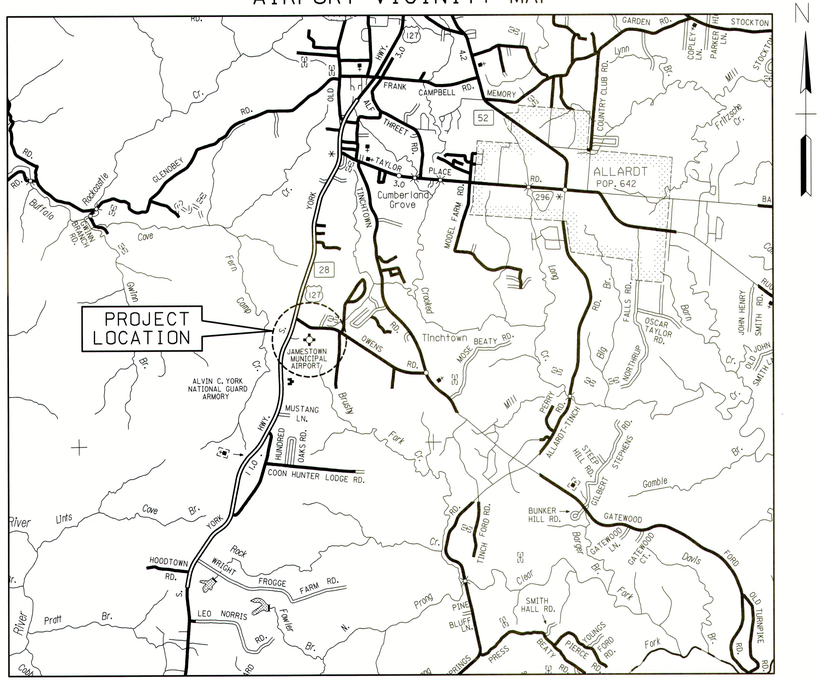
AIRPORT LAYOUT PLAN UPDATE

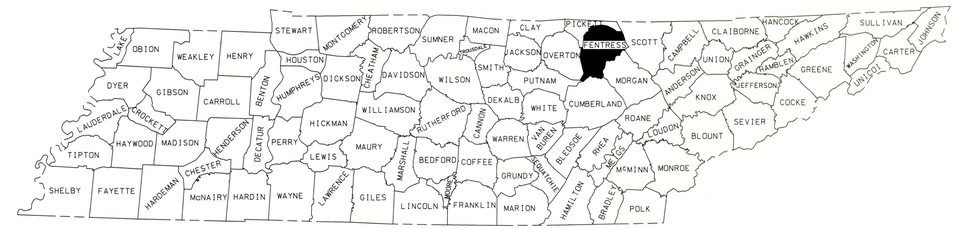
JAMESTOWN MUNICIPAL AIRPORT

JAMESTOWN, TENNESSEE

TAD NO. 25-555-0719-04

AIRPORT VICINITY MAP





INDEX OF DRAWINGS

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5. RW 36 INNER PORTION OF APPROACH SURFACE
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State of Tennessee

BILL HASLAM, Governor

TDOT

JOHN SCHROER, Commissioner

TDOT Aeronautics Division

MICHELLE FRAZIER, Director

City of Jamestown

DARLENE DAVIS, City Mayor
LONNIE HULL, Airport Manager

TENNESSEE DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION
JULY 2018

RUNWAY DATA	RUNWAY 18		RUNWAY 36	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
Effective Gradient (%)	1.18%	1.18%	0.80%	0.80%
Maximum Grade Change	1.98%	1.98%	1.98%	1.98%
All-Weather Wind Coverage (%)	98.47%	98.47%	98.47%	98.47%
IFR Wind Coverage (%)	97.86%	97.86%	97.86%	97.86%
Max. Elevation (MSL)	1693.8'	1693.8'	1693.8'	1693.8'
Runway Length	3,498'	4,500'	3,498'	4,500'
Runway Width	75'	75'	75'	75'
Displaced Threshold	N/A	N/A	N/A	N/A
Surface Type	ASPHALT	ASPHALT	ASPHALT	ASPHALT
Pavement Strength				
Single Wheel	17,000 LBS	26,000 LBS	17,000 LBS	26,000 LBS
Dual Wheel	22,000 LBS	38,000 LBS	22,000 LBS	38,000 LBS
Approach Reference Code (APRC)	B/I(S)/VIS	B/II/5000	B/I(S)/VIS	B/II/5000
Departure Reference Code (DPRC)	B/I(S)	B/II	B/I(S)	B/II
Runway Design Code (RDC)	B-II-VIS	B-II-5000	B-II-VIS	B-II-5000
Part 77 Approach Surface Slope	20:1	20:1	20:1	20:1
Approach Surface Slope (TSS)	20:1	20:1	20:1	20:1
Approach Visibility Minimums	≥ 1.25 MILE	≥ 1 MILE	≥ 1.25 MILE	≥ 1 MILE
Visual Approach Aids	REIL/PAPI	REIL / PAPI	REIL/PAPI	REIL / PAPI
Instrument Approach Aids	VOR/DME	GPS	VOR/DME	GPS
Runway Lighting	MIRL	MIRL	MIRL	MIRL
Runway Marking	N/P APPROACH	N/P APPROACH	N/P APPROACH	N/P APPROACH
Critical Aircraft	KING AIR 90	KING AIR 350	KING AIR 90	KING AIR 350
Runway True Bearing	N0°14'08.05"W	N0°14'08.05"W	N0°14'08.05"W	N0°14'08.05"W
Runway Object Free Area (ROFA)				
Length Beyond Runway	300'	300'	300'	300'
Width	500'	500'	500'	500'
Runway Safety Area (RSA)				
Length Beyond Runway	300'	300'	300'	300'
Width	150'	150'	150'	150'
FAR Part 77 Category	UTIL RUNWAY VIS APPROACH	UTIL RUNWAY VIS APPROACH	UTIL RUNWAY VIS APPROACH	UTIL RUNWAY NP APPROACH
Runway End Coordinates (NAD 83)				
Latitude	36°21'16.22"	36°21'16.22"	36°20'41.64"	36°20'31.75"
Longitude	84°56'47.81"	84°56'47.81"	84°56'48.09"	84°56'48.17"
Runway End Elevations (MSL)	1693.8'	1693.8'	1677.9'	1682.5'
Displaced Threshold Elevation (MSL)	N/A	N/A	N/A	N/A
TDZ Elevation (MSL)	1693.8'	1693.8'	1688.0'	1682.5'

