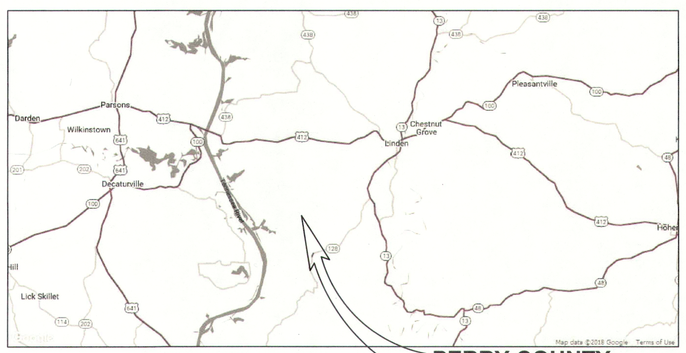
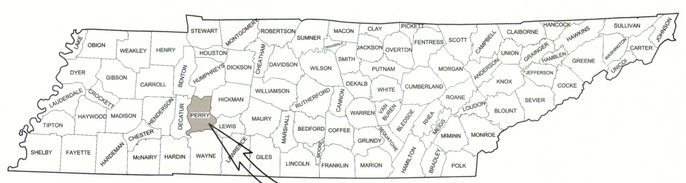
AIRPORT LAYOUT PLAN

JAMES TUCKER AIRPORT
LINDEN, TENNESSEE



VICINITY MAP

PERRY COUNTY AIRPORT



LOCATION MAP

AIRPORT LOCATION

TAD PROJECT NO. 68-555-0118-18

GARVER PROJECT NO. 17061260

JANUARY 2019

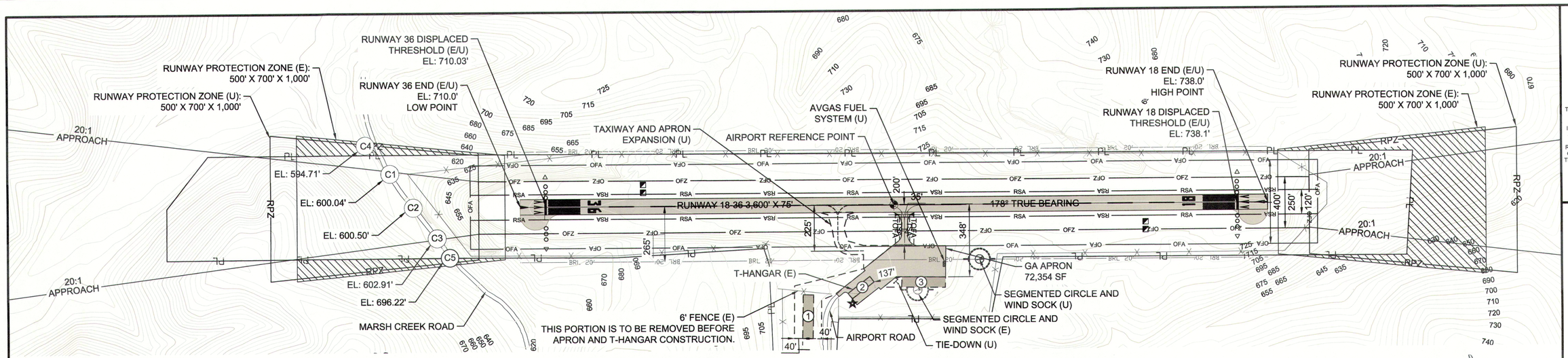
GARVER

361 Mallory Station Road
Suite 102
Franklin, TN 37067
(615) 377-1337

SHEET INDEX

SHEET NUMBER	*SHEET TITLE*	*REVISION DATE*
1	AIRPORT LAYOUT DRAWING	
2	PART 77 AIRSPACE DRAWING	
3	RUNWAY AND PART 77 PROFILE DRAWING	
4	INNER PORTION OF APPROACH DRAWING	
5	AIRPORT PROPERTY AND LAND USE MAP	
6	ACIP DRAWING	

File: L:\2017\17061260 - Perry County ALP\Drawings\M15-CO.dwg Last Save: 1/9/2019 8:37 AM Last saved by: GLWright
Last plotted by: Harper, Wayne J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 9/26/2019 3:29 PM Plotter used: AutoCAD PDF (General Documentation).pc3



Magnetic Declination 3°W (2017)
NORTH

GRAPHIC SCALE
250 0 175 250 500
(IN FEET)

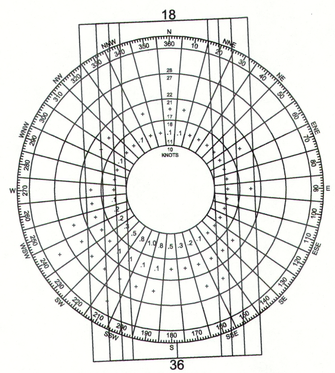
AIRPORT REFERENCE POINT COORDINATES ARE NAD83
VERTICAL CONTROL DATUM NAVD88 USED FOR ALL ELEVATIONS

