MKAA

INDEX OF DRAWINGS

McGhee Tyson Airport

METROPOLITAN
KNOXVILLE
AIRPORT
AUTHORITY

McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

AIRFIELD MODERNIZATION PROGRAM UPDATE

JULY 15, 2016

CHA design/construction solutions

AIRFIELD MODERNIZATION PROGRAM
ALP UPDATE - JULY, 2016

ENGINEERS PLANNERS ECONOMISTS
Wilbur Smith Associates

ORIGINAL - DECEMBER, 2006

RUNWAY 5L-23R

	EXISTING		FUTURE	
RUNWAY LENGTH & WIDTH (ft.)	9,003.5' X 150'		10,000' X 150'	
EFFECTIVE RUNWAY GRADIENT	0.60%		0.60%	
MAXIMUM RUNWAY ELEVATION (MSL)	980.8'		986.4'	
PAVEMENT TYPE	CONCRETE		CONCRETE	
PAVEMENT DESIGN STRENGTH (lbs.)	540,000 LBS *		540,000 LBS *	
PAVEMENT CLASSIFICATION NUMBER (PCN)	65		119	
SURFACE TREATMENT	GROOVED CONCRETE		GROOVED CONCRETE	
RUNWAY LIGHTING	HIRL		HIRL	
RSA - LENGTH BEYOND RW END	1000'		1000'	
RSA - WIDTH	500'		500'	
ROFA - LENGTH BEYOND RW END	1000'		1000'	
ROFA WIDTH	800'		800'	
ROFZ - LENGTH BEYOND RW END	200'		200'	
ROFZ WIDTH	400'		400'	
RUNWAY END	5L	23R	5L	23R
THRESHOLD SITING SURFACE ***	#7, #8, #9		#7, #8, #9	
RUNWAY DESIGN CODE	D-IV-1600		D-IV-1600	
APPROACH REFERENCE CODE (APRC)	D-IV-2400	D-IV-1600	D-IV-2400	D-IV-1600
DEPARTURE REFERENCE CODE (DPRC)	D-IV	D-IV	D-IV	D-IV
RPZ	2500'L x 1000'W x 1750'W	2500'L x 1000'W x 1750'W	2500'L x 1000'W x 1750'W	2500'L x 1000'W x 1750'W
RUNWAY MARKING	PRECISION	PRECISION	PRECISION	PRECISION
NAVIGATIONAL AIDS	MALSR, ILS, CAT I, RVR VASI	ALSF-2, VASI, RVR, VOR, CAT II, ILS	MALSR, ILS, CAT I, RVR PAPI	ALSF-2, PAPI, RVR, VOR, CAT II, ILS
APPROACH VISIBILITY MINIMA	½ MILE	< ½ MILE	½ MILE	< ½ MILE
TYPE OF AERONAUTICAL SURVEY REQUIRED	VERTICALLY GUIDED		VERTICALLY GUIDED	
RUNWAY DEPARTURE SURFACE	YES	YES	YES	YES
APPROACH SLOPE	50:1	50:1	50:1	50:1
APPROACH TYPE	PRECISION	PRECISION	PRECISION	PRECISION
TOUCHDOWN ZONE ELEVATION (MSL)	942.0'	980.8'	951.8'	986.5'

NOTES:
INNER APPROACH OFZ EXTENDS 2400' FROM EACH END OF ROFZ AT A SLOPE OF 50:1.
* IN DUAL TANDEM WHEEL CONFIGURATION

RUNWAY 5R-23L

	EXISTING		FUTURE	
RUNWAY LENGTH & WIDTH (ft.)	9,000' X 150'		9,000' X 150'	
EFFECTIVE RUNWAY GRADIENT	0.27%		0.30%	
MAXIMUM RUNWAY ELEVATION (MSL)	965.2'		964.0'	
PAVEMENT TYPE	ASPHALT		ASPHALT	
PAVEMENT DESIGN STRENGTH (lbs.)	250,000 LBS *		540,000 LBS *	
PAVEMENT CLASSIFICATION NUMBER (PCN)	65		119	
SURFACE TREATMENT	GROOVED ASPHALT		GROOVED ASPHALT	
RUNWAY LIGHTING	HIRL		HIRL	
RSA - LENGTH BEYOND RW END **	1000'		1000'	
RSA - WIDTH	500'		500'	
ROFA - LENGTH BEYOND RW END **	1000'		1000'	
ROFA WIDTH	800'		800'	
ROFZ - LENGTH BEYOND RW END **	200'		200'	
ROFZ WIDTH	400'		400'	
RUNWAY END	5R	23L	5R	23L
THRESHOLD SITING SURFACE ***	#6, #8, #9		#6, #8, #9	
RUNWAY DESIGN CODE	D-IV-4000		D-IV-4000	
APPROACH REFERENCE CODE (APRC)	B-III-4000	B-III-4000	D-IV-4000	D-IV-4000
DEPARTURE REFERENCE CODE (DPRC)	B-III D-II	B-III D-II	D-IV	D-IV
RPZ	1700'L x 1000'W x 1510'W	1700'L x 1000'W x 1510'W	1700'L x 1000'W x 1510'W	2500'L x 1000'W x 1750'W
RUNWAY MARKING	PRECISION	PRECISION	PRECISION	PRECISION
NAVIGATIONAL AIDS	REIL, PAPI, NDB, GPS	REIL, PAPI, VOR, GPS	REIL,PAPI, NDB, GPS	REIL, PAPI, CAT I, ILS, VOR, GPS
APPROACH VISIBILITY MINIMA	¾ MILE	¾ MILE	¾ MILE	¾ MILE
TYPE OF AERONAUTICAL SURVEY REQUIRED	VERTICALLY GUIDED		VERTICALLY GUIDED	
RUNWAY DEPARTURE SURFACE	YES	YES	YES	YES
APPROACH SLOPE	34:1	34:1	34:1	50:1
APPROACH TYPE	NPI	NPI	NPI	PRECISION
TOUCHDOWN ZONE ELEVATION (MSL)	954.0'	965.2'	944.7'	963.9'

NOTES:
* IN DUAL TANDEM WHEEL CONFIGURATION
** BASED ON DECLARED DISTANCES

AIRPORT DATA TABLE

	EXISTING	FUTURE	ULTIMATE *
AIRPORT ELEVATION (MSL)	980.8'	986.4'	986.4'
AIRPORT NAVIGATION AIDS	SEE RUNWAY DATA TABLE		
MEAN MAX TEMP (Hottest Month °F)	89.1° F	89.1° F	89.1° F
NPIAS SERVICE LEVEL	PRIMARY	PRIMARY	PRIMARY
AIRPORT REFERENCE CODE (ALL RUNWAYS)	D-IV	D-IV	D-IV
DESIGN AIRCRAFT (ALL RUNWAYS)	BOEING 757	AIRBUS 300	AIRBUS 300
TAXIWAY MARKING	STD W/℄ REF	STD W/℄ REF	STD W/℄ REF
TAXIWAY LIGHTING	MITL	MITL	MITL
WIND COVERAGE (CAT II, 21 K) (%)	100.0%	100.0%	100.0%
AIRPORT REFERENCE POINT COORDINATES	35°48'39.50" N 83°59'38.50" W	35°48'38.82" N 83°59'39.36" W	35°48'53.95" N 83°59'44.86" W

NOTES:

THE COORDINATES SHOWN ARE BASED ON THE NAD 83 COORDINATE SYSTEM. THE VERTICAL DATUM IS BASED ON THE GPS-DERIVED NAVD 88 COORDINATE SYSTEM.

* THE ULTIMATE THIRD PARALLEL RUNWAY, MIDFIELD TERMINAL COMPLEX, AND EXTENSIONS TO EXISTING RUNWAYS ARE INCLUDED FOR ILLUSTRATIVE PURPOSES ONLY AND ARE OUTSIDE OF THE 20-YEAR PLANNING PERIOD.

RUNWAY END COORDINATES AND ELEVATIONS

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION
5L-23R			
EXISTING 5L	35° 48' 15.59" N	84° 00' 19.68" W	922.50'
EXISTING 23R	35° 49' 18.75" N	83° 59' 02.62" W	976.13'
FUTURE 5L	35° 48' 12.14" N	84° 00' 23.94" W	925.97'
FUTURE 23R	35° 49' 22.28" N	83° 58' 58.37" W	986.36'
FUTURE 5L DISPLACED THRESHOLD	35° 48' 15.58" N	84° 00' 19.75" W	929.80'
FUTURE 23R DISPLACED THRESHOLD	35° 49' 18.74" N	83° 59' 02.68" W	984.35'
5R-23L			
EXISTING 5R	35° 48' 00.25" N	84° 00' 14.41" W	938.03'
EXISTING 23L	35° 49' 03.39" N	83° 58' 57.41" W	962.00'
EXISTING 23L DISPLACED THRESHOLD	35° 49' 00.59" N	83° 59' 00.83" W	962.11'
FUTURE 5R	35° 47' 57.44" N	84° 00' 17.83" W	937.38'
FUTURE 23L	35° 49' 00.59" N	83° 59' 00.83" W	963.75'

NOTE:
THE COORDINATES SHOWN ARE BASED ON THE NAD 83 COORDINATE SYSTEM. THE VERTICAL DATUM IS BASED ON THE GP5-DERIVED NAVD 88 COORDINATE SYSTEM.

DECLARED DISTANCES

	5L-23R				5R-23L			
	EXISTING		FUTURE		EXISTING		FUTURE	
	5L	23R	5L	23R	5R	23L	5R	23L
TORA	9003.5'	9,003.5'	10,000'	10,000'	9,000'	9,000'	9,000'	9,000'
TODA	9,003.5'	9,003.5'	10,000'	10,000'	9,000'	9,000'	9,000'	9,000'
ASDA	9,003.5'	9,003.5'	10,000'	10,000'	8,600'	9,000'	9,000'	9,000'
LDA	9,003.5'	9,003.5'	9,508'	9,495.5'	8,600'	8,600'	9,000'	9,000'

NOTES:

TORA - TAKEOFF RUN AVAILABLE
TODA - TAKEOFF DISTANCE AVAILABLE
ASDA - ACCELERATE STOP DISTANCE AVAILABLE
LDA - LANDING DISTANCE AVAILABLE

*** ADDITIONAL NOTES:
#6 APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY MINIMUMS ≥3/4 BUT < 1 STATUTE MILE (≥1.2 km BUT <1.6 km), DAY OR NIGHT.

#7 APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY MINIMUMS <3/4 STATUTE MILE (1.2 km) OR PRECISION APPROACH (ILS OR GLS), DAY OR NIGHT.

#8 APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE APPROACHES WITH VERTICAL GUIDANCE (GLIDE PATH QUALIFICATION SURFACE GQS).

#9 DEPARTURE RUNWAY ENDS FOR ALL INSTRUMENT OPERATIONS.

INFORMATION TAKEN FROM AC 150/5300-13A TABLE 3-2.

MODIFICATIONS OF FAA STANDARDS

NO.	DESCRIPTION	FAA STANDARD	MITIGATION	DATE
1	LINE OF SITE FOR RUNWAY 5R-23L	MUST SEE ½ RUNWAY LENGTH AT HEIGHT OF 5' ABOVE RUNWAY WITH FULL PARALLEL TAXIWAY	CORRECT THE RUNWAY ℄ GRADIENT DURING AIRFIELD MODERNIZATION PROGRAM	JUNE 4, 2014
2	SUPPLEMENTAL WIND CONE LOCATION	MUST BE INSTALLED OUTSIDE OF RSA AND OFA	* MUST BE RELOCATED IF RUNWAY OFZ IS EXPANDED IN THE FUTURE	JUNE 16, 2015

FAA DISCLAIMER

"THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN AIRPORT IMPROVEMENT PROGRAM GRANT FROM THE FEDRAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 47104 OF TITLE 49 UNITED STATES CODE. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT ANY PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE: NOT APPLICABLE
SCALE:

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CHA design/construction solutions
CHA Consulting, Inc.
3008 Topside Business Park Drive
Suite E
Louisville, TN 37777
www.chaconsulting.com

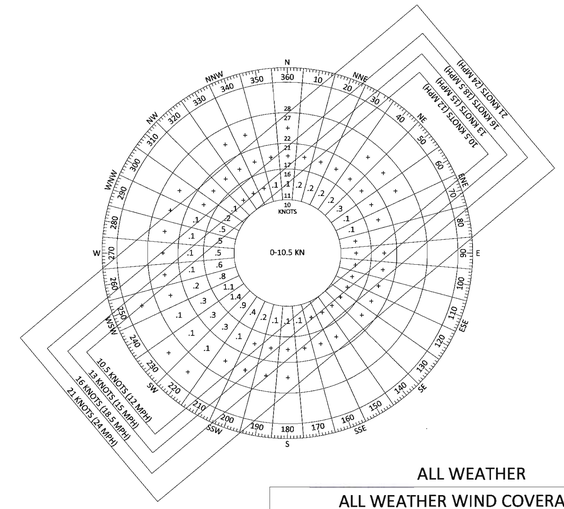
McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE
SHEET TITLE: AIRPORT DATA SHEET 1
SUBMITTAL
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 2

