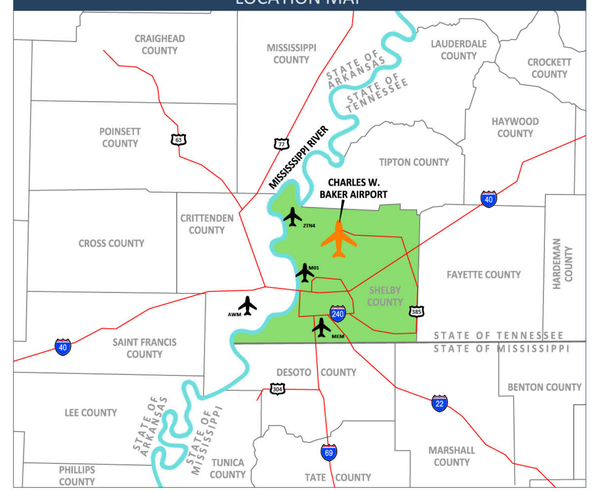
CHARLES W. BAKER AIRPORT
AIRPORT LAYOUT PLAN

VICINITY MAP

LOCATION MAP



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7	RWY 36 INNER APPROACH & RWY 18 DEPARTURE - EXISTING PLAN & PROFILE
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AIRPORT DATA & GOVERNING AUTHORITY/OFFICIALS

CHARLES W. BAKER AIRPORT (2M8)

ADDRESS: 3870 FITE ROAD, MILLINGTON, TN 38053

GOVERNING AUTHORITY - MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY

AIRPORT MANAGER - JASON MCBRIDE

TENNESSEE GOVERNOR - BILL LEE

TDOT COMMISSIONER (INTERIM) - JOE GALBATO, III

TDOT AERONAUTICS DIRECTOR (INTERIM) - JAY NORRIS, P.E.

TAD CHIEF ENGINEER - JOHN PAUL SAALWAECHTER, P.E.

TDOT PROJECT MANAGER - JIM CURREY, P.E.

FAA DISCLAIMER

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CONSTRUCTION NOTICE

THESE ALP DRAWINGS ARE FOR PLANNING PURPOSES ONLY. THE DRAWING INFORMATION, INCLUDING LOCATION DETAILS AND ELEVATIONS SHOULD NOT BE USED FOR CONSTRUCTION. TO PROTECT THE AIRPORT'S OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH FAA/STATE AERONAUTICS PRIOR TO CONSTRUCTION.

AN FAA FORM 7460 SHALL BE SUBMITTED TO EVALUATE THE EFFECT OF PROPOSED CONSTRUCTION ON THE AIRPORT OR ALTERATION ON AIR NAVIGATION EXCEEDING 14 CFR, PART 77. FILING THE FAA FORM 7460 DOES NOT RELIEVE THE SPONSOR FROM COMPLYING WITH OTHER FEDERAL, STATE OR LOCAL RULES AND REGULATIONS.

Charles W. Baker Airport

RUNWAY DATA TABLE

RUNWAY		18		36	
ITEM		EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)		B-I-5000	B-II-5000	B-I-5000	B-II-5000
AIRCRAFT APPROACH CATEGORY		B	SAME	B	SAME
APPROACH REFERENCE CODE		B-II-5000	SAME	B-II-5000	SAME
DEPARTURE REFERENCE CODE		B-II	SAME	B-II	SAME
RUNWAY PAVEMENT STRENGTH (X 1,000 LBS)		SW 25	SAME	SW 25	SAME
SURFACE MATERIAL TYPE		ASPHALT	SAME	ASPHALT	SAME
MAXIMUM EFFECTIVE GRADIENT (%)		0.13%	SAME	0.13%	SAME
RUNWAY LENGTH		3,499'	4,700'	3,499'	4,700'
RUNWAY WIDTH		75'	SAME	75'	SAME
RUNWAY END ELEVATION (MSL)		246.8	247.6	242.3	SAME
DISPLACED THRESHOLD DISTANCE		N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION (MSL)		N/A	N/A	N/A	N/A
RUNWAY SAFETY AREA (RSA) LENGTH		240'	300'	240'	300'
RUNWAY SAFETY AREA (RSA) WIDTH		120'	150'	120'	150'
RUNWAY END COORDINATES	LATITUDE (NAD83)	35° 17' 01.7818"	35° 17' 13.64"	35° 16' 27.2797"	SAME
	LONGITUDE (NAVD88)	89° 55' 51.4860"	89° 55' 50.37"	89° 55' 54.7448"	SAME
DISPLACED THRESHOLD COORDINATES	LATITUDE (NAD83)	N/A	N/A	N/A	N/A
	LONGITUDE (NAVD88)	N/A	N/A	N/A	N/A
RUNWAY LIGHTING		MIRL	SAME	MIRL	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,000'	SAME	1,000'	SAME
	INNER WIDTH	500'	SAME	500'	SAME
	OUTER WIDTH	700'	SAME	700'	SAME
DEPARTURE RUNWAY PROTECTION ZONE	LENGTH	1,000'	SAME	1,000'	SAME
	INNER WIDTH	500'	SAME	500'	SAME
	OUTER WIDTH	700'	SAME	700'	SAME
RUNWAY MARKING		NON-PRECISION	SAME	NON-PRECISION	SAME
FAR PART 77 APPROACH CATEGORY		A(NP) - 20:1	C - 34:1	A(NP) - 20:1	C - 34:1
FAR PART 77 APPROACH TYPE		NPI	SAME	NPI	SAME
FAR PART 77 APPROACH SURFACE	WIDTH OF PRIMARY SURFACE	500'	SAME	500'	SAME
	WIDTH AT OUTER END	2,000'	3,500'	2,000'	3,500'
	LENGTH	5,000'	10,000'	5,000'	10,000'
VISIBILITY MINIMUMS		1 MILE	SAME	1 MILE	SAME
AERONAUTICAL SURVEY REQUIRED		VGS	SAME	VGS	SAME
TERPS DEPARTURE SURFACE/OCS		40:1 INSTRUMENT	SAME	40:1 INSTRUMENT	SAME
RUNWAY OBJECT FREE AREA (ROFA) LENGTH		240'	300'	240'	300'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH		400'	500'	400'	500'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH		200'	SAME	200'	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH		250'	SAME	250'	SAME
THRESHOLD SITING SURFACE (TSS)		TYPE 4 (20:1) | TYPE 6 (30:1)	SAME	TYPE 4 (20:1) | TYPE 6 (30:1)	SAME
TSS OBJECT PENETRATION(S)		TREES	NONE	NONE	NONE
VISUAL APPROACH AIDS		PAPI-2L / REIL	SAME	PAPI-2L / REIL	SAME
INSTRUMENT APPROACH AIDS		GPS	SAME	GPS	SAME
TOUCHDOWN ZONE ELEVATION (MSL)		246.9	SAME	245.9	SAME
WIND COVERAGE (CROSSWIND COMPONENT)		10.5 KNOTS	13 KNOTS	10.5 KNOTS	13 KNOTS

TAXIWAY/TAXILANE DATA TABLE

NAME	DIMENSIONS				SEPARATION FROM TAXIWAY CL TO FIXED/MOVABLE OBJECT	LIGHTING
	WIDTH	SHOULDER	TSA	OFA		
A	35'	0'	49'	89'	65.5'	MITL
A1	35'	0'	49'	89'	65.5'	MITL
A2	35'	0'	49'	89'	65.5'	MITL
A3	35'	0'	49'	89'	65.5'	MITL

NOTE: ALL TAXIWAYS/TAXILANES ARE DESIGNED TO ACCOMMODATE AIRCRAFT DESIGN GROUP (ADG) II AIRCRAFT AND ARE DESIGNED AT TAXIWAY DESIGN GROUP (TDG) 2 STANDARDS. STANDARD WIDTH IS 35 FEET, AND FUTURE PAVEMENT WILL BE THE SAME.

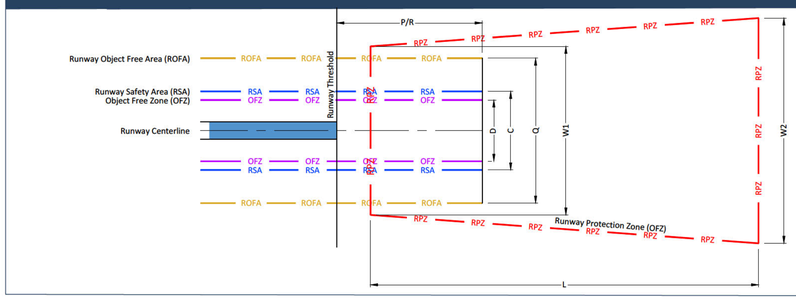
AIRPORT DATA TABLE

ITEM		EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)		B-I	B-II
MEAN MAX. TEMPERATURE (HOTTEST MONTH)		89° JULY	SAME
AIRPORT ELEVATION (NAVD88)		246.9'	247.6'
AIRPORT NAVIGATIONAL AIDS		VOT*, VORTAC, PAPI, MIRL, REIL	SAME
AIRPORT REFERENCE POINT	LATITUDE (N)	35° 16' 44.53"	35° 16' 50.46"
	LONGITUDE (W)	89° 55' 53.11"	89° 55' 52.55"
	DATUMS	NAD 83	SAME
MISCELLANEOUS FACILITIES		AIRPORT BEACON, MITL, WINDSOCK, AWOS A	SAME
AIRPORT CRITICAL / DESIGN AIRCRAFT TYPE		PIPER AEROSTAR	KING AIR 200
AIRPORT MAGNETIC VARIATION	DECLINATION	1.50° W	SAME
	ANNUAL RATE OF CHANGE	0.10° W	SAME
	DATE	11/19/2018	SAME
	SOURCE	NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION	SAME
FAA NPIAS SERVICE LEVEL		LOCAL RELIEVER	SAME
STATE SERVICE LEVEL		COMMUNITY SERVICE	SAME
AIRPORT OWNER		MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY	SAME
AIRPORT ACREAGE		317	411

DECLARED DISTANCES

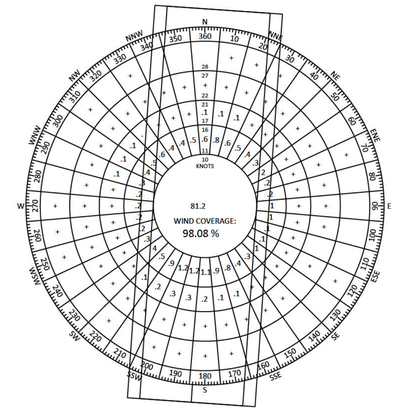
RUNWAY	RWY 18		RWY 36	
ITEM	EXISTING	FUTURE	EXISTING	FUTURE
TAKE OFF RUN AVAILABLE (TORA)	3,499'	4,700'	3,499'	4,700'
TAKE OFF DISTANCE AVAILABLE (TODA)	3,499'	4,700'	3,499'	4,700'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	3,499'	4,700'	3,499'	4,700'
LANDING DISTANCE AVAILABLE (LDA)	3,499'	4,700'	3,499'	4,700'

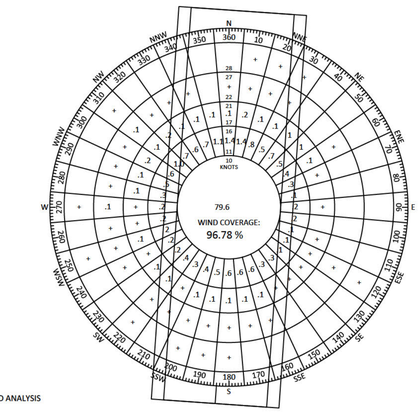
RUNWAY SAFETY AREAS



LEGEND

ITEM	DESCRIPTION
C	Runway Safety Area (RSA)
D	Object Free Zone (OFZ)
L	Runway Protection Zone - Length
P/R	Length Beyond Runway Threshold
Q	Runway Object Free Area (ROFA)
W1	Runway Protection Zone - Inner Width
W2	Runway Protection Zone - Outer Width





SOURCE:
NATIONAL CLIMATIC DATA CENTER
WEATHER STATION 723340
CHARLES W. BAKER AIRPORT
DATA PERIOD: 2008 THROUGH 2016
FAA AIRPORTS GIS PROGRAM
AIRPORT DESIGN TOOLS STANDARD WIND ANALYSIS

MODIFICATION OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	AIRSPACE CASE #	DATE APPROVED
1	NO MODIFICATION OF DESIGN STANDARDS					
2						
3						
4						

ALL WEATHER COVERAGE TABLE

CROSSWIND COMPONENT	18-36
12 MPH (10.5 KNOTS)	95.90%
15 MPH (13 KNOTS)	98.08%
18 MPH (16 KNOTS)	99.53%
23 MPH (20 KNOTS)	99.90%

IFR COVERAGE TABLE

CROSSWIND COMPONENT	18-36
12 MPH (10.5 KNOTS)	93.80%
15 MPH (13 KNOTS)	96.78%
18 MPH (16 KNOTS)	98.94%
23 MPH (20 KNOTS)	99.62%

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: LDJ
Approved: SRG
Date: 03-28-2022
Project No.: 09-130-18-00

