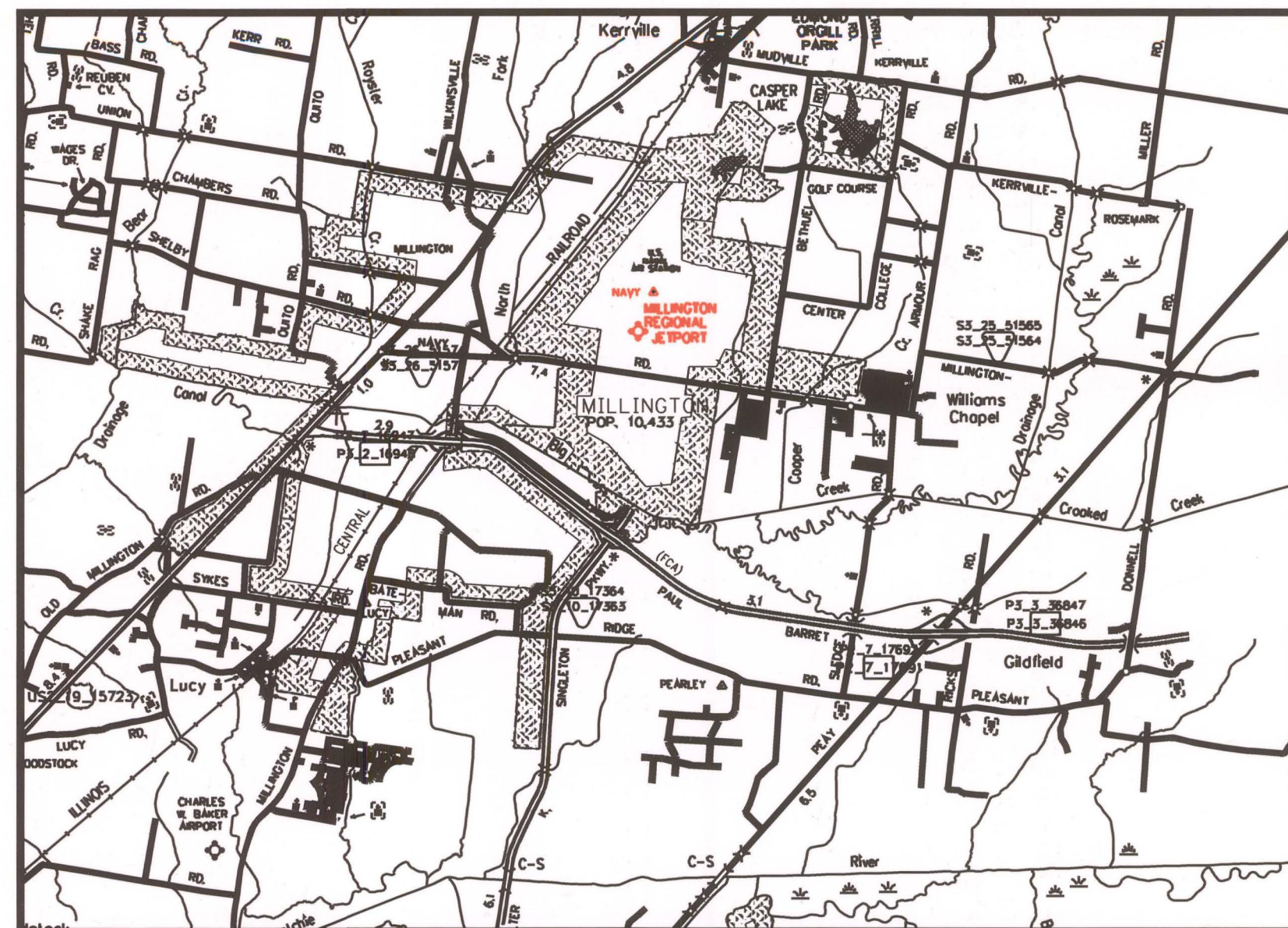