AIRPORT DATA	EXISTING	ULTIMATE
NPIAS Service Level	GA	GA
Airport Elevation (MSL)	1693.8'	1693.8'
Airport Reference Point (NAD 83)		
Latitude	N 36°20'58.93"	N 36°20'53.99"
Longitude	W 84°56'47.95"	W 84°56'47.99"
Mean Max Temperature of Hottest Month	84.5°F	84.5°F
Airport Terminal Area NAVAIDS	LIGHTED WIND CONE	LIGHTED WIND CONE
Airport Reference Code / Runway	B-II-VIS	B-II-5000
Design Aircraft	KING AIR 90	KING AIR 350
Taxiway Lighting	MITL	MITL

ON-AIRPORT PENETRATIONS TO FAR PART 77 SURFACES					
NO.	DESCRIPTION	ELEVATION	EXISTING VIOLATION	ULTIMATE VIOLATION	ULTIMATE DISPOSITION
E1	Terminal Hangar	1723.6'	n/a	4.9'	Light
E2	10 UNIT T-Hangar	1718.0'	n/a	2.1'	Light
E4	Segmented Circle Wind Cone	1714.5'	n/a	4.7'	Relocate
E5	Beacon	1755.0'	n/a	15.4'	Light

DECLARED DISTANCES								
					LDA		ASDA	
Runway End ID	TORA	TODA	ASDA	LDA	Approach End RSA length	Stop end RSA Length	RSA Length	Date of Approval
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

MODIFICATIONS OF DESIGN STANDARDS					
No.	STANDARD MODIFIED	FAA STANDARDS	EXISITNG CONDITION	PROPOSED ACTION	DATE APPROVED
N/A	N/A	N/A	N/A	N/A	N/A

RUNWAY PROTECTION ZONE DIMENSIONS				
	RUNWAY 18		RUNWAY 36	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
Inner Width	500'	500'	500'	500'
Outer Width	700'	700'	700'	700'
Length	1,000'	1,000'	1,000'	1,000'

TRAVERSE WAY						
NO.	ROADWAY SURFACE ELEVATION	APPROACH SURFACE ELEVATION		AMOUNT OF CLEARANCE		PROPOSED ACTION
		EXISTING	ULTIMATE	EXISTING	ULTIMATE	
R1	1697.9'	1715.0'	SAME	17.1'	SAME	NONE
R2	1689.7'	1726.2'	SAME	36.5'	SAME	NONE
R3	1693.4'	1705.6'	SAME	12.1'	SAME	MARK & LIGHT
R4	1692.9	1782.1	SAME	89.2'	SAME	NONE

NOTE: ULTIMATE DISPOSITION OF R3 TRAVERSE WAY VIOLATION MAY RESULT IN APPROPRIATE LIGHTING OF TRAVERSE WAY AND / OR MARKING OF THE RUNWAY.

SPONSOR APPROVAL BLOCK

JAMESTOWN MUNICIPAL AIRPORT

NAME: TITLE: Mayor DATE: 6-21-19

CONDITIONALLY APPROVED

Signature: Jack Paul Saalwaechter 11/8/19 Date

John Paul Saalwaechter
Printed Name

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

Z
300' 0 300' 600'
SCALE: 1" = 300'
MAGNETIC DECLINATION: 05°02'W
ANNUAL RATE OF CHANGE: 00°04'W PER YEAR
NOVEMBER 11, 2016
COORDINATES/ELEVATIONS BASED
ON NAD83 / NAVD88

NOTES

Construction Notice Requirement

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

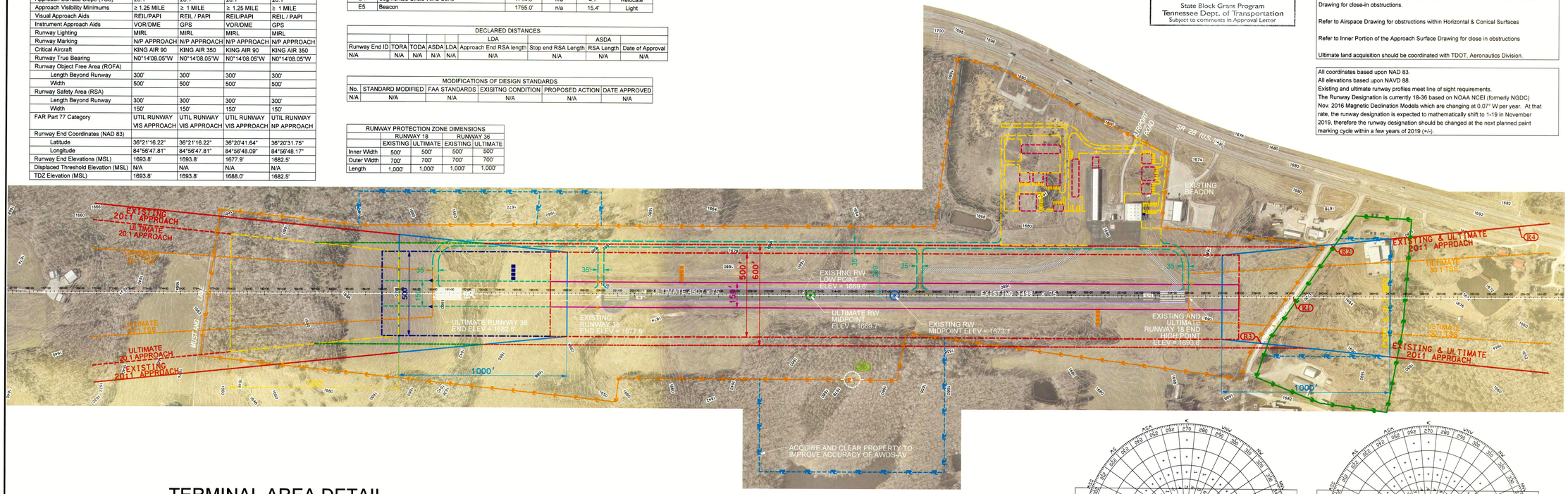
Refer to Airport Layout Drawing, Approach Drawing, and Inner Portion of the Approach Drawing for close-in obstructions.