TAXIWAY DATA TABLE

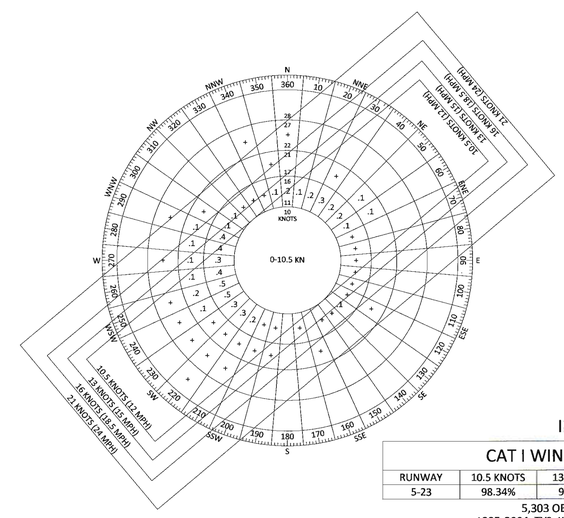
TAXIWAY NAME		TAXIWAY DESIGN GROUP		TAXIWAY WIDTH (FT.)			TAXIWAY SHOULDER WIDTH (FT.)			TAXIWAY SAFETY AREA (FT.)			TAXIWAY OBJECT FREE AREA (FT.)		
EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	STANDARD	EXISTING	FUTURE	STANDARD	EXISTING	FUTURE	STANDARD	EXISTING	FUTURE	STANDARD
A	A	5	5	75'	75'	75'	25'	25'	30'	171'	171'	171'	259'	259'	259'
A1	A1	5	5	100'	90'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
A2	A2	5	5	100'	100'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
A3	A3	5	5	100'	100'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
A4	A4	5	5	100'	100'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
A5	A5	5	5	100'	100'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
A6	A6	5	5	75'	90'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
A7	-	5	-	75'	-	75'	25'	-	30'	171'	-	171'	259'	-	259'
A8	-	5	-	100'	-	75'	25'	-	30'	171'	-	171'	259'	-	259'
A9	-	5	-	75'	-	75'	25'	-	30'	171'	-	171'	259'	-	259'
B	B	5	5	75'	75'	75'	15'	15'	30'	171'	171'	171'	259'	259'	259'
B1	B1	5	5	75'	100'	75'	15'	30'	30'	171'	171'	171'	259'	259'	259'
B2	B2	5	5	75'	100'	75'	15'	30'	30'	171'	171'	171'	259'	259'	259'
B3	B3	5	5	75'	80'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
B5	B4	5	5	125'	100'	75'	0'	30'	30'	171'	171'	171'	259'	259'	259'
B6	B5	5	5	75'	80'	75'	15'	30'	30'	171'	171'	171'	259'	259'	259'
B7	B6	5	5	75'	80'	75'	15'	30'	30'	171'	171'	171'	259'	259'	259'
B8	B7	5	5	75'	90'	75'	15'	30'	30'	171'	171'	171'	259'	259'	259'
C	C	4	4	50'	50'	50'	25'	25'	20'	118'	118'	118'	186'	186'	186'
D	D	4	4	50'	50'	50'	0'	0'	20'	118'	118'	118'	186'	186'	186'
G	G	5	5	75'	75'	75'	25'	25'	30'	171'	171'	171'	259'	259'	259'
G1	G1	5	5	75'	90'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
G2	G2	5	5	75'	80'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
G3	G3	5	5	75'	85'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
G4	G4	5	5	75'	75'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
G7	G5	5	5	75'	90'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
G8	G6	5	5	85'	90'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
R1	R1	5	5	100'	160'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
R2	-	5	-	100'	-	75'	25'	-	30'	171'	171'	171'	259'	259'	259'
R3	R2	5	5	100'	190'	75'	25'	30'	30'	171'	171'	171'	259'	259'	259'
R4	-	5	-	75'	-	75'	-	-	30'	171'	-	171'	259'	-	259'
R5	-	5	-	75'	-	75'	-	-	30'	171'	-	171'	259'	-	259'
R6	-	5	-	50'	-	75'	-	-	30'	171'	-	171'	259'	-	259'
R7	-	5	-	50'	-	75'	-	-	30'	171'	-	171'	259'	-	259'
R8	-	5	-	50'	-	75'	-	-	30'	171'	-	171'	259'	-	259'
R9	-	5	-	50'	-	75'	-	-	30'	171'	-	171'	259'	-	259'
-	T	-	5	-	75'	75'	-	30'	30'	-	171'	171'	-	259'	259'
-	Y	-	5	-	75'	75'	-	30'	30'	-	171'	171'	-	259'	259'
-	S	-	5	-	75'	75'	-	30'	30'	-	171'	171'	-	259'	259'



ALL WEATHER

ALL WEATHER WIND COVERAGE				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	21 KNOTS
5-23	98.20%	99.29%	99.86%	99.99%

78,939 OBSERVATIONS
1995-2004, TYS, KNOXVILLE, TENNESSEE



IFR

CAT I WIND COVERAGE				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	21 KNOTS
5-23	98.34%	99.24%	99.76%	99.96%

5,303 OBSERVATIONS
1995-2004, TYS, KNOXVILLE, TENNESSEE

CAT II/III WIND COVERAGE				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	21 KNOTS
5-23	99.89%	100.0%	100.0%	100.0%

901 OBSERVATIONS
1995-2004, TYS, KNOXVILLE, TENNESSEE

DATA SOURCE: NOAA National Climatic Center
Asheville, NC
McGhee Tyson Airport
Alcoa, TN
Station 404950

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY AJL / LSB / JAH
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METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

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SHEET TITLE
AIRPORT DATA SHEET 2

SUBMITTAL
MKAA PROJECT NO.

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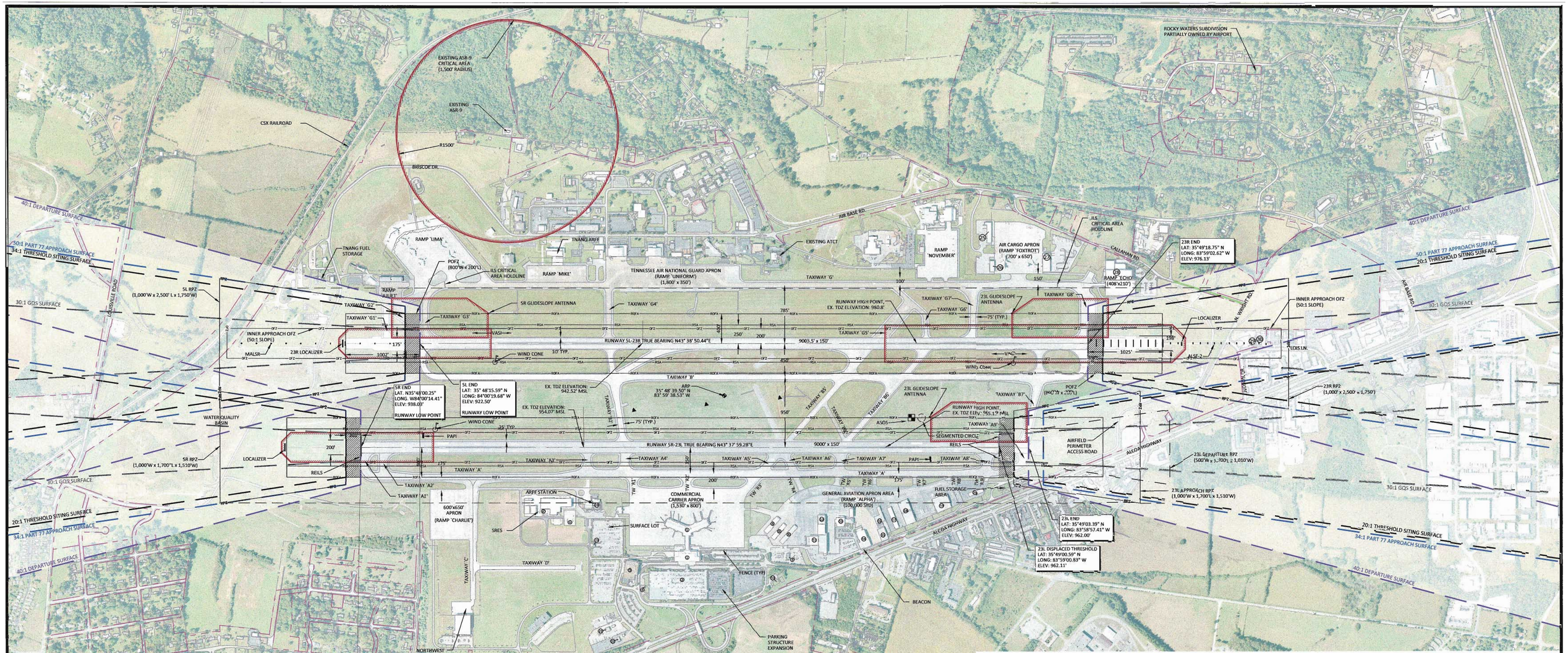
DWG. NO. 3



BUILDING TABLE

BUILDING	DESCRIPTION	TOP ELEVATION
1	TERMINAL BUILDING	1,002.2
2	PARKING GARAGE	987.0
3	HILTON HOTEL	1,004.4
4	AUTO PARKING GATE	952.0
5	NOT USED	
6	CARGO BUILDING	972.4
7	S.R.E.S. BUILDING	964.3
8	TAC AIR	966.1
9	HERTZ RENTAL CAR	963.4
10	TRAINING CENTER	967.3
11	TAC AIR	983.3
12	TAC AIR	984.3
13	TAC AIR	987.2
14	TAC AIR	984.5
15	TAC AIR	965.6
16	TAC AIR	972.9
17	TAC AIR	973.4
18	TAC AIR	984.2
19	TAC AIR HANGAR	986.4
20	TAC AIR T-HANGAR	973.5
21	AVIS RENTAL CAR	951.0
22	NATIONAL RENTAL CAR	947.6
23	AUTO PARKING GATE	957.8
24	ARFF STATION	TBD***
25	EHI	1,004.0
26	UNITED PARCEL SERVICE	1,003.0
27	FEDERAL EXPRESS	1,002.0
28	CONTINENTAL EXPRESS	1,021.0
29	AIRPORT MAINTENANCE	985.7
30	AIRPORT MAINTENANCE	981.1

DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

LEGEND

	EXISTING
Buildings	DEPICTED ON AERIAL
Airfield Pavement (Concrete)	DEPICTED ON AERIAL
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL
Roadways and Automobile Parking	DEPICTED ON AERIAL
NAVAID Critical Areas	
Runway Protection Zone (RPZ)	RPZ
Departure Runway Protection Zone (RPZ)	
Runway Safety Area (RSA)	RSA
Runway Object Free Area (ROFA)	ROFA
Runway Obstacle Free Zone (OFZ)	OFZ
Navigation Obstacle Free Zone (POFZ)	
35' Building Restriction Line (BRL)	
Airport Reference Point (ARP)	
Windcone	
FAR Part 77 Approach Surface	
Threshold Siting Approach Surface	
TERPS GQS Surface	
TERPS Departure Surface	
Airport Property Line	
Survey Markers	

NOTES:

1. LATITUDE AND LONGITUDE COORDINATES SHALL BE IN NAD 83/NAV 88.

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE: 300 0 300 600 — SCALE: 1"=600'

CONSULTANT

CHA design/construction solutions

CHA Consulting, Inc.
3008 Topside Business Park Drive
Suite E
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www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE: EXISTING AIRPORT LAYOUT PLAN

SUBMITTAL

MKAA PROJECT NO.

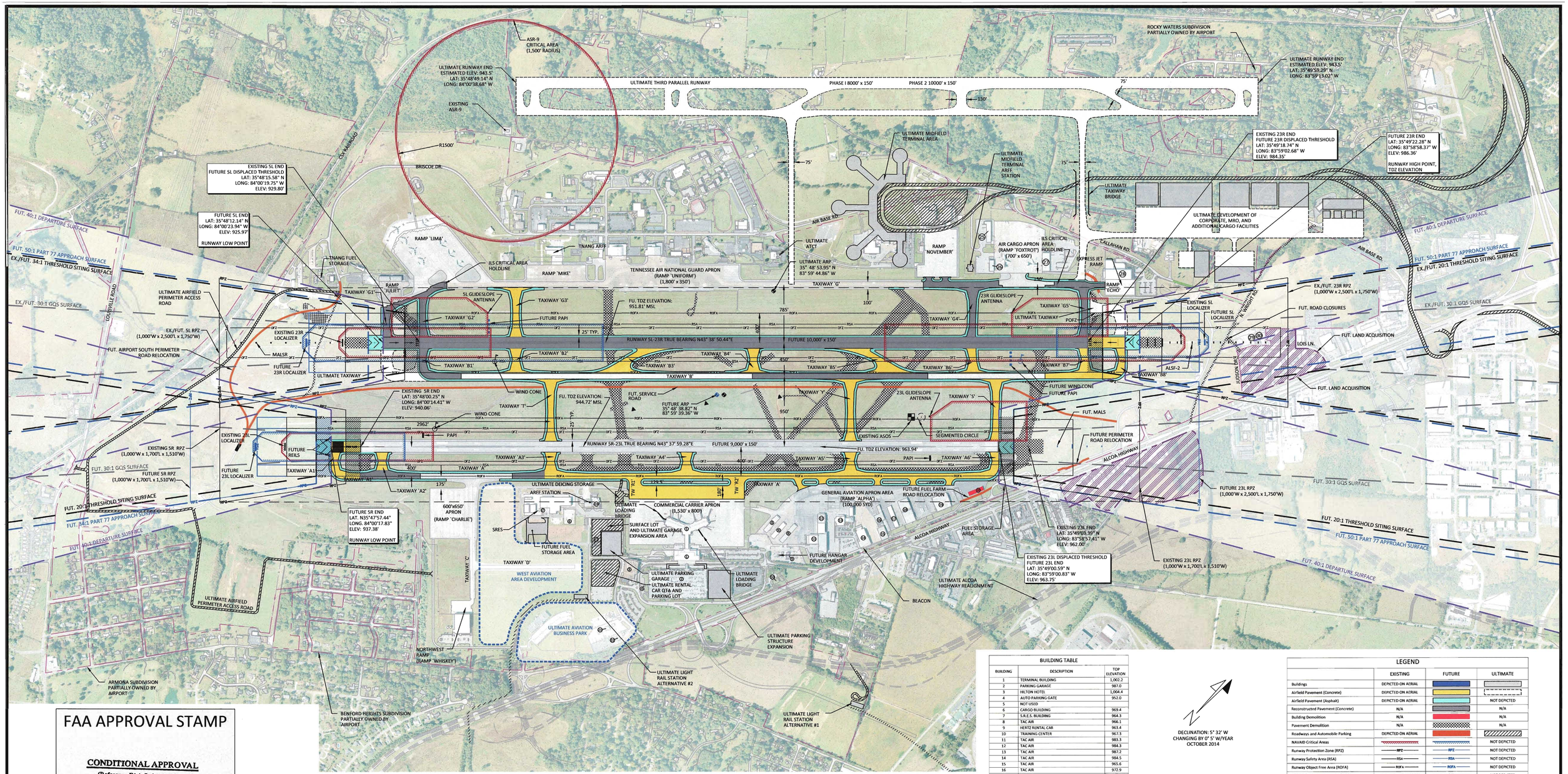
JOB NO. 30377

DATE JULY 2016

FILE NAME

REV. NO.