No.	Date	Revisions

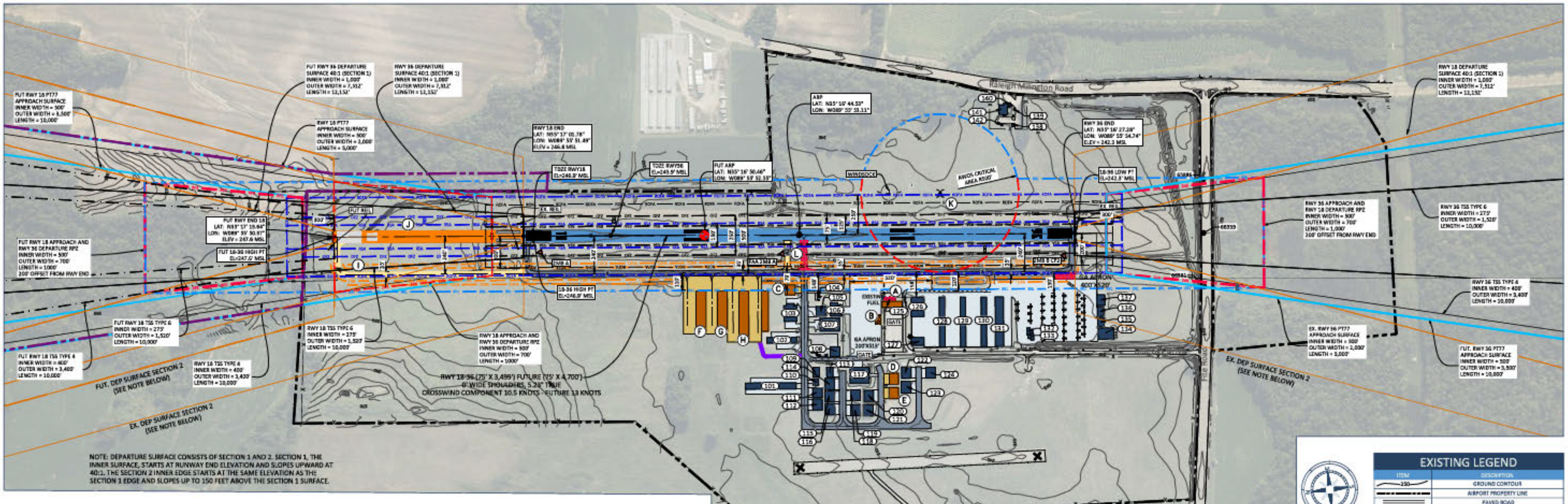
FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes
1. RUNWAY 18-36 SAFETY AREA INVENTORY WAS COMPLETED ON 07-20-2021

Sources

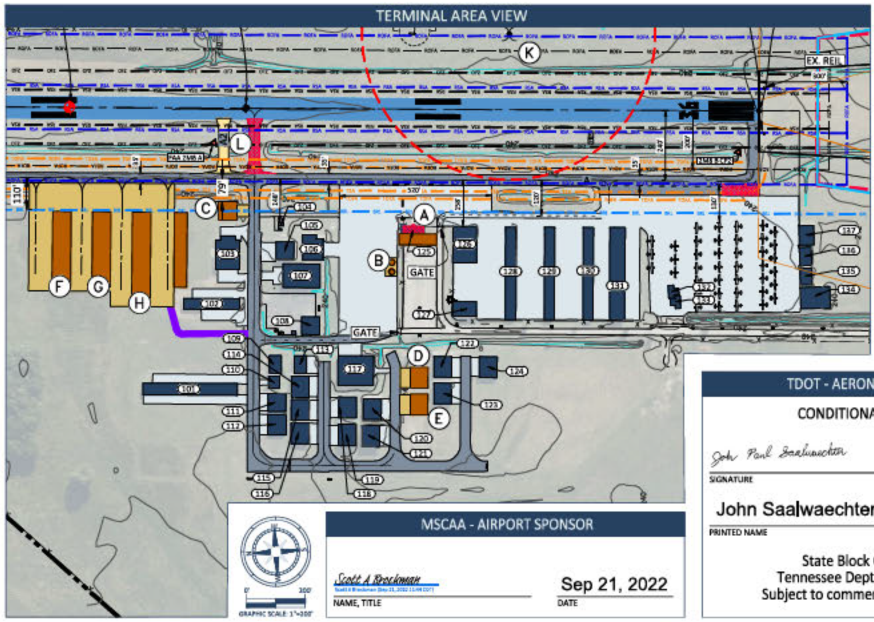
DATA SHEET
AIRPORT LAYOUT PLAN DRAWING SET

Charles W. Baker Airport



NOTE: DEPARTURE SURFACE CONSISTS OF SECTION 1 AND 2. SECTION 1, THE INNER SURFACE, STARTS AT RUNWAY END ELEVATION AND SLOPES UPWARD AT 40:1. THE SECTION 2 INNER EDGE STARTS AT THE SAME ELEVATION AS THE SECTION 1 EDGE AND SLOPES UP TO 150 FEET ABOVE THE SECTION 1 SURFACE.

TERMINAL AREA VIEW



MSCAA - AIRPORT SPONSOR

Scott A Brockman
Scott A Brockman (Sep 21, 2022 11:49 CDT)
NAME, TITLE

Sep 21, 2022
DATE

TDOT - AERONAUTICS DIVISION

CONDITIONALLY APPROVED

John Paul Saalwaechter
SIGNATURE

Oct 13, 2022
DATE

John Saalwaechter
PRINTED NAME

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

FUTURE FACILITIES/PROJECTS LEGEND

ID	FACILITY DESCRIPTION	TOP ELEVATION
A	TERMINAL	260.0
B	FUEL FARM	250.0
C	MAINTENANCE HANGAR	260.0
D	CONVENTIONAL HANGAR	258.0
E	CONVENTIONAL HANGAR	258.0
F	T-HANGAR	257.0
G	T-HANGAR	257.0
H	T-HANGAR	257.0
I	TAXIWAY EXTENSION	N/A
J	RUNWAY EXTENSION	N/A
K	AWOS RELOCATION	N/A
L	TAXILANE RELOCATION	N/A

SURVEY CONTROL POINTS

LABEL	X	Y	ELEV	TYPE
2M8 A	785456.9	869450.7	244.4057	PACS
2M8 B CP2	785010.3	866158.8	237.3189	SACS
FAA 2M8 A	785261.4	867983.8	242.6895	SACS

TRAVERSEWAY ELEVATION DATA

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN VALUE (FEET)	DISPOSITION
65885	FITE ROAD	255.3	-17.8	NONE
66031	FITE ROAD	254.4	-18.9	NONE
66339	FITE ROAD	254.3	-18.9	NONE
66355	AMHERST ROAD	290.4	-199.8	NONE
66947	SCHOOL ROAD	281.2	-187.2	NONE
66467	RAILROAD	295.5	-161.7	NONE

TRAVERSE WAY TOP ELEVATION INCLUDES SOP SPECIFIED ADJUSTED VALUE.
ALL NUMERICAL VALUES IN TABLES SHOWN TO THE TENTH REPRESENT FEET.

FACILITIES LEGEND

ID	TENANT/ DESCRIPTION	TOP ELEVATION
101	T-HANGAR	262.0
102	T-HANGAR	257.4
103	CONVENTIONAL HANGAR	262.1
104	ELECTRICAL EQUIPMENT	252.9
105	CONVENTIONAL HANGAR	262.8
106	CONVENTIONAL HANGAR	258.6
107	CONVENTIONAL HANGAR	263.2
108	CONVENTIONAL HANGAR	260.4
109	CONVENTIONAL HANGAR	260.6
110	CONVENTIONAL HANGAR	262.9
111	CONVENTIONAL HANGAR	263.1
112	CONVENTIONAL HANGAR	261.0
113	CONVENTIONAL HANGAR	259.6
114	CONVENTIONAL HANGAR	262.2
115	CONVENTIONAL HANGAR	262.6
116	CONVENTIONAL HANGAR	265.4
117	WAR HISTORY MUSEUM	261.4
118	CONVENTIONAL HANGAR	265.8
119	CONVENTIONAL HANGAR	267.8
120	CONVENTIONAL HANGAR	264.4
121	CONVENTIONAL HANGAR	267.9
122	CONVENTIONAL HANGAR	256.7
123	CONVENTIONAL HANGAR	258.7
124	CONVENTIONAL HANGAR	259.2
125	TERMINAL BUILDING	256.5
126	CONVENTIONAL HANGAR	271.6
127	CONVENTIONAL HANGAR	263.7
128	T-HANGAR	256.7
129	T-HANGAR	256.5
130	T-HANGAR	256.6
131	T-HANGAR	258.1
132	T-HANGAR	255.0
133	T-HANGAR	259.3
134	CONVENTIONAL HANGAR	259.3
135	CONVENTIONAL HANGAR	257.1
136	CONVENTIONAL HANGAR	257.4
137	CONVENTIONAL HANGAR	262.0
138	CITY FIRE DEPARTMENT (DUAL PURPOSE)	264.1
139	CITY FIRE DEPARTMENT (DUAL PURPOSE)	251.7
140	CITY FIRE DEPARTMENT (DUAL PURPOSE)	255.8
141	CITY FIRE DEPARTMENT (DUAL PURPOSE)	265.9
142	CITY FIRE DEPARTMENT (DUAL PURPOSE)	254.2

NOTE: EXISTING AND FUTURE FACILITIES HAVE NO IMPACT TO THE AIRPORT'S PART 77, APPROACH, OR DEPARTURE SURFACES

EXISTING LEGEND

ITEM	DESCRIPTION
—250—	GROUND CONTOUR
▬ ▬ ▬	AIRPORT PROPERTY LINE
═══	PAVED ROAD
▬	STRUCTURES ON AIRPORT
▬	RUNWAY PAVEMENT & MARKINGS
▬	TAXIWAY PAVEMENT
▬	AIRFIELD APRON PAVEMENT
— RPZ —	RUNWAY PROTECTION ZONE (RPZ)
—	PART 77 SURFACE
—	THRESHOLD SITING SURFACE (TSS)
—	DEPARTURE SURFACE
(###)	FACILITY IDENTIFIER
✕	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)
◕	AIRPORT REFERENCE POINT
✡	ROTATING BEACON
━━━	AOA FENCE (7 FEET)
P P	PRECISION APPROACH PATH INDICATOR (PAPI)
⊤	WINDSOCK
●	RUNWAY END IDENTIFIER LIGHT (REIL)
▲	SURVEY MONUMENT
— ROFA —	RUNWAY OBJECT FREE AREA (ROFA)
— RSA —	RUNWAY SAFETY AREA (RSA)
- - OFZ - -	OBJECT FREE ZONE (OFZ)
═══	DRAINAGE DITCH

FUTURE LEGEND

ITEM	DESCRIPTION
▬	STRUCTURES ON AIRPORT
▬	RUNWAY PAVEMENT & MARKINGS
▬	TAXIWAY PAVEMENT
▬	AIRFIELD APRON PAVEMENT
[redacted]	[redacted]
◕	AIRPORT REFERENCE POINT
—✕—✕—	FENCE (7 FEET)
— BRL —	BUILDING RESTRICTION LINE (BRL) - 55 FEET
— ROFA —	RUNWAY OBJECT FREE AREA (ROFA)
— RSA —	RUNWAY SAFETY AREA (RSA)
— OFZ —	OBJECT FREE ZONE (OFZ)
- - TSA - -	TAXIWAY OBJECT FREE AREA (TOFA)
— TOFA —	TAXIWAY OBJECT FREE AREA (TOFA)
— RPZ —	RUNWAY PROTECTION ZONE (RPZ)
— — —	AWOS CRITICAL AREA
—	PART 77 SURFACE
— · — · —	THRESHOLD SITING SURFACE (TSS)
- - - -	DEPARTURE SURFACE
Ⓐ	FACILITY IDENTIFIER
▨	DEMOLITION
●	RUNWAY END IDENTIFIER LIGHT (REIL)
▬	SERVICE ROAD
P P	PRECISION APPROACH PATH INDICATOR (PAPI)

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: LJU
Approved: SRG
Date: 08-28-2022
Project No.: 09-130-18-00

No.	Date	Revisions

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Notes

1. Additional details, including pavement width and surface dimensions, can be found on Sheet 2 (Data Sheet). Existing TOFA and TSA for Taxiway A is not shown for clarity.
2. The BRL is an outline of the Runway Protection Zone (RPZ), Obstacle Free Zone (OFZ) and Object Free Areas (OFA), the surface is offset to allow building heights up to 55 feet without penetrating the 7:1 Part 77 Transitional Surface. Building shown inside the BRL do not penetrate the Part 77 Transitional Surface.
3. Navaids located within the RSA include only Runway lighting. (MIRL and REIL)

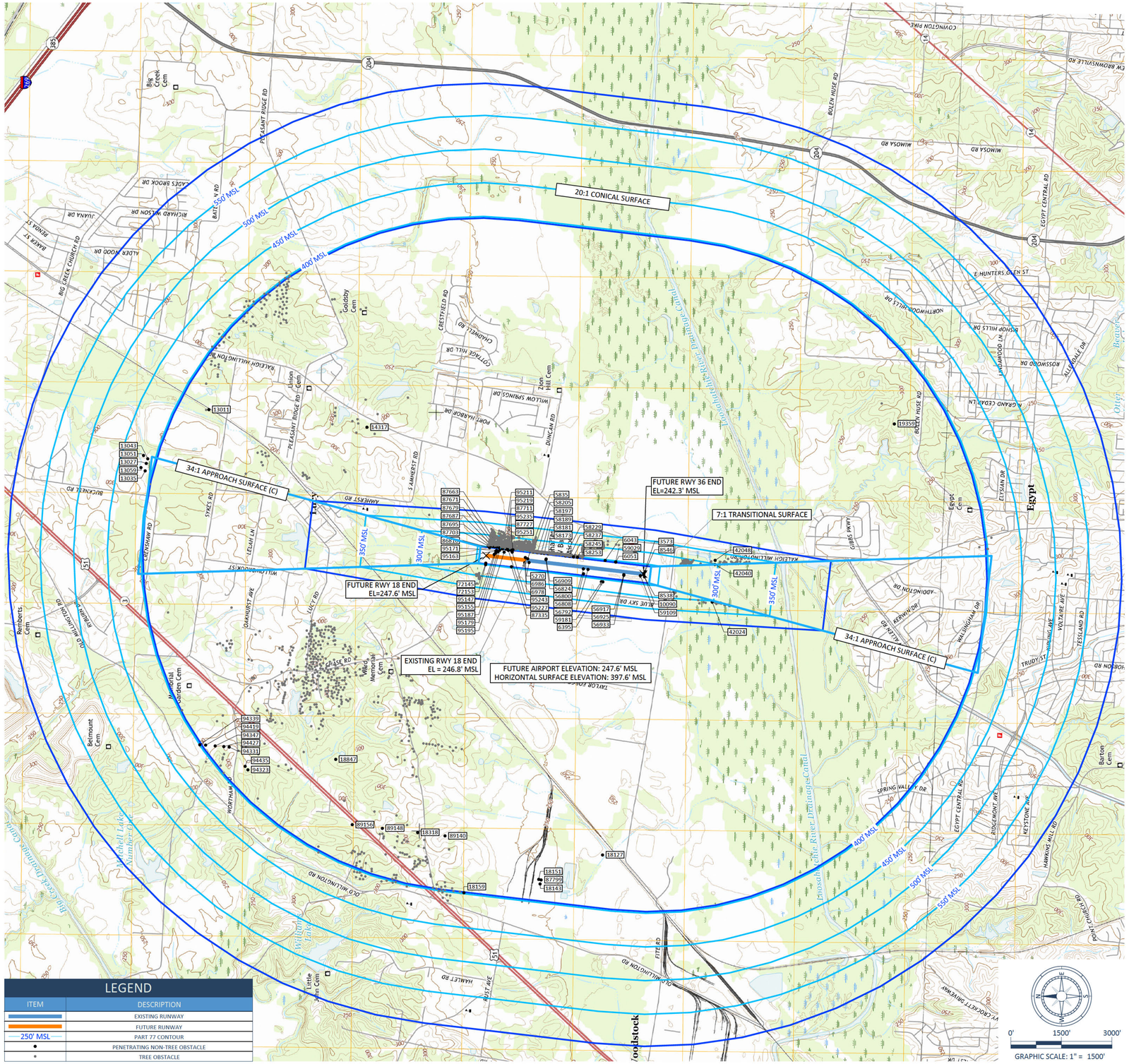
Sources

1. This map compiled by photogrammetric methods from aerial photography dated 08-15-2016. Survey based on Tennessee State Plane Coordinate System. Horizontal datum based on NAD 83 (2011), Vertical datum based on NAVD 1988.