Refer to Airspace Drawing for obstructions within Horizontal & Conical Surfaces

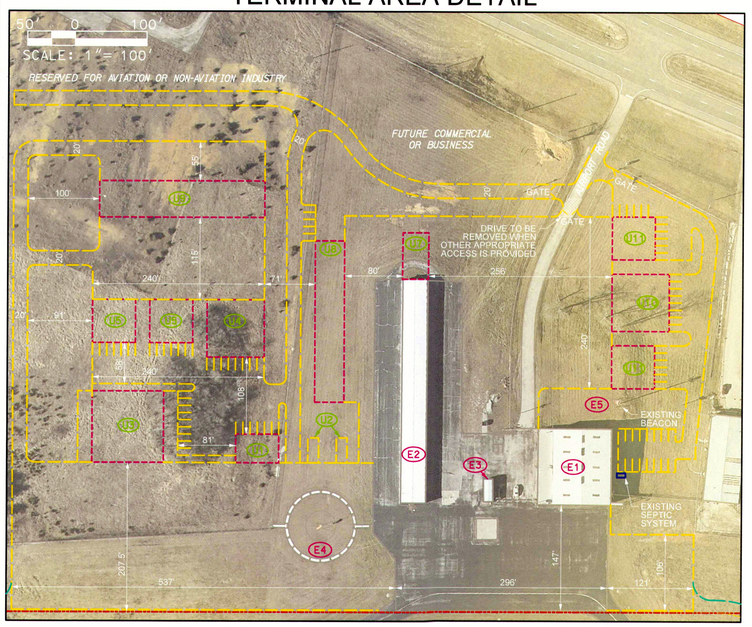
Refer to Inner Portion of the Approach Surface Drawing for close in obstructions

Ultimate land acquisition should be coordinated with TDOT, Aeronautics Division.

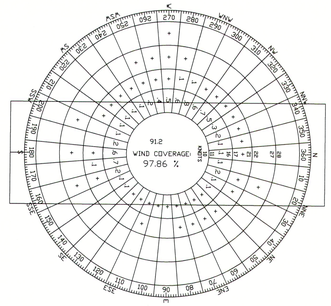
All coordinates based upon NAD 83.
All elevations based upon NAVD 88.
Existing and ultimate runway profiles meet line of sight requirements.
The Runway Designation is currently 18-36 based on NOAA NCEI (formerly NGDC) Nov. 2016 Magnetic Declination Models which are changing at 0.07" W per year. At that rate, the runway designation is expected to mathematically shift to 1-19 in November 2019, therefore the runway designation should be changed at the next planned paint marking cycle within a few years of 2019 (+/-).



TERMINAL AREA DETAIL

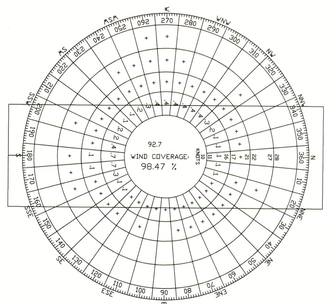


FACILITIES					
EXISTING			ULTIMATE		
#	FACILITY NAME	TOP ELEV	#	FACILITY NAME	TOP ELEV
E1	Terminal Hangar	1723.6'	U1	Proposed Terminal (40' x 60')	1720.2' (25' H)
E2	10 UNIT T-Hangar	1712.0'	U2	Relocated Fuel Facility	1712.1' (15' H)
E3	Fuel Facility 100LL (To Be Relocated)	1710.5'	U3	Hangar with Lean-To (100' x 100')	1718.7' (25' H)
E4	Segmented Circle Wind Cone (To Be Relocated)	1714.5'	U4	Corporate Hangar (80' x 80')	1711.9' (25' H)
E5	Beacon	1755.0'	U5	Corparate Hangar (60' x 60')	1713.5' (25' H)
			U6	Relocated Wind Indicator and Proposed AWOS-AV	1700.0' (30' H)
			U7	2 Unit T-Hangar Extension (36' x 65')	1716.4' (21' H)
			U8	5 Unit Box Hangar (41' x 225')	1718.3' (21' H)
			U9	10 Unit Nested T-Hangar (51' x 231')	1709.5' (21' H)
			U10	Corporate Hangar (80' x 80')	1721.0' (25' H)
			U11	Corporate Hangar (60' x 60')	1721.0' (25' H)



IFR WIND ROSE

SOURCE: National Climatic Data Center
Crossville Memorial-Whitson Airport
Crossville, TN
723250 CROSSVILLE MEMORIAL-WHITSON
ANNUAL PERIOD RECORD 2006 - 2015



ALL WEATHER WIND ROSE

SOURCE: National Climatic Data Center
Crossville Memorial-Whitson Airport
Crossville, TN
723250 CROSSVILLE MEMORIAL-WHITSON
ANNUAL PERIOD RECORD 2006 - 2015

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
REIL		
VGSI		
RUNWAY		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY OBSTACLE FREE ZONE (ROFZ)	NOT SHOWN	NOT SHOWN
RUNWAY PROTECTION ZONE (RPZ)		
TAXIWAY		
TAXIWAY OBJECT FREE AREA (TOFA)	NOT SHOWN	NOT SHOWN
TAXIWAY SAFETY AREA	NOT SHOWN	NOT SHOWN
BUILDING RESTRICTION LINE (BRL)		
AIRPORT PAVEMENT		
AIRPORT REFERENCE POINT		
AIRPORT BUILDINGS		
OTHER BUILDINGS		
AIRPORT PROPERTY LINE / EASEMENTS		
FENCE		
ROADS		
TREE LINE		NOT SHOWN
WATER		NOT SHOWN
GROUND ELEVATION CONTOURS		NOT SHOWN
STRUCTURES/PAVEMENT TO BE REMOVED		

NEEL-SCHAFFER
Solutions you can build upon
210 25th Avenue North, Suite 800
Nashville, TN 37203
Phone (615) 383-8420