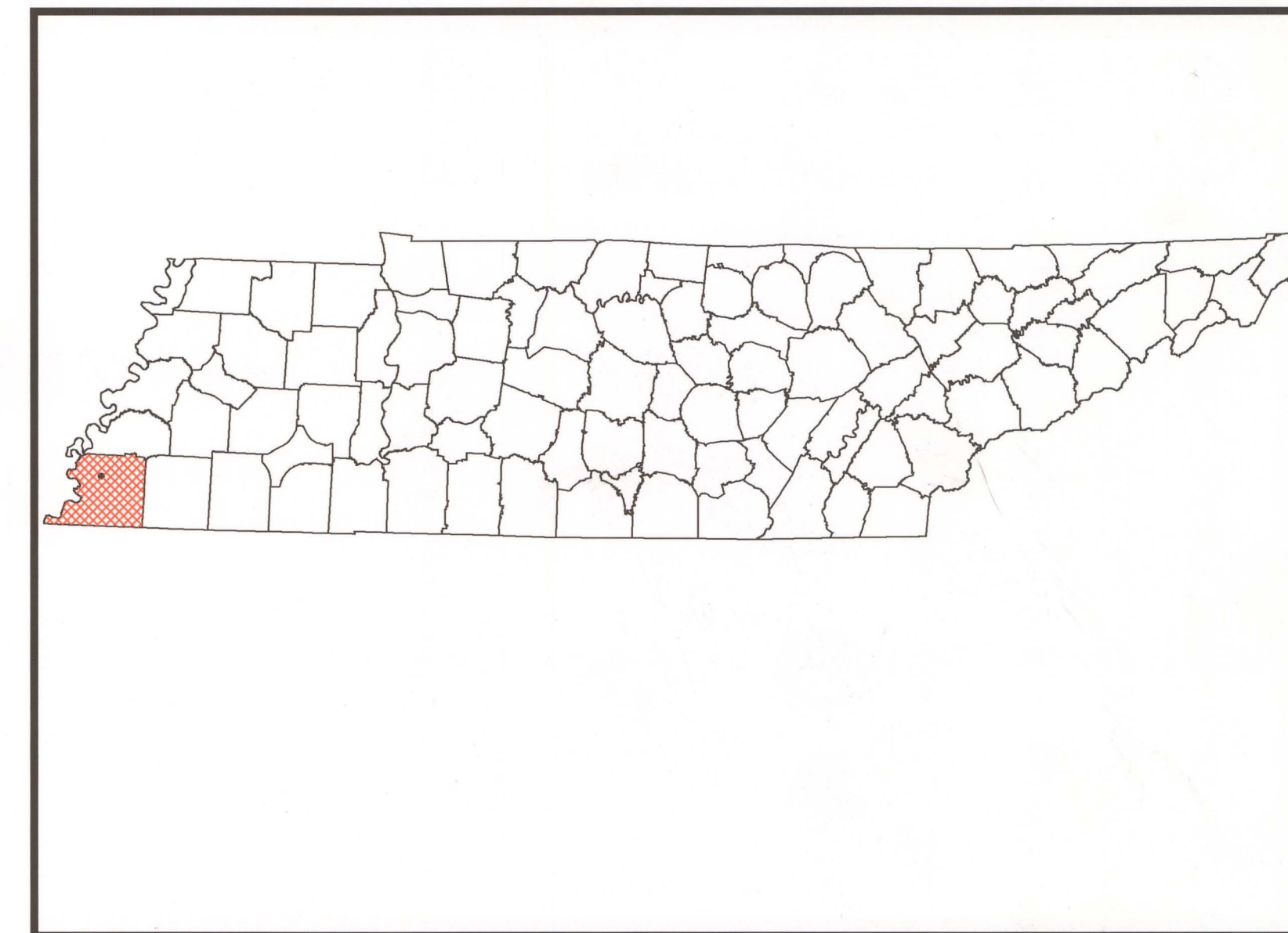