N
MAGNETIC DECLINATION 2°1' WEST MAY 31, 2016

AIRPORT LAYOUT PLAN DRAWING

AIRPORT LAYOUT PLAN DRAWING SET



LEGEND

ITEM	DESCRIPTION
	EXISTING RUNWAY
	FUTURE RUNWAY
250' MSL	PART 77 CONTOUR
•	PENETRATING NON-TREE OBSTACLE
•	TREE OBSTACLE

0' 1500' 3000'

GRAPHIC SCALE: 1" = 1500'

SURFACE OBSTRUCTION TABLE

OBJECT ID	DESCRIPTION	SURFACE	TOP ELEV MSL	P77 PEN VALUE (FEET)	RESOLUTION
3573	RUNWAY_LIGHT	P77PS	243.5	1.2	FBF
5270	SIGN	P77PS	248.1	2.0	FBF
5835	RUNWAY_LIGHT	P77PS	247.5	1.3	FBF
6043	WINDSOCK	P77TS	265.6	19 3	FBF
6051	WSOP	P77TS	258.6	14.1	FBF
6395	FLAGPOLE	P77TS	272.5	11 5	TBR
6978	REIL	P77PS	248.7	2.4	FBF
6986	REIL	P77PS	248.7	2.4	FBF
8538	REIL	P77PS	243.7	1.4	FBF
8546	REIL	P77PS	243.6	1.3	FBF
10090	RUNWAY_LIGHT	P77PS	243.6	1.3	FBF
13011	ANTENNA	P77HS	447.8	50.2	LIGHT
13027	ANTENNA	P77CS	460.1	49.7	LIGHT
13035	ANTENNA	P77CS	457.7	48.5	LIGHT
13043	ANTENNA	P77CS	456.9	46.8	LIGHT
13051	ANTENNA	P77CS	457.6	40.0	LIGHT
13059	ANTENNA	P77CS	454.3	37 8	LIGHT
14317	CELL_TOWER	P77HS	443.4	45.8	LIGHT
18127	POWER_TRANSMISSION_PYLON	P77HS	418.6	21 0	LIGHT
18143	RIG/SUPERSTRUCTURE	P77HS	407.5	9.9	LIGHT
18151	RIG/SUPERSTRUCTURE	P77HS	442.1	44.5	LIGHT
18159	CELL_TOWER	P77CS	433.9	35.1	LIGHT
18318	POWER_TRANSMISSION_PYLON	P77HS	434.1	36.5	LIGHT
18847	CELL_TOWER	P77HS	467.5	69 9	LIGHT
19359	ANTENNA	P77HS	472.8	75.2	LIGHT
42024	POWER_TRANSMISSION_LINE	P77TS	314.2	7.5	LIGHT
42040	POWER_TRANSMISSION_LINE	P77TS	316.2	18 0	LIGHT
42048	POWER_TRANSMISSION_LINE	P77TS	319.4	3.6	LIGHT
56792	SIGN	P77PS	246.2	2.1	FBF
56800	SIGN	P77PS	246.0	1.6	FBF
56808	SIGN	P77PS	245.9	1.6	FBF
56824	PAPI	P77PS	246.6	1.1	FBF
56909	MISC_UTILITY	P77PS	246.8	1.2	FBF
56917	MISC_UTILITY	P77PS	244.4	1.4	FBF
56925	PAPI	P77PS	244.1	1.2	FBF
56933	PAPI	P77PS	244.0	1.0	FBF
58173	FENCE	P77TS	248.8	1.2	TBR
58181	FENCE	P77TS	248.9	1.3	TBR
58189	FENCE	P77TS	249.0	1.1	TBR
58197	FENCE	P77TS	250.0	2.0	TBR
58205	FENCE	P77TS	251.0	2.4	TBR
58229	FENCE	P77TS	248.5	1.3	TBR

OBJECT ID	DESCRIPTION	SURFACE	TOP ELEV MSL	P77 PEN VALUE (FEET)	RESOLUTION
58237	FENCE	P77TS	249.6	2.6	TBR
58245	FENCE	P77TS	250.0	3.3	TBR
58253	FENCE	P77TS	250 2	3.4	TBR
59029	POLE	P77TS	247.8	3.3	LIGHT
59109	SIGN	P77PS	244.0	1.6	FBF
59181	POLE_UTIL	P77TS	263.6	2.6	LIGHT
72145	FENCE	P77PS	254.8	7.2	TBR
72153	FENCE	P77TS	255.1	4.3	TBR
86810	GROUND	P77PS	248.8	1.2	GRADE
87335	GROUND	P77PS	247 9	1.2	GRADE
87663	BUSH	P77TS	256 9	4.8	TBR
87671	BUSH	P77TS	257.2	4.1	TBR
87679	BUSH	P77TS	259.4	6.4	TBR
87687	BUSH	P77TS	260 2	7.2	TBR
87695	BUSH	P77TS	262.4	9.3	TBR
87703	BUSH	P77TS	263 9	10.4	TBR
87711	BUSH	P77TS	254.0	1.9	TBR
87727	BUSH	P77TS	255 5	3.8	TBR
87799	RIG/SUPERSTRUCTURE	P77HS	489.7	92.1	LIGHT
89140	POWER_TRANSMISSION_PYLON	P77HS	417.1	19.5	LIGHT
89148	POWER_TRANSMISSION_PYLON	P77HS	421 5	23.9	LIGHT
89156	POWER_TRANSMISSION_PYLON	P77HS	411 2	13.6	LIGHT
94323	POWER_TRANSMISSION_PYLON	P77HS	410 2	12.7	LIGHT
94331	POWER_TRANSMISSION_PYLON	P77HS	416 8	19.2	LIGHT
94339	POWER_TRANSMISSION_PYLON	P77CS	418.6	19 0	LIGHT
94347	POWER_TRANSMISSION_LINE	P77HS	399.7	2.1	LIGHT
94419	POWER_TRANSMISSION_LINE	P77HS	403.4	5.8	LIGHT
94427	POWER_TRANSMISSION_LINE	P77HS	405 8	8.2	LIGHT
94435	POWER_TRANSMISSION_LINE	P77HS	399.1	1.5	LIGHT
95147	BUSH	P77PS	251 3	4.0	TBR
95155	BUSH	P77PS	249 3	2.0	TBR
95163	BUSH	P77PS	253 5	6.3	TBR
95171	BUSH	P77PS	251.8	4.5	TBR
95179	BUSH	P77PS	250.6	3.4	TBR
95187	BUSH	P77PS	248.6	1.4	TBR
95195	BUSH	P77PS	251.1	4.0	TBR
95211	BUSH	P77TS	249.6	2.4	TBR
95219	BUSH	P77TS	249.1	1.5	TBR
95227	BUSH	P77PS	248.1	1.2	TBR
95235	BUSH	P77PS	248.6	1.8	TBR
95243	BUSH	P77PS	250.1	3.3	TBR
95251	BUSH	P77TS	250.8	2.3	TBR

NOTE: TBR = TO BE REMOVED, FBF = FIXED BY FUNCTION, RWY EXT = RUNWAY EXTENSION (ALL TABLES)

PART 77 AIRSPACE SURFACES TREE OBSTRUCTION TABLE

SURFACE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	TRIGGERING EVENT
P77PS	TREES	21855	311.1	63.5	19	TBR	-	RWY EXT.
P77TS	TREES	11951	332.9	59.0	584	TBR	276	RWY EXT.
P77AS	TREES	-	-	-	-	TBR	12	RWY EXT.
P77HS	TREES	15900	442.7	45.1	605	TBR	764	RWY EXT.
P77CS	TREES	18199	425.9	24.0	44	TBR	53	RWY EXT.

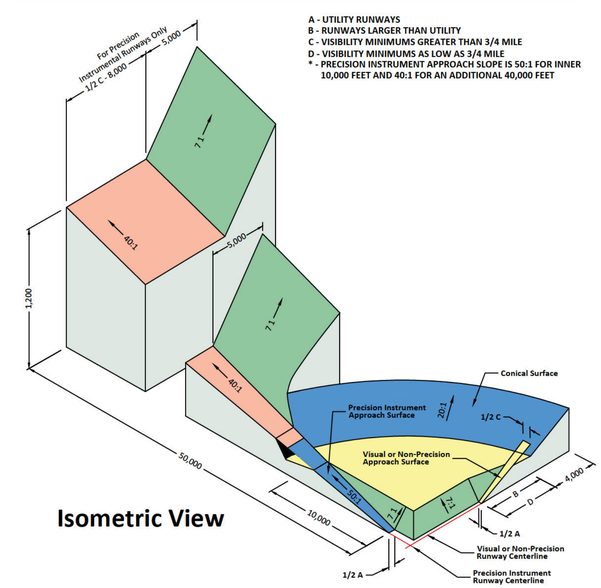
NOTE: TREES PENETRATING THE PART 77 SURFACES ARE SHOWN AS GREY COLORED DOTS. DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

PROFILE VIEW

DIMENSIONAL STANDARDS (FEET)

DIM	ITEM	VISUAL RUNWAY A	VISUAL RUNWAY B	NON-PRECISION INSTRUMENT RUNWAY A	NON-PRECISION INSTRUMENT RUNWAY B C	NON-PRECISION INSTRUMENT RUNWAY B D	PRECISION INSTRUMENT RUNWAY
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 A	VISUAL APPROACH B	NON-PRECISION INSTRUMENT APPROACH A	NON-PRECISION INSTRUMENT APPROACH B C	NON-PRECISION INSTRUMENT APPROACH B D	PRECISION INSTRUMENT APPROACH
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



Isometric View

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn:	SRG
Approved:	JD
Date:	03-28-2022
Project No.:	00-112-16-00

No.	Date	Revisions

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes
1. ALL PENETRATING NON-TREE OBSTACLES ARE SHOWN WITH A BLACK DOT AND ARE LISTED ON THE SURFACE OBSTRUCTION TABLE LOCATED ON THIS DRAWING.
2. ALL TREE OBSTACLES ARE SHOWN WITH A GRAY DOT AND THE DATA IS LISTED ON THE FUTURE PART 77 AIRSPACE SURFACES TREE OBSTRUCTION TABLE ON THIS DRAWING.
3. A SMALL PORTION OF THE EAST SIDE OF THE AIRPORT IS ZONED HEAVY INDUSTRIAL WITHIN THE GENERALIZED INDUSTRIAL DESIGNATION.
4. SHELBY COUNTY ZONING INCLUDES AN AIRPORT OVERLAY DISTRICT THAT INCLUDES HEIGHT RESTRICTIONS ASSOCIATED WITH FAR PART 77 IMAGINARY SURFACES.