AIRPORT LAYOUT DRAWING

JAMESTOWN MUNICIPAL AIRPORT
JAMESTOWN, TENNESSEE
AIRPORT LAYOUT PLAN UPDATE
TAD 25-555-0719-04

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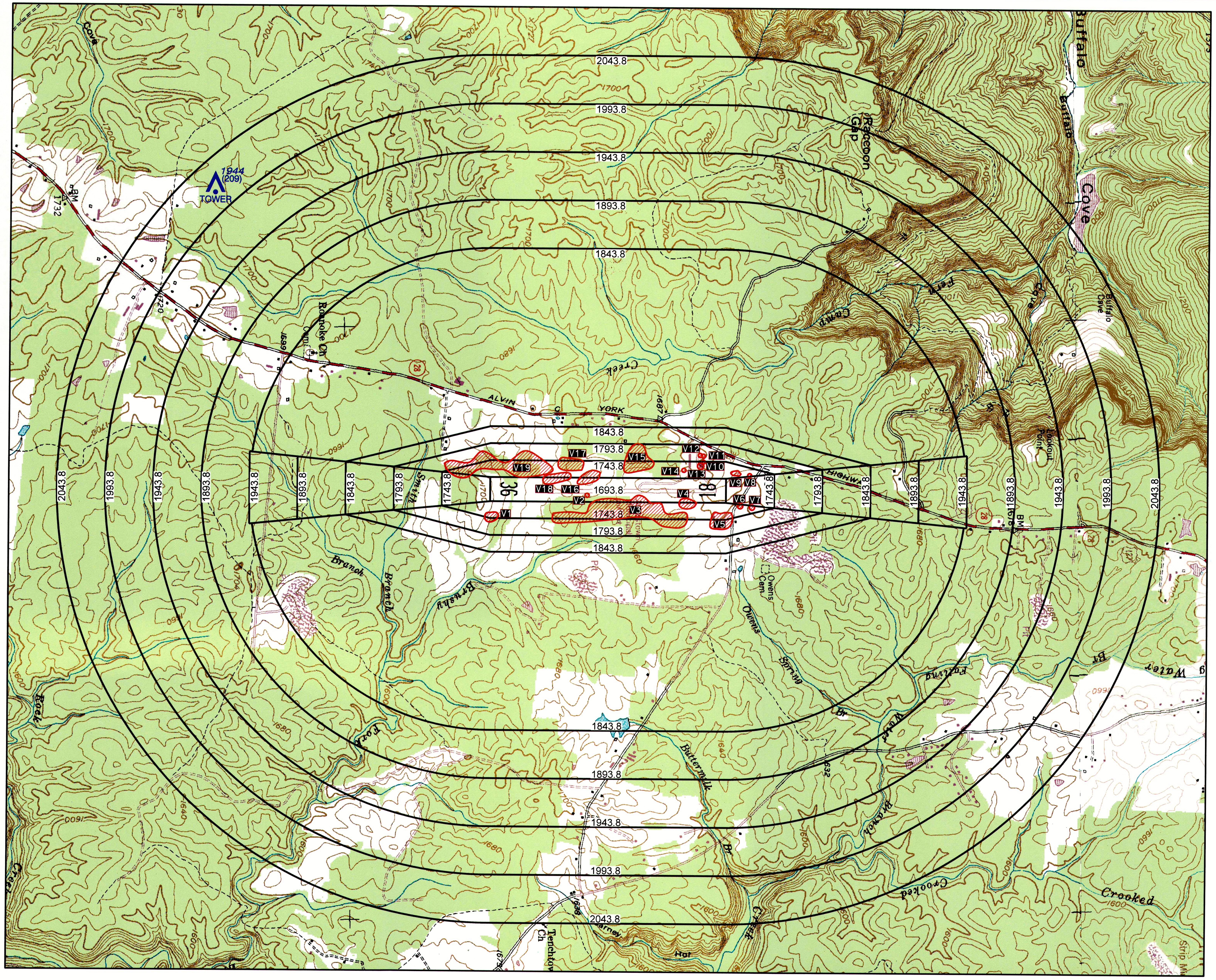
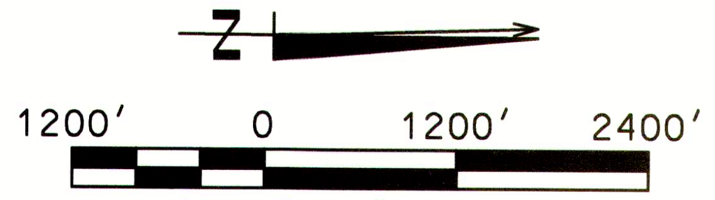
SHEET
2





SCALE: 1"= 1000'

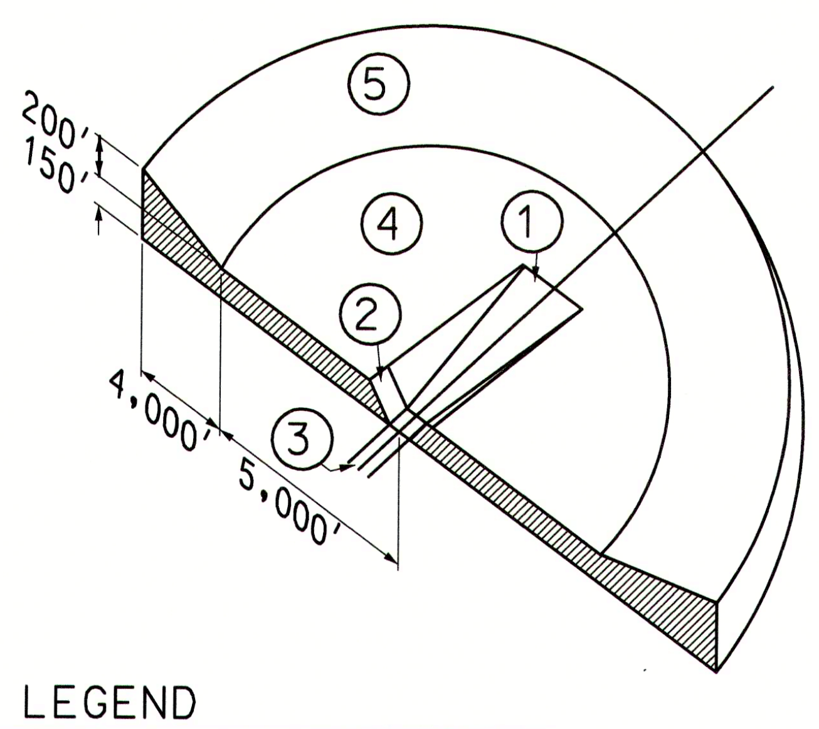
MAGNETIC DECLINATION: 05°02'W
ANNUAL RATE OF CHANGE: 00°04'W PER YEAR
NOVEMBER 11, 2016
COORDINATES/ELEVATIONS BASED
ON NAD83 / NAVD88