RUNWAY DATA

ITEM	RUNWAY 18 EXISTING	RUNWAY 18 ULTIMATE	RUNWAY 36 EXISTING	RUNWAY 36 ULTIMATE
RUNWAY IDENTIFICATION	UTILITY	-	UTILITY	-
RUNWAY DESIGN CODE (RDC)	B-I	SAME	B-I	SAME
APRC RUNWAY REFERENCE CODE (RRC)	B-I-VIS	SAME	B-I-VIS	SAME
DPRC RUNWAY REFERENCE CODE (RRC)	B-I	SAME	B-I	SAME
PAVEMENT STRENGTH	17,000 SWL	SAME	17,000 SWL	SAME
PAVEMENT CLASSIFICATION NUMBER	N/A	N/A	N/A	N/A
PAVEMENT TYPE / MATERIAL	ASPHALT	SAME	ASPHALT	SAME
EFFECTIVE RUNWAY GRADIENT %	0.7%	SAME	-0.7%	SAME
RUNWAY WIDTH AND LENGTH	75' X 3,600'	SAME	75' X 3,600'	SAME
RUNWAY SAFETY AREA	120' X 4,080'	SAME	120' X 4,080'	SAME
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME
RUNWAY MARKING	BASIC	SAME	BASIC	SAME
FAR PART 77 CATEGORY	~~VIS B/C~~ A(V)	SAME	~~VIS B/C~~ A(V)	SAME
PART 77 APPROACH SURFACES	20:1	SAME	20:1	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL	SAME	VISUAL	SAME
AERONAUTICAL SURVEY TYPE	NVG	SAME	NVG	SAME
DEPARTURE SURFACE	N/A	SAME	N/A	SAME
RUNWAY OBJECT FREE AREA	400' X 4,080'	SAME	400' X 4,080'	SAME
OBSTACLE FREE ZONE	250' X 4,000'	SAME	250' X 4,000'	SAME
THRESHOLD SITING SURFACE	20:1	SAME	20:1	SAME
VISUAL APPROACH AIDS	REILS/PAPI-2	SAME	REILS/PAPI-2	SAME
INSTRUMENT APPROACH AIDS	NONE	SAME	NONE	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	737.97'	SAME	723.32'	SAME
TAXIWAY WIDTH	35'	SAME	35'	SAME
TAXIWAY SAFETY AREA WIDTH	49'	SAME	49'	SAME
TAXIWAY OBJECT FREE AREA WIDTH	89'	SAME	89'	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME
RUNWAY END COORDINATES (NAD 83/NAVD 88)	N 35°35'59.21" W 87°52'36.62"	SAME	N 35°35'23.63" W 87°52'35.11"	SAME
RUNWAY END ELEVATIONS	738.0'	SAME	710.0'	SAME
DISPLACED THRESHOLD	N 35°35'57.85" W 87°52'36.74"	SAME	N 35°35'23.75" W 87°52'35.17"	SAME
DISPLACED THRESHOLD ELEVATION	738.1'	SAME	710.03'	SAME
RUNWAY PROTECTION ZONE DIMENSIONS (RPZ)	500' X 700' X 1,000'	SAME	500' X 700' X 1,000'	SAME
APPROACH TYPE	VISUAL	SAME	VISUAL	SAME

WIND DATA

SOURCE:	NATIONAL CLIMATIC DATA CENTER
AWOS LOCATION:	MAURY COUNTY AIRPORT
PERIOD:	JANUARY 2013 TO DECEMBER 2017
OBSERVATIONS:	112,988



ALL-WEATHER	
CROSS WIND	COVERAGE
10.5	98.86%
13.0	99.55%
16.0	99.94%
20.0	99.99%

MODIFICATIONS OF STANDARDS

ITEM	AIRPORT REFERENCE CODE EXISTING	AIRPORT REFERENCE CODE ULTIMATE	STANDARD EXISTING	STANDARD ULTIMATE	NON-STANDARD CONDITION EXISTING	NON-STANDARD CONDITION ULTIMATE	REMARKS
NONE	NONE	NONE	NONE	NONE	NONE	NONE	
NO NON-STANDARD CONDITIONS EXIST OR NONE REQUIRED							

TRAVERSE WAY

No.	ROADWAY ELEVATION	APPROACH SURFACE ELEVATION	AMOUNT OF PENETRATION	PROPOSED ACTION
C1	600.56'	730.98'	0.0'	NONE
C2	600.92'	725.29'	0.0'	NONE
C3	604.23'	719.61'	0.0'	NONE
C4	596.05'	743.00'	0.0'	NONE
C5	606.22'	723.00'	0.0'	NONE

DECLARED DISTANCE TABLE RUNWAY 18-36

DECLARED DISTANCES	EXISTING RUNWAY 18	EXISTING RUNWAY 36	ULTIMATE RUNWAY 18	ULTIMATE RUNWAY 36
TAKEOFF RUNWAY AVAILABLE (TORA)	3,600'	3,600'	SAME	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	3,600'	3,600'	SAME	SAME
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	3,600'	3,600'	SAME	SAME
LANDING DISTANCE AVAILABLE (LDA)	3,460'	3,483'	SAME	SAME

BUILDING TABLE

NO.	STRUCTURE	TOP ELEVATION
1	ULTIMATE T-HANGAR	736.78'
2	EXISTING T-HANGAR	741.95'
3	ULTIMATE T-HANGAR	730.25'

LAYOUT PLAN LEGEND

ITEM	EXISTING	ULTIMATE
AIRFIELD PAVEMENT		
BUILDING		
FENCE LINE		SAME
AIRPORT PROPERTY LINE	PL	SAME
ROTATING BEACON		SAME
WINDCONE AND SEGMENTED CIRCLE		
GROUND CONTOURS	500	SAME
REILS/THRESHOLD LIGHTS		
PAPI		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
BUILDING RESTRICTION LINE (BRL)	BRL 20'	SAME
OBSTACLE FREE ZONE (OFZ)	OFZ	SAME
OBJECT FREE AREA (OFA)	OFA	SAME
RUNWAY SAFETY AREA (RSA)	RSA	SAME
RUNWAY PROTECTION ZONE (RPZ)	RPZ	SAME
RUNWAY HOLD LINE		SAME
AVIGATION EASEMENT		SAME
TAXIWAY SAFETY AREA (TSA)	TSA	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	SAME
AVGAS FUEL SYSTEM	N/A	