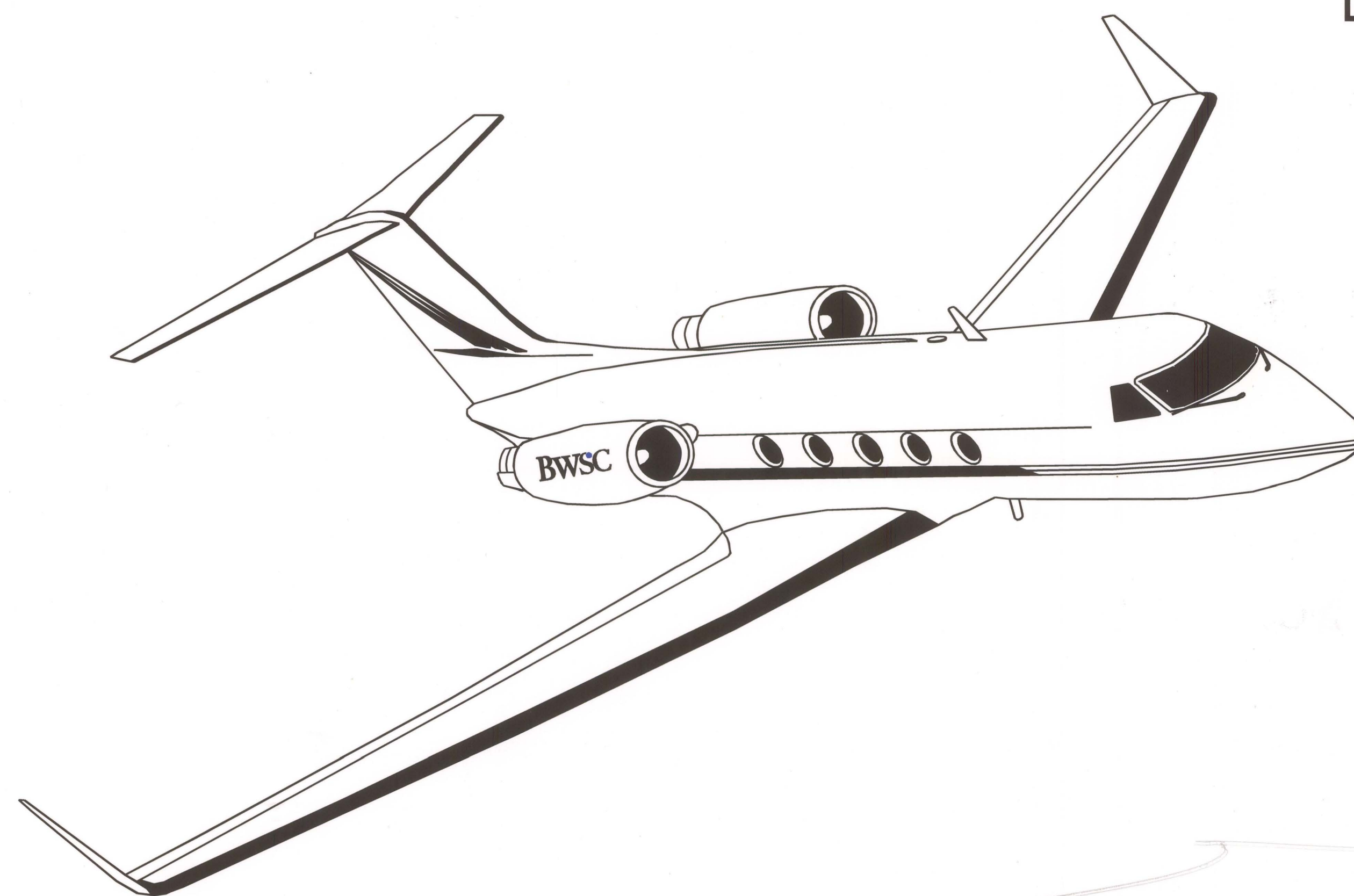
VICINITY MAP
MILLINGTON REGIONAL JETPORT
NTS.