NOTE: SEE INNER APPROACH DRAWING FOR OTHER OBSTRUCTIONS

VIOLATIONS TO PART 77 SURFACES (ULTIMATE)				
ID	DESCRIPTION	ELEVATION	VIOLATION	VIOLATION DISPOSITION
V1	FOREST	UP TO 1745.8'	UP TO 22.2'	CLEAR FOREST
V2	VEGETATION	1673.9'	~2.7'	REMOVE VEGETATION
V3	FOREST	UP TO 1788.5'	UP TO 63.6'	CLEAR FOREST
V4	VEGETATION	UP TO 1696.3'	UP TO 8.8'	REMOVE VEGETATION
V5	TREE CLUSTER	UP TO 1775.7'	UP TO 24.0'	REMOVE TREES
V6	TREE	1738.6'	~20.0'	REMOVE TREE
V7	UTILITY POLE	1750.0'	~30.0'	REMOVE UTILITY POLE
V8	TREE	1728.5'	~10.0'	REMOVE TREE
V9	TREE CLUSTER	UP TO 1733.9'	~25.0'	REMOVE TREES
V10	ROTATING BEACON	1755.0'	15.4'	INSTALL OBSTRUCTION LIGHT
V11	TREE	1753.9'	~1.0'	REMOVE TREE
V12	TREE	1761.5'	~4.2'	REMOVE TREE
V13	TERMINAL HANGAR	1723.6'	4.8'	INSTALL OBSTRUCTION LIGHT
V14	WIND INDICATOR	1714.5'	4.7'	TO BE RELOCATED
V15	FOREST	UP TO 1764.2'	UP TO 31.9'	CLEAR FOREST
V16	TERRAIN	UP TO 1681.8'	UP TO 10.9'	USE DIRT AS FILL FOR RWY EXT
V17	FOREST	UP TO 1752.5'	UP TO 40.0'	CLEAR FOREST
V18	TERRAIN	UP TO 1682.0'	UP TO 4.4'	USE DIRT AS FILL FOR RWY EXT
V19	FOREST	UP TO 1770.3'	UP TO 44.9'	CLEAR FOREST

NOTE: THIS TABLE EXCLUDES OBSTRUCTIONS IN THE APPROACH SURFACES WHICH CAN BE FOUND ON THE INNER APPROACH DRAWING.

FAR PART 77 SURFACE DIMENSIONS FOR ULTIMATE CONDITION	VIS / NP
Width of Primary Surface and Approach Surface at Inner End	250' / 500'
Radius of Horizontal Surface	5000' / 5000'
Approach Surface Width at Outer End	1250' / 2000'
Approach Surface Length	5000' / 5000'
Approach Slope	20:1 / 20:1



LEGEND

① APPROACH ZONE (20:1 SLOPE)
② TRANSITIONAL SURFACE (7:1 SLOPE)
③ PRIMARY SURFACE
④ HORIZONTAL SURFACE (150' ABOVE ESTABLISHED AIRPORT ELEVATION)
⑤ CONICAL SURFACE (20:1 SLOPE)

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AIRSPACE DRAWING

JAMESTOWN MUNICIPAL AIRPORT
JAMESTOWN, TENNESSEE
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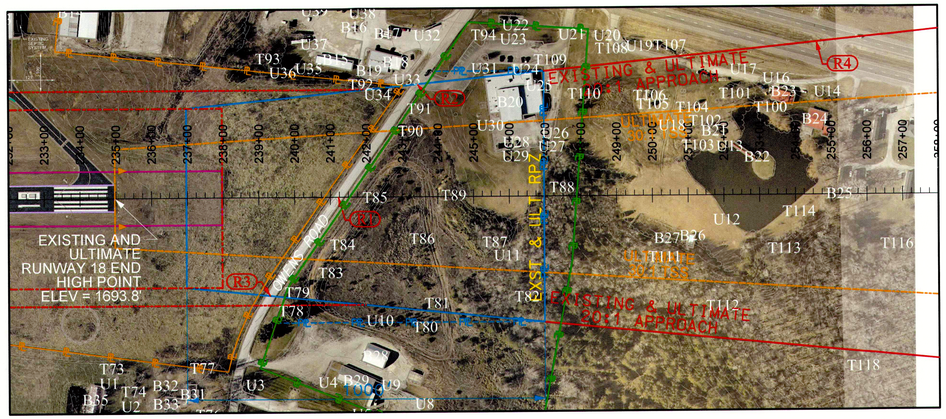
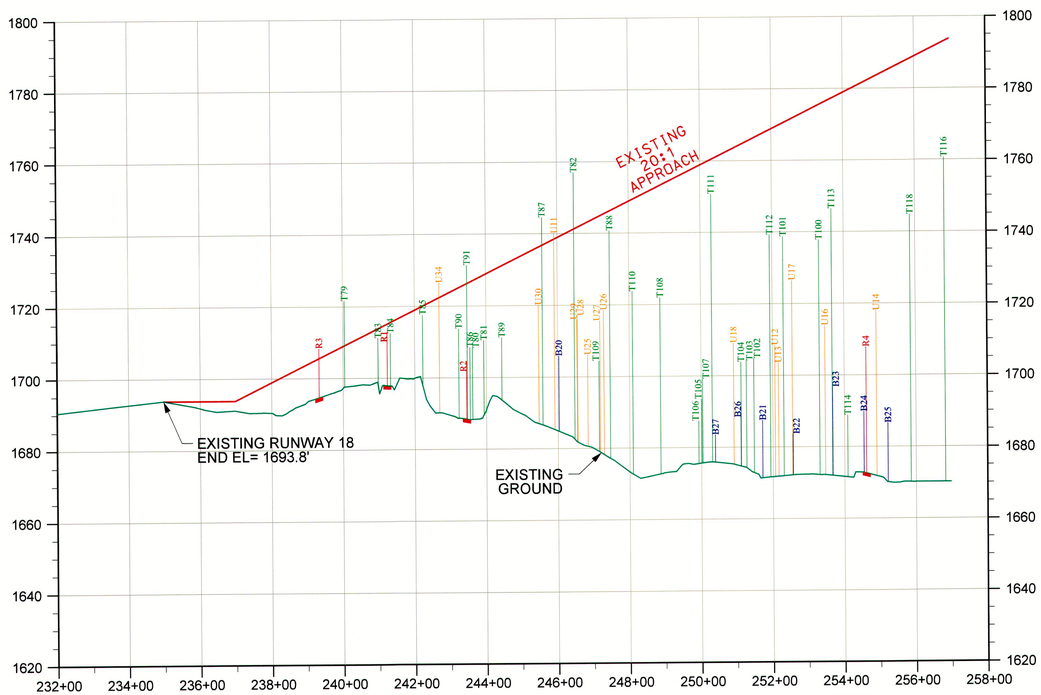
SHEET
3