Sources
1. BACKGROUND PROVIDED BY UNITED STATES GEOLOGICAL SURVEY.
2. DATE OF SURVEY 02/26/2019

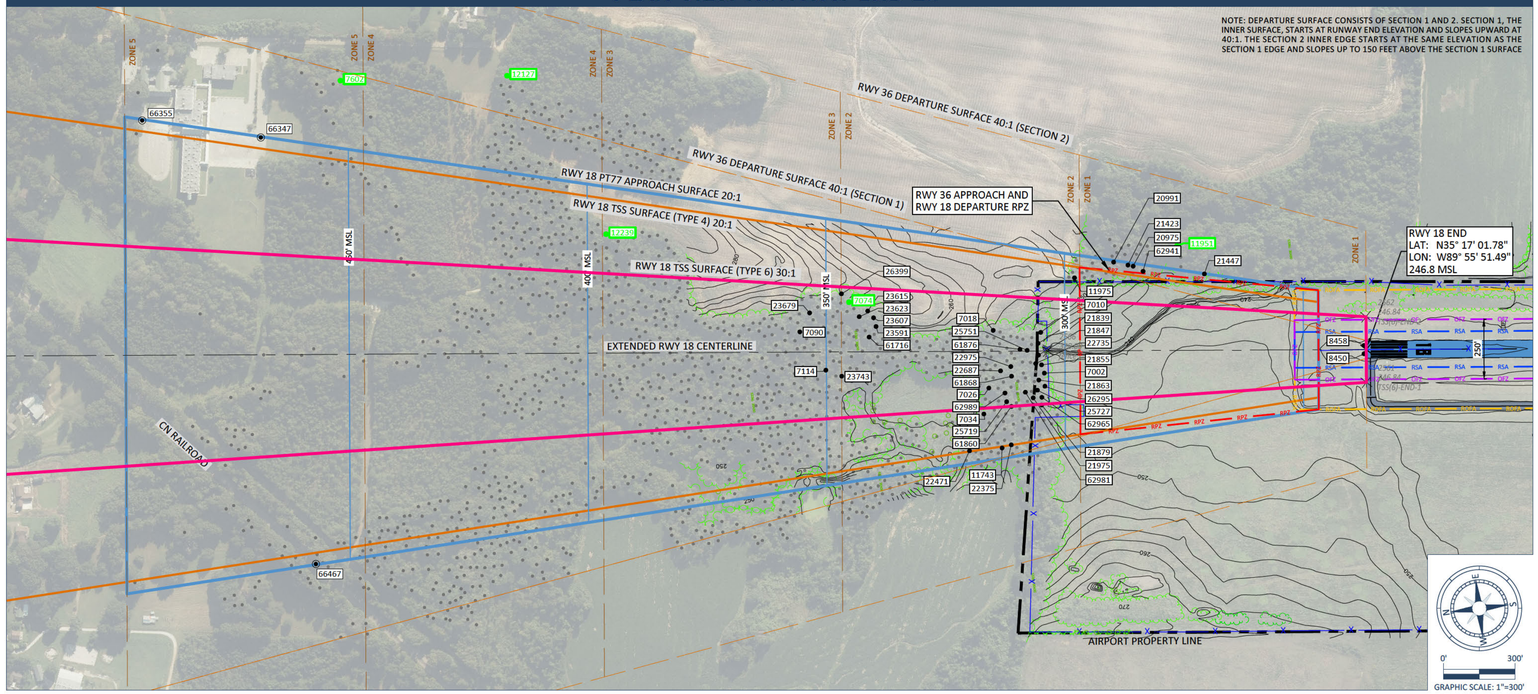
N
MAGNETIC DECLINATION 7°7' WEST MAY 31, 2016

AIRPORT AIRSPACE DRAWING

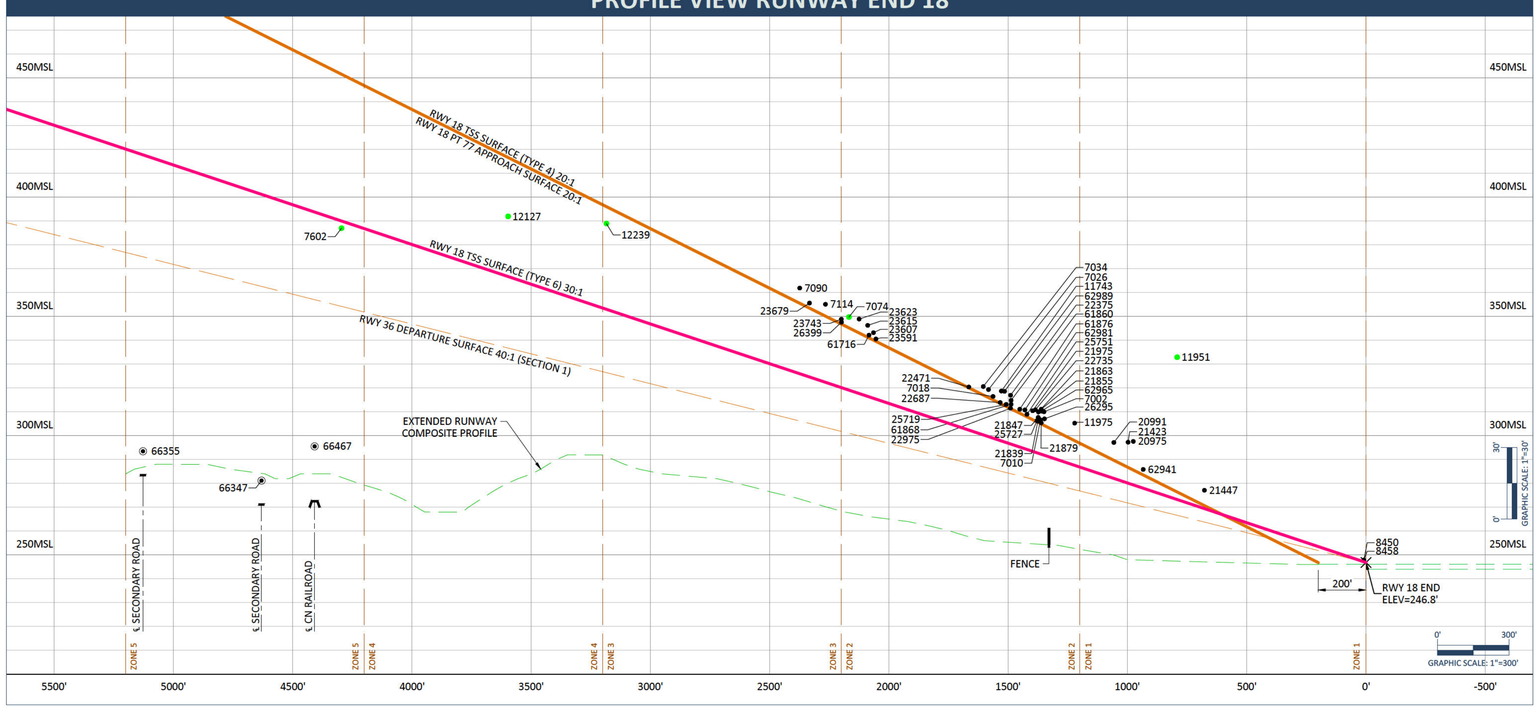
AIRPORT LAYOUT PLAN DRAWING SET

Charles W. Baker Airport

PLAN VIEW RUNWAY END 18



PROFILE VIEW RUNWAY END 18



SURFACE OBSTRUCTION TABLE

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN VALUE (FEET)	DEP PEN VALUE (FEET)	TSS4 PEN VALUE (FEET)	TSS6 PEN VALUE (FEET)	DISPOSITION	TRIGGERING EVENT
6978	REIL	248.7	-	-	-	0.7	FBF	N / A
6986	REIL	248.7	-	-	-	0.7	FBF	N / A
7002	TREE	310.0	5.7	29.4	5.7	18.2	TBR	TDOT Inspect.
7010	TREE	306.6	1.5	25.6	1.5	14.5	TBR	TDOT Inspect.
7018	TREE	316.4	1.4	30.5	1.4	17.6	TBR	TDOT Inspect.
7026	TREE	319.3	3.4	32.9	3.4	19.9	TBR	TDOT Inspect.
7034	TREE	320.6	3.6	33.7	3.6	-	TBR	TDOT Inspect.
7074	TREE	349.8	4.6	48.7	4.6	30.8	TBR	TDOT Inspect.
7090	TREE	361.9	6.3	55.7	6 3	36.0	TBR	TDOT Inspect.
7114	TREE	355.1	4.9	51.6	4 9	32.8	TBR	TDOT Inspect.
8450	RUNWAY_LIGHT	247.8	-	0.8	-	0 9	FBF	N / A
8458	RUNWAY_LIGHT	247.6	-	0.5	-	0.5	FBF	N / A
11743	TREE	318.7	5.4	0.0	-	-	TBR	TDOT Inspect.
11975	TREE	305.2	7.3	27.9	7 3	-	TBR	TDOT Inspect.
20975	TREE	297.6	12 0	8.6	-	-	TBR	TDOT Inspect.
20991	TREE	297.1	7.4	7.6	-	-	TBR	TDOT Inspect.
21423	TREE	297.3	10.6	8.0	-	-	TBR	TDOT Inspect.
21447	TREE	277.1	6.4	0.0	-	-	TBR	TDOT Inspect.
21839	TREE	306.2	0.5	24.9	0 5	13.5	TBR	TDOT Inspect.
21847	TREE	307.7	2.1	26.5	2.1	15.1	TBR	TDOT Inspect.
21855	TREE	311.1	6.2	30.2	6 2	19.0	TBR	TDOT Inspect.
21863	TREE	309.9	4.4	28.8	4.4	17.4	TBR	TDOT Inspect.
21879	TREE	305.4	0.5	24.5	0 5	-	TBR	TDOT Inspect.
21975	TREE	310.4	3.7	28.7	3.7	17.2	TBR	TDOT Inspect.
22375	TREE	317.0	5.6	32.9	5.6	-	TBR	TDOT Inspect.
22471	TREE	320.4	0.3	31.9	0 3	-	TBR	TDOT Inspect.
22687	TREE	313.9	0.4	28.7	0.4	16.0	TBR	TDOT Inspect.
22735	TREE	310.9	4.7	29.4	4.7	17.9	TBR	TDOT Inspect.
22975	TREE	311.5	0.1	27.4	0.1	15.1	TBR	TDOT Inspect.
23591	TREE	340.5	1.0	42.3	1.0	25.3	TBR	TDOT Inspect.
23607	TREE	343.2	3.1	44.7	3.1	27.7	TBR	TDOT Inspect.
23615	TREE	346.2	4.9	47.2	4 9	29.9	TBR	TDOT Inspect.
23623	TREE	348.9	5.8	48.9	5.8	31.3	TBR	TDOT Inspect.
23679	TREE	355.6	2.1	50.5	2.1	31.1	TBR	TDOT Inspect.
23743	TREE	348.8	2.0	47.0	2.0	28.9	TBR	TDOT Inspect.
25719	TREE	313.1	0.8	28.5	0 8	16.0	TBR	TDOT Inspect.
25727	TREE	306.3	0.5	24.9	0 5	13.6	TBR	TDOT Inspect.
25751	TREE	309.0	1.0	26.6	1.0	14.9	TBR	TDOT Inspect.
26295	TREE	307.1	2.8	26.5	2.8	15.5	TBR	TDOT Inspect.
26399	TREE	347.6	0.8	45.8	0 8	27.6	TBR	TDOT Inspect.
61716	TREE	342.2	1.1	43.2	1.1	25.9	TBR	TDOT Inspect.
61860	TREE	314.8	3.6	30.8	3.6	-	TBR	TDOT Inspect.
61868	TREE	313.1	1.9	29.1	1.9	16.9	TBR	TDOT Inspect.
61876	TREE	311.1	1.7	28.0	1.7	16.0	TBR	TDOT Inspect.
62941	TREE	285.8	2.3	1.2	-	-	TBR	TDOT Inspect.
62965	TREE	310.3	5.4	29.5	5.4	18.2	TBR	TDOT Inspect.
62981	TREE	310.8	2.5	28.2	2 5	16.5	TBR	TDOT Inspect.
62989	TREE	318.6	6.0	33.9	6.0	21.4	TBR	TDOT Inspect.

DASH (-) INDICATES OBSTACLE CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA. ALL NUMERICAL VALUES IN TABLES SHOWN TO THE TENTH REPRESENT FEET.

TRAVERSE WAY ELEVATION DATA

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN VALUE (FEET)	DISPOSITION
66355	SCHOOL ROAD	293.4	-199.8	N / A
66347	AMHERST ROAD	281 2	-187.2	N / A
66467	RAILROAD	295 5	-161.7	N / A

TRAVERSE WAY TOP ELEVATION INCLUDES SOP SPECIFIED ADJUSTED VALUE. ALL NUMERICAL VALUES IN TABLES SHOWN TO THE TENTH REPRESENT FEET.

RUNWAY END 36 DEPARTURE SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	TRIGGERING EVENT
1	TREES	11951	332.9	5.4	31	TBR	247	TDOT Inspect.
2	TREES	7074	349 8	49.0	298	TBR	88	TDOT Inspect.
3	TREES	12239	388.9	62.0	475	TBR	218	TDOT Inspect.
4	TREES	12127	392 0	55.0	453	TBR	266	TDOT Inspect.
5	TREES	7602	387 0	33.0	86	TBR	77	TDOT Inspect.

NOTE: TREES PENETRATING THE 40:1 DEPARTURE SURFACE ARE SHOWN AS GREY COLORED DOTS. DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

RUNWAY END 18 TSS6 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	-	-	-	-	TBR	-	TBD
2	REES	7074	349.8	30 8	107	TBR	52	TBD
3	TREES	7314	377.9	30 0	160	TBR	127	TBD
4	REES	7234	380.7	24 0	19	TBR	133	TBD
5	TREES	7730	385.8	-23.0	-	TBR	40	TBD

NOTE: TREES PENETRATING THE 30:1 TSS6 SURFACE ARE SHOWN AS GREY COLORED DOTS. DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR (10')	RPZ	RUNWAY PROTECTION ZONE (RPZ)
250 MSL	PART 77 SURFACE CONTOUR		FENCE
	AIRPORT PROPERTY LINE		PT77 APPROACH SURFACE
	EXISTING ROAD		TSS APPROACH SURFACE
	RUNWAY PAVEMENT & MARKINGS		DEPARTURE SURFACE
	TAXIWAY PAVEMENT	ZONE 2 / ZONE 1	DEPARTURE SURFACE TREE OBSTACLE ZONE
	FOREST / TREE CLUSTER		HIGHEST TREE IN ZONE
			TREES/OBJECTS PENETRATING 40:1 DEPARTURE SURFACE
	TRAVERSE WAY POINT	BRL	BUILDING RESTRICTION LINE (BRL)
	DEMOLITION		TSS (TYPE 6) APPROACH SURFACE
ROFA	RUNWAY OBJECT FREE AREA (ROFA)		
RSA	RUNWAY SAFETY AREA (RSA)		
OFZ	OBJECT FREE ZONE (OFZ)		

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: LDJ
Approved: SRG
Date: 03-28-2022
Project No.: 09-130-18-00

No.	Date	Revisions

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes
1. Obstruction survey data performed under AGIS Project #221824, dated July 2018.
2. No OFZ obstructions/violations in the existing conditions.
3. No PAPI siting surface (3:1 Slope) obstructions.
4. Shelby County Zoning includes an airport overlay district that includes height restrictions associated with FAR Part 77 imaginary surfaces.

