 86° 24' 40.765" W | 39.79462891 | REMOVE |
| 253 | TREE | DEP (E) | 777.487 | 36° 23' 57.811" N | 86° 24' 48.044" W | 48.79388477 | REMOVE |
| 254 | TREE | DEP (E) | 750.763 | 36° 23' 55.099" N | 86° 24' 43.878" W | 30.16784619 | REMOVE |
| 255 | TREE | DEP (E) | 761.407 | 36° 23' 56.871" N | 86° 24' 41.345" W | 37.18989795 | REMOVE |
| 256 | TREE | DEP (E) | 723.459 | 36° 23' 49.092" N | 86° 24' 45.219" W | 17.43910254 | REMOVE |
| 257 | TREE | DEP (E) | 710.213 | 36° 23' 46.878" N | 86° 24' 44.825" W | 9.848131836 | REMOVE |
| 258 | TREE | DEP (E) | 730.103 | 36° 23' 48.223" N | 86° 24' 39.225" W | 28.15829785 | REMOVE |
| 259 | TREE | DEP (E) | 725.947 | 36° 23' 52.541" N | 86° 24' 39.849" W | 13.01914355 | REMOVE |
| 260 | TREE | DEP (E) | 742.777 | 36° 23' 54.880" N | 86° 24' 42.062" W | 23.30556445 | REMOVE |
| 261 | POLE UTIL | DEP (E) | 728.377 | 36° 23' 51.990" N | 86° 24' 42.677" W | 15.9259502 | LIGHT |
| 262 | POLE UTIL | DEP (E) | 717.427 | 36° 23' 51.357" N | 86° 24' 45.420" W | 5.68670459 | LIGHT |
| 263 | TREE | DEP (E) | 748.649 | 36° 23' 59.728" N | 86° 24' 46.047" W | 15.80238135 | REMOVE |
| 264 | TREE | DEP (E) | 738.889 | 36° 23' 58.218" N | 86° 24' 42.813" W | 10.84249121 | REMOVE |
| 265 | TREE | DEP (E) | 762.489 | 36° 23' 56.693" N | 86° 24' 43.216" W | 38.12187353 | REMOVE |
| 266 | TREE | DEP (E) | 747.175 | 36° 23' 56.112" N | 86° 24' 45.498" W | 23.53522949 | REMOVE |
| 267 | TREE | DEP (E) | 741.925 | 36° 23' 53.777" N | 86° 24' 45.100" W | 24.24250488 | REMOVE |
| 268 | TREE | DEP (E) | 766.453 | 36° 23' 57.816" N | 86° 24' 46.728" W | 38.16534131 | REMOVE |
| 269 | TREE | DEP (E) | 728.527 | 36° 23' 55.229" N | 86° 24' 47.144" W | 6.569297363 | REMOVE |
| 270 | TREE | DEP (E) | 719.419 | 36° 23' 54.817" N | 86° 24' 40.120" W | 0.720208496 | REMOVE |
| 271 | POLE UTIL | DEP (E) | 691.357 | 36° 23' 43.424" N | 86° 24' 40.967" W | 0.84338916 | LIGHT |
| 272 | BUILDING | DEP (E) | 712.109 | 36° 23' 51.272" N | 86° 24' 43.795" W | 1.097586426 | LIGHT |
| 273 | TREE | DEP (E) | 684.876 | 36° 23' 40.850" N | 86° 24' 40.889" W | 0.815819336 | REMOVE |
| 274 | TREE | DEP (E) | 678.066 | 36° 23' 32.248" N | 86° 24' 40.570" W | 15.59145166 | REMOVE |
| 275 | TREE | DEP (E) | 677.52 | 36° 23' 35.776" N | 86° 24' 44.572" W | 4.962810059 | REMOVE |
| 276 | TREE | DEP (E) | 683.162 | 36° 23' 37.849" N | 86° 24' 47.338" W | 4.548657715 | REMOVE |
| 277 | TREE | DEP (E) | 699.724 | 36° 23' 40.548" N | 86° 24' 48.062" W | 14.13964941 | REMOVE |
| 278 | TREE | DEP (E) | 699.178 | 36° 23' 42.894" N | 86° 24' 45.955" W | 8.403891113 | REMOVE |
| 279 | TREE | DEP (E) | 695.538 | 36° 23' 41.450" N | 86° 24' 43.737" W | 9.074071777 | REMOVE |
| 280 | TREE | DEP (E) | 682.798 | 36° 23' 37.907" N | 86° 24' 43.101" W | 5.385402344 | REMOVE |
| 281 | TREE | DEP (E) | 697.54 | 36° 23' 42.682" N | 86° 24' 47.636" W | 6.760458984 | REMOVE |
| 282 | TREE | DEP (E) | 665.839 | 36° 23' 33.222" N | 86° 24' 42.975" W | 0.166270508 | REMOVE |
| 283 | TREE | DEP (E) | 660.104 | 36° 23' 30.566" N | 86° 24' 41.775" W | 1.446590332 | REMOVE |
| 284 | TREE | DEP (E) | 673.67 | 36° 23' 29.349" N | 86° 24' 43.409" W | 17.53193848 | REMOVE |
| 285 | TREE | DEP (E) | 664.15 | 36° 23' 28.074" N | 86° 24' 45.587" W | 10.50546875 | REMOVE |