APPROACH OBSTRUCTIONS						
RW END	NO	DESCRIPTION	TOP ELEV	EXISTING APPROACH SURFACE PENETRATION	ULTIMATE APPROACH SURFACE PENETRATION	PROPOSED ACTION
36	T34	TREE	1744.3'	n/a	n/a	REMOVE TREE
36	T37	TREE	1734.7'	n/a	n/a	REMOVE TREE
36	T42	TREE	1733.6'	n/a	24.3'	REMOVE TREE
36	T43	TREE	1751.2'	n/a	27.3'	REMOVE TREE
36	T46	TREE	1744.9'	n/a	n/a	REMOVE TREE
36	T50	TREE	1753.1'	n/a	2.7'	REMOVE TREE
18	T79	TREE	1721.6'	12.8'	n/a	REMOVE TREE
18	T82	TREE	1757.0'	16.1'	n/a	REMOVE TREE
18	T87	TREE	1744.5'	8.1'	n/a	REMOVE TREE
18	T88	TREE	1740.7'	n/a	n/a	REMOVE TREE
18	T91	TREE	1731.3'	5.4'	n/a	REMOVE TREE
18	T111	TREE	1750.7'	n/a	n/a	REMOVE TREE
18	U11	UTILITY POLE	1740.1'	2.0'	n/a	REMOVE POLE
18	U34	UTILITY POLE	1726.5'	4.5'	n/a	REMOVE POLE
18	R3	OWENS ROAD	1708.4'	2.9'	2.9'	MARK & LIGHT

MAGNETIC DECLINATION: 05°02'W
ANNUAL RATE OF CHANGE: 00°04'W PER YEAR
NOVEMBER 11, 2016
COORDINATES/ELEVATIONS BASED
ON NAD83 / NAVD88

200' 0 200' 400'
SCALE: 1"= 200' HORZ

20' 0 20' 40'
SCALE: 1"= 20' VERT

NOTES:

Existing Threshold Siting Surface object penetrations to be eliminated.
Existing FAR Part 77 Approach Surface object penetrations to be eliminated.
No Obstacle Free Zone Penetrations.
Date of obstruction survey is December 12, 2014.

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
REIL		
VGSI		
RUNWAY		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY OBSTACLE FREE ZONE (ROFZ)	NOT SHOWN	NOT SHOWN
RUNWAY PROTECTION ZONE (RPZ)		
TAXIWAY		
TAXIWAY OBJECT FREE AREA (TOFA)	NOT SHOWN	NOT SHOWN
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RW 18 INNER PORTION OF APPROACH SURFACE DRAWING

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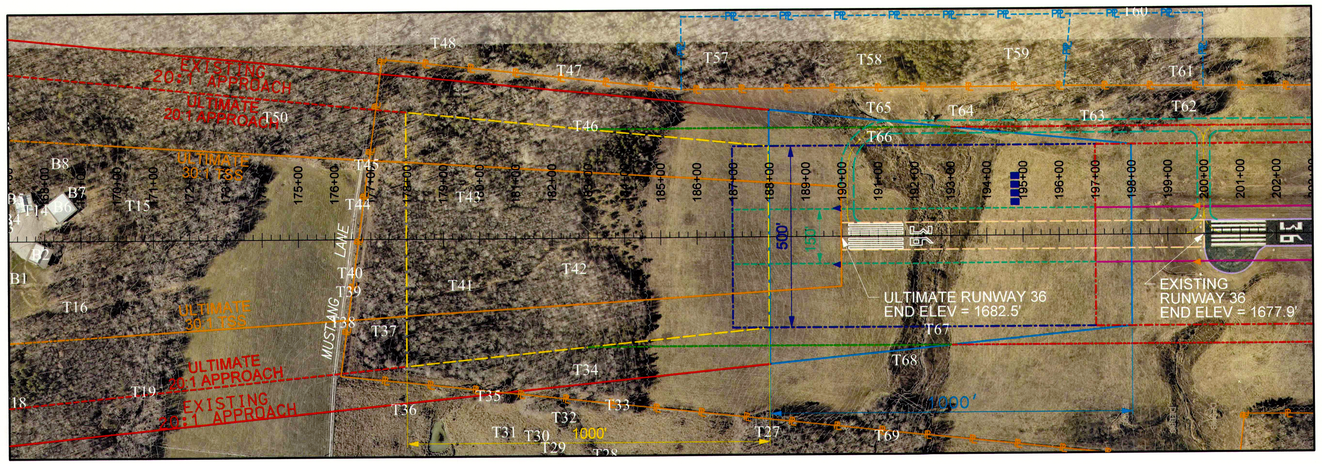