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83/NAVD 88)	N 35°35'45.25" W 87°52'36.09"	SAME
MEAN MAXIMUM TEMPERATURE HOTTEST MONTH	90°F / JULY	SAME
AIRPORT ELEVATION (MSL)	735.1'	SAME
AIRPORT ACREAGE (APPROXIMATE)	76.3 ±	SAME
AIRPORT REFERENCE CODE	B-I-VIS	SAME
CRITICAL AIRCRAFT	KING AIR 200	SAME
NAVIGATIONAL AIDS	SEGMENTED CIRCLE/WIND CONE/BEACON	SAME
MAGNETIC VARIATION	2.89°W ± 0.34°	CHANGE 0.09° PER YEAR
TDOT SERVICE LEVEL	LOCAL	SAME
NPIA SERVICE LEVEL	GA	SAME

RUNWAY SAFETY AREA DIMENSIONS

RW End		WIDTH	LENGTH BEYOND RW ENDS
Runway 18	EXISTING	120'	240'
	ULTIMATE	120'	240'
Runway 36	EXISTING	120'	240'
	ULTIMATE	120'	240'

RUNWAY OBJECT FREE AREA DIMENSIONS

RW End	EXISTING	ULTIMATE
18	400' X 4,079'	400' X 4,079'
36	400' X 4,079'	400' X 4,079'

RUNWAY PROTECTION ZONE DIMENSIONS

RW End	EXISTING	ULTIMATE
18	500' IW X 700' OW X 1,000' L	500' IW X 700' OW X 1,000' L
36	500' IW X 700' OW X 1,000' L	500' IW X 700' OW X 1,000' L

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.

CONDITIONALLY APPROVED

John Paul Saalwaechter 10/29/20
Signature Date
John Paul Saalwaechter
Printed Name
State Block Grant Program
Tennessee Dept. of Transportation
Subject to comments in Approval Letter

AIRPORT SPONSOR BLOCK

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

Percy Co. Mayor
TITLE: AIRPORT OWNER'S REPRESENTATIVE

10/29/19
SIGNATURE DATE

REV.	DATE	DESCRIPTION	BY
	10/29/20	FAR Part 77 Category change to match 5010	J.P.S.

JAMES TUCKER AIRPORT (M15)
LINDEN, TENNESSEE

AIRPORT LAYOUT PLAN (ALP)