LOCATION MAP
SHELBY COUNTY, TN
NTS.

MILLINGTON AIRPORT AUTHORITY

TRACY WILLIAMS, EXECUTIVE DIRECTOR
DON LOWRY, CHAIRMAN
AL BEAN
LINDA CARTER
MIKE EVANS
LEE LAWSON
JACK LEONARD
DENNIS WAGES
BUCK WALTERS
ALLAN H. WILLIAMS



SHEET INDEX

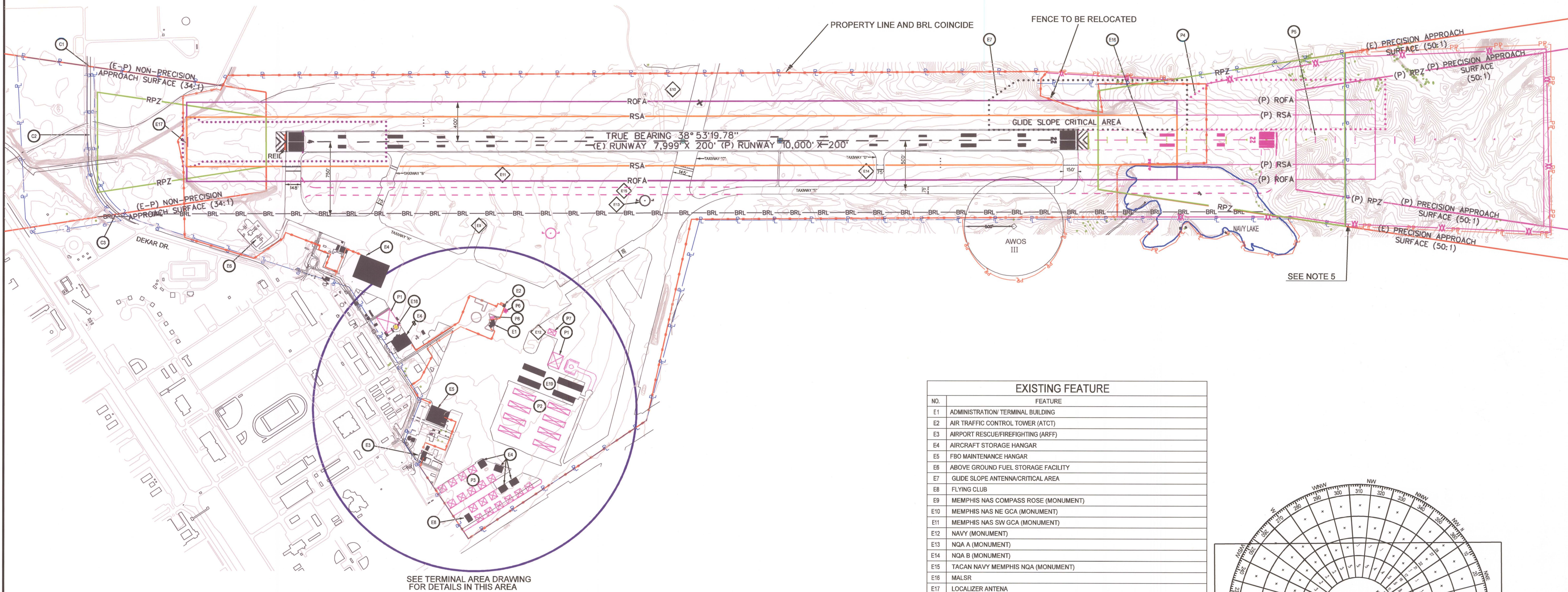
- SHEET 1. TITLE SHEET
- SHEET 2. AIRPORT LAYOUT DRAWING
- SHEET 3. TERMINAL AREA DRAWING
- SHEET 4. STAGING DRAWING
- SHEET 5. AIRPORT AIRSPACE DRAWING (PART 77)
- SHEET 6. INNER APPROACH SURFACE
DRAWING RWY. 04
- SHEET 7. INNER APPROACH SURFACE
DRAWING RWY. 22
- SHEET 8. LAND USE DRAWING
- SHEET 9. AIRPORT PROPERTY MAP



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SUMNER &
CANNON, INC.
ENGINEERS AND PLANNERS

60 GERMANTOWN COURT, SUITE 100
MEMPHIS, TN 38018
901.755.7166
901.755.7844 FAX

TAD PROJECT
#79-555-0780-04



AIRPORT DATA			
	EXISTING	PROPOSED	ULTIMATE
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	N35°21'24"	SAME	N35°21'32"
MEAN MAX. TEMP. HOTTEST MONTH	W89°52'13"	SAME	W89°52'06"
AIRPORT ELEVATION	320'	SAME	SAME
NAVIGATIONAL AIDS	GPS, NDB, ILS, VOR, BEACON	SAME	SAME
AIRPORT ACREAGE	550.5 ACRES	564.64 ACRES	659.74 ACRES