DWG. NO. 4



FAA APPROVAL STAMP

CONDITIONAL APPROVAL
(Reference FAA Order 1050.1F)
FEDERAL AVIATION ADMINISTRATION
Airports Program Manager
Memphis Airports District Office, Memphis, TN
Approval is subject to provisions of the FAA letter
Dated Aug 8, 2016

BUILDING TABLE

BUILDING	DESCRIPTION	TOP ELEVATION
1	TERMINAL BUILDING	1,002.2
2	PARKING GARAGE	987.0
3	HILTON HOTEL	1,004.4
4	AUTO PARKING GATE	952.0
5	NOT USED	
6	CARGO BUILDING	969.4
7	S.R.E.S. BUILDING	964.3
8	TAC AIR	966.1
9	HERTZ RENTAL CAR	963.4
10	TRAINING CENTER	967.3
11	TAC AIR	983.3
12	TAC AIR	984.3
13	TAC AIR	987.2
14	TAC AIR	984.5
15	TAC AIR	965.6
16	TAC AIR	972.9
17	TAC AIR	973.4
18	TAC AIR	984.2
19	TAC AIR HANGAR	986.4
20	TAC AIR T-HANGAR (TO BE REMOVED)	973.5
21	AVIS RENTAL CAR	951.0
22	NATIONAL RENTAL CAR	947.6
23	AUTO PARKING GATE	957.8
24	ARFF STATION	TBD***
25	DHL	1,004.0
26	UNITED PARCEL SERVICE	1,003.0
27	FEDERAL EXPRESS	1,002.0
28	CONTINENTAL EXPRESS	1,021.0
29	AIRPORT MAINTENANCE (TO BE REMOVED)	985.7
30	AIRPORT MAINTENANCE (TO BE REMOVED)	981.1

DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

LEGEND

	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAA Part 77 Approach Surface			NOT DEPICTED
Threshold Siting Approach Surface			NOT DEPICTED
TERPS GQS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A

NOTES:

1. THIS ALP UPDATED DECEMBER, 2015 ONLY PROVIDES UPDATES TO THE RUNWAY AND TAXIWAY SYSTEM BASED ON THE SCOPE OF THE AIRFIELD MODERNIZATION PROGRAM (AMP).
2. THE AMP TIMELINE IS DRIVEN BY THE CONDITION OF THE AIRFIELD PAVEMENTS.
3. FUTURE RUNWAY 5L-23R MODIFICATIONS ARE SCHEDULED TO BEGIN IN 2015.
4. ONLY FUTURE AND UNCHANGED EXISTING AIRSPACE SURFACES AND OBSTRCLE FREE ZONES (OFZs) ARE DEPICTED. PLEASE SEE SHEET 4 "EXISTING AIRPORT LAYOUT PLAN" FOR DEPICTION OF EXISTING AIRSPACE SURFACES and OFZs.
5. DEPARTURE RUNWAY PROTECTION ZONES (RPZs) ARE NOT DEPICTED IF WITHIN THE APPROACH RPZ FOR THAT RUNWAY END.

APPROVED
AIRPORT LAYOUT PLAN APPROVAL

DATE	AGENCY	
9 AUG 16	METROPOLITAN KNOXVILLE AIRPORT AUTHORITY	
	FEDERAL AVIATION ADMINISTRATION	
	TENNESSEE DEPARTMENT OF TRANSPORTATION	

FAA DISCLAIMER

"THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN AIRPORT IMPROVEMENT PROGRAM GRANT FROM THE FEDRAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 47104 OF TITLE 49 UNITED STATES CODE. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT ANY PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY AJL / LSB / JAH
CHECKED BY WHB
APPR. BY WHB
MKK APPR.
SCALE
300 0 300 600
SCALE: 1"=600'

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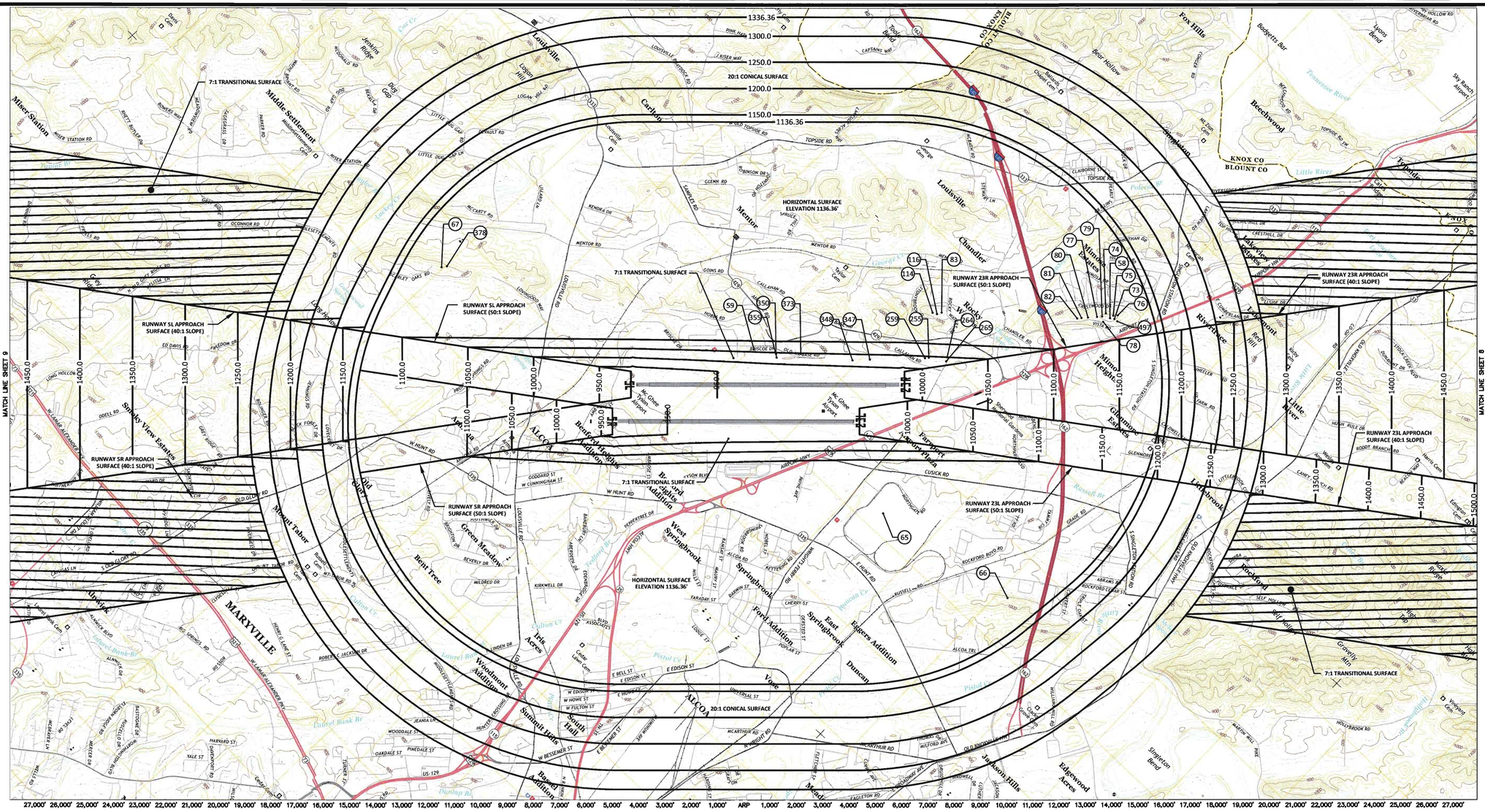
McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME
McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

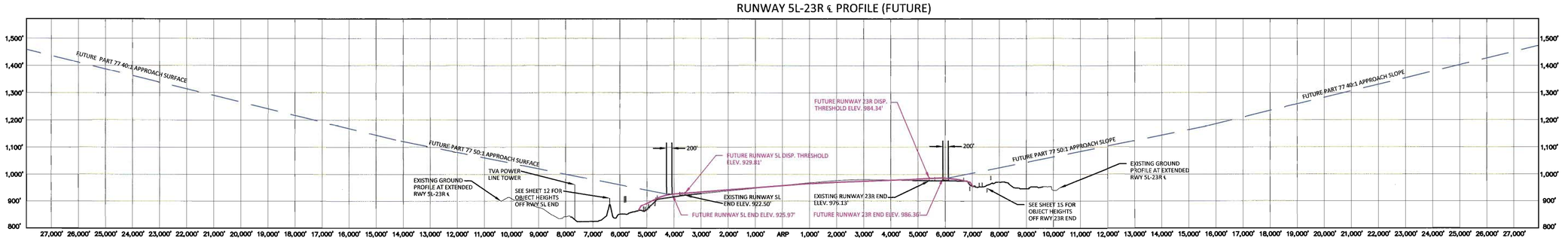
SHEET TITLE
FUTURE AIRPORT LAYOUT PLAN

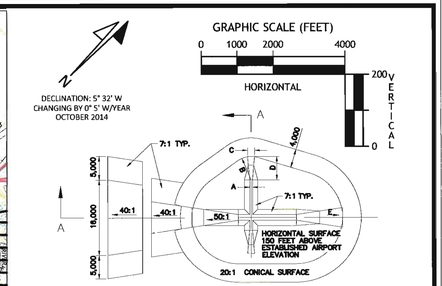
SUBMITTAL
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 5



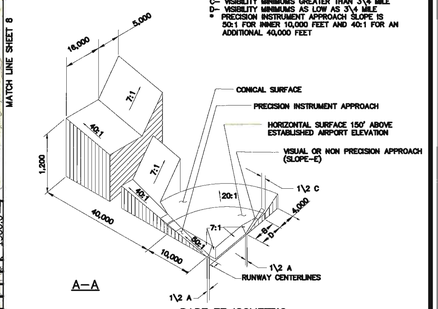
RUNWAY 5L-23R ℄ PROFILE (FUTURE)





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B: C	B: D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B: C	B: D	E
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3\4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3\4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



PART 77 ISOMETRIC

NOTE:

1. APPROACH SURFACE PENETRATIONS ARE SHOWN ON SHEETS 12-15.
2. THE POINT NUMBERS SHOWN IN THE OBSTRUCTION TABLES BELOW REFLECT THE POINT NUMBERS SHOWN IN THE OBSTRUCTION SURVEY.
3. OBSTRUCTION SURVEY CONDUCTED JANUARY 10, 2014.

OBSTRUCTIONS
Part 77 Surface: 5L-23R Transitional
Part 77 Slope: 7:1

#	Description	Top Elevation	Ultimate Penetration	Proposed Action
59	ANTENNA	1096.8	35.7	NONE
255	TREE	1056.7	11.8	NONE
259	TREE	1044.7	2.5	NONE
264	TREE	1056.1	6.5	NONE
265	TREE	1046.1	12.6	NONE
347	POLE	1044.0	13.9	NONE
348	POLE	1044.5	19.7	NONE
350	ATCT	1074.4	30.5	NONE
355	TREE	1033.1	5.2	NONE
373	POLE	1055.0	8.3	NONE

OBSTRUCTIONS
Part 77 Surface: Horizontal
Part 77 Elevation 1136.36

#	Description	Top Elevation	Ultimate Penetration	Proposed Action
58	BUILDING	1143.3	6.9	NONE
65	TREE	1149.8	13.4	NONE
66	TREE	1138.4	2.0	NONE
67	TREE	1158.7	22.3	NONE
73	TREE	1226.0	89.6	NONE
74	TREE	1225.4	89.0	NONE
75	TREE	1222.1	85.7	NONE
76	TREE	1211.4	75.0	NONE
77	TREE	1213.7	77.3	NONE
78	TREE	1188.9	52.5	NONE
79	TREE	1220.0	83.6	NONE
80	TREE	1190.0	53.6	NONE
81	TREE	1188.7	52.3	NONE
82	TREE	1183.9	47.5	NONE
83	TREE	1157.2	20.8	NONE
114	TREE	1141.7	5.3	NONE
116	TREE	1142.0	5.6	NONE
378	TREE	1151.6	15.2	NONE
497	TREE	1187.8	51.4	NONE

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MRK APPR.
SCALE: 1000 0 1000 2000
SCALE: Horizontal: 1"=2,000' Vertical: 1"=200'