| 286 | TREE | DEP (E) | 676.705 | 36° 23' 37.865" N | 86° 24' 38.239" W | 0.943098145 | REMOVE |
| 287 | TREE | DEP (E) | 689.589 | 36° 23' 41.950" N | 86° 24' 40.135" W | 3.021739258 | REMOVE |
| 288 | POWER TRANSMISSION PYLON | DEP (E) | 718.648 | 36° 23' 43.098" N | 86° 24' 50.008" W | 26.07780957 | LIGHT |
| 289 | POWER TRANSMISSION PYLON | DEP (E) | 716.548 | 36° 23' 39.079" N | 86° 24' 49.292" W | 34.2422749 | LIGHT |
| 290 | POWER TRANSMISSION PYLON | DEP (E) | 746.608 | 36° 23' 49.442" N | 86° 24' 51.146" W | 37.83065625 | LIGHT |
| 291 | POWER TRANSMISSION PYLON | DEP (E) | 756.158 | 36° 23' 56.643" N | 86° 24' 52.478" W | 28.973979 | LIGHT |
| 292 | POWER TRANSMISSION PYLON | DEP (E) | 762.008 | 36° 23' 53.127" N | 86° 24' 51.831" W | 43.80975781 | LIGHT |
| 293 | TREE | DEP (E) | 739.498 | 36° 23' 57.591" N | 86° 24' 50.799" W | 10.4801167 | REMOVE |
| 294 | BUILDING | DEP (E) | 718.27 | 36° 23' 52.807" N | 86° 24' 44.715" W | 3.132121582 | LIGHT |
| 295 | BUILDING | DEP (E) | 722.12 | 36° 23' 53.012" N | 86° 24' 43.552" W | 6.84052002 | LIGHT |
| 296 | BUILDING | DEP (E) | 725.92 | 36° 23' 53.335" N | 86° 24' 42.554" W | 10.14894287 | LIGHT |
| 297 | TREE | DEP (E) | 721.242 | 36° 23' 49.849" N | 86° 24' 42.067" W | 14.332271 | REMOVE |
| 298 | TREE | DEP (E) | 729.092 | 36° 23' 50.266" N | 86° 24' 39.403" W | 21.9881792 | REMOVE |
| 299 | POLE UTIL | DEP (E) | 697.875 | 36° 23' 45.815" N | 86° 24' 43.282" W | 0.654418945 | LIGHT |
| 300 | TREE | DEP (E) | 714.779 | 36° 23' 46.014" N | 86° 24' 45.955" W | 16.2121665 | REMOVE |
| 301 | TREE | DEP (E) | 710.987 | 36° 23' 49.498" N | 86° 24' 47.155" W | 3.339294922 | REMOVE |
| 302 | BUILDING | DEP (E) | 724.729 | 36° 23' 54.067" N | 86° 24' 53.592" W | 3.623042969 | LIGHT |
| 303 | POLE UTIL | DEP (E) | 718.079 | 36° 23' 49.949" N | 86° 24' 51.971" W | 7.773274902 | LIGHT |
| 304 | TREE | DEP (E) | 732.773 | 36° 23' 58.052" N | 86° 24' 54.512" W | 1.424245117 | REMOVE |
| 305 | TREE | DEP (E) | 733.443 | 36° 23' 58.052" N | 86° 24' 54.512" W | 2.094245117 | REMOVE |
| 306 | TREE | DEP (E) | 750.821 | 36° 23' 57.440" N | 86° 24' 49.477" W | 22.598771 | REMOVE |
| 307 | TREE | DEP (E) | 649.852 | 36° 23' 21.565" N | 86° 24' 44.200" W | 12.90424609 | REMOVE |
| 308 | TREE | DEP (E) | 647.302 | 36° 23' 21.577" N | 86° 24' 44.408" W | 10.25835986 | REMOVE |
| 309 | TREE | DEP (E) | 607.376 | 36° 23' 8.738" N | 86° 24' 39.962" W | 3.810143066 | REMOVE |
| 310 | POLE LIGHT | DEP (E) | 615.714 | 36° 23' 12.781" N | 86° 24' 39.471" W | 2.205271973 | LIGHT |
| 311 | POLE UTIL | DEP (E) | 620.814 | 36° 23' 13.688" N | 86° 24' 39.307" W | 5.09347998 | LIGHT |
| 312 | TREE | DEP (E) | 626.514 | 36° 23' 14.286" N | 86° 24' 38.899" W | 9.428367676 | REMOVE |
| 313 | POLE UTIL | DEP (E) | 630.944 | 36° 23' 15.981" N | 86° 24' 39.563" W | 9.414703125 | LIGHT |
| 314 | POLE UTIL | DEP (E) | 630.944 | 36° 23' 15.765" N | 86° 24' 39.634" W | 9.932952637 | LIGHT |
| 315 | POLE UTIL | DEP (E) | 619.156 | 36° 23' 14.573" N | 86° 24' 40.443" W | 0.864679199 | LIGHT |
| 316 | TREE | DEP (E) | 625.452 | 36° 23' 14.071" N | 86° 24' 40.694" W | 8.332737305 | REMOVE |
| 317 | TREE | DEP (E) | 625.702 | 36° 23' 13.664" N | 86° 24' 40.790" W | 9.569736816 | REMOVE |

