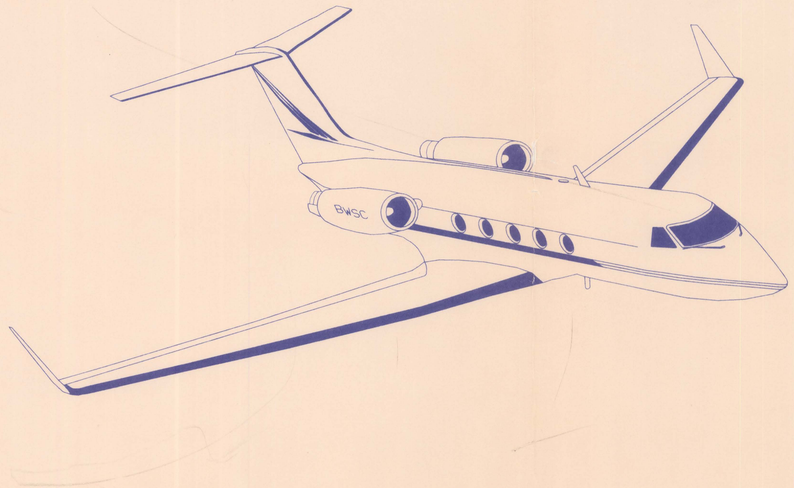
LIVINGSTON MUNICIPAL AIRPORT
LIVINGSTON, TENNESSEE
AIRPORT LAYOUT PLAN



BWSC
BARGE
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PLANNING & PROGRAMMING
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INDEX

CLEARANCES			
EXISTING	PROPOSED	ELEVATION	CLEARANCE
C1	–	1345.0'	22.8'
–	C1	1345.0'	32.3'
C2	–	1322.0'	49.0'
–	C2	1322.0'	56.4'
C3	C3	1360.0'	6.0'
C4	–	1155.0'	255.3'
–	C4	1155.0'	261.1'
C5	–	1367.0'	6.5'
C6	–	1358.0'	17.8'
C7	–	1361.0'	11.0'
–	C8	1347.0'	28.9'
–	C9	1347.0'	27.6'
–	C10	1345.0'	27.0'

BUILDING DATA		
NO.	STRUCTURE	ELEVATION
B1	TERMINAL BUILDING/MAINTENANCE HANGAR	1,397.4'
B2	FLIGHT TRAINING	1,385.0'
B3	T-HANGARS	1,389.1'

MODIFICATION OF DESIGN STANDARDS		
ITEM	DATE	AERONAUTICAL STUDY NUMBER
ROAD LOCATED IN RUNWAY 3 OBJECT FREE AREA & RUNWAY SAFETY AREA	5/20/02	# 05/02

AIRPORT DATA		
	EXISTING	PROPOSED
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	36°24'10.86"N 85°19'12.82"W	36°24'05.53"N 85°19'12.82"W
MEAN MAX. TEMP. HOTTEST MONTH	86°F	SAME
AIRPORT ELEVATION	1,372'	SAME
NAVIGATIONAL AIDS	VOR/DME/GPS	SAME

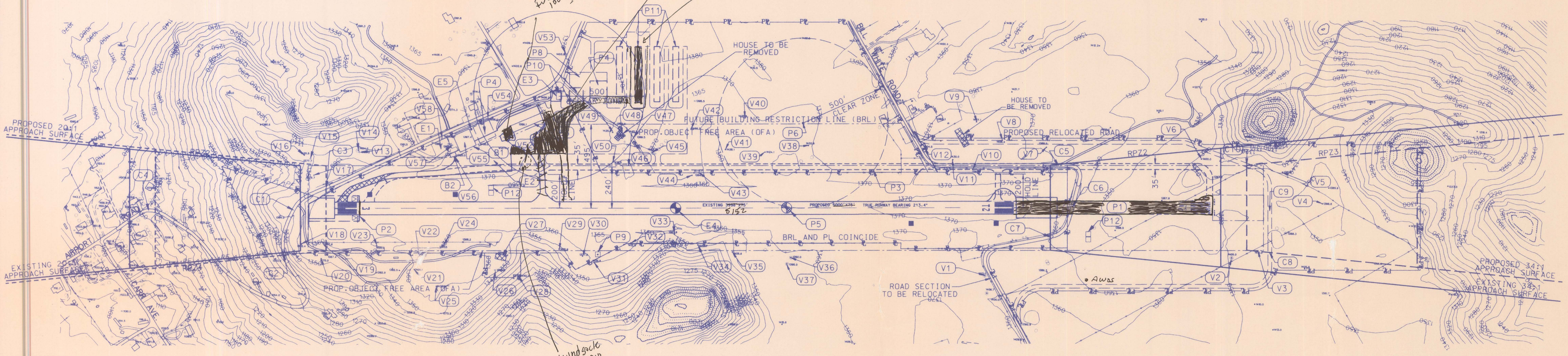
EXISTING	
NO.	FEATURE
E1	AUTOMOBILE PARKING
E2	AIRCRAFT PARKING APRON
E3	AWOS (TO BE RELOCATED)
E4	AIRPORT REFERENCE POINT
E5	ROTATING BEACON