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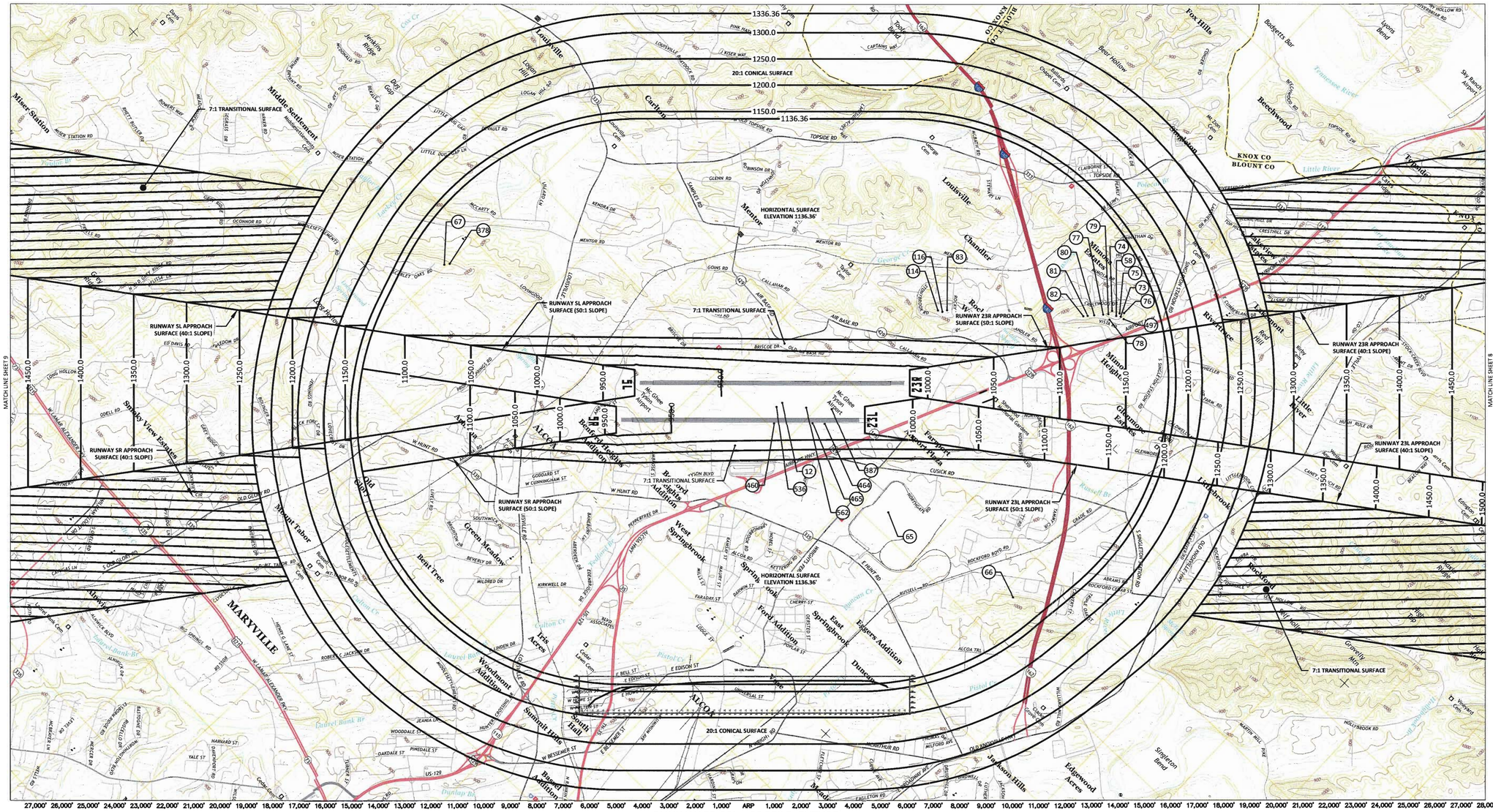
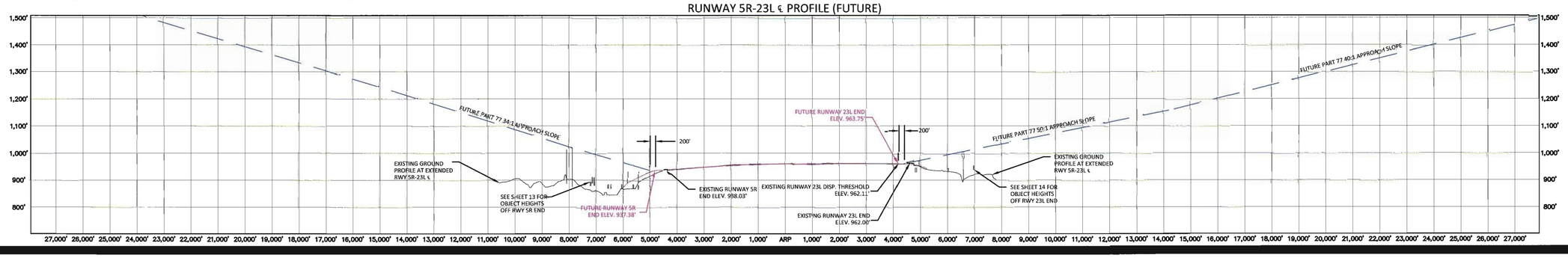
McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE
SHEET TITLE: AIRSPACE PLAN (1 of 4)
SUBMITTAL
MKAA PROJECT NO.

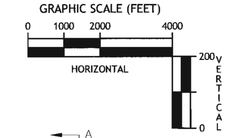
JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 6



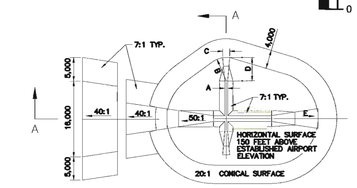
RUNWAY 5R-23L ℄ PROFILE (FUTURE)



GRAPHIC SCALE (FEET)

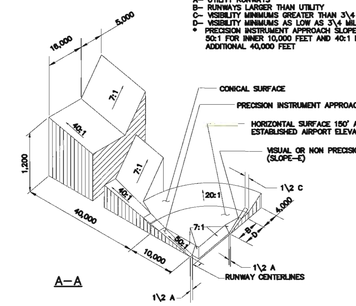


DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	C		D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A– UTILITY RUNWAYS
B– RUNWAYS LARGER THAN UTILITY
C– VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D– VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



A–A

PART 77 ISOMETRIC

NOTES:

1. APPROACH SURFACE PENETRATIONS ARE SHOWN ON SHEETS 12-15.
2. THE POINT NUMBERS SHOWN IN THE OBSTRUCTION TABLES BELOW REFLECT THE POINT NUMBERS SHOWN IN THE OBSTRUCTION SURVEY.
3. OBSTRUCTION SURVEY CONDUCTED JANUARY 10, 2014.

OBSTRUCTIONS
Part 77 Surface: 5R-23L Transitional
Part 77 Slope: 7:1

#	Description	Top Elevation	Ultimate Penetration	Proposed Action
12	ANTENNA	999.7	17.2	NONE
387	ASOS	988.4	24.5	NONE
460	SIGN	965.2	2.7	NONE
464	SIGN	968.3	4.4	NONE
465	GROUND	964.4	0.5	REMOVE
536	GROUND	965.0	2.3	REMOVE
562	GROUND	969.5	5.5	REMOVE

OBSTRUCTIONS
Part 77 Surface: Horizontal
Part 77 Elevation 1136.36

#	Description	Top Elevation	Ultimate Penetration	Proposed Action
58	BUILDING	1143.3	6.9	NONE
65	TREE	1149.8	13.4	NONE
66	TREE	1138.4	2.0	NONE
67	TREE	1158.7	22.3	NONE
73	TREE	1226.0	89.6	NONE
74	TREE	1225.4	89.0	NONE
75	TREE	1222.1	85.7	NONE
76	TREE	1211.4	75.0	NONE
77	TREE	1213.7	77.3	NONE
78	TREE	1188.9	52.5	NONE
79	TREE	1220.0	83.6	NONE
80	TREE	1190.0	53.6	NONE
81	TREE	1188.7	52.3	NONE
82	TREE	1183.9	47.5	NONE
83	TREE	1157.2	20.8	NONE
114	TREE	1141.7	5.3	NONE
116	TREE	1142.0	5.6	NONE
378	TREE	1151.6	15.2	NONE
497	TREE	1187.8	51.4	NONE

NO.	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE
1000 0 1000 2000
SCALE: Horizontal: 1"=2,000' Vertical: 1"=200'

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www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

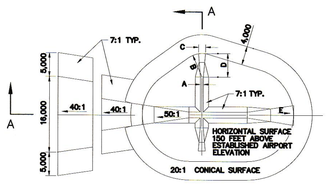
PROJECT NAME
McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE
AIRSPACE PLAN (2 of 4)

SUBMITTAL
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 7

DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B		B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A– UTILITY RUNWAYS
B– RUNWAYS LARGER THAN UTILITY
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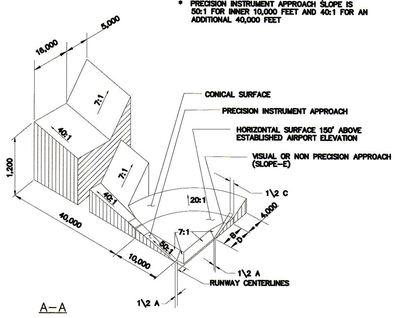
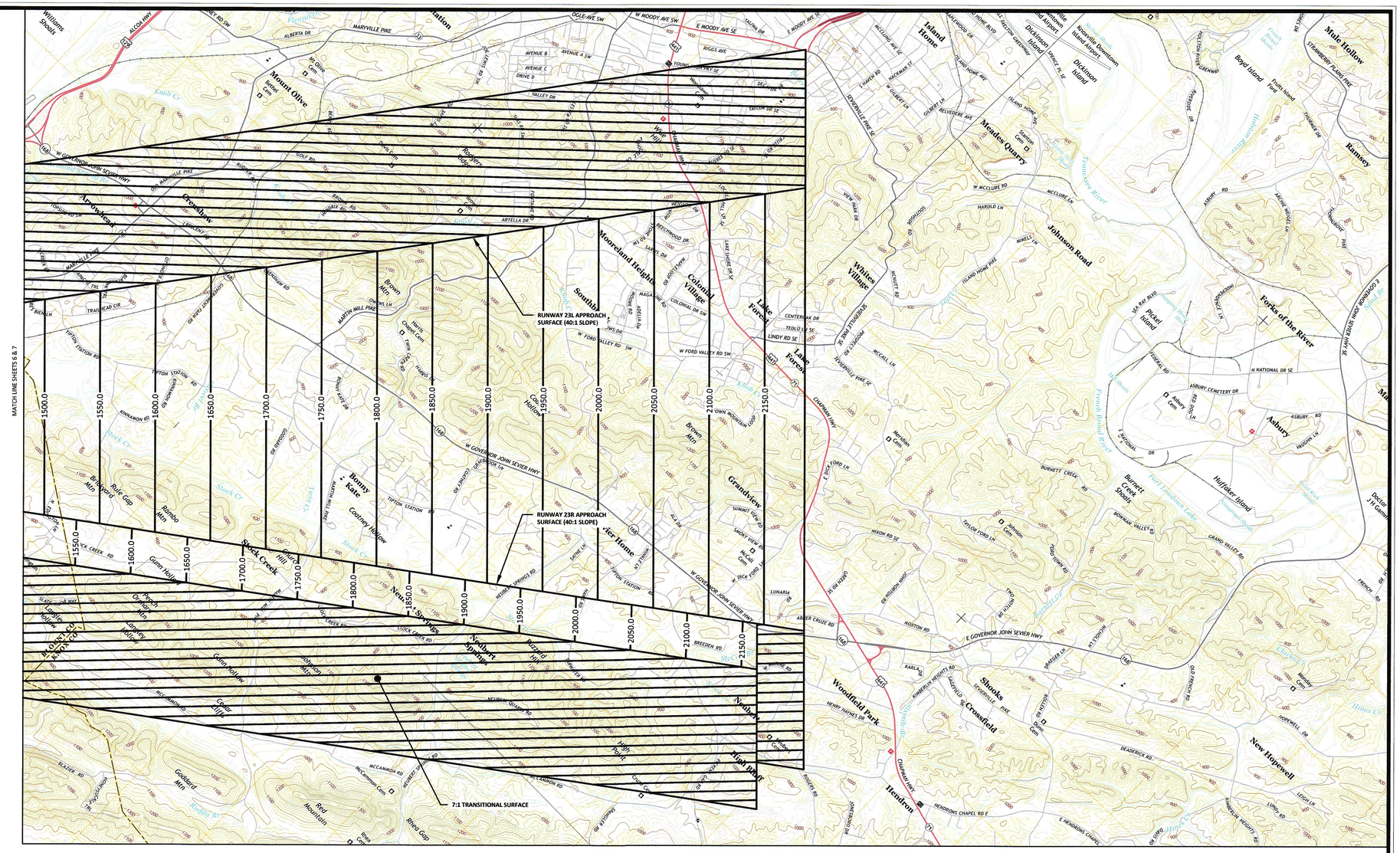
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



PART 77 ISOMETRIC

NOTES:

1. THERE ARE NO APPROACH SURFACE PENETRATIONS.
2. OBSTRUCTION SURVEY CONDUCTED JANUARY 10, 2014.



NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE: 1000 0 1000 2000
SCALE: 1" = 2,000'

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McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

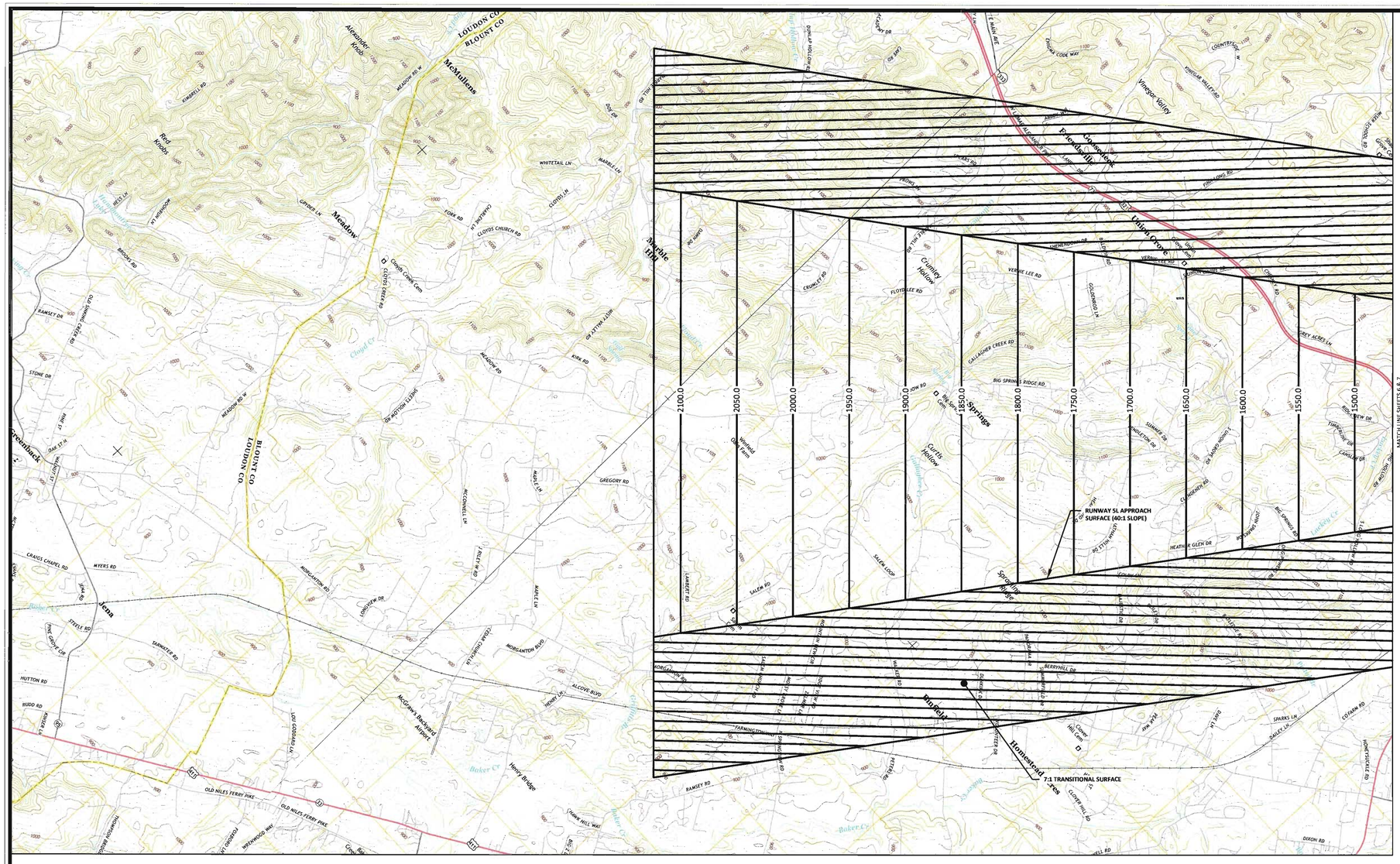
PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE: AIRSPACE PLAN (3 of 4)