## RUNWAY 17 DEPARTURE OBSTRUCTIONS (E/U)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 318 | TREE | DEP (E) | 617.902 | 36° 23' 13.337" N | 86° 24' 41.307" W | 2.423179199 | REMOVE |
| 319 | TREE | DEP (E) | 620.352 | 36° 23' 13.353" N | 86° 24' 42.024" W | 4.604197266 | REMOVE |
| 320 | TREE | DEP (E) | 625.111 | 36° 23' 15.465" N | 86° 24' 40.095" W | 4.702064453 | REMOVE |
| 321 | TREE | DEP (E) | 796.288 | 36° 23' 56.747" N | 86° 24' 36.524" W | 73.91275586 | REMOVE |
| 322 | TREE | DEP (E) | 738.776 | 36° 23' 56.893" N | 86° 24' 34.210" W | 16.77087305 | REMOVE |
| 323 | TREE | DEP (E) | 778.998 | 36° 23' 58.912" N | 86° 24' 35.621" W | 51.5012959 | REMOVE |
| 324 | TREE | DEP (E) | 749.01 | 36° 23' 58.518" N | 86° 24' 38.206" W | 21.67680908 | REMOVE |
| 325 | TREE | DEP (E) | 777.57 | 36° 24' 0.917" N | 86° 24' 36.411" W | 44.81438477 | REMOVE |
| 326 | TREE | DEP (E) | 758.53 | 36° 24' 2.347" N | 86° 24' 38.102" W | 21.66659668 | REMOVE |
| 327 | TREE | DEP (E) | 765.432 | 36° 24' 0.553" N | 86° 24' 38.726" W | 32.85143359 | REMOVE |
| 328 | TREE | DEP (E) | 767.336 | 36° 24' 0.768" N | 86° 24' 40.793" W | 33.5613418 | REMOVE |
| 329 | TREE | DEP (E) | 737.694 | 36° 23' 49.232" N | 86° 24' 38.080" W | 33.59292578 | REMOVE |
| 330 | TREE | DEP (E) | 743.644 | 36° 23' 50.646" N | 86° 24' 36.519" W | 36.50776953 | REMOVE |
| 331 | TREE | DEP (E) | 734.086 | 36° 23' 52.803" N | 86° 24' 36.147" W | 21.68109277 | REMOVE |
| 332 | TREE | DEP (E) | 726.658 | 36° 23' 52.841" N | 86° 24' 38.229" W | 13.49656201 | REMOVE |
| 333 | TREE | DEP (E) | 743.639 | 36° 24' 1.868" N | 86° 24' 33.694" W | 9.372642578 | REMOVE |
| 334 | POWER TRANSMISSION PYLON | DEP (E) | 700.902 | 36° 23' 12.876" N | 86° 24' 46.397" W | 7.415793945 | LIGHT |
| 335 | POWER TRANSMISSION PYLON | DEP (E) | 698.277 | 36° 23' 16.303" N | 86° 24' 45.046" W | 74.20070605 | LIGHT |
| 336 | TREE | DEP (E) | 657.713 | 36° 23' 20.618" N | 86° 24' 48.397" W | 1.983935059 | REMOVE |
| 337 | TREE | DEP (E) | 664.972 | 36° 23' 22.254" N | 86° 24' 48.313" W | 24.9956206 | REMOVE |
| 338 | TREE | DEP (E) | 663.642 | 36° 23' 26.493" N | 86° 24' 48.061" W | 13.16006641 | REMOVE |
| 339 | TREE | DEP (E) | 672.035 | 36° 23' 25.898" N | 86° 24' 49.370" W | 22.62356201 | REMOVE |
| 340 | TREE | DEP (E) | 663.628 | 36° 23' 27.768" N | 86° 24' 46.421" W | 10.48267529 | REMOVE |
| 341 | TREE | DEP (E) | 778.881 | 36° 23' 51.317" N | 86° 24' 55.512" W | 64.03432031 | REMOVE |
| 342 | TREE | DEP (E) | 758.056 | 36° 23' 54.370" N | 86° 24' 54.671" W | 35.85195947 | REMOVE |
| 343 | TREE | DEP (E) | 735.446 | 36° 23' 56.550" N | 86° 24' 55.322" W | 7.589310547 | REMOVE |
| 344 | TREE | DEP (E) | 770.292 | 36° 23' 52.938" N | 86° 24' 57.481" W | 50.77179736 | REMOVE |
| 345 | TREE | DEP (E) | 741.872 | 36° 23' 54.744" N | 86° 24' 56.362" W | 18.19566943 | REMOVE |
| 346 | TREE | DEP (E) | 756.082 | 36° 23' 51.575" N | 86° 24' 58.572" W | 39.61837695 | REMOVE |
| 347 | TREE | DEP (E) | 729.083 | 36° 23' 51.705" N | 86° 25' 0.619" W | 11.64452344 | REMOVE |
| 348 | TREE | DEP (E) | 739.03 | 36° 23' 54.101" N | 86° 24' 58.673" W | 16.22494629 | REMOVE |
| 349 | POWER TRANSMISSION PYLON | DEP (E) | 767.674 | 36° 24' 3.986" N | 86° 24' 53.818" W | 21.72410986 | LIGHT |
| 350 | TREE | DEP (E) | 604.277 | 36° 23' 8.828" N | 86° 24' 40.004" W | 0.473289062 | REMOVE |
| 351 | TREE | DEP (E) | 641.767 | 36° 23' 21.592" N | 86° 24' 41.516" W | 5.603730957 | REMOVE |
| 352 | TREE | DEP (E) | 683.302 | 36° 23' 29.682" N | 86° 24' 44.442" W | 26.00597949 | REMOVE |
| 353 | TREE | DEP (E) | 675.112 | 36° 23' 29.347" N | 86° 24' 43.432" W | 18.97247363 | REMOVE |
| 354 | TREE | DEP (E) | 683.066 | 36° 23' 39.556" N | 86° 24' 46.972" W | 0.30605127 | REMOVE |
| 355 | TREE | DEP (E) | 732.524 | 36° 23' 57.888" N | 86° 24' 40.346" W | 6.085279297 | REMOVE |
| 356 | TREE | DEP (E) | 772.824 | 36° 23' 58.657" N | 86° 24' 45.791" W | 42.7335459 | REMOVE |
| 357 | TREE | DEP (E) | 762.277 | 36° 23' 56.291" N | 86° 24' 48.163" W | 37.34334521 | REMOVE |
| 358 | TREE | DEP (E) | 780.831 | 36° 23' 51.584" N | 86° 24' 56.307" W | 65.06439844 | REMOVE |
| 359 | TREE | DEP (E) | 781.222 | 36° 23' 51.359" N | 86° 24' 55.509" W | 66.27070606 | REMOVE |
| 360 | TREE | DEP (E) | 713.773 | 36° 23' 46.946" N | 86° 24' 44.799" W | 13.2462666 | REMOVE |
| 361 | TREE | DEP (E) | 773.638 | 36° 23' 52.958" N | 86° 24' 57.510" W | 54.05871533 | REMOVE |
| 362 | TREE | DEP (E) | 743.023 | 36° 23' 54.072" N | 86° 24' 58.619" W | 20.30907178 | REMOVE |
| 363 | TREE | DEP (E) | 760.573 | 36° 23' 54.403" N | 86° 24' 54.709" W | 38.27484326 | REMOVE |
| 382 | TRAVERSE WAY | DEP (E) | 612.12 | 36° 23' 10.53" N | 90° 51' 02.88" W | 1 | REGRADE |