PROPOSED	
NO.	FEATURE
P1	1,147' RUNWAY EXTENSION
P2	145' RELOCATED THRESHOLD
P3	35' WIDE PARALLEL TAXIWAY
P4	100'X100' AIRCRAFT STORAGE HANGAR
P5	FUTURE AIRPORT REFERENCE POINT
P6	RELOCATED AWOS
P7	AIRCRAFT PARKING APRON
P8	VEHICLE PARKING
P9	RELOCATED WIND CONE
P10	CORPORATE HANGARS (TYPICAL)
P11	T-HANGARS (TYPICAL)
P12	PROPOSED PAPI

RUNWAY PROTECTION ZONE DIMENSIONS	
RPZ1	500'IW X 1000'L X 700'OW
RPZ2	500'IW X 1000'L X 700'OW
RPZ3	500'IW X 1000'L X 700'OW
RPZ4	500'IW X 1000'L X 700'OW

NOTES:

1. NO THRESHOLD SITING SURFACE PENETRATIONS.
2. THE AIRFIELD FENCE AND A PORTION OF A PUBLIC ROAD PENETRATE THE OBSTACLE FREE ZONE AT THE RUNWAY 03 END. THESE ITEMS WILL BE RESOLVED WHEN THE THRESHOLD IS RELOCATED IN A FUTURE PROJECT.
3. RIGHT-OF-WAY FOR PROPOSED RELOCATED ROAD TO BE DEDICATED FOR PUBLIC USE.
4. CLEARANCES FOR C5 AND C7 WILL BE RESOLVED BY THE RELOCATION OF THE ROAD FOR THE RUNWAY EXTENSION PROJECT.



PAVEMENT/STRUCTURES TO BE REMOVED

LEGEND		
	EXISTING	PROPOSED
GRADE CONTOURS	250'	NOT SHOWN
AIRPORT PROPERTY LINE	PL	PPL
EASEMENT	EE	PE
BUILDING RESTRICTION LINE (BRL)		
FENCE LINE		
THRESHOLD LIGHTS	•••• ••••	oooo oooo
REIL	▲	△
VASI / PAPI	■/■■	□/□□
BUILDING		
PAVEMENT		

RUNWAY OBJECT FREE AREA DIMENSIONS	
EXISTING	PROPOSED
400' WIDE X 240' BEYOND END OF RUNWAY	500' WIDE X 300' BEYOND END OF RUNWAY

RUNWAY SAFETY AREA DIMENSIONS		
RWY	EXISTING	PROPOSED
3	120' WIDE X 150' BEYOND END OF RUNWAY	150' WIDE X 300' BEYOND END OF RUNWAY
21	120' WIDE X 240' BEYOND END OF RUNWAY	150' WIDE X 300' BEYOND END OF RUNWAY

RUNWAY DATA 3/21			
		EXISTING	PROPOSED
AIRPORT REFERENCE CODE		B-I	B-II
CRITICAL AIRCRAFT		BEECH KING AIR 100	CITATION II
APPROACH VISIBILITY MINIMUMS		1 MILE	SAME
RUNWAY LENGTH		3998'	5,000'
RUNWAY WIDTH		75'	SAME
APPROACH SURFACE		20:1/34:1	20:1/34:1
INSTRUMENT RUNWAY		21	SAME
MARKINGS		VISUAL	NON-PRECISION
LIGHTING		LIRL	MIRL/MITL
APPROACH AIDS		VASI/SAVASI/REILS	PAPI/REILS
% WIND COVERAGE (16KTS)		98.25%	SAME
RUNWAY BEARING		213.43°	SAME
EFFECTIVE GRADIENT		0.15%	0.12%
PAVEMENT CONSTRUCTION		ASPHALT	SAME
PAVEMENT STRENGTH (LBS)		14,000 SWL 21,000 DWL	30,000 SWL 60,000 DWL
RUNWAY END COORDINATES (NAD 83)	RWY 3	N36°24'27.36" W85°18'55.01"	N36°24'26.16" W85°18'55.98"
	RWY 21	N36°25'00.36" W85°18'28.07"	N36°24'56.89" W85°18'35.79"
RUNWAY END ELEVATIONS	RWY 3	1366.0'	1366.1'
	RWY 21	1372.0'	1372.0'

Runway 3 Displace Threshold
Lat- N 36 24 28.57
Long - W 85 18 54.01
Elv. - 1365.74'