RUNWAY DATA 04/22			
	EXISTING	PROPOSED	ULTIMATE
AIRPORT REFERENCE CODE	D-IV (SEE NOTE 3)	SAME	SAME
CRITICAL AIRCRAFT	C-130 (SEE NOTE 3)	SAME	SAME
RUNWAY LENGTH	7,999'	SAME	10,000'
RUNWAY WIDTH	200'	SAME	SAME
MARKINGS	PRECISION	SAME	SAME
LIGHTING	HIRL/MITL (SEE NOTE 4)	SAME	SAME
% WIND COVERAGE (20 KNOTS)	99.79%	SAME	SAME
TRUE RUNWAY BEARING	38°53'19.78"	SAME	SAME
EFFECTIVE GRADIENT	0.55%	SAME	SAME
PAVEMENT CONSTRUCTION	ASPHALT W/ CONCRETE ENDS	SAME	SAME
RUNWAY HIGH POINT	319.7'	SAME	SAME
RUNWAY LOW POINT	275.8'	SAME	SAME
PAVEMENT STRENGTH (LBS)	SWL	150,000	SAME
	DWL	170,000	SAME
	DTWG	309,000	SAME
RUNWAY END COORDINATES (NAD 83)	RWY 4	N35°20'53.12" W89°52'43.86"	SAME
	RWY 22	N35°22'10.09" W89°51'28.06"	SAME
	RWY 4	N35°20'53.12" W89°52'43.86"	SAME
RUNWAY END ELEVATIONS	RWY 4	275.8'	SAME
	RWY 22	319.7'	SAME
TOUCHDOWN ZONE ELEVATIONS	RWY 4	291.8'	SAME
	RWY 22	319.7'	SAME
APPROACH SLOPE	RWY 4	34:1	SAME
	RWY 22	50:1/40:1	SAME
AIRPORT LANDING AIDS	RWY 4	PAPI-4 LPV	PAPI-4 LPV
	RWY 22	MALSR, PAPI-4, GLIDE SLOPE, LOCALIZER	SAME PLUS LPV
APPROACH VISIBILITY MINIMUMS	RWY 4	1 MILE	SAME
	RWY 22	1/2 MILE	SAME

LEGEND		
	EXISTING	PROPOSED
GRADE CONTOURS	650	NOT SHOWN
AIRPORT PROPERTY LINE	BRL	NOT SHOWN
BUILDING RESTRICTION LINE (BRL)	BRL	NOT SHOWN
FENCE LINE	FENCE	NOT SHOWN
PAPI	PAPI	NOT SHOWN
BUILDING	BUILDING	NOT SHOWN
PAVEMENT	PAVEMENT	NOT SHOWN
AIRPORT REFERENCE POINT (ARP)	ARP	NOT SHOWN
AIRPORT MONUMENTS	MONUMENT	NOT SHOWN
BEACON	BEACON	NOT SHOWN
RUNWAY SAFETY AREA (RSA)	RSA	(P)RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	(P)RPZ
RUNWAY OBJECT FREE ZONE (ROFZ)	SEE NOTE 1	SEE NOTE 1
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	(P)ROFA
APPROACH SURFACE	APPROACH SURFACE	(P)APPROACH SURFACE
WIND CONE/ SEGMENTED CIRCLE	WIND CONE	NOT SHOWN
REIL	REIL	NOT SHOWN

RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS		
RWY END	EXISTING	PROPOSED / ULTIMATE
4 RPZ	500' W x 1010' OW x 1700' L	SAME
22 RPZ	1000' W x 1750' OW x 2500' L	SAME

RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS		
RWY END	EXISTING	PROPOSED / ULTIMATE
4	800' W x 1,000' BEYOND END OF RUNWAY	SAME
22	800' W x 1,000' BEYOND END OF RUNWAY	SAME