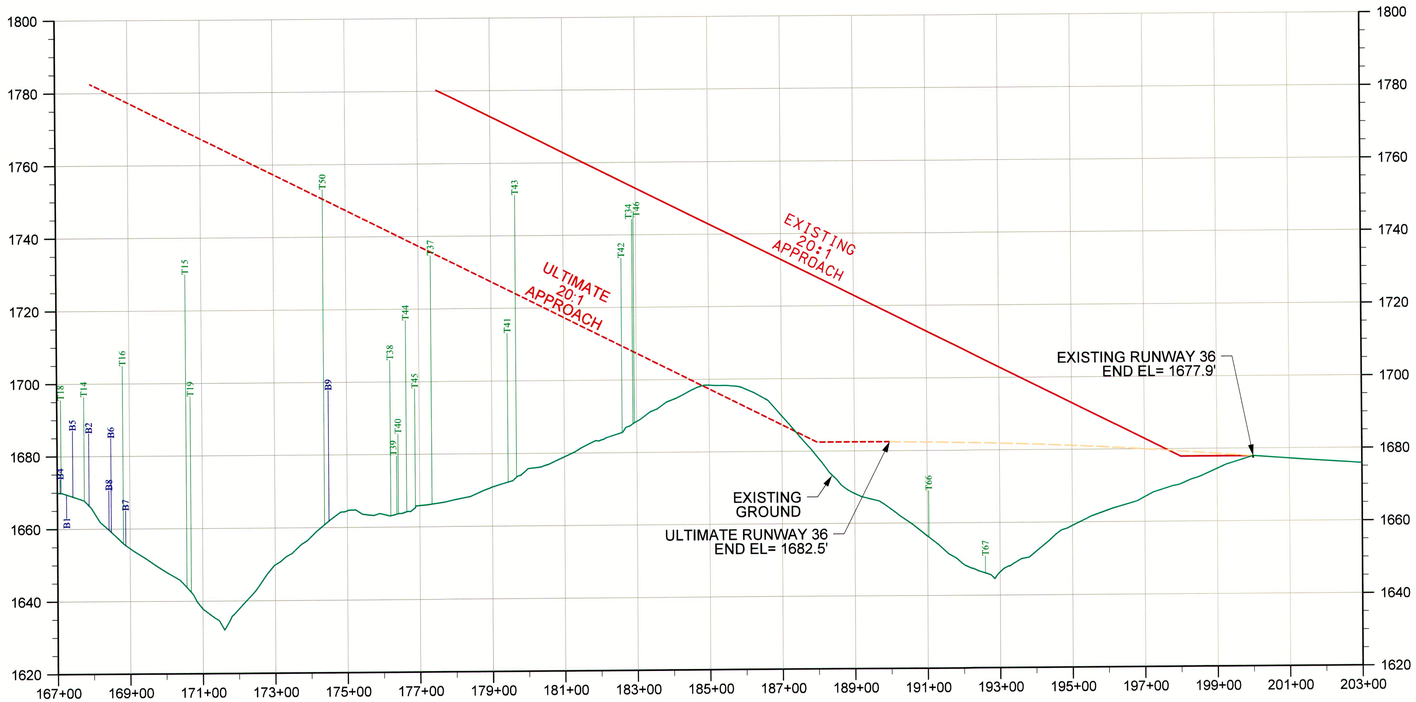

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36	T43	TREE	1751.2'	n/a	27.3'	REMOVE TREE
36	T46	TREE	1744.9'	n/a	n/a	REMOVE TREE
36	T50	TREE	1753.1'	n/a	2.7'	REMOVE TREE
18	T79	TREE	1721.6'	12.8'	n/a	REMOVE TREE
18	T82	TREE	1757.0'	16.1'	n/a	REMOVE TREE
18	T87	TREE	1744.5'	8.1'	n/a	REMOVE TREE
18	T88	TREE	1740.7'	n/a	n/a	REMOVE TREE
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RUNWAY OBSTACLE FREE ZONE (ROFZ)	NOT SHOWN	NOT SHOWN
RUNWAY PROTECTION ZONE (RPZ)		
TAXIWAY		
TAXIWAY OBJECT FREE AREA (TOFA)	NOT SHOWN	NOT SHOWN
TAXIWAY SAFETY AREA	NOT SHOWN	NOT SHOWN
BUILDING RESTRICTION LINE (BRL)		
AIRPORT PAVEMENT		
AIRPORT REFERENCE POINT		
AIRPORT BUILDINGS		
OTHER BUILDINGS		
AIRPORT PROPERTY LINE / EASEMENTS		
FENCE		
ROADS		
TREE LINE		NOT SHOWN
WATER		NOT SHOWN
GROUND ELEVATION CONTOURS		NOT SHOWN
STRUCTURES/PAVEMENT TO BE REMOVED		

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210 25th Avenue North, Suite 800
Nashville, TN 37203
Phone (615) 383-8420