VIOLATIONS TO FAR PART 77 SURFACES

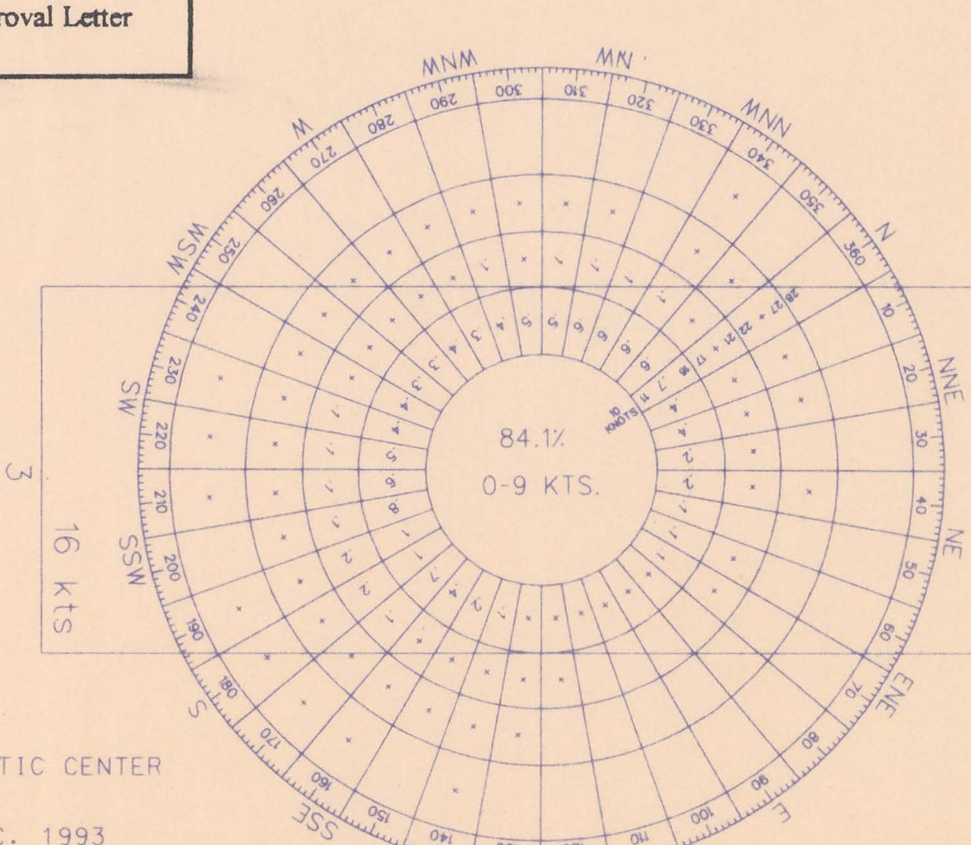
EXISTING PART 77	PROPOSED PART 77	DESCRIPTION	ELEVATION	VIOLATION	PROPOSED DISPOSITION
V1	V1	POLE	1413.1'	19.7'	LIGHT
V2	–	TREE	1405.0'	1.8'	REMOVE
–	V2	TREE	1405.0'	26.0'	REMOVE
V3	–	POLE	1410.0'	2.2'	REMOVE
–	V3	POLE	1410.0'	36.1'	REMOVE
–	V4	TREE	1388.8'	9.2'	REMOVE
–	V5	POLE	1381.6'	3.4'	LIGHT
V6	–	POLE	1400.0'	1.8'	LIGHT
–	V6	POLE	1400.0'	23.0'	REMOVE
V7	V7	POLE	1389.5'	2.1'	LIGHT
V8	V8	POLE	1406.4'	13.3'	REMOVE
V9	V9	POLE	1427.1'	16.8'	REMOVE
V10	V10	BUILDING	1390.6'	3.9'	LIGHT
V11	V11	POLE	1430.0'	53.3'	REMOVE
V12	V12	POLE	1404.5'	19.6'	REMOVE
V13	–	POLE	1380.2'	2.8'	LIGHT
–	V13	POLE	1380.2'	2.9'	LIGHT
V14	–	TREE	1404.2'	25.3'	REMOVE
–	V14	TREE	1404.2'	25.4'	REMOVE
V15	–	POLE	1377.7'	12.0'	REMOVE
–	V15	POLE	1377.7'	1.3'	LIGHT
V16	–	POLE	1425.5'	50.9'	REMOVE
–	V16	POLE	1425.5'	45.2'	REMOVE
V17	–	POLE	1375.7'	9.7'	LIGHT
–	V17	POLE	1375.7'	6.7'	LIGHT
V18	–	POLE	1370.4'	4.4'	LIGHT
V19	–	POLE	1387.8'	21.8'	REMOVE
–	V19	POLE	1387.8'	20.8'	REMOVE
V20	–	POLE	1375.0'	2.3'	LIGHT
–	V20	POLE	1375.0'	0.5'	LIGHT
V21	–	POLE	1401.1'	18.7'	REMOVE
–	V21	POLE	1401.1'	18.8'	REMOVE
V22	–	POLE	1382.1'	9.2'	LIGHT
–	V22	POLE	1382.1'	9.3'	LIGHT
V23	–	POLE	1400.2'	34.2'	REMOVE
–	V23	POLE	1400.2'	34.1'	REMOVE
V24	V24	POLE	1381.5'	19.5'	REMOVE
V25	V25	POLE	1430.8'	38.8'	REMOVE
V26	V26	POLE	1385.6'	7.9'	LIGHT
V27	V27	BUILDING	1370.5'	6.4'	REMOVE
V28	V28	POLE	1440.2'	57.1'	REMOVE
V29	V29	POLE	1410.9'	48.9'	REMOVE
V30	V30	POLE	1377.8'	11.5'	LIGHT
V31	V31	POLE	1425.6'	53.6'	REMOVE
V32	V32	POLE	1412.5'	50.5'	REMOVE
V33	V33	POLE	1397.9'	35.9'	REMOVE
V34	V34	POLE	1402.1'	40.1'	REMOVE
V35	V35	POLE	1405.6'	42.6'	REMOVE
V36	V36	TREE	1392.0'	24.3'	REMOVE
V37	V37	TREE	1395.0'	21.7'	REMOVE
V38	V38	POLE	1432.6'	53.7'	REMOVE
V39	V39	POLE	1424.1'	50.7'	REMOVE
V40	V40	POLE	1425.6'	23.2'	REMOVE
V41	V41	POLE	1428.1'	52.1'	REMOVE
V42	V42	POLE	1468.2'	75.1'	REMOVE
V43	V43	POLE	1375.5'	13.7'	LIGHT
V44	V44	POLE	1364.4'	2.4'	LIGHT
V45	V45	TREE	1442.3'	69.0'	REMOVE
V46	V46	BUILDING	1380.1'	0.4'	LIGHT
V47	V47	POLE	1399.5'	13.2'	LIGHT
V48	V48	BUILDING	1387.0'	3.9'	REMOVE
V49	V49	POLE	1425.8'	35.2'	REMOVE
V50	V50	POLE	1416.5'	54.5'	REMOVE
V51	V51	POLE	1404.1'	18.0'	REMOVE
V52	V52	POLE	1402.8'	16.7'	LIGHT
V53	V53	POLE	1403.9'	1.3'	LIGHT
V54	V54	POLE	1403.0'	27.7'	REMOVE
V55	V55	BUILDING	1397.4'	24.0'	REMOVE
V56	V56	BUILDING	1385.0'	15.9'	LIGHT
V57	V57	POLE	1391.8'	12.1'	LIGHT
V58	V58	POLE	1403.3'	18.4'	REMOVE
V59	V59	POLE	1389.1'	27.1'	REMOVE