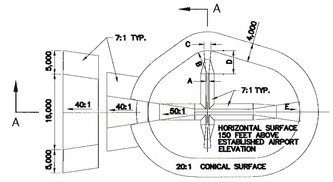
SUBMITTAL

MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 8



DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B: C	B: D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B		B: C	B: D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

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B– RUNWAYS LARGER THAN UTILITY
C– VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
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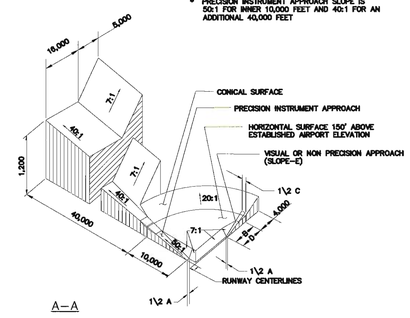

A–A

PART 77 ISOMETRIC

NOTES:

1. THERE ARE NO APPROACH SURFACE PENETRATIONS.
2. OBSTRUCTION SURVEY CONDUCTED JANUARY 10, 2014.

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE
1000 0 1000 2000
SCALE: 1" = 2,000'

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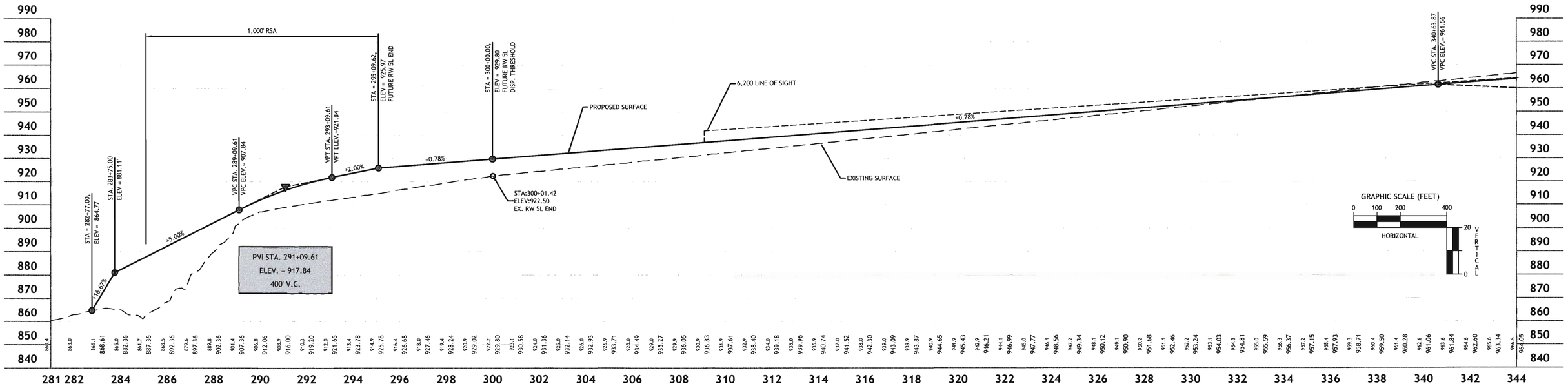
McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

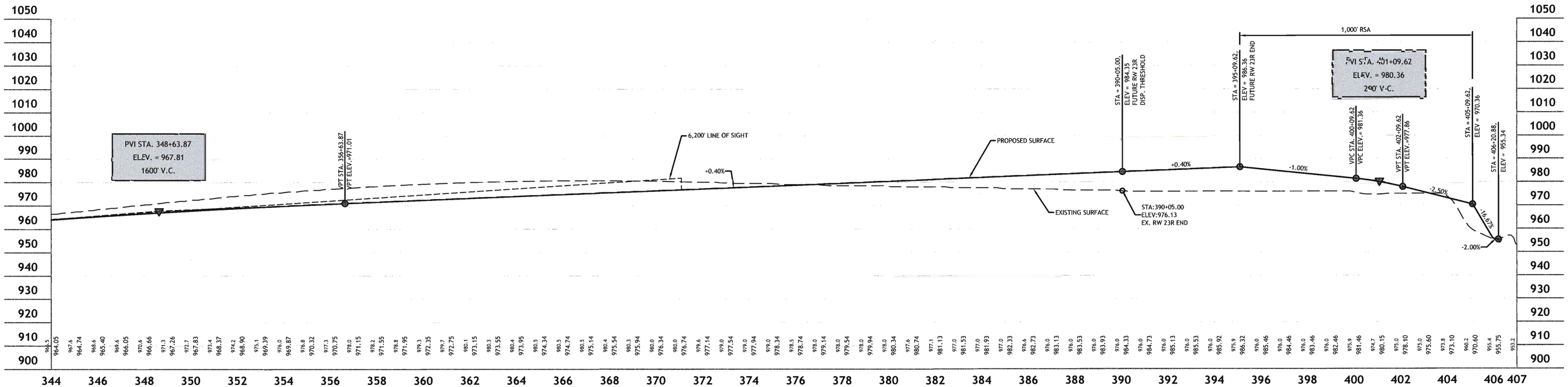
PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE
SHEET TITLE: AIRSPACE PLAN (4 of 4)
SUBMITTAL
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 9

5L-23R Profile



5L-23R Profile



NO.	DATE	REVISION	BY	CK.	APPR.

AJL / LSB / JAH
CHECKED BY WHB
APPR. BY WHB
MKK APPR.
SCALE
100 0 100 200
SCALE: Horizontal: 1"=2,000' Vertical: 1"=200'

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McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME
McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

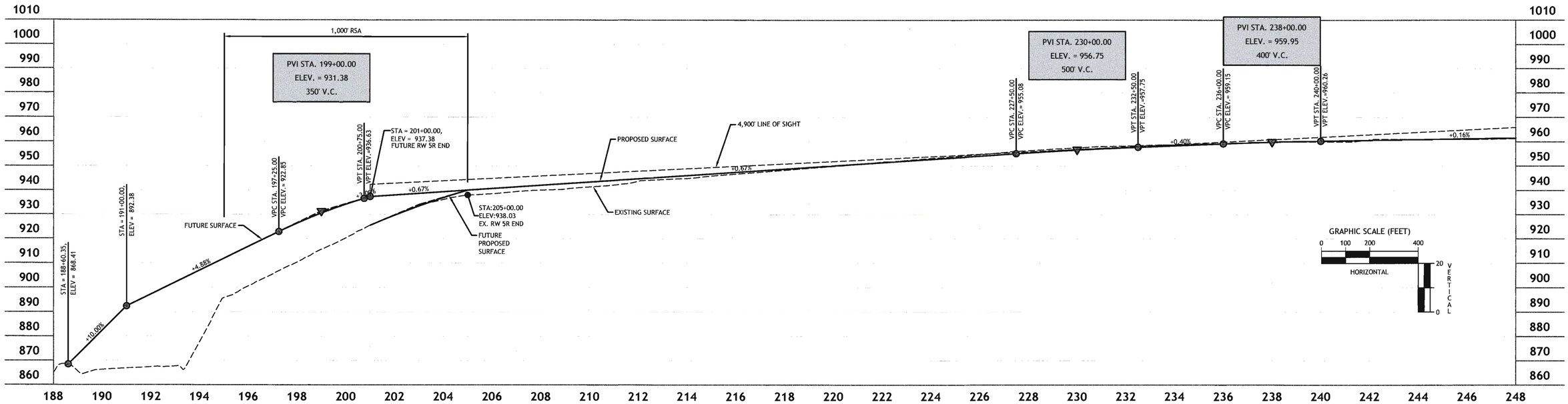
SHEET TITLE
RUNWAY 5L-23R CENTERLINE PROFILE

SUBMITTAL

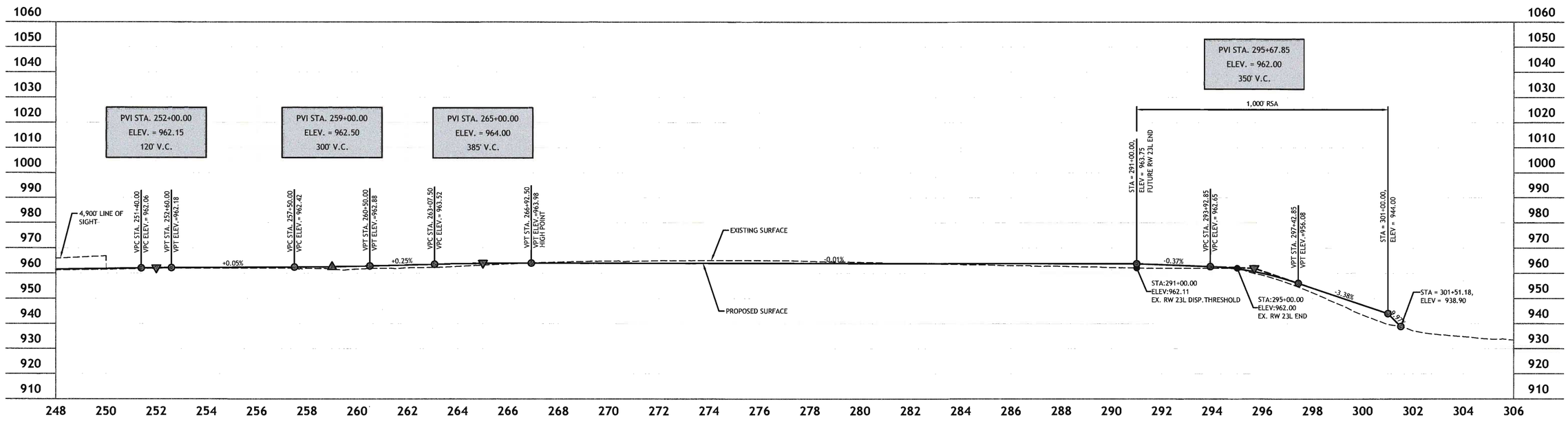
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 10

5R-23L Profile



5R-23L Profile



NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.:
SCALE: 100 0 100 200
SCALE: Horizontal: 1"=2,000' Vertical: 1"=200'