RW 36 INNER PORTION OF APPROACH SURFACE DRAWING

JAMESTOWN MUNICIPAL AIRPORT
JAMESTOWN, TENNESSEE
AIRPORT LAYOUT PLAN UPDATE
TAD 25-555-0719-04

No.	By	Date	Revision

Project No. NS.11909.001
Issue Date JULY 2018
Drawn By: MUC
Checked By: ADM

SHEET
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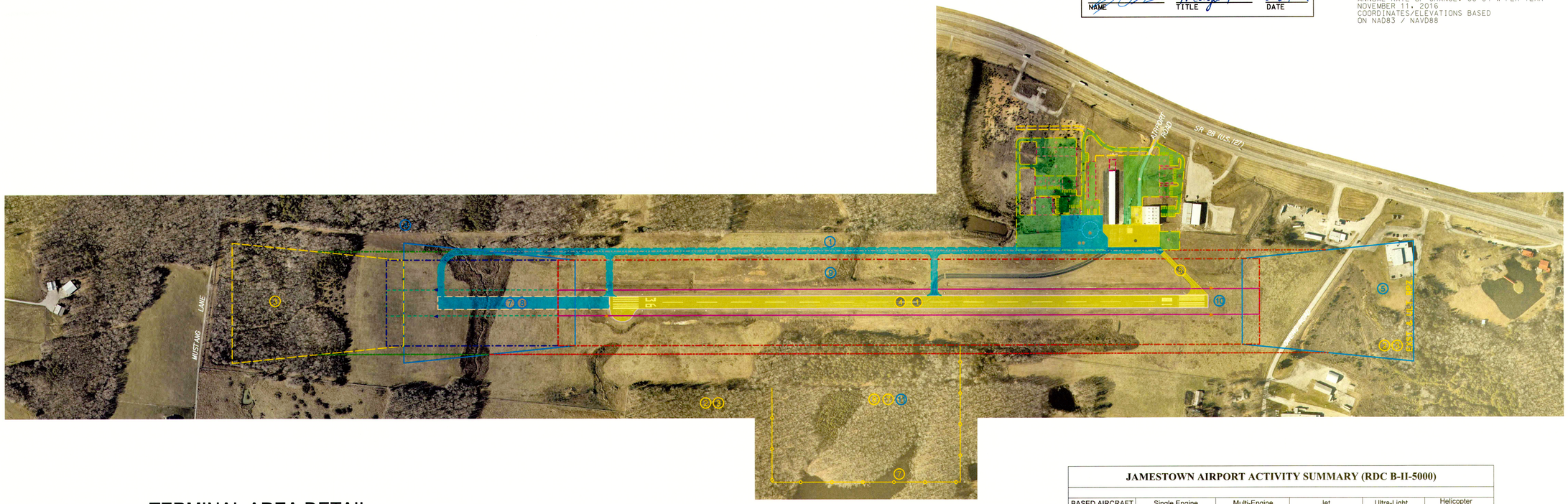
SPONSOR APPROVAL BLOCK		
JAMESTOWN MUNICIPAL AIRPORT		
NAME	TITLE Mayor	DATE 6-21-19

300' 0 300' 600'
SCALE: 1" = 300'

MAGNETIC DECLINATION: 05°02'W
ANNUAL RATE OF CHANGE: 00°04'W PER YEAR
NOVEMBER 11, 2016
COORDINATES/ELEVATIONS BASED
ON NAD83 / NAVD88



TERMINAL AREA DETAIL

JAMESTOWN AIRPORT ACTIVITY SUMMARY (RDC B-II-5000)

BASED AIRCRAFT	Single Engine	Multi-Engine	Jet	Ultra-Light	Helicopter
	8	1	0	2	0

Annual Operations are 2,450 including 1,250 Local and 1,200 Itenerant.

The ultimate critical aircraft at Jamestown is based on a reasonable extrapolation of the existing critical aircraft. The current activity in the critical aircraft family is all corporate traffic. The economic activity in Fentress County is relatively low in comparison to many of the counties in the state. As increasing county and state economic development resources are focused on this and other low activity counties, it is expected that economic growth will increase, resulting in larger corporate aircraft activity. It would be overly aggressive to forecast that the airport will experience regular business jet activity within the ALP study period, but increases in the King Air family are an entirely reasonable projection. Therefore the King Air 350 (previously marketed as Super King Air) has been chosen to represent the future Critical Aircraft.

There are 2 aircraft on the T-hangar waiting list who are ready to commit as soon as the new 10-unit T-hangar is completed in 2016.

PROPOSED CAPITAL IMPROVEMENT PLAN PROJECTS

	Stage I (2018 - 2020)				Stage II (2021 - 2024)				Stage III (2025+)
	Project	Year	Cost		Project	Year	Cost		Project
1)	ENGINEERING FOR RUNWAY REHABILITATION	FY2018	$100,000	1)	PARALLEL TAXIWAY	FY2021	$1,500,000	1)	TERMINAL AREA ACCESS ROAD
2)	AIR RIGHTS ACQUISITION FOR OBSTRUCTION REMOVAL (NORTH AND SOUTH)	FY2018	$100,000	2)	ENVIRONMENTAL DOCUMENTATION FOR RWY EXT	FY2022	$100,000	2)	FUEL FARM
3)	OBSTRUCTION CLEARING	FY2018	$200,000	3)	GRADING FOR APRON EXPANSION	FY2022	$775,000	3)	TERMINAL AND PARKING
4)	RUNWAY REHABILITATION	FY2019	$1,496,800	4)	LAND ACQUISITION FOR RWY EXT GRADING	FY2023	$200,000	4)	APRON EXPANSION PHASE 2
5)	TAXIWAY NORTH REHABILITATION	FY2020	$35,100	5)	LAND ACQUISITION FOR N RWY RPZ AND BUILDING DEMO	FY2023	$1,000,000	5)	100'X100' BOX HANGAR
6)	APRON REHABILITATION	FY2020	$150,400	6)	APRON EXPANSION PHASE 1 PAVING	FY2023	$550,000	6)	5-UNIT BOX HANGARS
7)	LAND ACQUISITION FOR AWOS AV, CLEARING 500' RADIUS, AND SECURITY FENCING	FY2020	$400,000	7)	GRADING FOR RUNWAY EXTENSION	FY2024	$1,000,000	7)	TAXIWAY AND APRON EXPANSION PHASE 3
8)	RELOCATE WIND SOCK AND SEGMENTED CIRCLE	FY2020	$50,000	8)	RUNWAY EXTENSION PHASE 1 PAVING AND LIGHTING	FY2024	$1,500,000	8)	10-UNIT T-HANGARS
9)	AUTO PARKING REHABILITATION	FY2020	$60,000	9)	IMPROVEMENT TO RUNWAY LIGHTS	FY2024	$500,000	9)	CORPORATE HANGARS AND PARKING
10)	ENTRANCE ROAD REHABILITATION	FY2020	$40,000	10)	REIL REPLACEMENT	FY2024	$75,000	10)	APRON EXPANSION PHASE 4
				11)	INSTALL AWOS-AV	FY2024	$65,000	11)	CORPORATE HANGARS
								12)	PAVEMENT PRESERVATION
								13)	APRON EXPANSION PHASE 5
								14)	UPDATE ALP
	Stage I Total		$2,632,300		Stage II Total		$7,265,000		

Notes:
Numbers not based on detailed design
All cost are shown in terms of (ALP YR) dollars
Airport Capital Improvement Plan updates required on an annual basis

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AIRPORT CAPITAL IMPROVEMENT PLAN

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