MAGNETIC DECLINATION
3.47°W; JANUARY 2000.
ANNUAL RATE OF CHANGE=-7.16 MIN./YR.

MAG. DEC.
TRUE NORTH

300' 0 300' 600'
1"= 300'

CONDITIONALLY APPROVED
STATE BLOCK GRANT PROGRAM
5/20/02
J. Tom Burgess, P.E. Date
TN DEPT. OF TRANSPORTATION
Subject to Comments in Approval Letter



SOURCE: NATIONAL CLIMATIC CENTER NASHVILLE, TN.
PERIOD: JAN. 1984 - DEC. 1993
OBSERVATIONS: 87,672
COVERAGE:
RWY 3/21 - 98.25% FOR 16 kts.
RWY 3/21 - 92.0% FOR 10.5 kts.

AIRPORT LAYOUT PLAN

LIVINGSTON MUNICIPAL AIRPORT
LIVINGSTON, TENNESSEE

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 FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA REVIEW TAKES APPROXIMATELY 60 DAYS.

ALP APPROVAL BLOCK

HOSEA WINNINGHAM, MAYOR, TOWN OF LIVINGSTON — DATE

TOM BURGESS, P.E., TENNESSEE AERONAUTICS DIVISION — DATE

BWSC — BARGE WAGGONER SUMNER & CANNON, INC — Engineers, Planners, and Surveyors

DR.	CHK.	DATE	DESCRIPTION
ELS	PMG	10/17/01	ORIGINAL ISSUE
BC		10/06	R/W ext. added Apron windsock, fuel
BC		4/12	T-Hgr.