## RUNWAY 35 DEPARTURE OBSTRUCTIONS (E/U)

| POINT NUMBER | DESCRIPTION | SURFACE | OBSTRUCTION HEIGHT (MSL) | LATITUDE | LONGITUDE | PENETRATION | DISPOSITION |
|---|---|---|---|---|---|---|---|
| 364 | TREE | DEP (E) | 564.69 | 36° 21' 50.433" N | 86° 24' 19.337" W | 7.917722168 | REMOVE |
| 365 | TREE | DEP (E) | 574.161 | 36° 21' 50.275" N | 86° 24' 18.081" W | 3.278614746 | REMOVE |

## RUNWAY 35 (E/U) DEPARTURE CLEARANCE TABLE

| POINT NO | DESCRIPTION | TOP ELEVATION | SURFACE | SURFACE ELEVATION | CLEARANCE IN FEET |
|---|---|---|---|---|---|
| 392 | TRAVERSE WAY - NEWTON LANE | 533.53 | DEP (E/U) | 560.31 | 27 |
| 393 | TRAVERSE WAY - PRIVATE ROAD | 492.28 | DEP (E/U) | 594.63 | 102 |
| 394 | TRAVERSE WAY - STEAM PLANT ROAD | 514.51 | DEP (E/U) | 718.21 | 204 |
| 395 | TRAVERSE WAY - ODEMS BEND ROAD | 471.04 | DEP (E/U) | 754.61 | 284 |

ALL TOP ELEVATIONS HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS. - 23' FOR RAILROADS, 17' FOR INTERSTATE ROADS, 15' FOR PUBLIC ROADS, 10' FOR PRIVATE ROADS.

## RUNWAY 17 (E/U) DEPARTURE CLEARANCE TABLE

| POINT NO | DESCRIPTION | TOP ELEVATION | SURFACE | SURFACE ELEVATION | CLEARANCE IN FEET |
|---|---|---|---|---|---|
| 383 | TRAVERSE WAY - AIRPORT ROAD | 612.11 | DEP (E/U) | 632.16 | 20 |
| 384 | TRAVERSE WAY - RAILROAD | 623.32 | DEP (E/U) | 658.09 | 35 |
| 385 | TRAVERSE WAY - FLAT STONE DRIVE | 614.71 | DEP (E/U) | 666.24 | 52 |
| 386 | TRAVERSE WAY - MARBLE COURT | 615.10 | DEP (E/U) | 671.39 | 56 |
| 387 | TRAVERSE WAY - BUFFALO RIDGE | 660.67 | DEP (E/U) | 691.69 | 31 |
| 388 | TRAVERSE WAY - HARTSVILLE PIKE | 662.29 | DEP (E/U) | 692.94 | 31 |
| 389 | TRAVERSE WAY - UNKNOWN ROAD | 690.61 | DEP (E/U) | 711.51 | 21 |
| 390 | TRAVERSE WAY - OLD SCOTTSVILLE PIKE | 619.34 | DEP (E/U) | 813.86 | 195 |
| 391 | TRAVERSE WAY - GALLATIN PIKE | 612.69 | DEP (E/U) | 824.05 | 211 |

ALL TOP ELEVATIONS HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS. - 23' FOR RAILROADS, 17' FOR INTERSTATE ROADS, 15' FOR PUBLIC ROADS, 10' FOR PRIVATE ROADS.

GARVER



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Departure Surface Tables

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
**DEP-TAB**

SHEET NUMBER **14**

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Last potted by: McKnight, Dylan L. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

PERIMETER FENCE (E)
HEIGHT = 10'

AIRPORT GATE (U)

PERIMETER FENCE (U)
HEIGHT = 8'

HANGAR SPACING = 30'

FUEL FARM(U)

AWOS CRITICAL OUTSIDE OF PROPERTY LINE TO BE PROTECTED BY AVIGATION EASEMENT.

FENCE GATE (E)

WINDCONE (U)

BEACON (U)

WINDCONE (E)

AWOS (U)
587' EST

TAXIWAY H

TAXIWAY H3

TAXIWAY H2

TAXIWAY H1

BUILDING RESTRICTION LINE (E) 1,000' WIDTH

BUILDING RESTRICTION LINE (U) 800' WIDTH

EXISTING TAXIWAY TO BE REMOVED

RUNWAY 17-35 - 6,300' X 100' (E) BEARING 171.06° TRUE

TAXIWAY A1

TAXIWAY A2

TAXIWAY A3

TAXIWAY A4

MAJOR DRAINAGE DITCH (E)

TAXIWAY A

TAXIWAY B

TAXIWAY C

TAXIWAY D

TAXIWAY E

TAXIWAY F

TAXIWAY G

APRON (U)

HANGAR SPACING = 30'

AIRPORT GATE (U)

AWOS (E)
574.9'

INDUSTRIAL BOULEVARD

TERMINAL DRIVE

FUEL FARM (U)

DETENTION POND AREA (U)

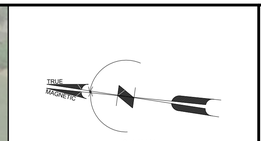
RELOCATED AIRPORT ROAD

UTILITY LINE (E/U)

EXISTING AIRCRAFT PARKING LOCATIONS AND FUEL FARM TO BE REMOVED

PERIMETER FENCE (U) HEIGHT=8'

LIGHT GRAY AREA ARE FOR VEHICLE MOVEMENT AND PARKING




NOTES:

1: SEE AIRPORT DATA SHEET FOR BUILDING/FACILITIES TABLE.

2: AIRPORT HAS MEDIUM INTENSITY TAXIWAY EDGE LIGHTS AND MEDIUM INTENSITY RUNWAY EDGE LIGHTS.

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| BUILDING RESTRICTION LINE | BRL 15' | BRL 15' (U) |
| AIRPORT PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| AIRFIELD PAVEMENT | | |
| PAVEMENT REMOVAL | | |
| BEACON | | |
| FUEL STORAGE AND PUMPS | | SAME |
| BUILDINGS/HANGARS | | |
| LIGHTED WIND CONE & SEGMENTED CIRCLE | | |
| AWOS | | |
| GROUND CONTOURS | 680 | SAME |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | SAME |
| THRESHOLD LIGHTS | | SAME |
| RUNWAY END IDENTIFICATION LIGHTS (REILS) | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| DEPARTURE RUNWAY PROTECTION ZONE (RPZ) | | SAME |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (OFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| TAXIWAY SAFETY AREA (TSA) | | |
| TAXIWAY OBJECT FREE AREA (TOFA) | | |
| PART 77 APPROACH SURFACE | AS | AS (U) |
| DEPARTURE SURFACE | DEP | DEP (U) |
| GLIDE SLOPE QUALIFICATION SURFACE | GQS | GQS (U) |
| THRESHOLD SITING SURFACE | TSS | TSS (U) |
| HOLDLINES & SIGNS | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| PRIMARY & SECONDARY AIRPORT CONTROL STATIONS (PACS & SACS) | | |
| VEGETATION | | SAME |
| FLOWLINE | | SAME |
| LIGHTPOLE | | SAME |
| UTILITY POLE | | SAME |
| ELECTRICAL UTILITY LINE | E | SAME |
| DETENTION POND AREA | | |
| AVIGATION EASEMENT | | |



| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Terminal Area Drawing

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

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DRAWING NUMBER
**TAD-1**

SHEET NUMBER **15**

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Last plotted by: McKnight, Dylan L Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 1/11/2023 7:58 AM Plotter used: _AutoCAD PDF (General Documentation).pc3