CONSULTANT
CHA design/construction solutions
CHA Consulting, Inc.
3008 Topside Business Park Drive
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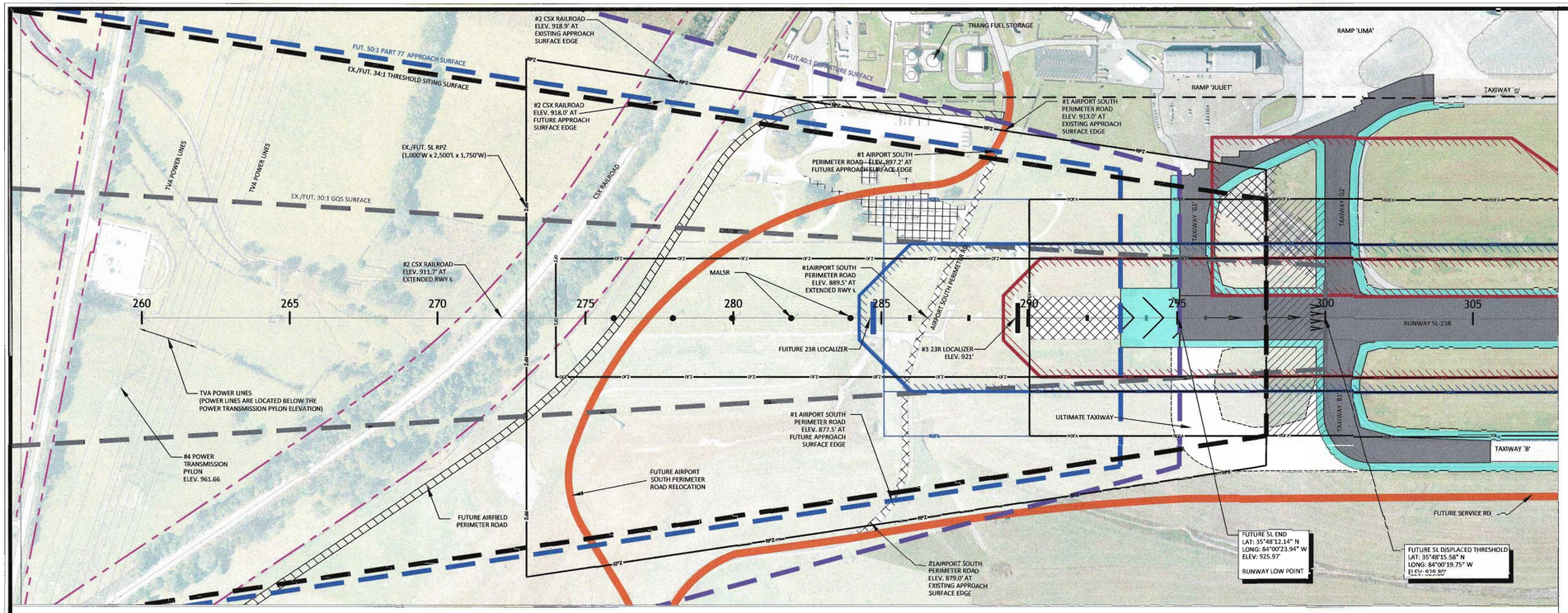
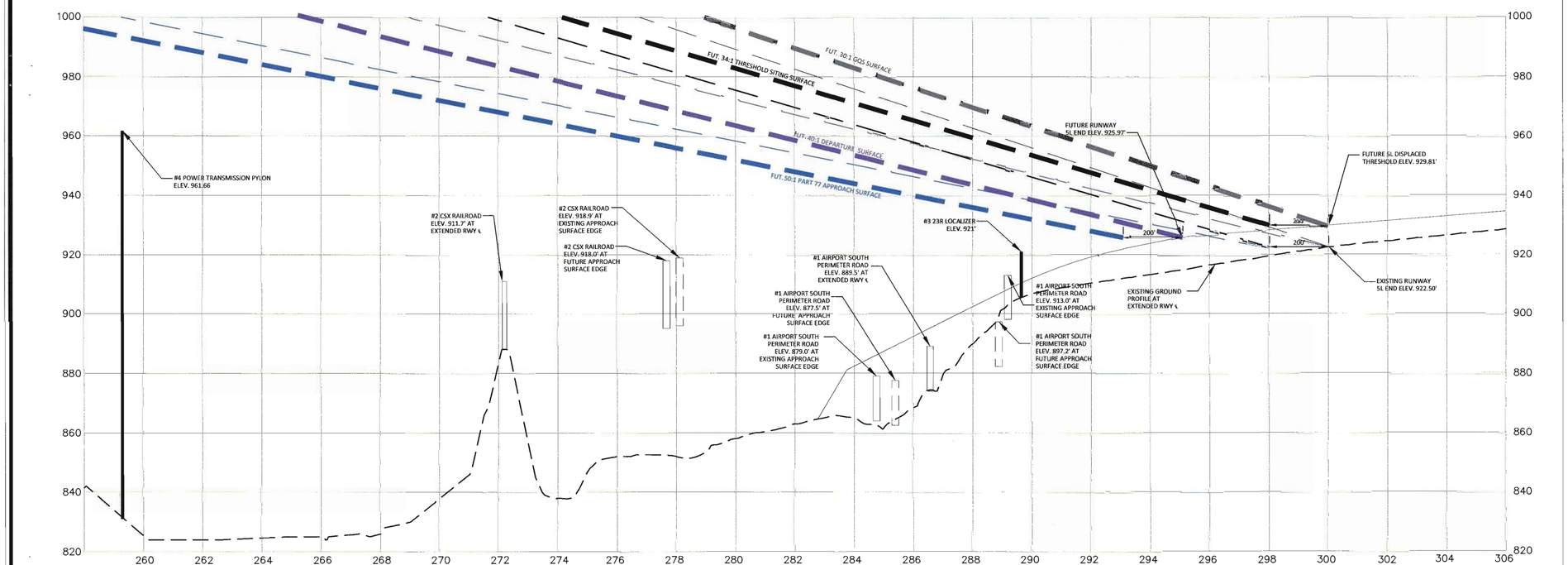
www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE
SHEET TITLE: RUNWAY 5R - 23L CENTERLINE PROFILE
SUBMITTAL:
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME:
REV. NO.
DWG. NO. 11





DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

GRAPHIC SCALE (FEET)

0 100 200 400 HORIZONTAL

20 0 VERTICAL

LEGEND	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAR Part 77 Approach Surface			NOT DEPICTED
Threshold Siting Approach Surface			NOT DEPICTED
TERPS GQS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A

NOTES:

1. ONLY FUTURE AND UNCHANGED EXISTING AIRSPACE SURFACES ARE DEPICTED ON PLAN VIEW.

NO.	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE
100 0 100 200
SCALE: Horizontal: 1"=200' Vertical: 1"=20'

CONSULTANT

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3008 Topside Business Park Drive
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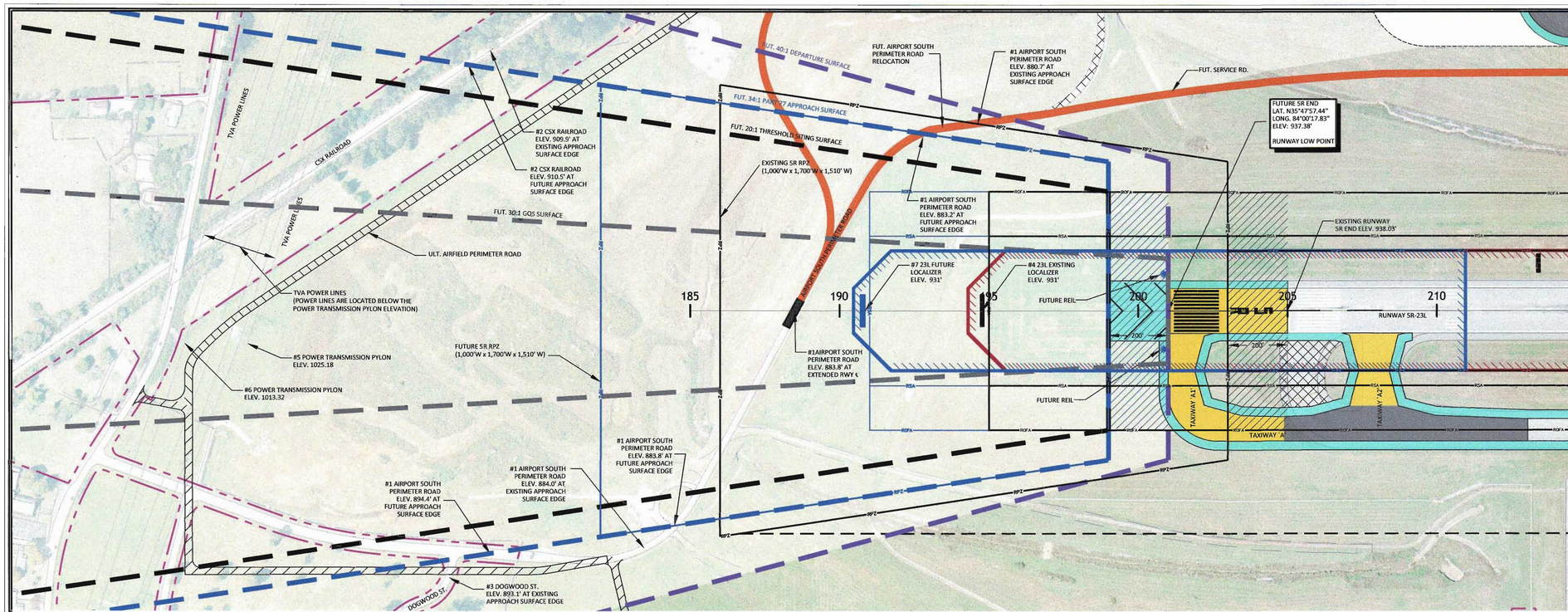
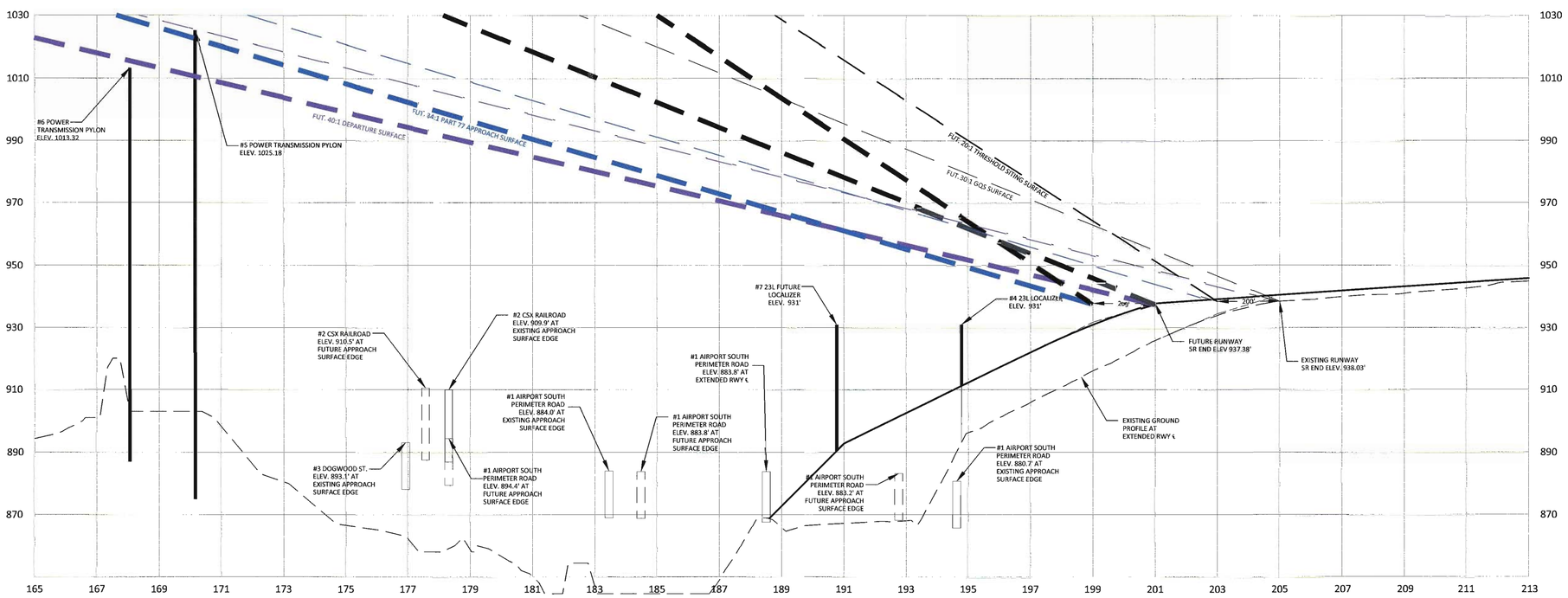
Louisville, TN 37777
www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE
SHEET TITLE: RUNWAY 5L IPASD
SUBMITTAL
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 12





DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

GRAPHIC SCALE (FEET)

HORIZONTAL: 0 100 200 400

VERTICAL: 0 20

LEGEND

	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAR Part 77 Approach Surface			NOT DEPICTED
Threshold Siting Approach Surface			NOT DEPICTED
TERPS GQS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A

NOTES:

1. ONLY FUTURE AND UNCHANGED EXISTING AIRSPACE SURFACES ARE DEPICTED ON PLAN VIEW.
2. OBSTRUCTION SURVEY CONDUCTED JANUARY 10, 2014.

PART 77 RUNWAY 5R APPROACH OBSTRUCTION TABLE

No.	Object Description	Top Elev. (MSL)	Max. Allowable Height	Penetration	Proposed Action
5	POWER TRANSMISSION PYLON	1025.18'	1022.57'	2.61'	LIGHT

NO	DATE	REVISION	BY	CK	APPR

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK. APPR.
SCALE: 100 0 100 200
SCALE: Horizontal: 1"=200' Vertical: 1"=20'

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Louisville, TN 37777
www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

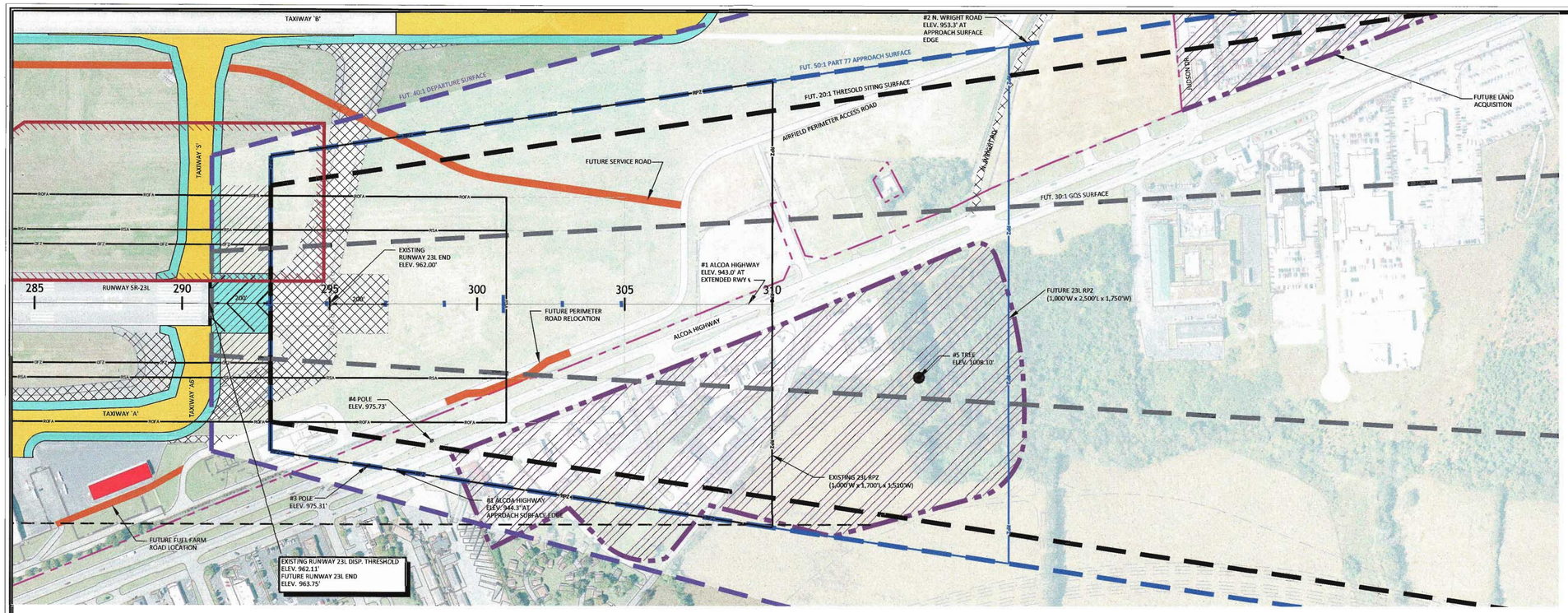
PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE: RUNWAY 5R IPASD