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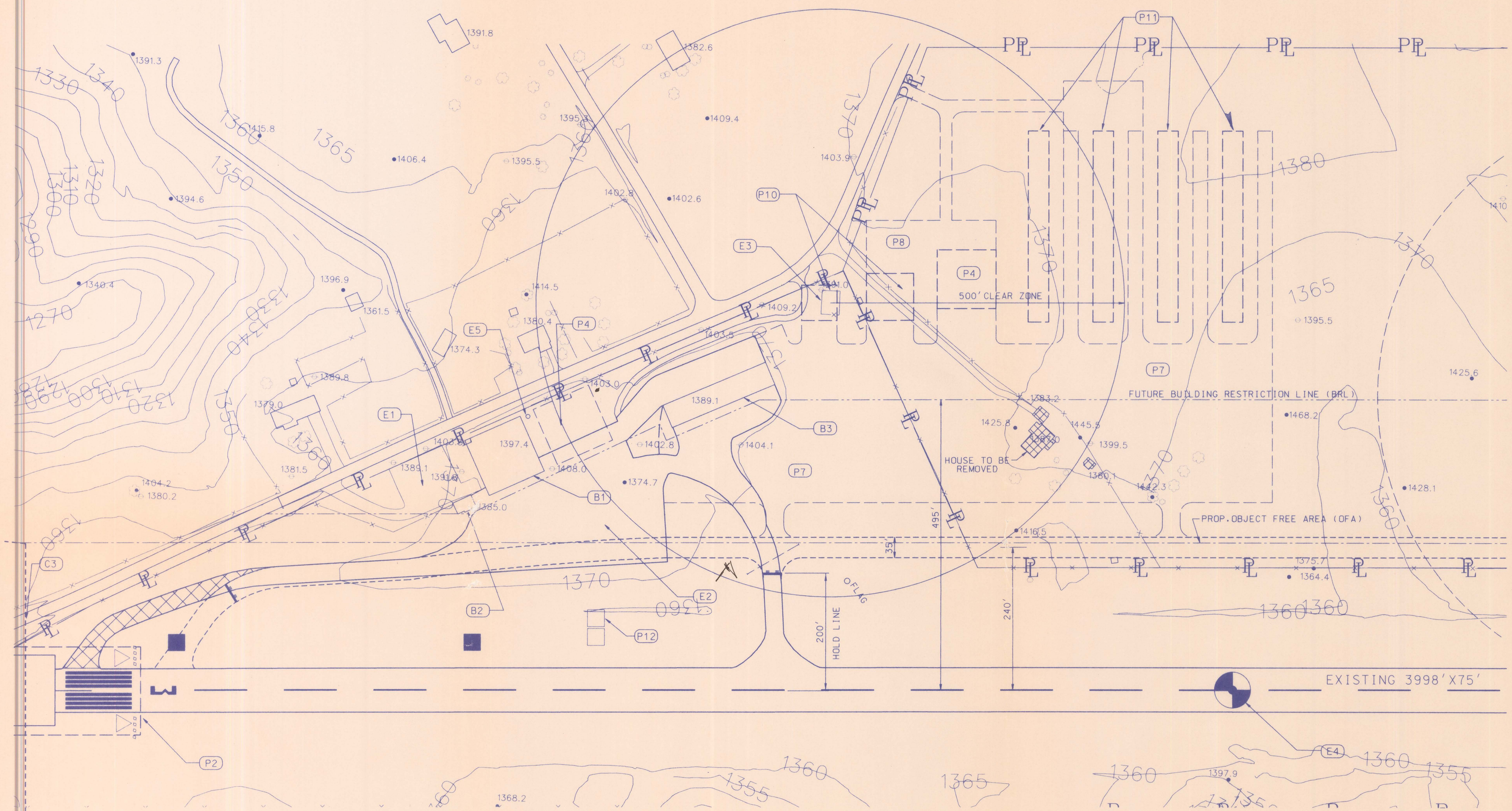
FILE NO. 26021-00



BUILDING DATA		
NO.	STRUCTURE	ELEVATION
B1	TERMINAL BUILDING/MAINTENANCE HANGAR	1,397.4'
B2	FLIGHT TRAINING	1,385.0'
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EXISTING	
NO.	FEATURE
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PROPOSED	
NO.	FEATURE
P1	1,147' RUNWAY EXTENSION
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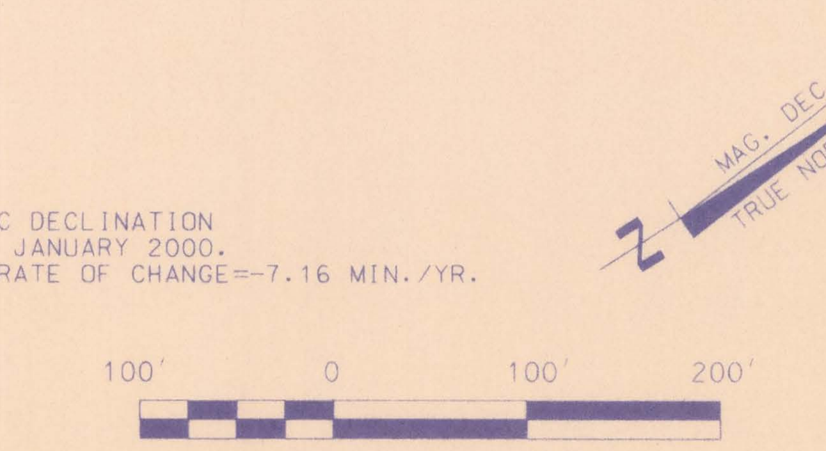
P11	T-HANGARS (TYPICAL)
P12	PROPOSED PAPI

PAVEMENT/STRUCTURES TO BE REMOVED

LEGEND	EXISTING	PROPOSED
GRADE CONTOURS	250'	NOT SHOWN
AIRPORT PROPERTY LINE	PL	PPL
EASEMENT	EE	PE
BUILDING RESTRICTION LINE (BRL)		
FENCE LINE		
THRESHOLD LIGHTS		
REIL	▲	△
VASI / PAPI	■ / ■■	□ / □□
BUILDING		
PAVEMENT		

MAGNETIC DECLINATION
3.47' W JANUARY 2000.
ANNUAL RATE OF CHANGE=-7.16 MIN./YR.