RESIDENTIAL LAND USE

SUMNER COUNTY

APPROXIMATE GALLATIN CITY LIMITS

APPROXIMATE GALLATIN CITY LIMITS

POND

POND

POND

INDUSTRIAL LAND USE

AGRICULTURAL LAND USE

AWOS CRITICAL OUTSIDE OF PROPERTY LINE TO BE PROTECTED BY AVIGATION EASEMENT.

COMMERCIAL LAND USE WITHIN RPZ

RUNWAY PROTECTION ZONE (RPZ) (U) 500' X 1,010' X 1,700'

RUNWAY 17 END (E) EL: 583.21'

RUNWAY 35 END (E) EL: 532.14'

RUNWAY 17-35

RESIDENTIAL LAND USE WITHIN RPZ

SUMNER COUNTY

RUNWAY PROTECTION ZONE (RPZ) (E/U) 1,000' X 1,510' X 1,700'

RESIDENTIAL LAND USE

LAMBUTH MEMORIAL METHODIST CHURCH

TERMINAL BUILDING

BASED ON FEEDBACK PROVIDED BY THE AIRPORT, THE EXISTING FLOODPLAIN SHOWN IS NOT BELIEVED TO BE ACCURATE. FLOODPLAIN DATA SHOWN WAS OBTAINED FROM FEMA

INDUSTRIAL LAND USE

APPROXIMATE GALLATIN CITY LIMITS

INDUSTRIAL LAND USE

TRUE / MAGNETIC NORTH

4° 11' W
(JUNE 2020)
(4' W CHANGE PER YEAR)

0 250' 500' 1000' 1500'

(IN FEET)

NOTES:

1. THE AIRPORT HAS ESTABLISHED A HEIGHT HAZARD ZONING ORDINANCE THROUGH THE CITY OF GALLATIN TO PROTECT THE AIRSPACE AROUND THE AIRPORT. THE ZONING ORDINANCE IS SET FORTH UNDER ARTICLE 10.04 OF THE CITY OF GALLATIN'S ZONING REGULATIONS. (JULY 2020). THE ORDINANCE PROTECTS THESE 14 CFR PART 77 CIVIL IMAGINARY SURFACES.
2. CURRENTLY, MULTIPLE PUBLIC ROADWAYS ARE PRESENT IN EACH PRZ. THE RPZ FOR RUNWAY 17 HAS AN INDUSTRIAL/COMMERCIAL COMPLEX LOCATED WITHIN ITS LIMITS. THE RPZ FOR RUNWAY 35 HAS SEVERAL RESIDENCES LOCATED WITHIN ITS LIMITS.
3. NO HISTORICAL PROPERTIES IDENTIFIED IN THE AREA.

| LEGEND | | |
|---|---|---|
| ITEM | EXISTING | ULTIMATE |
| AIRPORT PROPERTY LINE | P | P(U) |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| AIRPORT OPERATIONS AREA | | |
| AIRPORT PROPERTY AREA | P | P(U) |
| FLOODPLAIN | | |

GARVER



| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

Land Use Drawing

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

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**LUD-1**

SHEET NUMBER **16**

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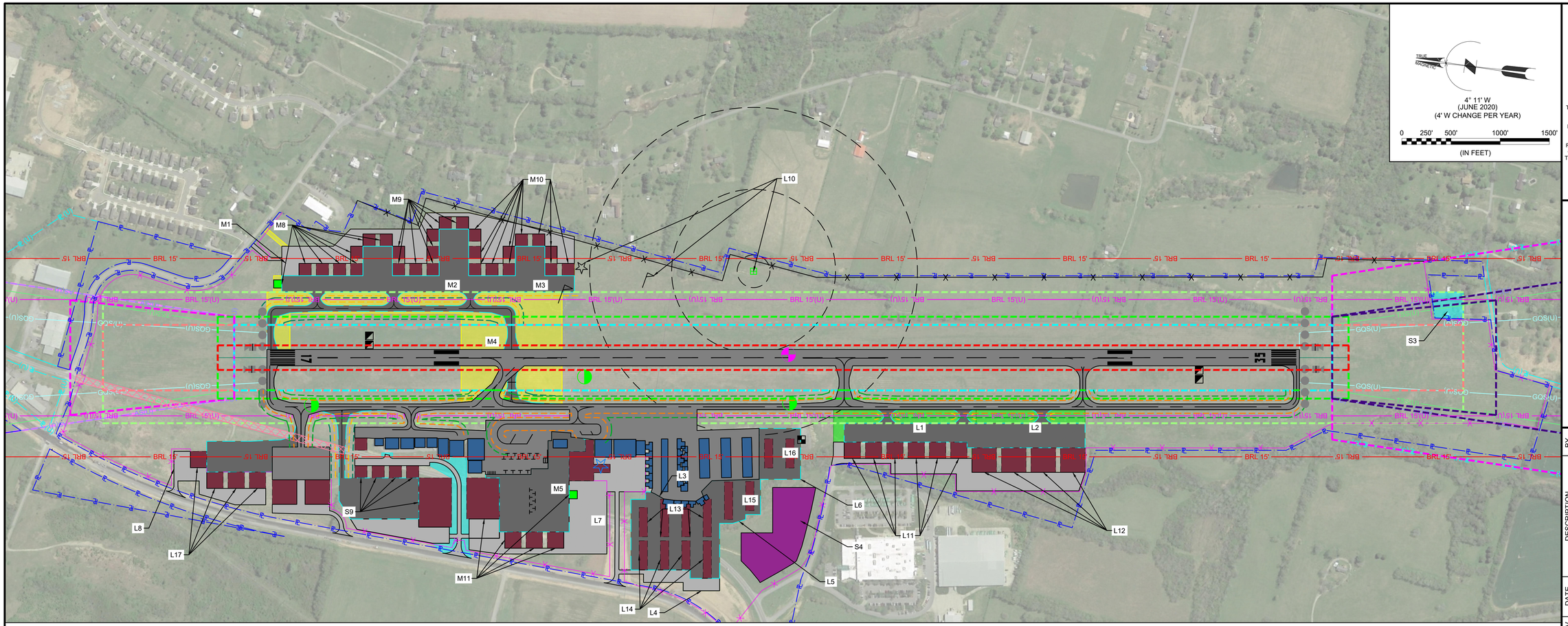