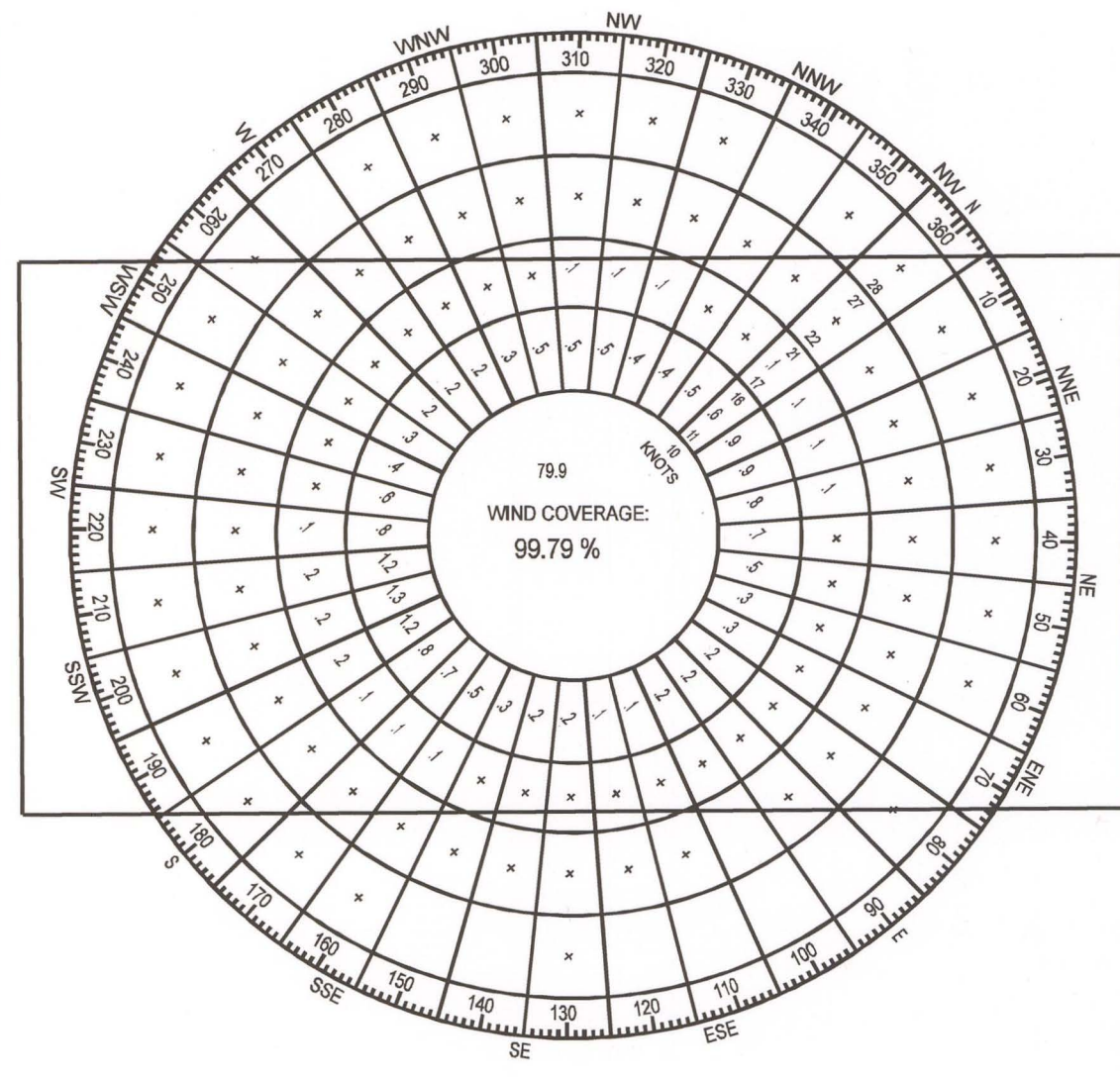
RUNWAY SAFETY AREA (RSA) DIMENSIONS		
RWY END	EXISTING	PROPOSED / ULTIMATE
4	500' W x 1,000' BEYOND END OF RUNWAY	SAME
22	500' W x 1,000' BEYOND END OF RUNWAY	SAME

RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS		
RWY END	EXISTING	PROPOSED / ULTIMATE
4	400' W x 200' BEYOND END OF RUNWAY	SAME
22	400' W x 200' BEYOND END OF RUNWAY	SAME

EXISTING FEATURE	
NO.	FEATURE
E1	ADMINISTRATION/ TERMINAL BUILDING
E2	AIR TRAFFIC CONTROL TOWER (ATCT)
E3	AIRPORT RESCUE/FIRE FIGHTING (ARFF)
E4	AIRCRAFT STORAGE HANGAR
E5	FBO MAINTENANCE HANGAR
E6	ABOVE GROUND FUEL STORAGE FACILITY
E7	GLIDE SLOPE ANTENNA/CRITICAL AREA
E8	FLYING CLUB
E9	MEMPHIS NAS COMPASS ROSE (MONUMENT)
E10	MEMPHIS NAS NE GCA (MONUMENT)
E11	MEMPHIS NAS SW GCA (MONUMENT)
E12	NAVY (MONUMENT)
E13	NOA A (MONUMENT)
E14	NOA B (MONUMENT)
E15	TACAN NAVY MEMPHIS NOA (MONUMENT)
E16	MALSR
E17	LOCALIZER ANTENNA
E18	BEACON
E19	T-HANGAR

PROPOSED FEATURE	
NO.	FEATURE
P1	OWNER MAINTENANCE BUILDING
P2	PROPOSED T-HANGARS
P3	PROPOSED STORAGE HANGARS
P4	PROPOSED GLIDE SLOPE ANTENNA/CRITICAL AREA
P5	RELOCATED MALSR
P6	BEACON - MOUNT ON CONTROL TOWER
P7	ARFF FACILITY
P8	TERMINAL EXPANSION