AIRPORT LAYOUT DRAWING

JOB NO.: 17061260
DATE: JAN. 2019
DESIGNED BY: PRS
DRAWN BY: DLM

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

DRAWING NUMBER
1

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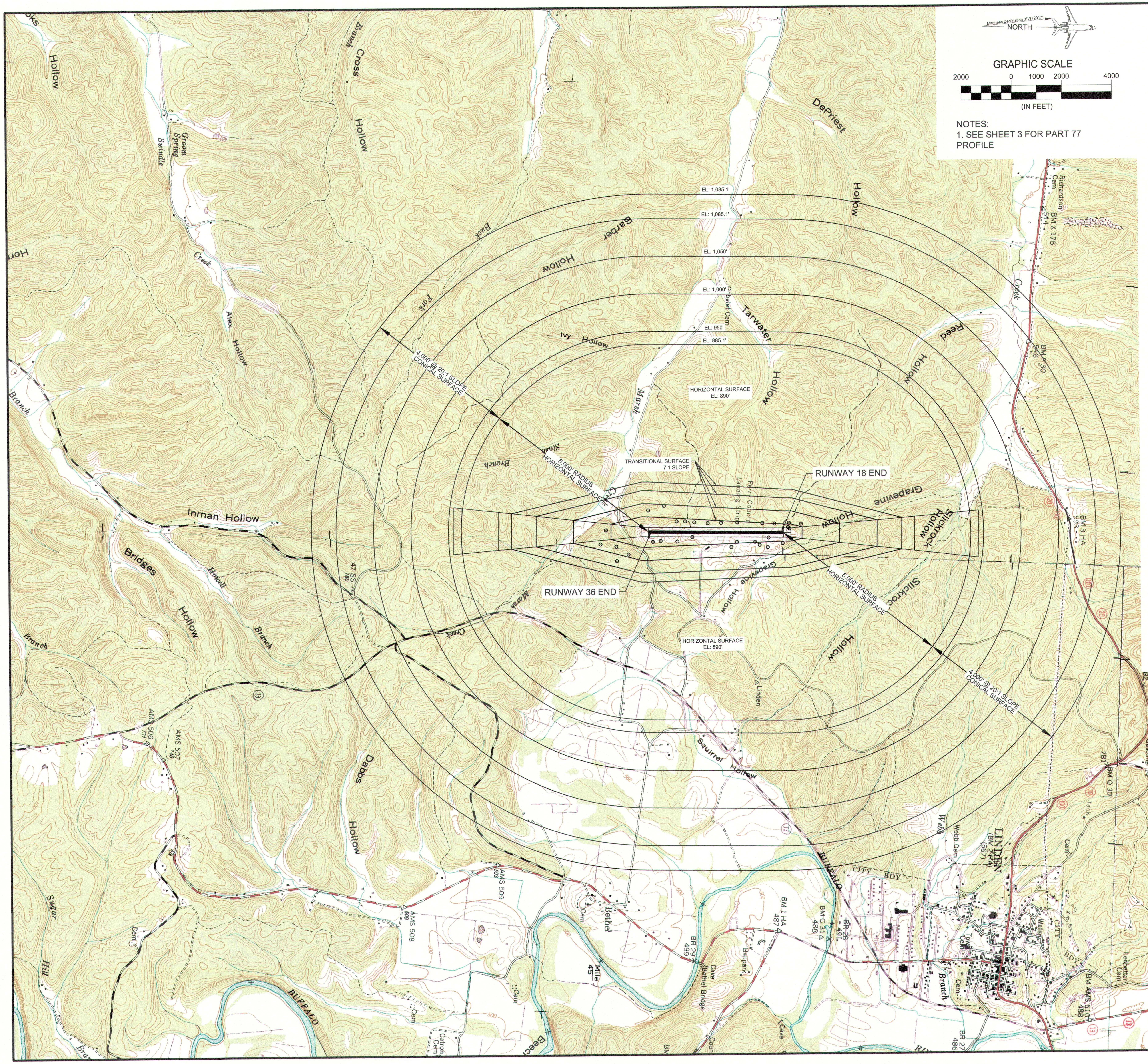
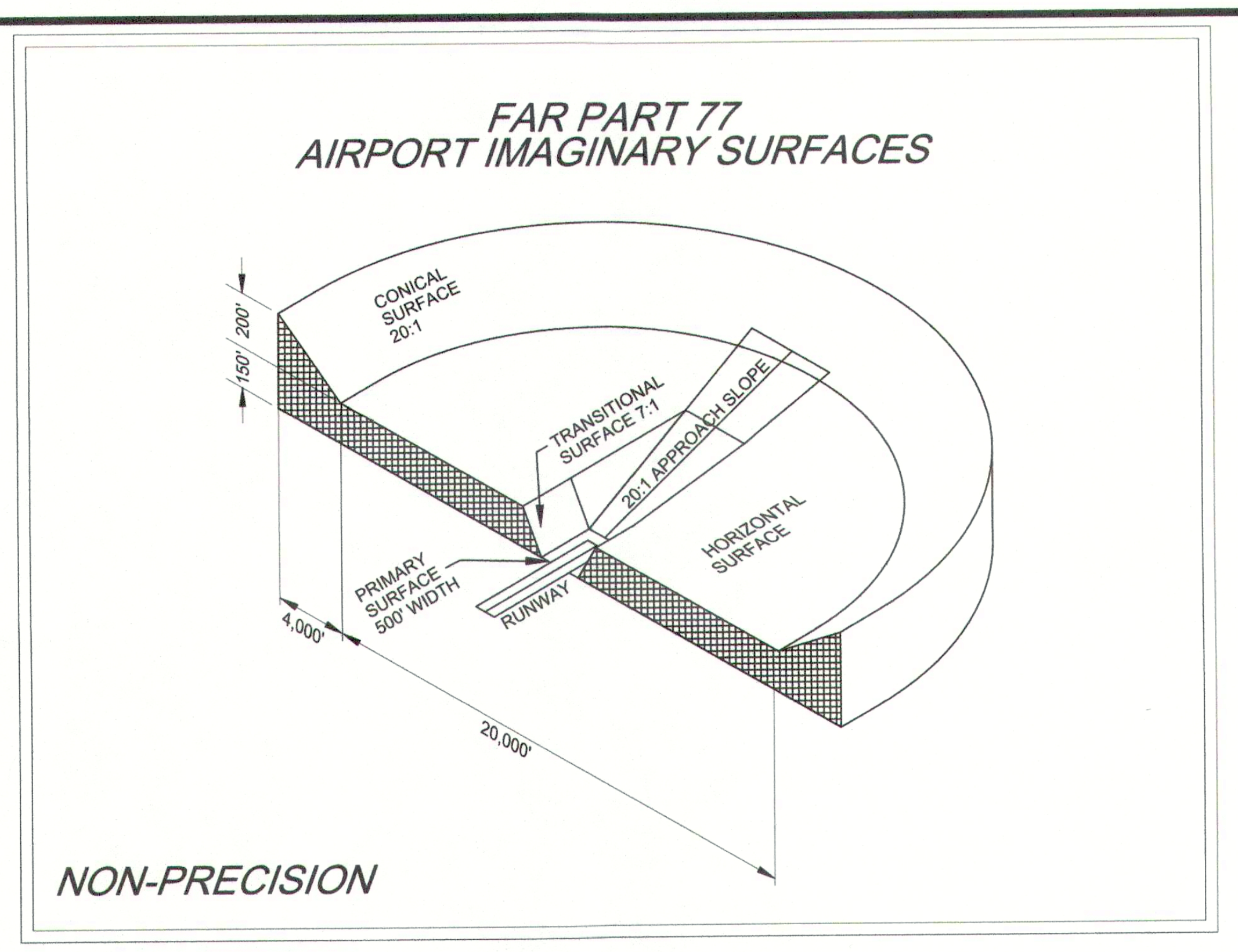
Last plotted by: Harper, Wayne J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 9/26/2019 3:29 PM Plotter used: AutoCAD PDF (General Documentation).pc3