## RUNWAY DATA

| ITEM | RUNWAY 17 | | RUNWAY 35 | |
|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY DESIGN CODE (RDC) | B-II-5000 | C-II-5000 | B-II-4000 | C-II-4000 |
| APPROACH REFERENCE CODE (APRC) | B/III/5000 - D/II/5000 | B/III/5000 - D/II/5000 | B/III/4000 - D/II/4000 | B/III/4000 - D/II/4000 |
| DEPARTURE REFERENCE CODE (DPRC) | B/III - D/II | B/III - D/II | B/III - D/II | B/III - D/II |

NOTES:

1. THE ALPHA-NUMERIC IDENTIFIERS USED ON THIS DRAWING CORRESPOND TO TABLES DEPICTED ON SHEET 18-19 AND THE CIP CHAPTER OF THE NARRATIVE REPORT.

## AVIATION ACTIVITY SUMMARY

| BASED AIRCRAFT | | CRITICAL AIRCRAFT SELECTION JUSTIFICATION |
|---|---|---|
| SINGLE ENGINE PISTON | 78 | XNX IS SEEING INCREASING TRAFFIC AND LARGER AIRCRAFT. THE DATA UTILIZED TO IDENTIFY THE CRITICAL AIRCRAFT INCLUDED A COMBINATION OF FAA TFMSC DATA, ADS-B DATA FROM A THIRD PARTY PROVIDER, AND DISCUSSIONS WITH AIRPORT/FBO LEADERSHIP. SINCE XNX DOES NOT HAVE AN AIR TRAFFIC CONTROL TOWER, THIS INFORMATION WAS UTILIZED TO ESTIMATE THE EXISTING AND ULTIMATE CRITICAL AIRCRAFT. IT SHOULD BE NOTED THAT THE CRITICAL AIRCRAFT FOR XNX IS NOT A SINGLE AIRCRAFT TYPE, SUCH AS THE GULFSTREAM III, BUT RATHER A COMBINATION OF AIRCRAFT TYPES/MODELS. ACCORDING TO TFMSC DATA, XNX HAD 602 B-II OPERATIONS IN 2019. AS AIRCRAFT TRAFFIC INCREASES, THEY ARE EXPECTED TO MOVE INTO THE C-II CATEGORY. |
| MULTI-ENGINE | 9 | |
| HELICOPTERS | 2 | |
| JETS | 4 | |
| TOTAL BASED AIRCRAFT | 93 | |
| HANGAR WAITING LIST | 40 | |
| ESTIMATED ANNUAL AIRPORT OPERATIONS (2019) | | |
| TOTAL | 34,145 | |
| LOCAL | 13,658 | |
| ITINERANT | 20,487 | |
| ESTIMATED ANNUAL INSTURMENT APPROACHES (2019) | | |
| TOTAL | 956 | |
| ESTIMATED ANNUAL AIRPORT OPERATIONS BY CRITICAL AIRCRAFT | | |
| EXISTING (2019) | B-II (e.g. CESSNA CITATION CJ4) - EST. 600 OPS ANNUALLY | |
| ULTIMATE (2039) | C-II (e.g. EMBRAER LEGACY) - EST. 500 OPS ANNUALLY | |

NOTES:

1. EXISTING BASED AIRCRAFT COUNT PROVIDED BY AIRPORT MANAGER ON 11/2/2019. HANGAR WAITING LIST PROVIDED BY AIRPORT MANAGER ON 8/31/20.
2. MODIFICAITON TO STANDARDS - RUNWAY 17/35 IS A B-II RUNWAY IN THE EXISTING CONDITION. A STATE MODIFICATION TO STANDARDS (MOS) IS BEING DEVELOPED TO MAINTAIN THE RUNWAY AT 100 FT IN WIDTH INSTEAD OF 75 FT IN WIDTH WHICH IS THE STANDARD FOR B-II RUNWAYS. MAINTAINING THE WIDTH OF THE RUNWAY AT 100 FT. WHILE THE CRITICAL AIRCRAFT IS IN THE B-II CATEGORY WILL BE SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STATE MOS.
3. DEVELOPMENT SUMMARY - ADDITIONAL DEVELOPMENT INFORMATION INCLUDING COST ESTIMATES, PHASING, AND ACTIVITY TRIGGERS PROVIDED IN THE NARRATIVE REPORT.
4. ALTERNATIVES - ALTERNATIVES ARE DISCUSSED IN THE NARRATIVE REPORT.
5. DECLARED DISTANCE TABLE IS LOCATED ON THE AIRPORT DATA SHEET.