Sources
1. THIS MAP COMPILED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED 09-15-2018. SURVEY BASED ON TENNESSEE STATE PLANE COORDINATE SYSTEM. HORIZONTAL DATUM BASED ON NAD 83 (2011), VERTICAL DATUM BASED ON NAVD 1988.

N
MAGNETIC DECLINATION 7°7' WEST MAY 31, 2016

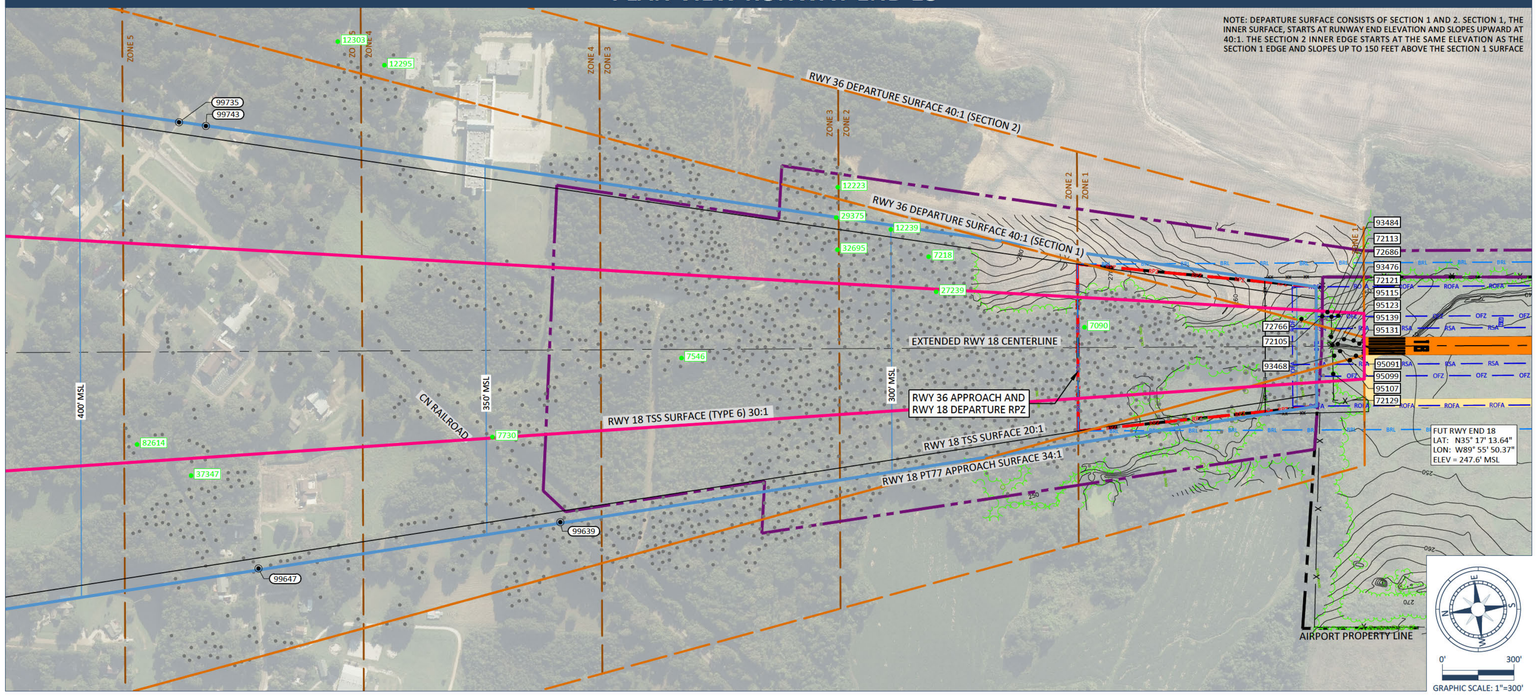
RWY 18 INNER APPROACH RWY 36 DEPARTURE PLAN AND PROFILE

AIRPORT LAYOUT PLAN DRAWING SET

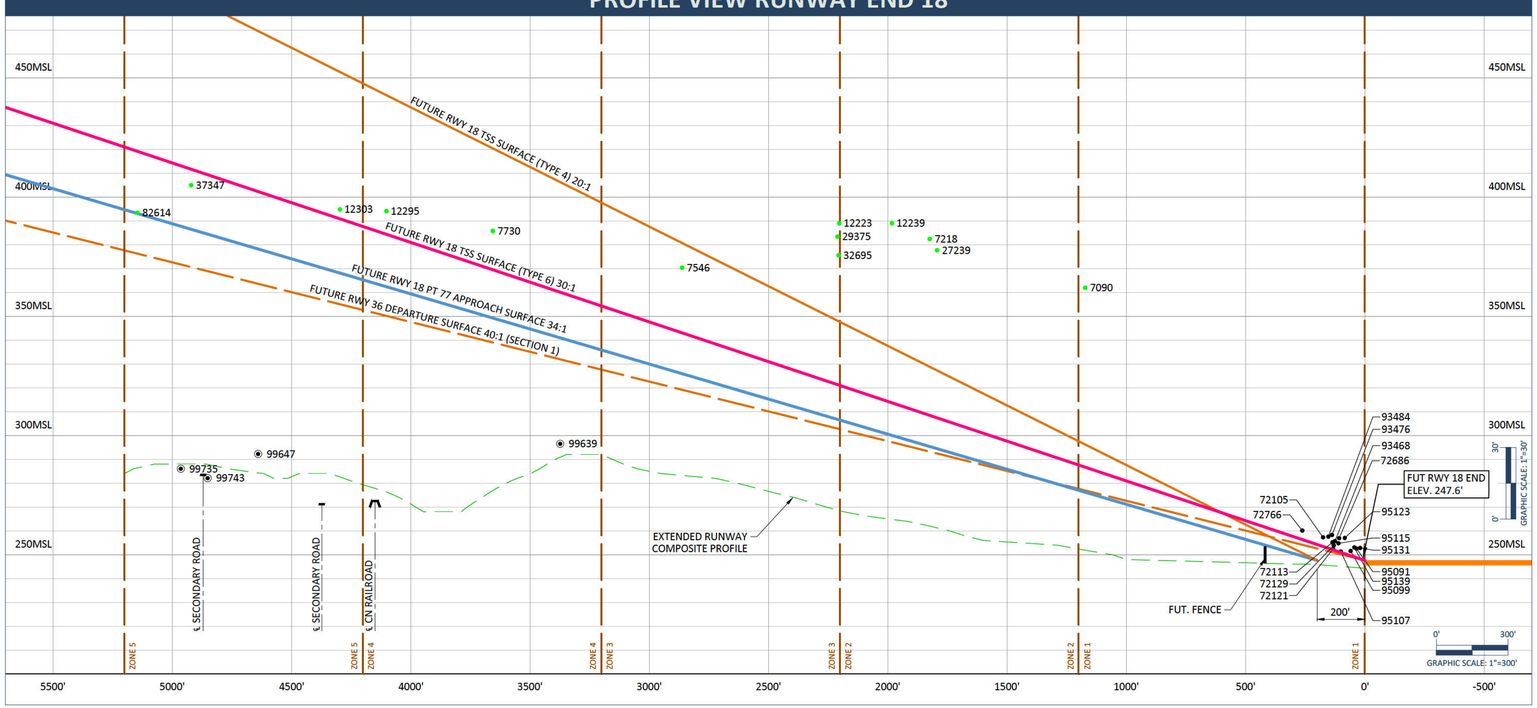
Charles W. Baker Airport

Charles W. Baker Airport

PLAN VIEW RUNWAY END 18



PROFILE VIEW RUNWAY END 18



SURFACE OBSTRUCTION TABLE

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN VALUE (FEET)	DEP PEN VALUE (FEET	TSS 4 PEN VALUE (FEET)	TSS 6 PEN VALUE (FEET)	DISPOSITION	TRIGGERING EVENT
72105	FENCE	257 25	-	-	-	3.9	TBR	RWY EXT.
72113	FENCE	255.15	-	-	-	3.2	TBR	RWY EXT.
72121	FENCE	252.43	-	1.5	-	-	TBR	RWY EXT.
72129	FENCE	253 91	-	-	-	2.1	TBR	RWY EXT.
72686	BUSH	256 91	-	-	-	5.8	TBR	RWY EXT.
72766	BUSH	260.12	10.7	3.6	9.4	-	TBR	RWY EXT.
93468	BUSH	255.68	-	5.0	-	-	TBR	RWY EXT.
93476	BUSH	258.28	-	7 2	-	-	TBR	RWY EXT.
93484	BUSH	257.54	-	-	-	5.0	TBR	RWY EXT.
95091	BUSH	252 55	-	4.1	-	-	TBR	RWY EXT.
95099	BUSH	251.56	-	0 9	-	-	TBR	RWY EXT.
95107	BUSH	251 31	-	1.2	-	-	TBR	RWY EXT.
95115	BUSH	254.78	-	4.4	-	-	TBR	RWY EXT.
95123	BUSH	257 01	-	7 3	-	-	TBR	RWY EXT.
95131	BUSH	252.80	-	4.7	-	-	TBR	RWY EXT.
95139	BUSH	253 05	-	4 3	-	-	TBR	RWY EXT.

TRAVERSEWAY ELEVATION DATA

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN VALUE (FEET)	DISPOSITION
99639	RAILROAD	296.5	-44.47	N/ A
99647	LUCY ROAD	292.2	-85.99	N/ A
99735	AMHERST ROAD	286.0	-101.72	N/ A
99743	PLEASANT RIDGE ROAD	282.0	-102.37	N/ A

RUNWAY END 18 FUTURE TSS 4 20:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	TRIGGERING EVENT
1	TREES	7090	361.9	65.7	244	TBR	9	RWY EXT.
2	TREES	7218	382.3	53 5	291	TBR	49	RWY EXT.
3	TREES	32695	375.5	27.6	28	TBR	33	RWY EXT.
4	TREES	-	-	-	-	-	-	-
5	TREES	-	-	-	-	-	-	-

NOTE: TREES PENETRATING THE 20:1 TSS SURFACE ARE SHOWN AS GREY COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

RUNWAY END 18 FUTURE TSS 6 30:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	7090	361.9	75.3	218	TBR	4	TBD
2	TREES	27239	377.7	70.4	229	TBR	27	TBD
3	TREES	7546	370.4	27.4	101	TBR	181	TBD
4	TREES	7730	385.8	16.4	17	TBR	138	TBD
5	TREES	82614	393.3	-25.6	-	TBR	81	TBD

NOTE: TREES PENETRATING THE 30:1 TSS6 SURFACE ARE SHOWN AS GREY COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

RUNWAY END 18 FUTURE Part 77 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	TRIGGERING EVENT
1	TREES	7090	361.9	85.7	279	TBR	3	RWY EXT.
2	TREES	12239	388.9	88.9	447	TBR	12	RWY EXT.
3	TREES	29375	383.4	76.6	326	TBR	131	RWY EXT.
4	TREES	7730	385.8	36.5	87	TBR	77	RWY EXT.
5	TREES	37347	404.9	18.5	17	TBR	77	RWY EXT.

NOTE: TREES PENETRATING THE 34:1 PART 77 SURFACE ARE SHOWN AS GREY COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

RUNWAY END 18 FUTURE DEP 40:1 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	TRIGGERING EVENT
1	TREES	7090	361.9	85.0	310	TBR	185	RWY EXT.
2	TREES	12239	388.9	91.8	511	TBR	215	RWY EXT.
3	TREES	12223	388.9	70.3	638	TBR	442	RWY EXT.
4	REES	12295	394.0	23.9	238	TBR	175	RWY EXT.
5	TREES	37347	404.9	34.0	185	TBR	284	RWY EXT.

NOTE: TREES PENETRATING THE 40:1 DEPARTURE SURFACE ARE SHOWN AS GREY COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

NOTES:
1. TBR = TO BE REMOVED.
2. RWY EXT = RUNWAY EXTENSION
3. N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR (10')	RPZ	RUNWAY PROTECTION ZONE (RPZ)
250 MSL	PART 77 SURFACE CONTOUR	x x	FENCE
	AIRPORT PROPERTY LINE		PT77 APPROACH SURFACE
	EXISTING ROAD		TSS APPROACH SURFACE
	RUNWAY PAVEMENT & MARKINGS		DEPARTURE SURFACE
	TAXIWAY PAVEMENT	ZONE 2 ZONE 1	DEPARTURE SURFACE TREE OBSTACLE ZONE
	FOREST / TREE CLUSTER		HIGHEST TREE IN ZONE
			TREES/OBJECTS PENETRATING 40:1 DEPARTURE SURFACE
	TRAVERSE WAY POINT	BRL	BUILDING RESTRICTION LINE (BRL)
	DEMOLITION		TSS (TYPE 6) APPROACH SURFACE
ROFA	RUNWAY OBJECT FREE AREA (ROFA)	XX XX XX	FUTURE FENCE
RSA	RUNWAY SAFETY AREA (RSA)		
OFZ	OBJECT FREE ZONE (OFZ)		

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn:	LDJ
Approved:	SRG
Date:	03-28-2022
Project No.:	09-130-18-00

No.	Date	Revisions

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes
1. Obstruction survey data performed under AGIS Project #221824, dated July 2018.
2. No OFZ obstructions/violations in the existing/future conditions.
3. No PAPI siting surface (3:1 Slope) obstructions.
4. Shelby County Zoning includes an airport overlay district that includes height restrictions associated with FAR Part 77 imaginary surfaces.

Sources
1. THIS MAP COMPILED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED 09-15-2018. SURVEY BASED ON TENNESSEE STATE PLANE COORDINATE SYSTEM. HORIZONTAL DATUM BASED ON NAD 83 (2011). VERTICAL DATUM BASED ON NAVD 1988.