NOTES:
1. SEE SHEET 3 FOR PART 77 PROFILE



Violations to FAR Part 77 Surfaces

No.	Description	Part 77 Surface	Elevation	Violation	Proposed Disposition
1	Tree	Transitional - West	789.40' (680' AGL)	16.63'	Trim
2	Tree	Transitional - West	795.60' (685' AGL)	5.08'	Trim
3	Tree	Transitional - West	797.30' (720' AGL)	47.25'	Trim
4	Tree	Transitional - West	812.10' (722' AGL)	61.57'	Trim
5	Tree	Transitional - West	812.10' (725' AGL)	64.99'	Trim
6	Tree	Transitional - West	791.30' (725' AGL)	46.77'	Trim
7	Tree	Transitional - West	787.60' (732' AGL)	36.72'	Trim
8	Tree	Transitional - West	767.60' (735' AGL)	14.70'	Trim
9	Tree	Transitional - West	792.30' (735' AGL)	38.48'	Trim
10	Tree	Transitional - West	796.50' (719' AGL)	43.88'	Trim
11	Tree	Transitional - West	753.60' (689' AGL)	13.49'	Trim
12	Tree	Transitional - West	790.00' (717' AGL)	32.55'	Trim
13	Tree	Transitional - West	779.80' (724' AGL)	14.31'	Trim
14	Tree	Approach - RW 18	751.40' (622' AGL)	13.43'	Trim
15	Tree	Transitional - East	797.40' (735' AGL)	41.17'	Trim
16	Tree	Transitional - East	736.90' (735' AGL)	1.14'	Trim
17	Tree	Transitional - East	787.90' (735' AGL)	16.08'	Trim
18	Tree	Transitional - East	775.70' (733' AGL)	11.59'	Trim
19	Tree	Transitional - East	758.00' (731' AGL)	5.35'	Trim
20	Tree	Transitional - East	763.90' (731' AGL)	12.77'	Trim
21	Tree	Transitional - East	771.70' (730' AGL)	0.18'	Trim
22	Tree	Transitional - East	750.90' (726' AGL)	20.48'	Trim
23	Tree	Transitional - East	770.00' (720' AGL)	22.41'	Trim
24	Tree	Transitional - East	776.70' (714' AGL)	48.45'	Trim
25	Tree	Transitional - East	772.30' (710' AGL)	40.51'	Trim
26	Tree	Transitional - East	813.30' (600' AGL)	17.64'	Trim
27	Tree	Transitional - East	832.60' (642' AGL)	0.72'	Trim
28	Tree	Transitional - East	805.20' (680' AGL)	27.97	Trim
29	Tree	Transitional - East	796.10' (713' AGL)	12.56'	Trim
30	Tree	Approach - RW 36	769.00' (648' AGL)	7.30'	Trim

NOTES:
1. NO OBSTRUCTION SURVEY WAS COMPLETED WITH THIS PROJECT. ALL ELEVATIONS ARE ESTIMATES BASED ON THE BEST DATA AVAILABLE.

2. CONTOURS FOR PART 77 7:1 IMAGINARY SURFACE ARE 50' ELEVATION COUNTOURS.

GARVER

REV.	DATE	DESCRIPTION	BY

JAMES TUCKER AIRPORT
(M15)
LINDEN, TENNESSEE

AIRPORT LAYOUT PLAN (ALP)