ALP APPROVAL BLOCK

HOSEA WINNINGHAM, MAYOR, TOWN OF LIVINGSTON — DATE

TOM BURGESS, P.E., TENNESSEE AERONAUTICS DIVISION — DATE

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TERMINAL AREA PLAN

LIVINGSTON MUNICIPAL AIRPORT
LIVINGSTON, TENNESSEE

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ELS	PMG	10/17/01	ORIGINAL ISSUE

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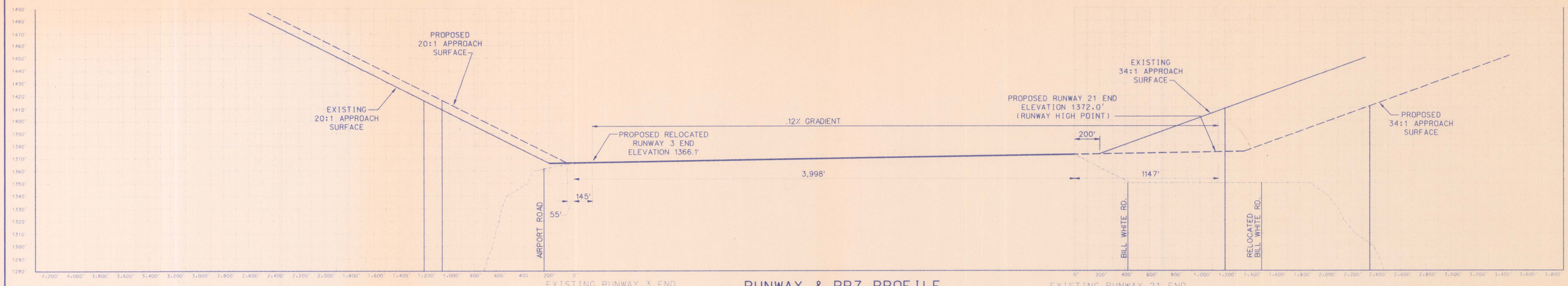
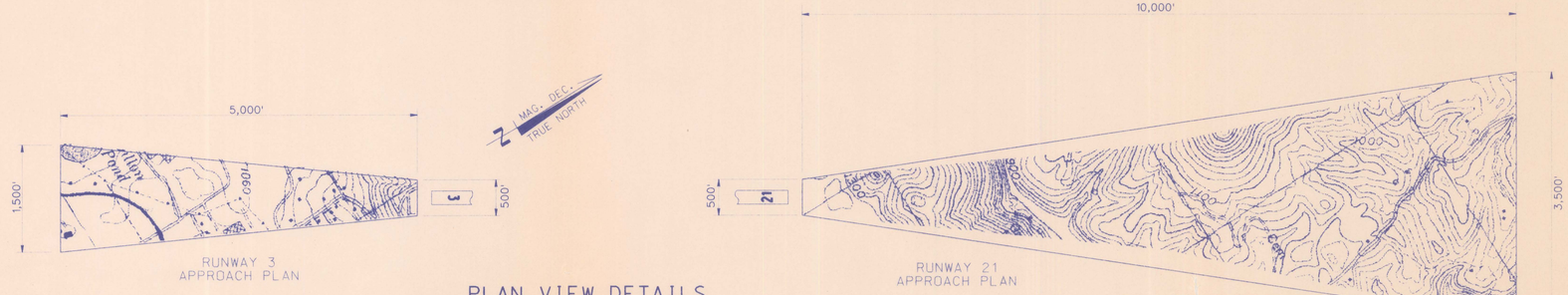


RUNWAY & RPZ PROFILE

HORIZONTAL SCALE: 1"= 400'
VERTICAL SCALE: 1"= 40'



RUNWAY 3
APPROACH PLAN

RUNWAY 21
APPROACH PLAN

PLAN VIEW DETAILS

SCALE: 1"= 1000'