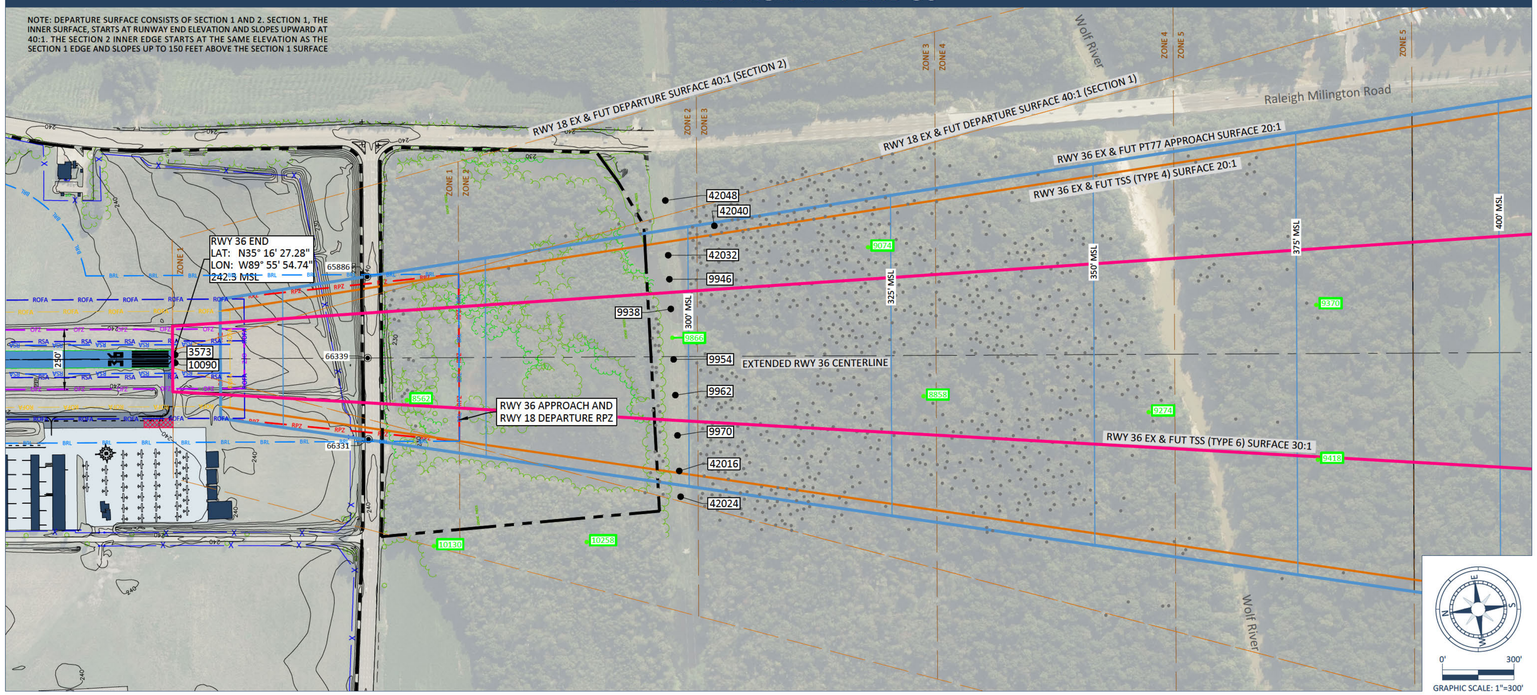
N
MAGNETIC DECLINATION
7°7' WEST
MAY 31, 2016

FUTURE RWY 18 INNER APPROACH & FUTURE RWY 36 DEPARTURE PLAN AND PROFILE

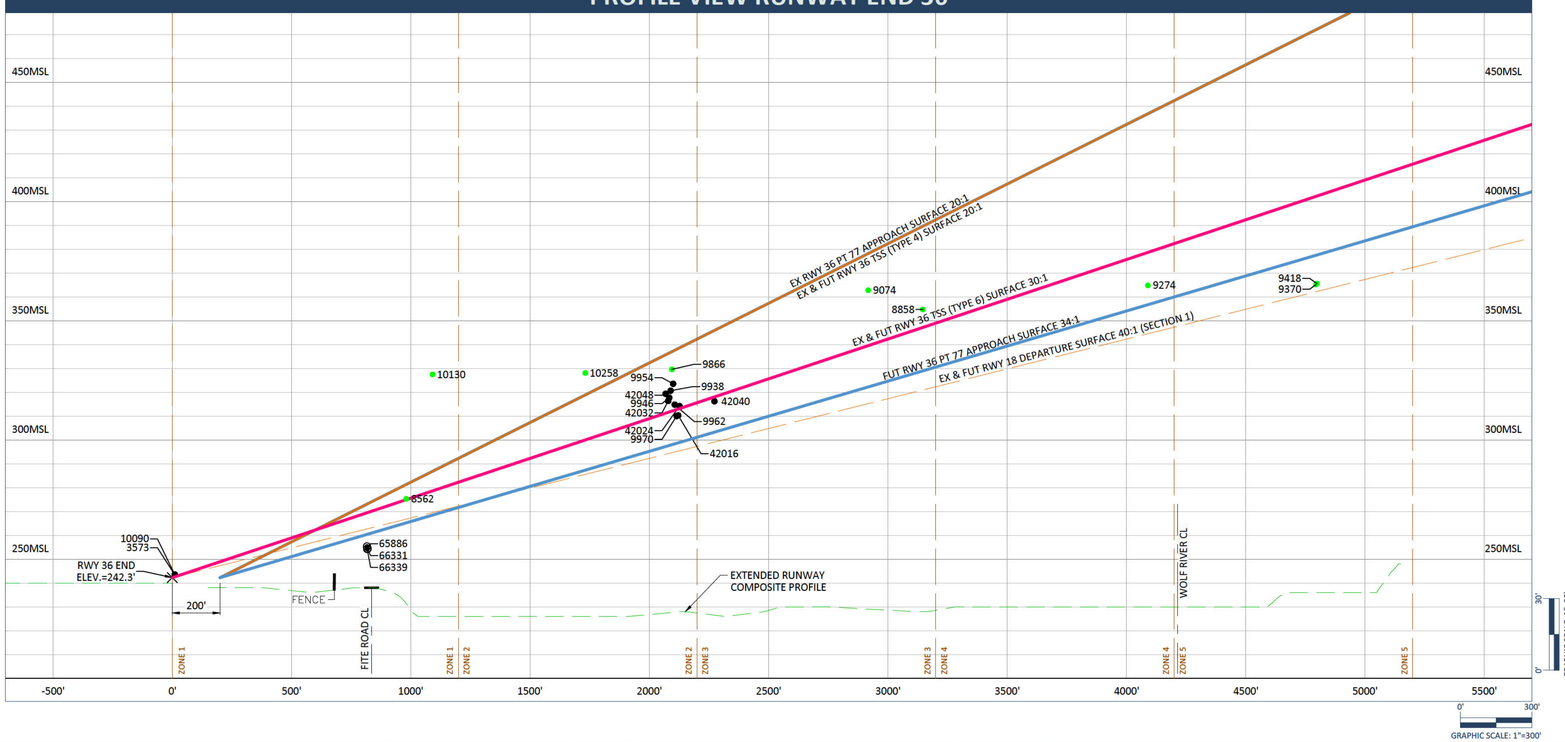
AIRPORT LAYOUT PLAN DRAWING SET

Charles W. Baker Airport

PLAN VIEW RUNWAY END 36



PROFILE VIEW RUNWAY END 36



SURFACE OBSTRUCTION TABLE

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN 20:1 VALUE (FEET)	P77 PEN 34:1 VALUE (FEET)	DEP PEN VALUE (FEET)	TSS4 PEN VALUE (FEET)	TSS6 PEN VALUE (FEET)	DISPOSITION	TRIGGERING EVENT
3573	RUNWAY_LIGHT	243.5	-	-	1.0	-	0.8	FBF	N/A
9866	POWER_TRANSMISSION_PYLON	329.6	-	31.58	34.9	-	17.3	LIGHT	NONE
9938	POWER_TRANSMISSION_LINE	320.6	-	22.78	26.1	-	8.5	LIGHT	NONE
9946	POWER_TRANSMISSION_LINE	317.7	-	20.05	23.3	-	-	LIGHT	NONE
9954	POWER_TRANSMISSION_LINE	323.5	-	25.4	28.7	-	11.1	LIGHT	NONE
9962	POWER_TRANSMISSION_LINE	314.8	-	16.5	19.9	-	2.1	LIGHT	NONE
9970	POWER_TRANSMISSION_LINE	310.0	-	11.4	14.9	-	-	LIGHT	NONE
10090	RUNWAY_LIGHT	243.6	-	-	1.0	-	0.8	FBF	N/A
42016	POWER_TRANSMISSION_LINE	310.3	-	11.5	14.9	-	-	LIGHT	NONE
42024	POWER_TRANSMISSION_LINE	314.2	-	-	18.7	-	-	LIGHT	NONE
42032	POWER_TRANSMISSION_LINE	316.3	-	18.79	22.1	-	-	LIGHT	NONE
42040	POWER_TRANSMISSION_LINE	316.2	-	18.81	22.1	-	-	LIGHT	NONE
42048	POWER_TRANSMISSION_LINE	319.4	-	-	4.9	-	-	LIGHT	NONE

TRAVERSEWAY ELEVATION DATA

OBJECT ID	DESCRIPTION	TOP ELEV MSL	P77 PEN VALUE (FEET)	DISPOSITION
65886	PRIMARY_ROAD	255.3	-17.8	N / A
66331	PRIMARY_ROAD	254.4	-18.9	N / A
66339	PRIMARY_ROAD	254.3	-18.9	N / A

RUNWAY END 18 DEPARTURE SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	TRIGGERING EVENT
1	TREES	10130	327.4	-91.0	18	TBR	211	NONE
2	TREES	10258	328.1	-47.0	52	TBR	378	NONE
3	TREES	9074	362.8	47.5	532	TBR	462	NONE
4	TREES	9274	364.8	20.2	326	TBR	238	NONE
5	TREES	9418	365.5	3.3	36	TBR	122	NONE

NOTE: TREES PENETRATING THE 40:1 DEPARTURE SURFACE ARE SHOWN AS GREY COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

RUNWAY END 36 FUTURE TSS6 SURFACE TREE OBSTRUCTION TABLE

ZONE	DESCRIPTION	OB ID OF HIGHEST TREE	TOP MSL ELEV OF HIGHEST TREE	AMOUNT OF PENETRATION	PENETRATING TREES		NON-PENETRATING TREES	
					QUANTITY	DISPOSITION	QUANTITY	DISPOSITION
1	TREES	8562	275.2	0.1	1	TBR	27	TBD
2	TREES	9866	329.6	17.3	3	TBR	23	TBD
3	TREES	8858	354.7	7.4	12	TBR	256	TBD
4	TREES	9274	364.8	-14	4	TBR	245	TBD
5	TREES	9370	365.2	-37.1	1	TBR	64	TBD

NOTE: TREES PENETRATING THE 30:1 TSS6 SURFACE ARE SHOWN AS GREY COLORED DOTS.
DATA OF INDIVIDUAL TREES CAN BE FOUND IN AGIS PROJECT #221824.

NOTES:
1. TBR = TO BE REMOVED.
2. FBF = FIXED BY FUNCTION.
3. N/A = POINT CLEARS THE SURFACE OR IS OUTSIDE THE SURFACE AREA.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR (10')	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
250 MSL	PART 77 SURFACE CONTOUR	RSA	RUNWAY SAFETY AREA (RSA)
	AIRPORT PROPERTY LINE	OFZ	OBJECT FREE ZONE (OFZ)
	EXISTING ROAD	RPZ	RUNWAY PROTECTION ZONE (RPZ)
	RUNWAY PAVEMENT & MARKINGS	x	FENCE
	TAXIWAY PAVEMENT		PT77 APPROACH SURFACE
	FOREST / TREE CLUSTER		TSS APPROACH SURFACE
			DEPARTURE SURFACE
	TRAVERSE WAY POINT	ZONE 2 / ZONE 1	DEPARTURE SURFACE TREE OBSTACLE ZONE
	DEMOLITION		HIGHEST TREE IN ZONE
ROFA	FUTURE RUNWAY OBJECT FREE AREA (ROFA)		TREES/OBJECTS PENETRATING 40:1 DEPARTURE SURFACE
RSA	FUTURE RUNWAY SAFETY AREA (RSA)	BRL	BUILDING RESTRICTION LINE (BRL)
			TSS (TYPE 6) APPROACH SURFACE

GRAPHIC SCALE: 1"=30'

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn:	LDJ
Approved:	SRG
Date:	03-28-2022
Project No.:	09-130-18-00

No.	Date	Revisions

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes
1. Obstruction survey data performed under AGIS Project #221824, dated July 2018.
2. No OFZ obstructions/violations in the existing conditions.
3. No PAPI siting surface (3:1 Slope) obstructions.
4. Shelby County Zoning includes an airport overlay district that includes height restrictions associated with FAR Part 77 imaginary surfaces.

Sources
1. This map compiled by photogrammetric methods from aerial photography dated 09-15-2018. Survey based on Tennessee State Plane Coordinate System. Horizontal datum based on NAD 83 (2011), Vertical datum based on NAVD 1988.