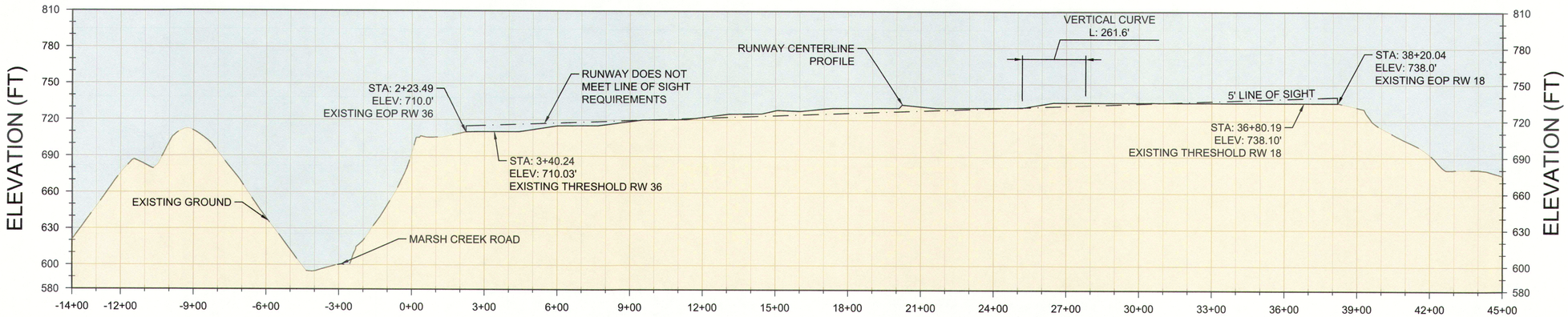
PART 77 AIRSPACE
DRAWING

JOB NO.: 17061260
DATE: JAN. 2019
DESIGNED BY: PRS
DRAWN BY: DLM

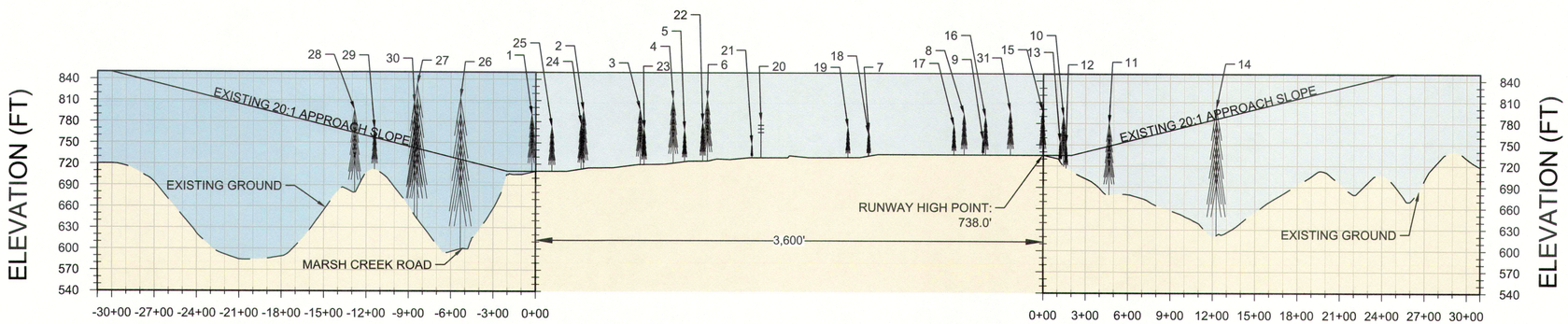
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

2



RUNWAY AND RUNWAY PROTECTION ZONE PROFILE



RUNWAY 36 END APPROACH PROFILE
SCALE: 1" = 500' HORIZ.
1" = 100' VERT.

SEE PART 77 AIRSPACE DRAWING
FOR OBSTRUCTION DATA

RUNWAY 18 END APPROACH PROFILE
SCALE: 1" = 500' HORIZ.
1" = 100' VERT.

PART 77 PROFILE VIEW

GARVER

REV.	DATE	DESCRIPTION	BY

JAMES TUCKER AIRPORT (M15)
LINDEN, TENNESSEE

AIRPORT LAYOUT PLAN (ALP)

RUNWAY AND PART 77 PROFILE DRAWING

JOB NO.: 17061260
DATE: JAN. 2019
DESIGNED BY: PRS
DRAWN BY: DLM

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

DRAWING NUMBER
3

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Last plotted by: Harper, Wayne J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 9/26/2019 3:30 PM Plotter used: AutoCAD PDF (General Documentation).pc3

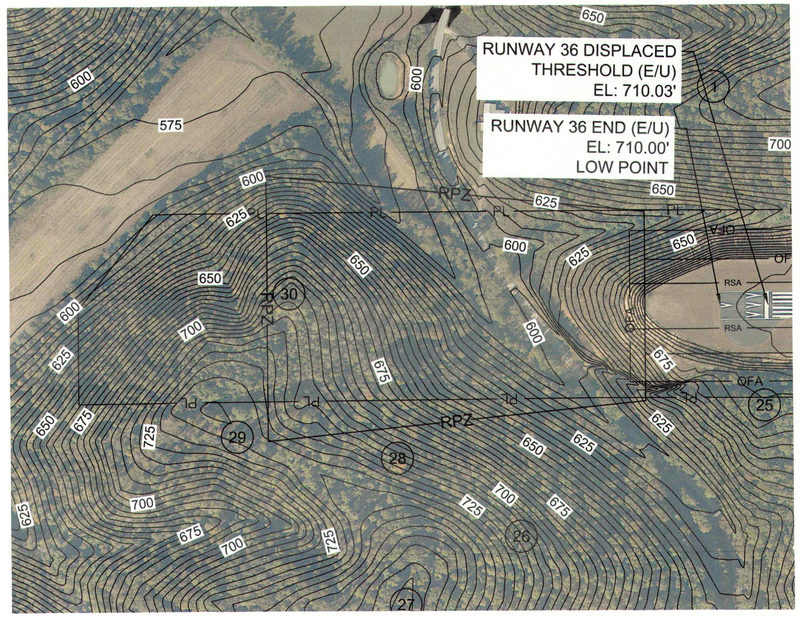
Magnetic Declination 3°W (2017)
NORTH

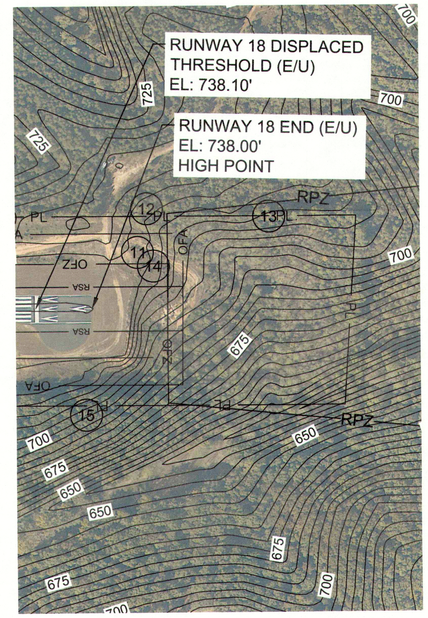
GRAPHIC SCALE

60 0 30 60 120

(IN FEET)