ALP APPROVAL BLOCK

HOSEA WINNINGHAM, MAYOR, TOWN OF LIVINGSTON — DATE

TOM BURGESS P.E., TENNESSEE AERONAUTICS DIVISION — DATE

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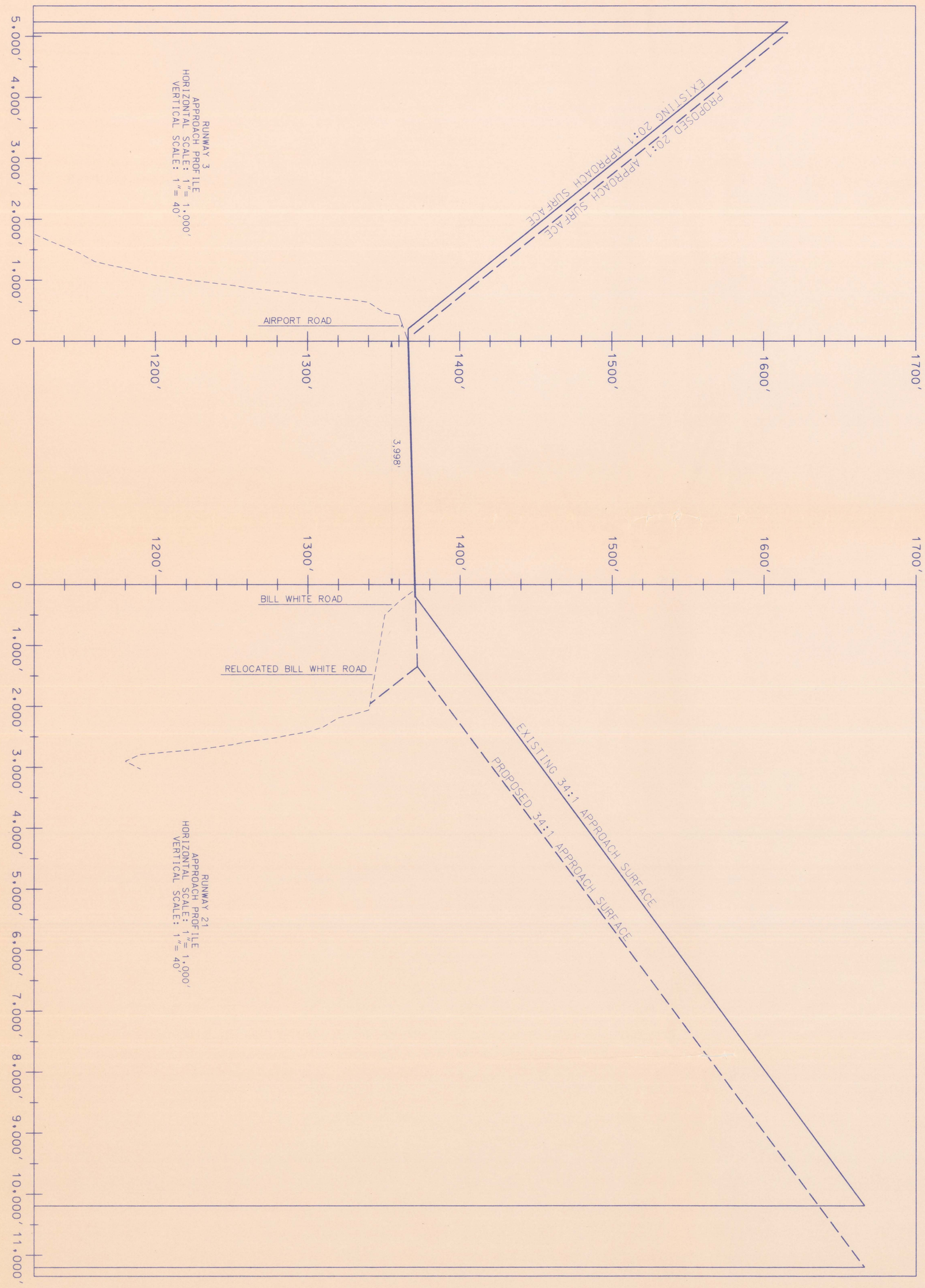
INNER PORTION OF THE APPROACH
SURFACE DRAWING RUNWAY 3/21