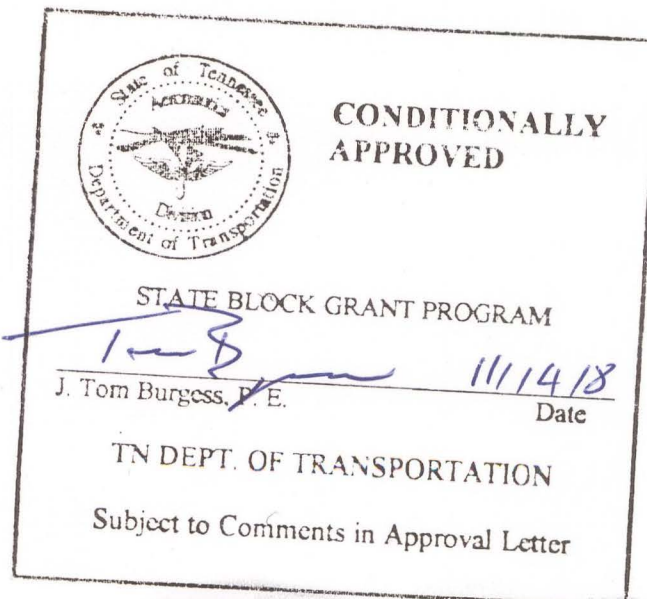
TRAVERSE WAY CLEARANCES			
EXISTING	PROPOSED	ELEVATION	CLEARANCE
C1	N/A	270.2'	58.5'
C2	N/A	268.9'	59.8'
C3	N/A	264.1'	55.8'



SOURCE: NATIONAL CLIMATIC DATA CENTER
LOCATION: MEMPHIS INTL. TN
PERIOD: 1995-2004
OBSERVATIONS: 72,334
COVERAGE: RWY 4/22 99.76 % FOR 20 KNOTS

MAGNETIC DECLINATION
0° W-16' ANNUAL
RATE OF CHANGE 6° W
NAD 83

- NOTES
1. THERE ARE NO ROFZ PENETRATIONS
 2. THE BUILDING RESTRICTION LINE IS FOR A 25' STRUCTURE
 3. ALTHOUGH THE CRITICAL AIRCRAFT IS A C-III, THE AIRFIELD CURRENTLY MEETS D-IV STANDARDS. SINCE THIS MASTER PLAN STARTED, THE NATIONAL GUARD HAS CHANGED TO LOCKHEED C-5 AIRCRAFT AND HAS OVER 500 OPERATIONS AT MILLINGTON. HOWEVER, THESE ARE PRIMARILY TOUGH AND GO LANDINGS. ADDITIONALLY, FEDERAL EXPRESS IS FLYING MD 11 AIRCRAFT INTO THE MILLINGTON JETPORT, BUT THE OPERATIONS DO NOT MEET CRITICAL AIRCRAFT REQUIREMENTS. AFTER REVIEW WITH THE STATE BUREAU OF AERONAUTICS, IT WAS DETERMINED NOT TO CHANGE THE CRITICAL AIRCRAFT OR AIRPORT REFERENCE CODE. THE D-IV CODE IS CONSISTENT WITH THE REQUIREMENTS FOR THE MD11. HOWEVER, THE CODE WOULD HAVE TO BE CHANGED TO C-VI TO MEET THE REQUIREMENTS OF THE C-5. THE AIRFIELD ACTUALLY MEETS ALL OF THE REQUIREMENTS FOR THE C-5, EXCEPT FOR THE TAXIWAY WIDTH OF 100'.
 4. PILOT CONTROLLED LIGHTING
 5. THE RUNWAY EXTENSION AND ALL ASSOCIATED LAND IS NOT TO BE CONSIDERED WITHIN THE 20 YEAR PLANNING PERIOD. THE EXTENSION HAS BEEN SHOWN TO PROTECT THE POSSIBILITY OF AN EXPANSION
 6. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 7. ALL GVSGI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE
 8. ALL COORDINATES BASED UPON NAD 83.
 9. NO PART 77 VIOLATIONS



AIRPORT LAYOUT DRAWING

MILLINGTON REGIONAL JETPORT MILLINGTON, TENNESSEE

CONSTRUCTION NOTICE REQUIREMENT
TO PROTECT OPERATIONAL SAFETY AND FUTURE
DEVELOPMENT, ALL PROPOSED CONSTRUCTION
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THE AIRPORT OWNER WITH TDOT - AERONAUTICS
DIVISION PRIOR TO CONSTRUCTION.