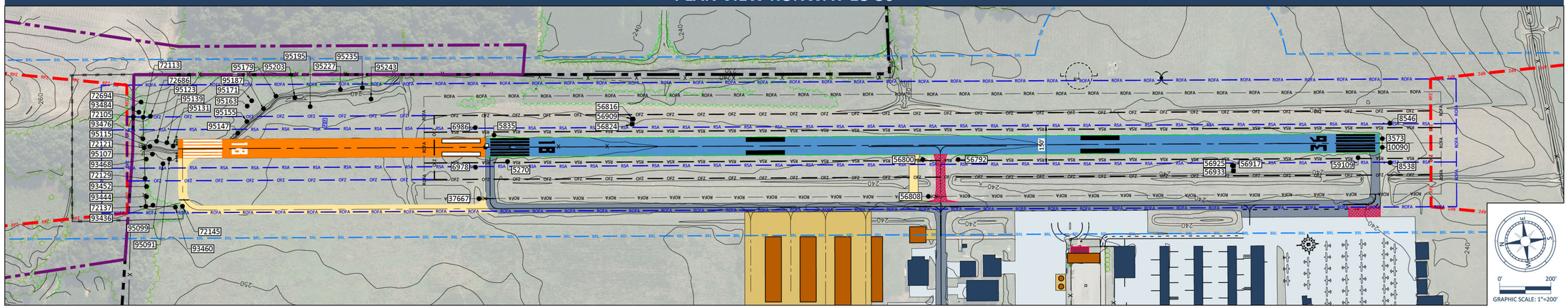
N
MAGNETIC DECLINATION 7°7' WEST MAY 31, 2016

RWY 36 INNER APPROACH RWY 18 DEPARTURE EXISTING/FUTURE PLAN & PROFILE

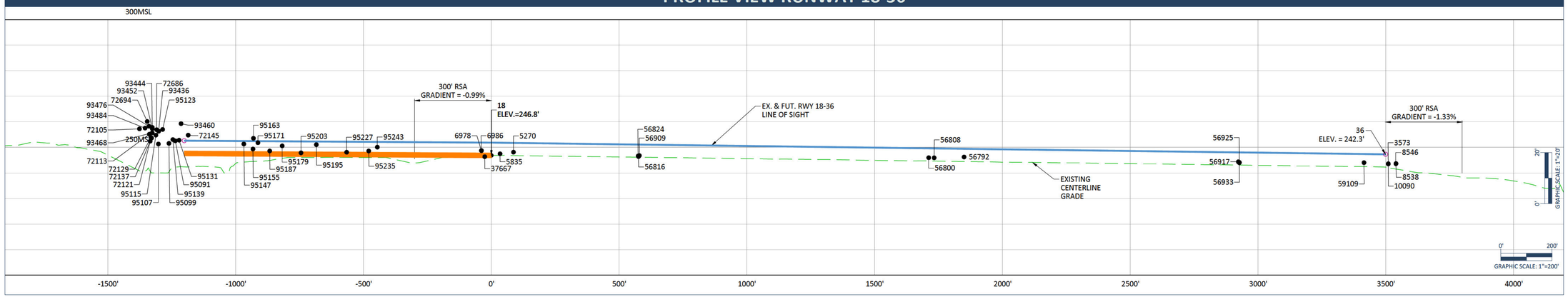
AIRPORT LAYOUT PLAN DRAWING SET

Charles W. Baker Airport

PLAN VIEW RUNWAY 18-36



PROFILE VIEW RUNWAY 18-36



SURFACE OBSTRUCTION TABLE

OBJECT ID	DESCRIPTION	TOP ELEV MSL	PRIMARY PEN VALUE (FEET)	DISPOSTION	RESOLUTION
3573	RUNWAY_LIGHT	243.521	1.23	FBF	RWY EXS.
5270	SIGN	248.112	1.96	FBF	RWY EXT.
5835	RUNWAY_LIGHT	247.48	1.28	FBF	RWY EXT.
6978	REIL	248.728	2.44	TBR	RWY EXT.
6986	REIL	248.728	2.44	TBR	RWY EXT.
8538	REIL	243.666	1.38	FBF	RWY EXS.
8546	REIL	243.585	1.3	FBF	RWY EXS.
10090	RUNWAY_LIGHT	243.6	1.31	FBF	RWY EXS.
37667	SIGN	246.342	0.07	TBR	RWY EXT.
56792	SIGN	246.232	2.08	TBR	RWY EXS.
56800	SIGN	245.95	1.64	TBR	RWY EXS.
56808	SIGN	245.905	1.62	TBR	RWY EXS.
56816	NAVAID	246.396	0.81	FBF	RWY EXS.
56824	PAPI	246.649	1.06	TBR	RWY EXS.
56909	MISC_UTILITY	246.775	1.19	FBF	RWY EXS.
56917	MISC_UTILITY	244.352	1.41	FBF	RWY EXS.
56925	PAPI	244.099	1.16	FBF	RWY EXS.
56933	PAPI	243.973	1.03	FBF	RWY EXS.
59109	SIGN	244.011	1.62	FBF	RWY EXS.
72105	FENCE	257.251	9.65	TBR	RWY EXT.
72113	FENCE	255.147	7.55	TBR	RWY EXT.
72121	FENCE	252.425	4.83	TBR	RWY EXT.
72129	FENCE	253.91	6.31	TBR	RWY EXT.
72137	FENCE	253.662	6.06	TBR	RWY EXT.
72145	FENCE	254.776	7.2	TBR	RWY EXT.
72686	BUSH	256.911	9.31	TBR	RWY EXT.

OBJECT ID	DESCRIPTION	TOP ELEV MSL	PRIMARY PEN VALUE (FEET)	DISPOSTION	RESOLUTION
72694	BUSH	260.128	12.53	TBR	RWY EXT.
93436	BUSH	256.301	8.7	TBR	RWY EXT.
93444	BUSH	257.786	10.19	TBR	RWY EXT.
93452	BUSH	257.291	9.69	TBR	RWY EXT.
93460	BUSH	259.271	11.67	TBR	RWY EXT.
93468	BUSH	255.682	8.08	TBR	RWY EXT.
93476	BUSH	258.281	10.68	TBR	RWY EXT.
93484	BUSH	257.539	9.94	TBR	RWY EXT.
95091	BUSH	252.55	4.95	TBR	RWY EXT.
95099	BUSH	251.56	3.96	TBR	RWY EXT.
95107	BUSH	251.313	3.71	TBR	RWY EXT.
95115	BUSH	254.778	7.18	TBR	RWY EXT.
95123	BUSH	257.005	9.41	TBR	RWY EXT.
95131	BUSH	252.798	5.2	TBR	RWY EXT.
95139	BUSH	253.045	5.44	TBR	RWY EXT.
95147	BUSH	251.313	3.97	TBR	RWY EXT.
95155	BUSH	249.333	2.03	TBR	RWY EXT.
95163	BUSH	253.54	6.25	TBR	RWY EXT.
95171	BUSH	251.808	4.54	TBR	RWY EXT.
95179	BUSH	250.57	3.4	TBR	RWY EXT.
95187	BUSH	248.59	1.37	TBR	RWY EXT.
95195	BUSH	251.065	4.04	TBR	RWY EXT.
95203	BUSH	247.848	0.77	TBR	RWY EXT.
95227	BUSH	248.095	1.22	TBR	RWY EXT.
95235	BUSH	248.59	1.8	TBR	RWY EXT.
95243	BUSH	250.075	3.32	TBR	RWY EXT.

NOTES:
1. RWY EXT. = RUNWAY EXTENSION.
2. TBR = TO BE REMOVED.
3. FBF = FIXED BY FUNCTION.

LEGEND

ITEM	DESCRIPTION	ITEM	DESCRIPTION
250	EXISTING GROUND CONTOUR	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	AIRPORT PROPERTY LINE	RSA	RUNWAY SAFETY AREA (RSA)
	EXISTING ROAD	OFZ	OBJECT FREE ZONE (OFZ)
	STRUCTURES ON AIRPORT	XXX	FUTURE FENCE
	RUNWAY PAVEMENT & MARKINGS	X	FENCE
	TAXIWAY PAVEMENT		PT77 APPROACH SURFACE
	MEDIUM INTENSITY RUNWAY LIGHT (MIRL)		TSS APPROACH SURFACE
	FUTURE RUNWAY PAVEMENT & MARKINGS	BRL	BUILDING RESTRICTION LINE (BRL) - 35 FEET
	RUNWAY TAXIWAY PAVEMENT	ROFA	FUTURE RUNWAY OBJECT FREE AREA (ROFA)
	PAVEMENT DEMOLITION	RSA	FUTURE RUNWAY SAFETY AREA (RSA)
	FUTURE STRUCTURES ON AIRPORT	OFZ	FUTURE OBJECT FREE ZONE (OFZ)
	FOREST / TREE CLUSTER	RPZ	FUTURE RUNWAY PROTECTION ZONE (RPZ)
			FUTURE AIRPORT PROPERTY LINE

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: LDJ
Approved: SRG
Date: 03-28-2022
Project No.: 09-130-18-00

No.	Date	Revisions

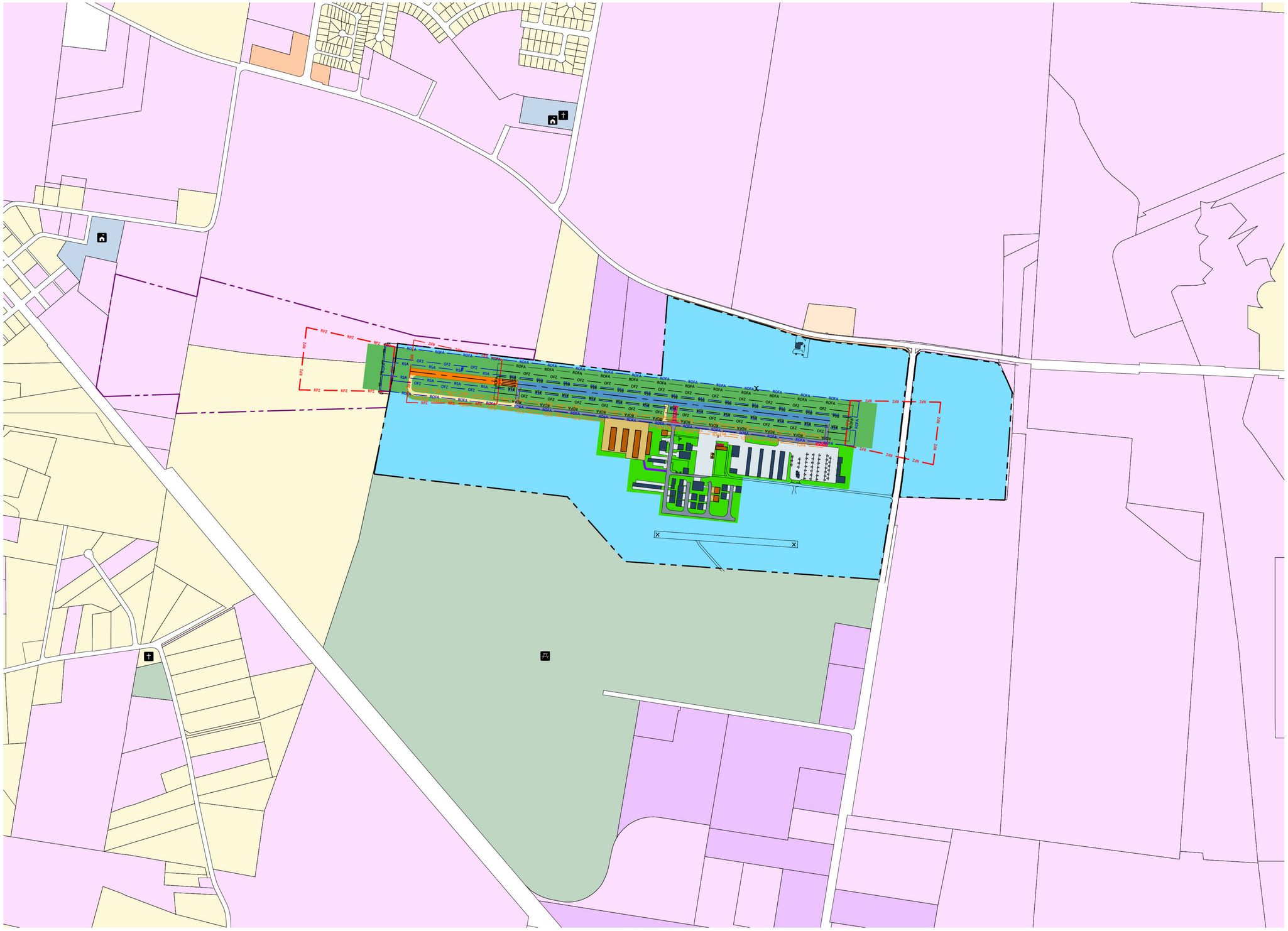
FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes
1. Obstruction survey data performed under AGIS Project #221824, dated July 2018.
2. Shelby County Zoning includes an airport overlay district that includes height restrictions associated with FAR Part 77 imaginary surfaces.