AIRPORT REFERENCE POINT COORDINATES ARE NAD83
VERTICAL CONTROL DATUM NAVD88 USED FOR ALL ELEVATIONS

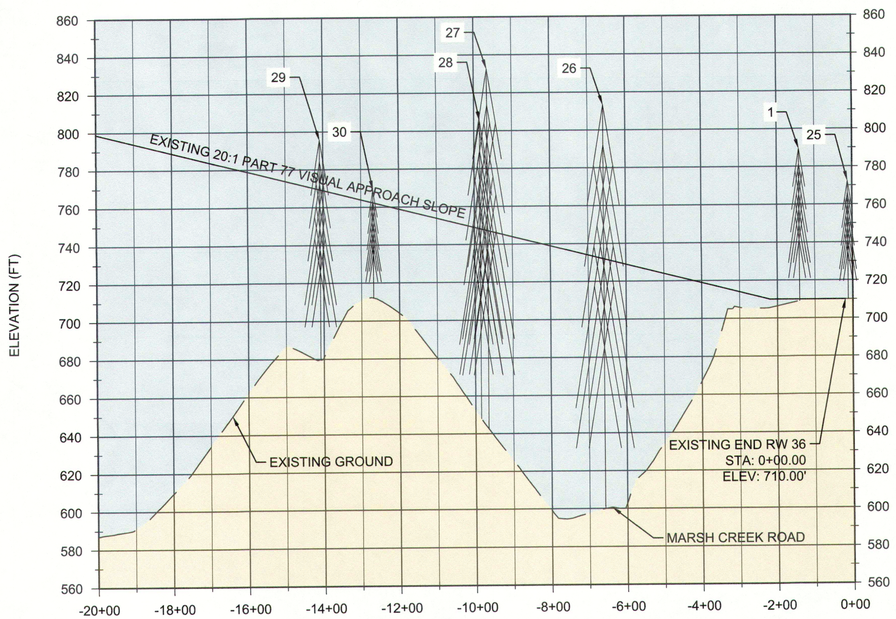




RUNWAY 18-36 OBSTRUCTION TABLE

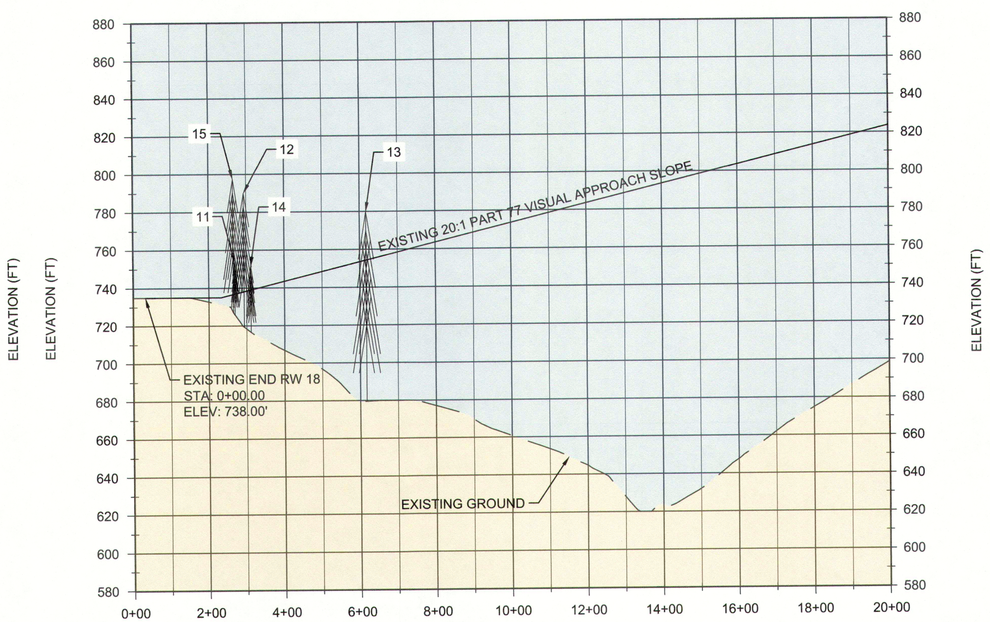
No.	Description	Part 77 Surface	Elevation	Violation	Proposed Disposition	Triggering Event
1	Tree	Approach - RW 36	789.40' (680' AGL)	16.63'	Trim	ACIP-2018
11	Tree	Approach - RW 18	753.60' (689' AGL)	13.49'	Trim	ACIP-2018
12	Tree	Approach - RW 18	790.00' (717' AGL)	32.55'	Trim	ACIP-2018
13	Tree	Approach - RW 18	779.80' (724' AGL)	14.31'	Trim	ACIP-2018
14	Tree	Approach - RW 18	751.40' (622' AGL)	13.43'	Trim	ACIP-2018
15	Tree	Approach - RW 18	797.40' (735' AGL)	41.17'	Trim	ACIP-2018
25	Tree	Approach - RW 36	772.30' (710' AGL)	40.51'	Trim	ACIP-2018
26	Tree	Approach - RW 36	813.30' (600' AGL)	17.64'	Trim	ACIP-2018
27	Tree	Approach - RW 36	832.60' (642' AGL)	0.72'	Trim	ACIP-2018
28	Tree	Approach - RW 36	805.20' (680' AGL)	27.97'	Trim	ACIP-2018
29	Tree	Approach - RW 36	796.10' (713' AGL)	12.56'	Trim	ACIP-2018
30	Tree	Approach - RW 36	769.00' (648' AGL)	7.30'	Trim	ACIP-2018

SEE AIRPORT LAYOUT DRAWING FOR TRAVERSE WAY DATA



RUNWAY 36 END PROFILE

SCALE: 1" = 200' HORIZ.
1" = 20' VERT.



RUNWAY 18 END PROFILE

SCALE: 1" = 200' HORIZ.
1" = 20' VERT.