## PROJECTS NOT NOTED ON DRAWING

S1/S2 - RSA PROTECTION AND SIGNAGE IMPROVEMENTS

S5/S6 - PERIMETER FENCING PHASE TWO

S7/S8 - PERIMETER FENCING PHASE THREE

M6 - RUNWAY REHABILITATION AND TAXIWAY IMPROVEMENTS

M7 - RPZ LAND ACQUISITION

L9 - FULL DEPTH RECLAMATION OF RUNWAY AND REDESIGNATION

## LEGEND

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| PHASE I (SHORT-TERM) PROJECTS - 0 TO 5 YEARS | | SAME |
| PHASE II (MID-TERM) PROJECTS - 6 TO 10 YEARS | | SAME |
| PHASE III (LONG-TERM) PROJECTS - 11+ YEARS | | SAME |
| PAVEMENT REMOVAL | | SAME |
| RUNWAY PROTECTION ZONE | | SAME |
| RUNWAY OBJECT FREE AREA | | SAME |
| RUNWAY SAFETY AREA | | SAME |
| TAXIWAY SAFETY AREA | | |
| TAXIWAY OBJECT FREE AREA | | |
| PROPERTY LINE | P | P(U) |
| FENCE | X | X |
| EXISTING AIRFIELD PAVEMENT | | SAME |
| NW APRON & FUTURE DEVELOPMENT DETENTION AREA | | SAME |
| EXISTING BUILDINGS | | SAME |
| RUNWAY END IDENTIFIER LIGHT SYSTEM | | SAME |
| FUEL FARM | | SAME |

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

ACIP Drawing

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

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**ACIP-1**

SHEET NUMBER **17**

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## 0-5 Year Development

| FY | Project Reference # | Project Type | Airside or Terminal/Landside | Project Name/Description | Estimated Cost | State/Federal Grant Funding | Local Funding | Private Funding | Trigger Mechanism | Has Trigger Already Been Reached? |
|---|---|---|---|---|---|---|---|---|---|---|
| FY 2021 | S1 | DESIGN | Airside | RSA Protection and Signage Improvements- Includes RSA Grading, Runway Hold Position Marking Relocation, and Airfield Signage Design | $30,000.00 | $28,500.00 | $1,500.00 | $0.00 | Compliance and design standard deficiencies need to be addressed. Airfield signage needs to be added to improve pilot situational awareness. | Yes, deficiencies currently exist. |
| | S2 | CONSTRUCTION | Airside | RSA Protection and Signage Improvements- Includes RSA Grading, Runway Hold Position Marking Relocation, and Airfield Signage Construction | $133,500.00 | $126,825.00 | $6,675.00 | $0.00 | Compliance and design standard deficiencies need to be addressed. Airfield signage needs to be added to improve pilot situational awareness. | Yes, deficiencies currently exist. |
| FY 2022 | S3 | LAND ACQUISITION | Airside | ROFA Land Acquisition | $374,600.00 | $355,870.00 | $18,730.00 | $0.00 | ROFA does not meet design standard. | Yes, a portion of the ROFA is currently not owned by the airport. |
| FY 2023 | S4 | CONSTRUCTION | Airside | Midfield Apron Expansion - Includes Apron, Utilities, Drainage, and Detention Pond | $4,408,968.55 | $3,968,071.70 | $440,896.85 | $0.00 | Apron expansion needed to support hangar development demand. | Yes, a waiting list currently exists for hangar space. |
| | S5 | DESIGN | Terminal/Landside | Perimeter Fencing Phase 2 Repackaging | $30,000.00 | $28,500.00 | $1,500.00 | $0.00 | Perimeter fencing needed to improve security and protect aircraft operating at the airport. | Yes - Limited perimeter fencing exists. Fencing need around the airport. |
| FY 2024 | S6 | CONSTRUCTION | Terminal/Landside | Perimeter Fencing Phase 2 with Additive Alternate 1 | $536,484.00 | $509,659.80 | $26,824.20 | $0.00 | Perimeter fencing needed to improve security and protect aircraft operating at the airport. | Yes - Limited perimeter fencing exists. Fencing need around the airport. |
| | S7 | DESIGN | Terminal/Landside | Perimeter Fencing Phase 3 Repackaging | $30,000.00 | $28,500.00 | $1,500.00 | $0.00 | Perimeter fencing needed to improve security and protect aircraft operating at the airport. | Yes - Limited perimeter fencing exists. Fencing need around the airport. |
| FY2025 | S8 | CONSTRUCTION | Terminal/Landside | Perimeter Fencing Phase 3 with Additive Alternate 1 | $840,863.00 | $798,819.85 | $42,043.15 | $0.00 | Perimeter fencing needed to improve security and protect aircraft operating at the airport. | Yes - Limited perimeter fencing exists. Fencing need around the airport. |
| | S9 | DESIGN/CONSTRUCTION | Terminal/Landside | Midfield Apron Expansion - Hangars | $12,117,187.50 | $0.00 | $0.00 | $12,117,187.50 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | Yes, a waiting list currently exists for hangar space. |

## 06-10 Year Development

| Project Reference # | Design/Construction/Land Acquisition/Easement/Other | Airside or Terminal/Landside | Project Name/Description | Estimated Cost | State/Federal Grant Funding | Local Funding | Private Funding | Trigger Mechanism | Has Trigger Already Been Reached? |
|---|---|---|---|---|---|---|---|---|---|
| M1 | DESIGN/CONSTRUCTION | Terminal/Landside | Northeast Apron - Phase 1 | $2,690,992.49 | $2,556,442.86 | $134,549.62 | $0.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | No. Demand will be reassesed after prior box hangar development is completed. |
| M2 | DESIGN/CONSTRUCTION | Terminal/Landside | Northeast Apron - Phase 2 | $2,650,218.43 | $2,517,707.51 | $132,510.92 | $0.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | No. Demand will be reassesed after prior box hangar development is completed. |
| M3 | DESIGN/CONSTRUCTION | Terminal/Landside | Northeast Apron - Phase 3 | $3,741,211.05 | $3,554,150.49 | $187,060.55 | $0.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | No. Demand will be reassesed after prior box hangar development is completed. |
| M4 | DESIGN/CONSTRUCTION | Airside | Taxiway A2 and H - Includes High Speed Exit Demolition, new connector, and a Northeast Parallel Taxiway | $5,055,183.23 | $4,802,424.07 | $252,759.16 | $0.00 | Taxiway will be needed to support the development of the Northeast Apron. | No. Midfield apron/hangar area to be developed first. |
| M5 | DESIGN/CONSTRUCTION | Terminal/Landside | Terminal Apron Expansion | $4,651,563.16 | $4,418,985.00 | $232,578.16 | $0.00 | Increase in itinerant operations requiring additional terminal apron or expansion needed to support additional hangar development in terminal area. | No |
| M6 | DESIGN/CONSTRUCTION | Airside | Runway Rehabilitation and Taxiway Improvements | $3,393,293.66 | $3,223,628.98 | $169,664.68 | $0.00 | Runway and taxiway pavement has deteriorated to a point where rehabilitation is needed. | No |
| M7 | LAND ACQUISITION | Airside | RPZ Land Acquisition | $6,374,700.00 | $6,055,965.00 | $318,735.00 | $0.00 | RPZ property not owned by aiport. | Yes. Portions of RPZ at both ends of airport are currently not owned by airport. |
| M8 | DESIGN/CONSTRUCTION | Terminal/Landside | Northeast Apron- Phase 1 - Hangars and Fuel Farm | $6,723,203.13 | $0.00 | $0.00 | $6,723,203.13 | Northeast Apron - Phase 1 project has been completed. | No. Demand will be reassesed after prior box hangar development is completed. |
| M9 | DESIGN/CONSTRUCTION | Terminal/Landside | Northeast Apron - Phase 2- Hangars | $6,609,375.00 | $0.00 | $0.00 | $6,609,375.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space; Northeast Apron - Phase 2 project has been completed. | No. Demand will be reassesed after prior box hangar development is completed. |
| M10 | DESIGN/CONSTRUCTION | Terminal/Landside | Northeast Apron - Phase 3- Hangars | $9,087,890.63 | $0.00 | $0.00 | $9,087,890.63 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space; Northeast Apron - Phase 3 project has been completed. | No. Demand will be reassesed after prior box hangar development is completed. |
| M11 | DESIGN/CONSTRUCTION | Terminal/Landside | Terminal Apron Expansion - Hangars and Fuel Farm | $12,690,000.00 | $0.00 | $0.00 | $12,690,000.00 | FBO operations increase requires expansion of terminal and associated facilities. | No |