SUBMITTAL

MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 13



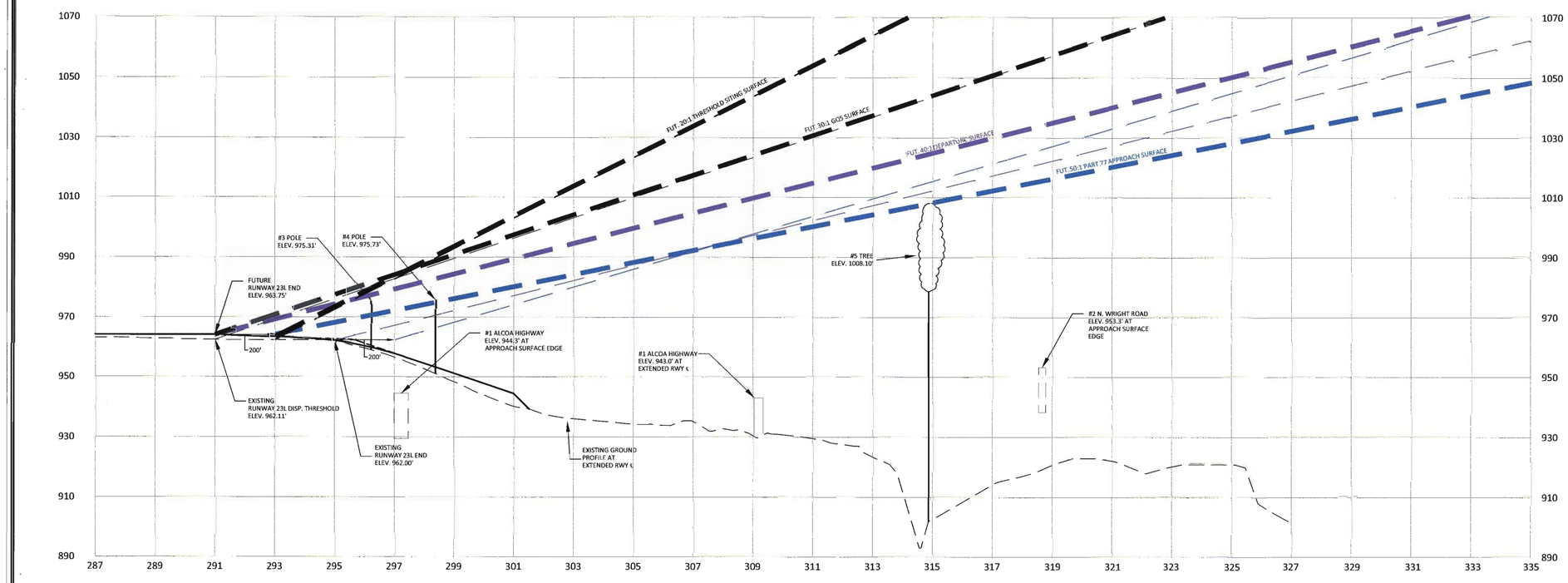
DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

GRAPHIC SCALE (FEET)

HORIZONTAL: 0, 100, 200, 400

VERTICAL: 0, 20

LEGEND			
	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAR Part 77 Approach Surface			NOT DEPICTED
Threshold Sting Approach Surface			NOT DEPICTED
TERPS GOS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A



NOTES:

1. ONLY FUTURE AND UNCHANGED EXISTING AIRSPACE SURFACES ARE DEPICTED ON PLAN VIEW.
2. OBSTRUCTION SURVEY CONDUCTED JANUARY 10, 2014.

PART 77 RUNWAY 5R APPROACH OBSTRUCTION TABLE

No.	Object Description	Top Elev. (MSL)	Max. Allowable Height	Penetration	Proposed Action
3	POLE	975.31"	970.57'	4.73'	NONE
4	POLE	975.73"	974.88'	0.85'	NONE
5	TREE	1008.10'	1007.85'	0.25'	NONE

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE
SCALE: Horizontal: 1"=200" Vertical: 1"=20"

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3008 Topside Business Park Drive
Suite E
Louisville, TN 37777
www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

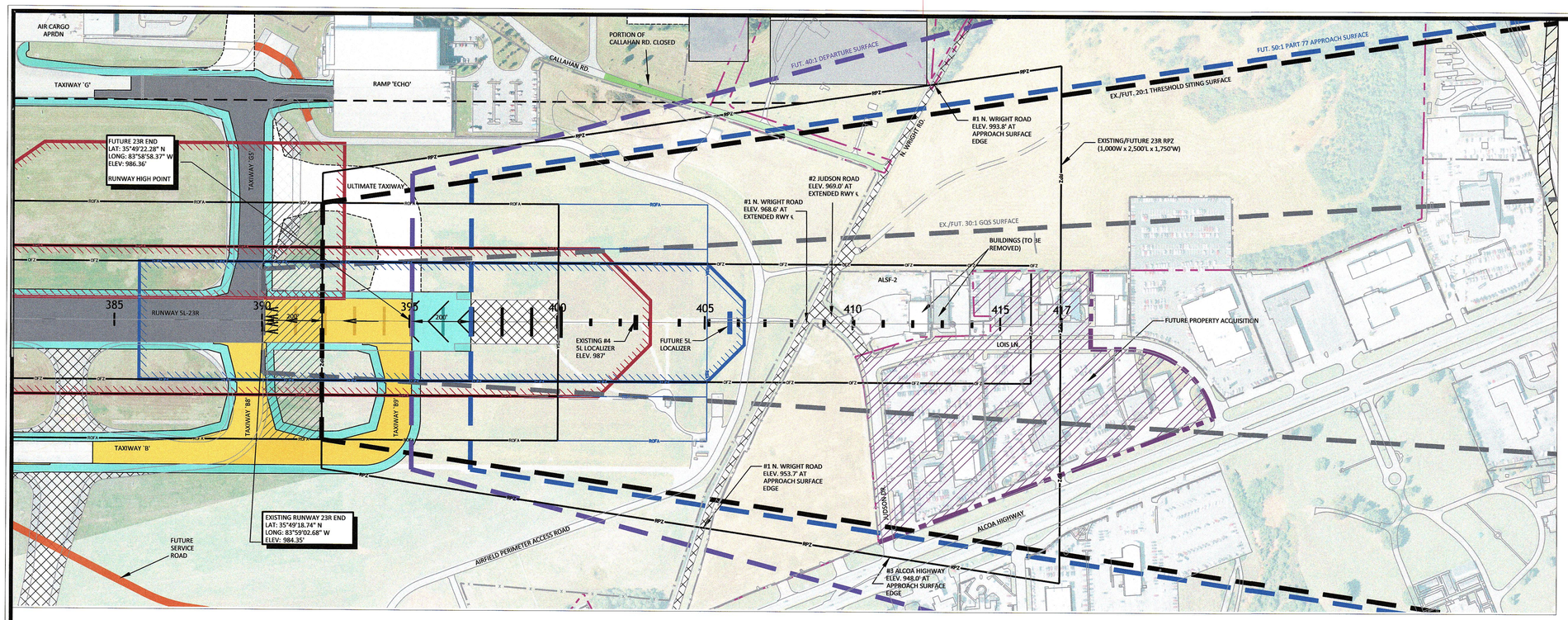
PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE: RUNWAY 23L IPASD

SUBMITTAL

MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 14



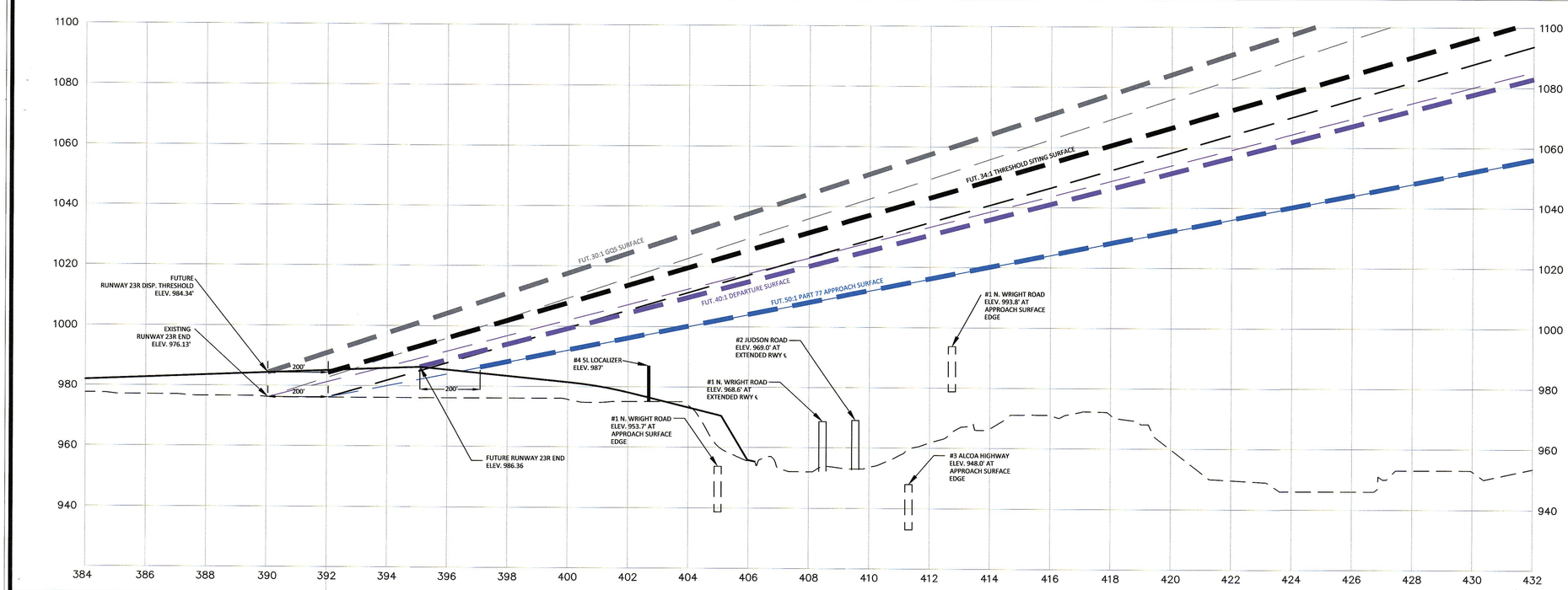
DECLINATION: 5° 32' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

GRAPHIC SCALE (FEET)

HORIZONTAL: 0 100 200 400

VERTICAL: 0 20

LEGEND	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAR Part 77 Approach Surface			NOT DEPICTED
Threshold Siting Approach Surface			NOT DEPICTED
TERPS GQS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A



NOTES:

1. ONLY FUTURE AND UNCHANGED EXISTING AIRSPACE SURFACES ARE DEPICTED ON PLAN VIEW.

NO.	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE
SCALE: Horizontal: 1"=200' Vertical: 1"=20'

CONSULTANT

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CHA Consulting, Inc.
3008 Topside Business Park Drive
Suite E
Louisville, TN 37777
www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

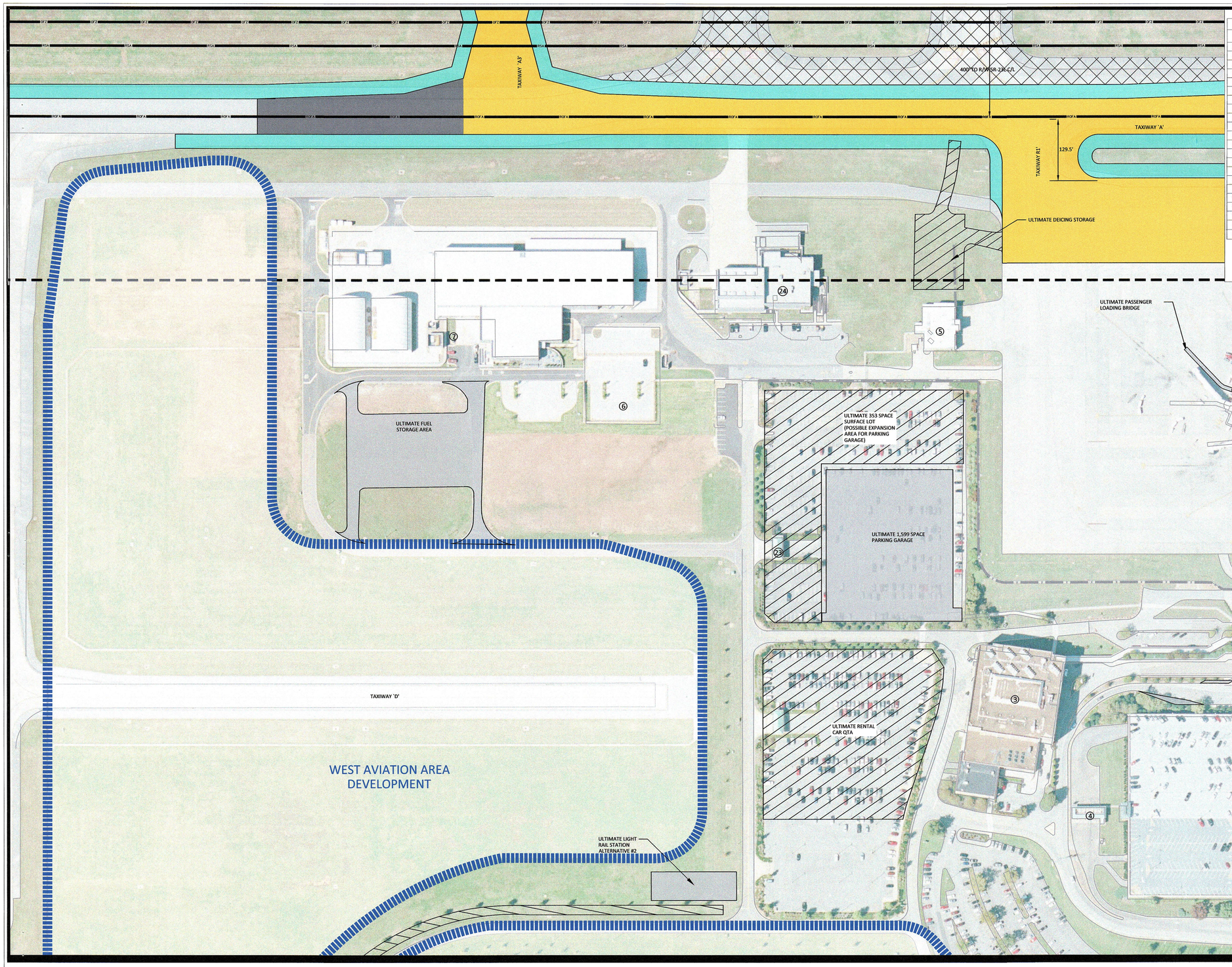
PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