Sources

N
MAGNETIC DECLINATION 7°7' WEST MAY 31, 2016

FUTURE RWY 18-36 PLAN & PROFILE
AIRPORT LAYOUT PLAN DRAWING SET



LEGEND

ITEM	DESCRIPTION
	PARKS
	SCHOOLS
	CHURCHES
	AIRPORT PROPERTY BOUNDARY
	[redacted]
RPZ	RUNWAY PROTECTION ZONE (RPZ)
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
OFZ	OBJECT FREE ZONE (OFZ)
RSA	RUNWAY SAFETY AREA (RSA)
	MUNICIPAL LIMITS
	PAVEMENT DEMOLITION
ROFA	FUTURE RUNWAY OBJECT FREE AREA (ROFA)
RSA	FUTURE RUNWAY SAFETY AREA (RSA)
OFZ	FUTURE OBJECT FREE ZONE (OFZ)
TSA	FUTURE TAXIWAY SAFETY AREA (TSA)
TOFA	FUTURE TAXIWAY OBJECT FREE AREA (TOFA)
	FUTURE FENCE

ON AIRPORT LAND USE

ITEM	DESCRIPTION
	AIRFIELD DEVELOPMENT
	AIRFIELD MOVEMENT AREA
	AIRFIELD NON MOVEMENT AREA
	EXISTING BUILDING
	EXISTING RUNWAY
	EXISTING TAXIWAY
	EXISTING APRON
	FUTURE RUNWAY
	FUTURE TAXIWAY
	FUTURE APRON
	FUTURE BUILDING

OFF-AIRPORT LAND USE

ITEM	DESCRIPTION
	INDUSTRIAL
	COMMERCIAL
	RESIDENTIAL
	INSTITUTIONAL
	PARKS, RECREATION & CEMETARY
	VACANT
	TRANSPORTATION
	OTHER

N

0' 500' 1000'

GRAPHIC SCALE: 1" = 500'

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn: LDJ
Approved: SRG
Date: 03-28-2022
Project No.: 09-112-16-00

No.	Date	Revisions

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET 17144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

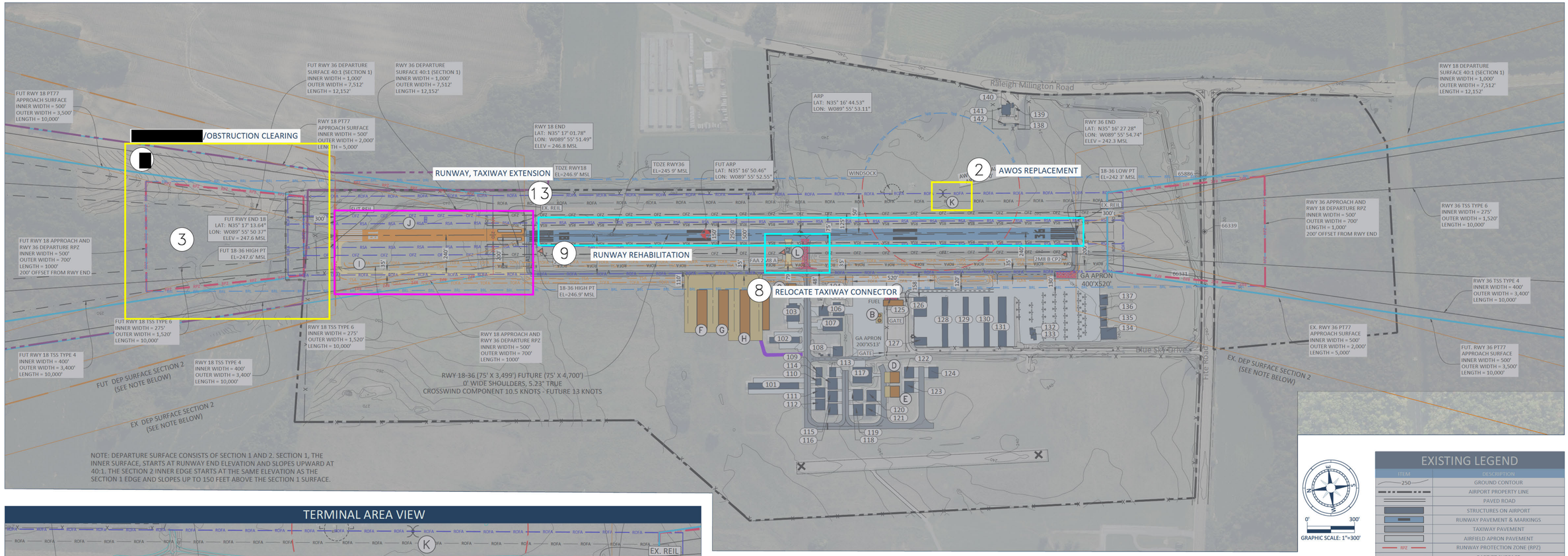
Notes
1. Noise contours are not included with the development of this Master Plan ALP.
2. Shelby County Zoning includes an airport overlay district that includes height restrictions associated with FAR Part 77 imaginary surfaces.

Sources
1. Land Use Data from City of Memphis GIS Database.

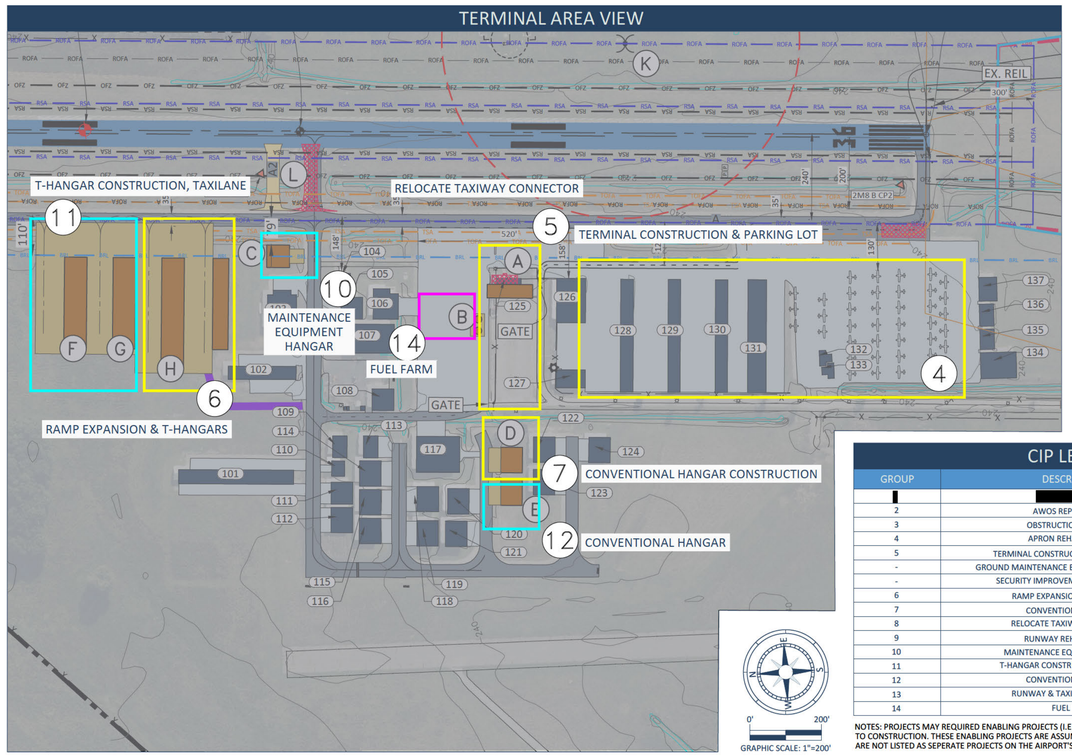
N
MAGNETIC DECLINATION 7°7' WEST MAY 31, 2016

LAND USE DRAWING
AIRPORT LAYOUT PLAN DRAWING SET

Charles W. Baker Airport



TERMINAL AREA VIEW



FUTURE FACILITIES/PROJECTS LEGEND

ID	FACILITY DESCRIPTION	TOP ELEVATION
A	TERMINAL	260 0
B	FUEL FARM	250 0
C	MAINTENANCE HANGAR	260 0
D	CONVENTIONAL HANGAR	258 0
E	CONVENTIONAL HANGAR	258 0
F	T-HANGAR	257 0
G	T-HANGAR	257 0
H	T-HANGAR	257 0
I	TAXIWAY EXTENSION	N/A
J	RUNWAY EXTENSION	N/A
K	AWOS RELOCATION	N/A
L	TAXILANE RELOCATION	N/A

PHASING LEGEND

ITEM	DESCRIPTION
	SHORT TERM (2021-2026)
	MEDIUM TERM (2027-2032)
	LONG TERM (POST 2032)

FACILITIES LEGEND

ID	TENANT/ DESCRIPTION	TOP ELEVATION
101	T-HANGAR	262 0
102	T-HANGAR	257.4
103	CONVENTIONAL HANGAR	262.1
104	ELECTRICAL EQUIPMENT	252 9
105	CONVENTIONAL HANGAR	262 8
106	CONVENTIONAL HANGAR	258.6
107	CONVENTIONAL HANGAR	265 2
108	CONVENTIONAL HANGAR	260.4
109	CONVENTIONAL HANGAR	260.6
110	CONVENTIONAL HANGAR	262 9
111	CONVENTIONAL HANGAR	263.1
112	CONVENTIONAL HANGAR	261 0
113	CONVENTIONAL HANGAR	259.6
114	CONVENTIONAL HANGAR	262 2
115	CONVENTIONAL HANGAR	262.6
116	CONVENTIONAL HANGAR	263.4
117	WAR HISTORY MUSEUM	261.4
118	CONVENTIONAL HANGAR	263 8
119	CONVENTIONAL HANGAR	267 8
120	CONVENTIONAL HANGAR	264.4
121	CONVENTIONAL HANGAR	267 9
122	CONVENTIONAL HANGAR	256.7
123	CONVENTIONAL HANGAR	258.7
124	CONVENTIONAL HANGAR	259 2
125	TERMINAL BUILDING	256 5
126	CONVENTIONAL HANGAR	271.6
127	CONVENTIONAL HANGAR	263.7
128	T-HANGAR	256.7
129	T-HANGAR	256 5
130	T-HANGAR	256.6
131	T-HANGAR	258.1
132	T-HANGAR	253 0
133	T-HANGAR	253 3
134	CONVENTIONAL HANGAR	259 3
135	CONVENTIONAL HANGAR	257.1
136	CONVENTIONAL HANGAR	257.4
137	CONVENTIONAL HANGAR	262 0
138	CITY FIRE DEPARTMENT (DUAL PURPOSE)	284.1
139	CITY FIRE DEPARTMENT (DUAL PURPOSE)	251.7
140	CITY FIRE DEPARTMENT (DUAL PURPOSE)	255 9
141	CITY FIRE DEPARTMENT (DUAL PURPOSE)	265 9
142	CITY FIRE DEPARTMENT (DUAL PURPOSE)	254 2

NOTE: EXISTING AND FUTURE FACILITIES HAVE NO IMPACT TO THE AIRPORT'S PART 77, APPROACH, OR DEPARTURE SURFACES

CIP LEGEND

GROUP	DESCRIPTION	PHASE YEAR
[redacted]	[redacted]	[redacted]
2	AWOS REPLACEMENT	2023
3	OBSTRUCTION CLEARING	2021-2023
4	APRON REHABILITATION	2023-2024
5	TERMINAL CONSTRUCTION & PARKING LOT	2023-2025
-	GROUND MAINTENANCE EQUIPMENT (NOT SHOWN)	2023
-	SECURITY IMPROVEMENTS (NOT SHOWN)	2023
6	RAMP EXPANSION & T-HANGARS	2025-2028
7	CONVENTIONAL HANGAR	2026
8	RELOCATE TAXIWAY CONNECTOR	2027
9	RUNWAY REHABILITATION	2027-2028
10	MAINTENANCE EQUIPMENT HANGAR	2028
11	T-HANGAR CONSTRUCTION & TAXILANE	2030
12	CONVENTIONAL HANGAR	2032
13	RUNWAY & TAXIWAY EXTENSION	2033
14	FUEL FARM	2034

NOTES: PROJECTS MAY REQUIRED ENABLING PROJECTS (I.E. TREE CLEARING, ROAD REMOVAL, GRADING, ETC.) PRIOR TO CONSTRUCTION. THESE ENABLING PROJECTS ARE ASSUMED TO OCCUR PRIOR TO PROJECT CONSTRUCTION AND ARE NOT LISTED AS SEPERATE PROJECTS ON THE AIRPORT'S CIP

EXISTING LEGEND

ITEM	DESCRIPTION
250	GROUND CONTOUR
	AIRPORT PROPERTY LINE
	PAVED ROAD
	STRUCTURES ON AIRPORT
	RUNWAY PAVEMENT & MARKINGS
	TAXIWAY PAVEMENT
	AIRFIELD APRON PAVEMENT
RPZ	RUNWAY PROTECTION ZONE (RPZ)
	PART 77 SURFACE
	THRESHOLD SITING SURFACE (TSS)
	DEPARTURE SURFACE
123	FACILITY IDENTIFIER
	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)
	AIRPORT REFERENCE POINT
	ROTATING BEACON
	AOA FENCE (7 FEET)
P P	PRECISION APPROACH PATH INDICATOR (PAPI)
	WINDSOCK
	RUNWAY END IDENTIFIER LIGHT (REIL)
	MEDIUM INTENSITY RUNWAY LIGHT (MIRL)
	SURVEY MONUMENT
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RSA	RUNWAY SAFETY AREA (RSA)
OFZ	OBJECT FREE ZONE (OFZ)
	DRAINAGE DITCH

FUTURE LEGEND

ITEM	DESCRIPTION
	STRUCTURES ON AIRPORT
	RUNWAY PAVEMENT & MARKINGS
	TAXIWAY PAVEMENT
	AIRFIELD APRON PAVEMENT
[redacted]	[redacted]
	AIRPORT REFERENCE POINT
	FENCE (7 FEET)
BRL	BUILDING RESTRICTION LINE (BRL) - 35 FEET
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RSA	RUNWAY SAFETY AREA (RSA)
OFZ	OBJECT FREE ZONE (OFZ)
TSA	TAXIWAY OBJECT FREE AREA (TOFA)
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
RPZ	RUNWAY PROTECTION ZONE (RPZ)
	AWOS CRITICAL AREA
	PART 77 SURFACE
	THRESHOLD SITING SURFACE (TSS)
	DEPARTURE SURFACE
A	FACILITY IDENTIFIER
	DEMOLITION
	RUNWAY END IDENTIFIER LIGHT (REIL)
	SERVICE ROAD
P P	PRECISION APPROACH PATH INDICATOR (PAPI)

ALP Prepared By

JACOBSEN | DANIELS
Planning, Implementation, Operations & Management

Drawn:	LDJ
Approved:	SRG
Date:	03-28-2022
Project No.:	09-130-18-00

No.	Date	Revisions

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED (SHEET I7144C04). DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

Notes

1. Additional details, including pavement width and surface dimensions, can be found on Sheet 2 (Data Sheet). Existing TOFA and TSA for Taxiway A is not shown for clarity.
2. The BRL is an outline of the Runway Protection Zone (RPZ), Obstacle Free Zone (OFZ) and Object Free Areas (OFA), the surface is offset to allow building heights up to 35 feet without penetrating the 7:1 Part 77 Transitional Surface. Building shown inside the BRL do not penetrate the Part 77 Transitional Surface.
3. Navaids located within the RSA include only Runway lighting. (MIRL and REIL)

Sources

1. This map compiled by photogrammetric methods from aerial photography dated 09-15-2018. Survey based on Tennessee State Plane Coordinate System. Horizontal datum based on NAD 83 (2011), Vertical datum based on NAVD 1988.

N
MAGNETIC DECLINATION 7°7' WEST MAY 31, 2016

CAPITAL IMPROVEMENT PROJECTS DRAWING

AIRPORT LAYOUT PLAN DRAWING SET