GARVER

REV.	DATE	DESCRIPTION	BY

JAMES TUCKER AIRPORT (M15)
LINDEN, TENNESSEE

AIRPORT LAYOUT PLAN (ALP)

INNER PORTION OF APPROACH DRAWING

JOB NO.: 17061260
DATE: JAN. 2019
DESIGNED BY: PRS
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
4

File: L:\2017\17061260 - Perry County ALP\Drawings\M15-IP APPROACH.dwg Last Save: 1/16/2019 9:20 AM Last saved by: GLWright
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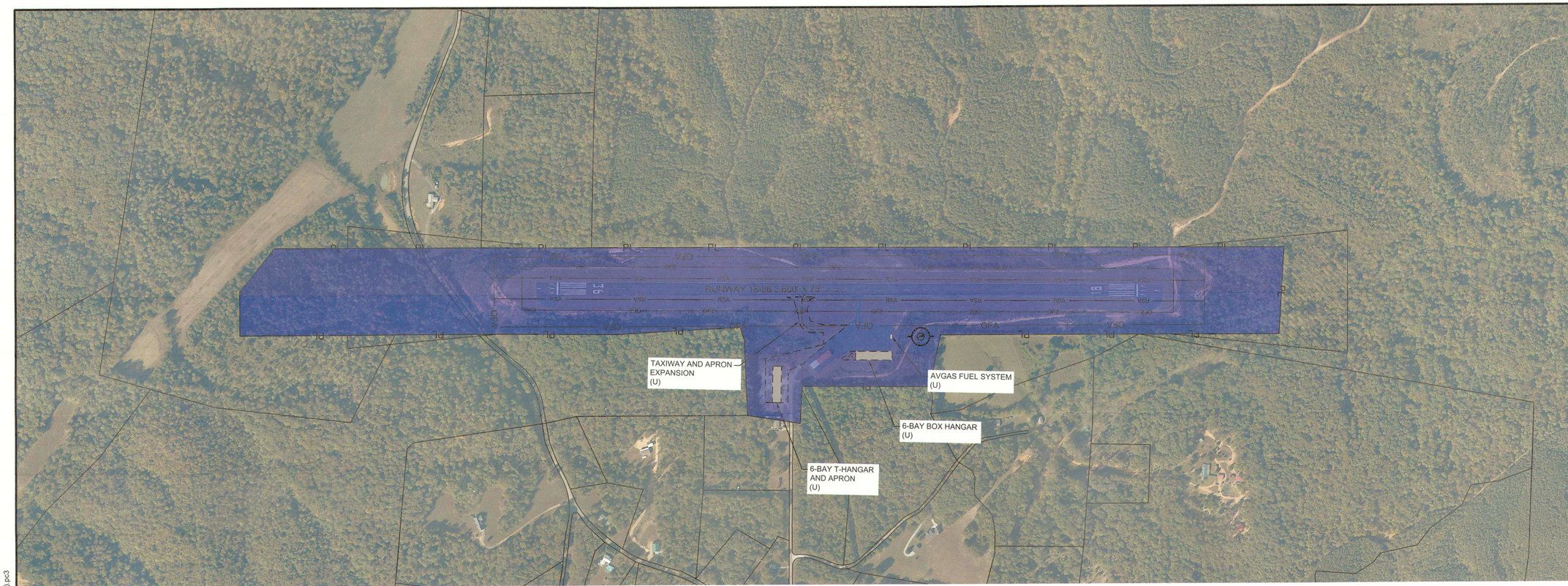

CIP DATA

TITLE	ESTIMATED COST	YEAR	AIRPORT PRIORITY	FAA PRIORITY	STATE PRIORITY
TREE CLEARING	$25,000	2019	1	90	48
REPLACE ROTATING BEACON	$25,000	2019	2	84	50
6 UNIT BOX HANGAR	$500,000	2020	3	0	6
100 LL FUEL SYSTEM	$200,000	2021	4	19	9
6 UNIT T-HANGAR	$600,000	2022	5	0	6
TAXIWAY AND APRON EXPANSION	$350,000	2023	6	44	5

RUNWAY INFORMATION

ITEM	RUNWAY 18		RUNWAY 36	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY DESIGN CODE (RDC)	B-I-VIS	SAME	B-I-VIS	SAME
APRC RUNWAY REFERENCE CODE (RRC)	B-I-VIS	SAME	B-I-VIS	SAME
DPRC RUNWAY REFERENCE CODE (RRC)	B-I	SAME	B-I	SAME

AVIATION ACTIVITY SUMMARY

BASED AIRCRAFT		CRITICAL AIRCRAFT SELECTION JUSTIFICATION
SINGLE ENGINE	1	THE CRITICAL AIRCRAFT SELECTION FOR JAMES TUCKER AIRPORT IS THE KING AIR 200 SERIES AIRCRAFT. AS THE AIRPORT AND SURROUNDING AREAS CONTINUE TO DEVELOP ADDITIONAL BUSINESS THESE AIRCRAFT CAN HAVE ACCESS TO THE AIRPORT. THE DEVELOPMENT OF AN INSTRUMENT APPROACH WILL PROVIDE ADDITIONAL ACCESS TO THE AIRPORT.
MULTI-ENGINE	0	
T-HANGAR WAITING LIST		
ESTIMATED ANNUAL AIRPORT OPERATIONS		
LOCAL	1,100	
ITINERANT	620	

Magnetic Declination 3°W (2017)
NORTH

GRAPHIC SCALE
300 0 150 300 600
(IN FEET)

REV.	DATE	DESCRIPTION	BY

JAMES TUCKER AIRPORT (M15)
LINDEN, TENNESSEE

AIRPORT LAYOUT PLAN (ALP)

ACIP DRAWING

JOB NO.: 17061260
DATE: JAN. 2019
DESIGNED BY: PRS
DRAWN BY: DLM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
6

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Last plotted by: Harper, Wayne J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 9/26/2019 3:31 PM Plotter used: AutoCAD PDF (General Documentation).pc3