LIVINGSTON MUNICIPAL AIRPORT
LIVINGSTON, TENNESSEE

BWSC BARGE WAGGONER SUMNER & CANNON, INC.
CIVIL ENGINEERS LANDSCAPE ARCHITECTS AND SURVEYORS

DR	CHK	DATE	DESCRIPTION
CADD	PMG	10-17-01	ORIGINAL ISSUE

FILE NO. 26021-00



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FILE NO. 26021-00

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DR.	CHK.	DATE	DESCRIPTION
CADD	PMG	10-17-01	ORIGINAL ISSUE

INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 3/21

LIVINGSTON MUNICIPAL AIRPORT
LIVINGSTON, TENNESSEE

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ALP APPROVAL BLOCK

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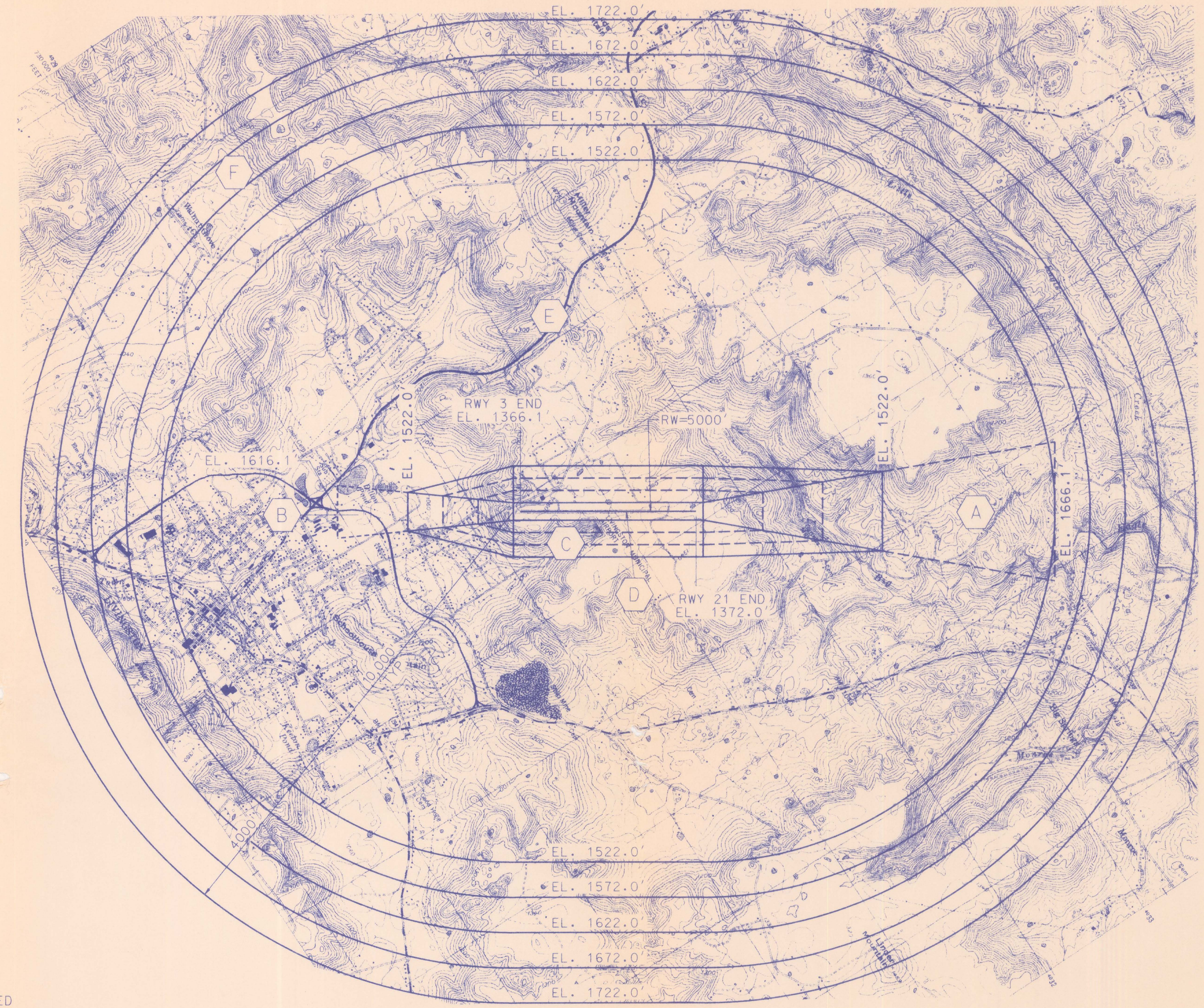
TOWN OF LIVINGSTON — DATE

TOM BURGESS, P.E.
TENNESSEE
AERONAUTICS DIVISION — DATE



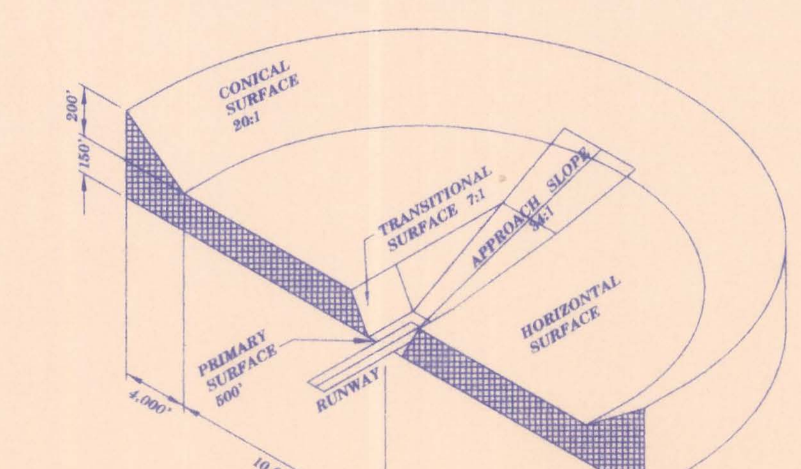
NOTES

1. THERE ARE NO FAR PART 77 PENETRATIONS IDENTIFIED ON THIS DRAWING.
2. SEE SHEET 1 FOR CLOSE-IN AND TRANSITIONAL SURFACE OBSTRUCTIONS.

LEGEND

- (A) — APPROACH SURFACE (34:1 SLOPE)
- (B) — APPROACH SURFACE (20:1 SLOPE)
- (C) — TRANSITIONAL SURFACE (7:1 SLOPE)
- (D) — PRIMARY SURFACE
- (E) — HORIZONTAL SURFACE (150' ABOVE ESTABLISHED AIRPORT ELEVATION)
- (F) — CONICAL SURFACE (20:1 SLOPE)

FAR PART 77
AIRPORT IMAGINARY SURFACES



NONPRECISION

Z MAG. DEC.
TRUE NORTH

2,000' 0 2,000' 4,000' 6,000'

1"=2,000'

BASE MAP: USGS TOPOGRAPHIC QUADRANGLE MAP

CONTOUR INTERVAL = 10 FEET

ALP APPROVAL BLOCK

HOSEA WINNINGHAM MAYOR TOWN OF LIVINGSTON	DATE
TOM BURGESS, P.E. TENNESSEE AERONAUTICS DIVISION	DATE

CONSTRUCTION NOTICE REQUIREMENT

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AIRPORT AIRSPACE PLAN

LIVINGSTON MUNICIPAL AIRPORT
LIVINGSTON, TENNESSEE

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CADD	PMG	10-17-01	ORIGINAL ISSUE

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