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MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

ACIP Drawing Tables

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

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**ACIP-2**

SHEET NUMBER **18**

## 11+ Year Development

| Project Reference # | Project Type | Airside or Terminal/Landside | Project Name/Description | Estimated Cost | State/Federal Grant Funding | Local Funding | Private Funding | Trigger Mechanism | Has Trigger Already Been Reached? |
|---|---|---|---|---|---|---|---|---|---|
| **L1** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | Southwest Apron - Phase 1 | $3,048,167.96 | $2,895,759.56 | $152,408.40 | $0.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | No. Demand will be reassesed after prior box hangar development is completed. |
| **L2** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | Southwest Apron - Phase 2 | $3,733,596.22 | $3,546,916.41 | $186,679.81 | $0.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | No. Demand will be reassesed after prior box hangar development is completed. |
| **L3** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron- Phase 1 - Includes Demolition of Existing Pop Hangars | $1,888,847.87 | $1,794,405.47 | $94,442.39 | $0.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space | No |
| **L4** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron- Phase 2 - Includes Parking Area | $1,691,485.00 | $1,606,910.75 | $84,574.25 | $0.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L5** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron - Phase 3 | $1,228,309.75 | $1,166,894.26 | $61,415.49 | $0.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space. | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L6** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron - Phase 4 | $1,368,076.24 | $1,299,672.42 | $68,403.81 | $0.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space. | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L7** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | Terminal Expansion | $4,431,303.94 | $4,209,738.74 | $221,565.20 | $0.00 | Increase in itinerant operations requiring additional terminal building space. | No. |
| **L8** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | North Apron | $6,364,129.71 | $6,045,923.22 | $318,206.49 | $0.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space | No. Demand will be reassesed after prior box hangar development is completed. |
| **L9** | **DESIGN/CONSTRUCTION** | **Airside** | Full Depth Reclamation of Runway and Redesignation | $8,628,506.16 | $8,197,080.85 | $431,425.31 | $0.00 | Runway pavement has reached end of usuable life. | No |
| **L10** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | Relocation of AWOS, Beacon, and Windsock | $253,976.25 | $241,277.44 | $12,698.81 | $0.00 | AWOS and Beacon to be relocated to accommodate additional terminal area and T-hangar development. Windsock to be relocated outside of the ROFA. | No. Will be tied to box and T-hangar demand in subsequent projects. |
| **L11** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | Southwest Apron- Phase 1- Hangars | $8,812,500.00 | $0.00 | $0.00 | $8,812,500.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space; Southwest Apron - Phase 1 project has been completed. | No. Demand will be reassesed after prior box hangar development is completed. |
| **L12** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | Southwest Apron- Phase 2 - Hangars | $13,218,750.00 | $0.00 | $0.00 | $13,218,750.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space; Southwest Apron - Phase 2 project has been completed. | No. Demand will be reassesed after prior box hangar development is completed. |
| **L13** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron- Phase 1 - Hangars | $6,609,375.00 | $0.00 | $0.00 | $6,609,375.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space; T Hangar Apron - Phase 1 has been completed. | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L14** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron- Phase 2 - Hangars | $5,728,125.00 | $0.00 | $0.00 | $5,728,125.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space; T Hangar Apron - Phase 2 has been completed. | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L15** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron- Phase 3 - Hangars | $3,084,375.00 | $0.00 | $0.00 | $3,084,375.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space; T Hangar Apron - Phase 3 has been completed. | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L16** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | T Hangar Apron- Phase 4 - Hangars | $2,643,750.00 | $0.00 | $0.00 | $2,643,750.00 | Single engine aircraft storage space is at capacity and a waiting list exists for additional hangar space; T Hangar Apron - Phase 4 has been completed. | No. Demand will be reassesed after prior T-hangar development is completed. |
| **L17** | **DESIGN/CONSTRUCTION** | **Terminal/Landside** | North Apron - Hangars | $5,875,000.00 | $0.00 | $0.00 | $5,875,000.00 | Box hangar storage space at capacity and a waiting list exists for additional box hangar space. | No. Demand will be reassesed after prior box hangar development is completed. |





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MUSIC CITY EXECUTIVE AIRPORT
GALLATIN, TENNESSEE

AIRPORT LAYOUT PLAN WITH NARRATIVE REPORT

ACIP Drawing Tables 2

JOB NO.: 19A08300
DATE: JAN. 2023
DESIGNED BY: NRP
DRAWN BY: DLM

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**ACIP-3**

SHEET NUMBER **19**