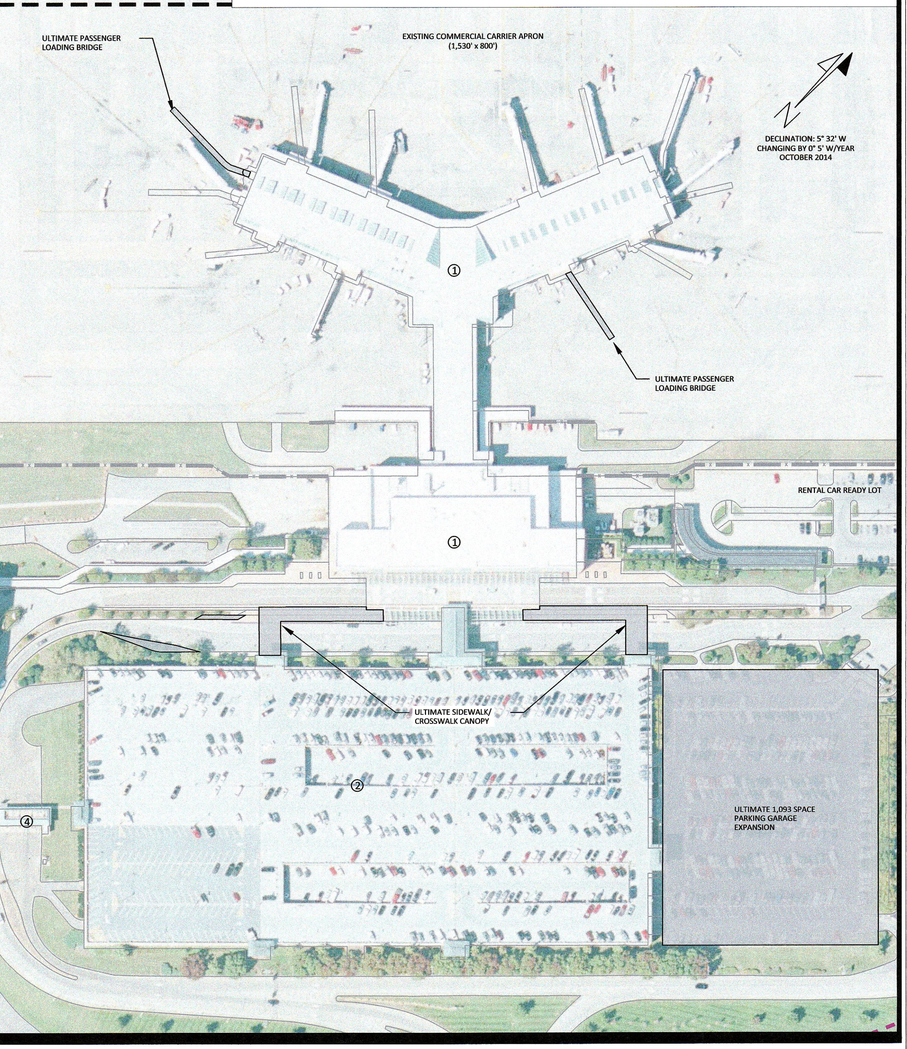
SHEET TITLE: RUNWAY 23R IPASD

SUBMITTAL

MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 15





LEGEND

	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAR Part 77 Approach Surface			NOT DEPICTED
Threshold Siting Approach Surface			NOT DEPICTED
TERPS GQS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A

BUILDING TABLE

BUILDING	DESCRIPTION	TOP ELEVATION
1	TERMINAL BUILDING	1,002.2
2	PARKING GARAGE	987.0
3	HILTON HOTEL	1,004.4
4	AUTO PARKING GATE	952.0
5	ARFF STATION	983.4
6	CARGO BUILDING	969.4
7	S.R.E.S. BUILDING	964.3
8 *	TAC AIR	966.1
9 *	HERTZ RENTAL CAR	963.4
10 *	TRAINING CENTER	967.3
11 *	TAC AIR	983.3
12 *	TAC AIR	984.3
13 *	TAC AIR	987.2
14 *	TAC AIR	984.5
15 *	TAC AIR	965.6
16 *	TAC AIR	972.9
17 *	TAC AIR	973.4
18 *	TAC AIR	984.2
19 *	TAC AIR HANGAR	986.4
20 *	TAC AIR T-HANGAR (TO BE REMOVED)	973.5
21 **	AVIS RENTAL CAR	951.0
22 **	NATIONAL RENTAL CAR	947.6
23	AUTO PARKING GATE	957.8
24	ARFF STATION	XXX.X
25 **	DHL	1,004.0
26 **	UNITED PARCEL SERVICE	1,003.0
27 **	FEDERAL EXPRESS	1,002.0
28 **	CONTININTAL EXPRESS	1,021.0

* SEE SHEET 17
** SEE SHEET 4 (BUILDING NOT DEPICTED ON TERMINAL AREA PLAN SHEETS)

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY: AJL / LSB / JAH
CHECKED BY: WHB
APPR. BY: WHB
MKK APPR.
SCALE
100 0 100 200
SCALE: Horizontal: 1"=200'

CONSULTANT

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Louisville, TN 37777
www.chaconsulting.com

McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

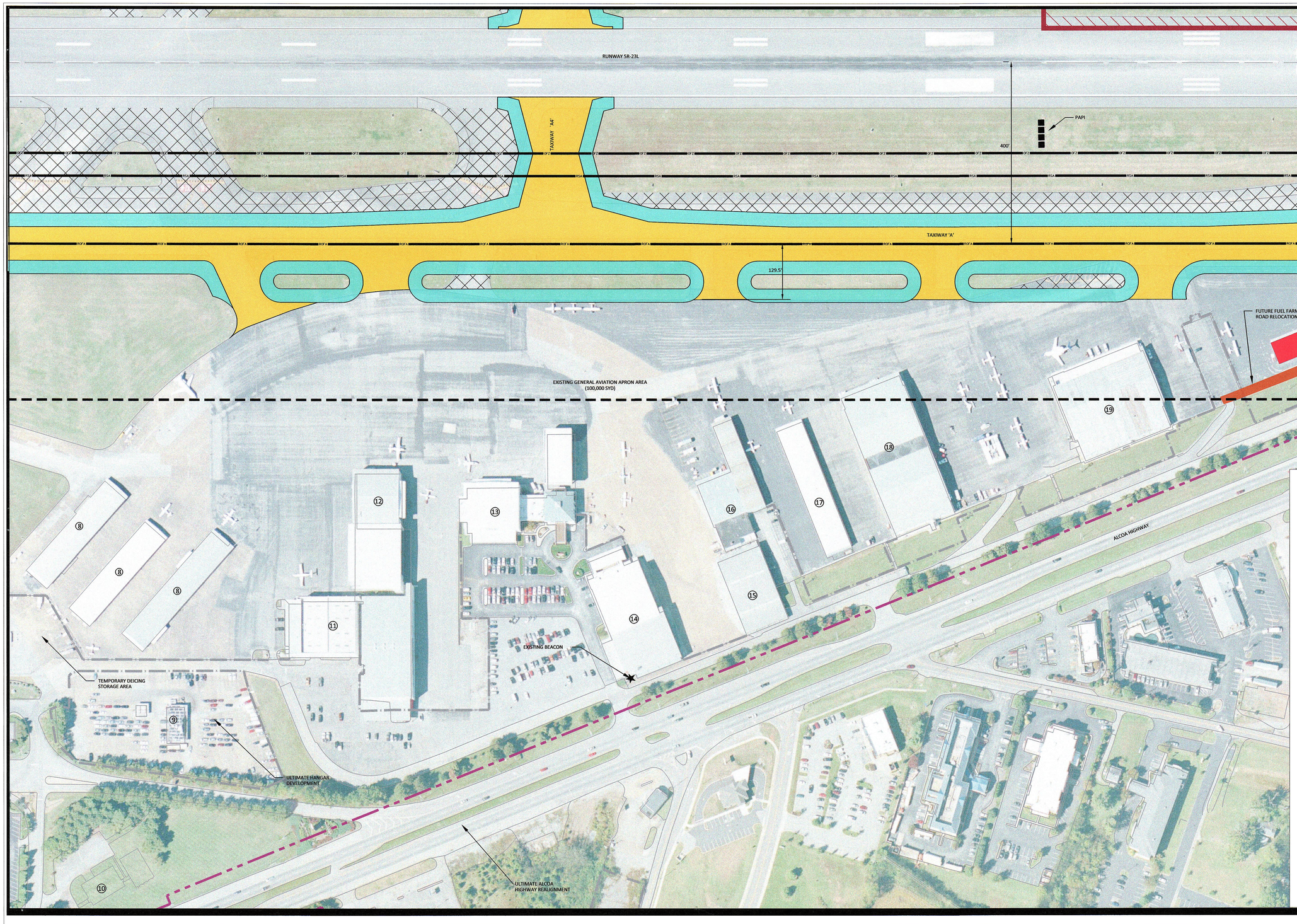
PROJECT NAME: McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE: TERMINAL AREA DRAWING (1 OF 2)

SUBMITTAL

MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 16



DECLINATION: 5° 33' W
CHANGING BY 0° 5' W/YEAR
OCTOBER 2014

BUILDING TABLE

BUILDING	DESCRIPTION	TOP ELEVATION
1 *	TERMINAL BUILDING	1,002.2
2 *	PARKING GARAGE	987.0
3 *	HILTON HOTEL	1,004.4
4 *	AUTO PARKING GATE	952.0
5 *	ARFF STATION	983.4
6 *	CARGO BUILDING	969.4
7 *	S.R.E.S. BUILDING	964.3
8	TAC AIR	966.1
9	HERTZ RENTAL CAR	963.4
10	TRAINING CENTER	967.3
11	TAC AIR	983.3
12	TAC AIR	984.3
13	TAC AIR	987.2
14	TAC AIR	984.5
15	TAC AIR	965.6
16	TAC AIR	972.9
17	TAC AIR	973.4
18	TAC AIR	984.2
19	TAC AIR HANGAR	986.4
20	TAC AIR T-HANGAR (TO BE REMOVED)	973.5
21 **	AVIS RENTAL CAR	953.0
22 **	NATIONAL RENTAL CAR	947.6
23 *	AUTO PARKING GATE	957.8
24 *	ARFF STATION	XXX.X
25 **	DHL	1,004.0
26 **	UNITED PARCEL SERVICE	1,003.0
27 **	FEDERAL EXPRESS	1,002.0
28 **	CONTINENTAL EXPRESS	1,021.0

* SEE SHEET 16
** SEE SHEET 4 (BUILDING NOT DEPICTED ON TERMINAL AREA PLAN SHEETS)

LEGEND

	EXISTING	FUTURE	ULTIMATE
Buildings	DEPICTED ON AERIAL		
Airfield Pavement (Concrete)	DEPICTED ON AERIAL		
Airfield Pavement (Asphalt)	DEPICTED ON AERIAL		NOT DEPICTED
Reconstructed Pavement (Concrete)	N/A		N/A
Building Demolition	N/A		N/A
Pavement Demolition	N/A		N/A
Roadways and Automobile Parking	DEPICTED ON AERIAL		
NAVAID Critical Areas			NOT DEPICTED
Runway Protection Zone (RPZ)	RPZ	RPZ	NOT DEPICTED
Runway Safety Area (RSA)	RSA	RSA	NOT DEPICTED
Runway Object Free Area (ROFA)	ROFA	ROFA	NOT DEPICTED
Runway Obstacle Free Zone (OFZ)	OFZ	OFZ	NOT DEPICTED
Precision Obstacle Free Zone (POFZ)			NOT DEPICTED
35' Building Restriction Line (BRL)		NOT DEPICTED	NOT DEPICTED
Airport Reference Point (ARP)			
Windcone			NOT DEPICTED
FAR Part 77 Approach Surface			NOT DEPICTED
Threshold Siting Approach Surface			NOT DEPICTED
TERPS GQS Surface			NOT DEPICTED
TERPS Departure Surface			NOT DEPICTED
Airport Property Line			NOT DEPICTED
Survey Markers		N/A	N/A

NO	DATE	REVISION	BY	CK.	APPR.

DESIGNED BY AJL / LSB / JAH
CHECKED BY WHB
APPR. BY WHB
MKK APPR.
SCALE
100 0 100 200
SCALE: Horizontal: 1"=200'

CONSULTANT

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McGhee Tyson Airport
METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

PROJECT NAME
McGHEE TYSON AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE
TERMINAL AREA DRAWING (2 OF 2)

SUBMITTAL
MKAA PROJECT NO.

JOB NO. 30377
DATE JULY 2016
FILE NAME
REV. NO.
DWG. NO. 17