ALP APPROVAL BLOCK

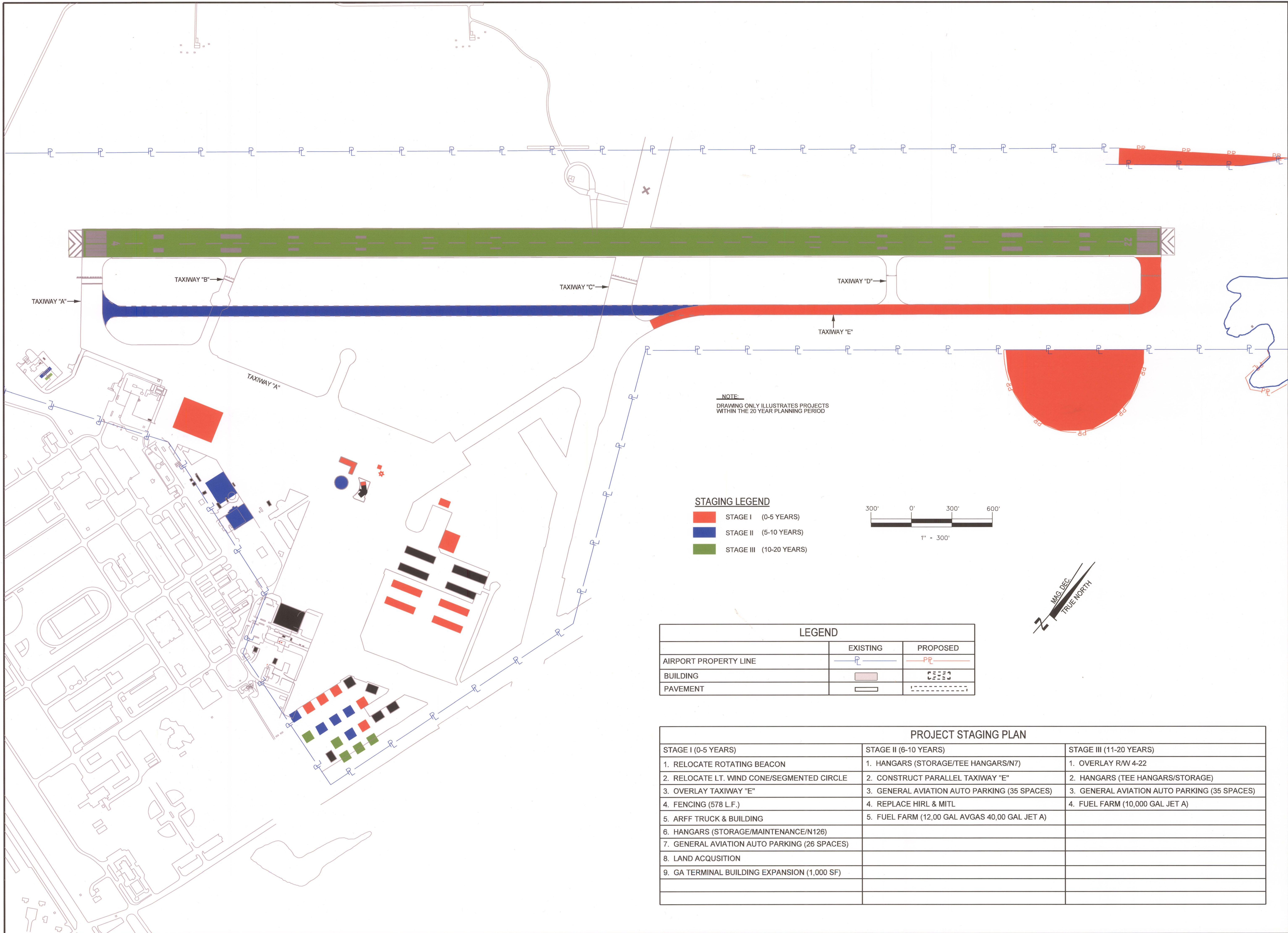
Mr. Don Lowry, Chairman
Millington Municipal Airport Authority
12/12/18
DATE

BWSC
BARRIE WAGNER
SUNNER &
BANNON, INC.
ENGINEERS, PLANNERS AND SURVEYORS

DR. CHK. DATE DESCRIPTION
LD COG SEPT 2008 FINAL PLANS

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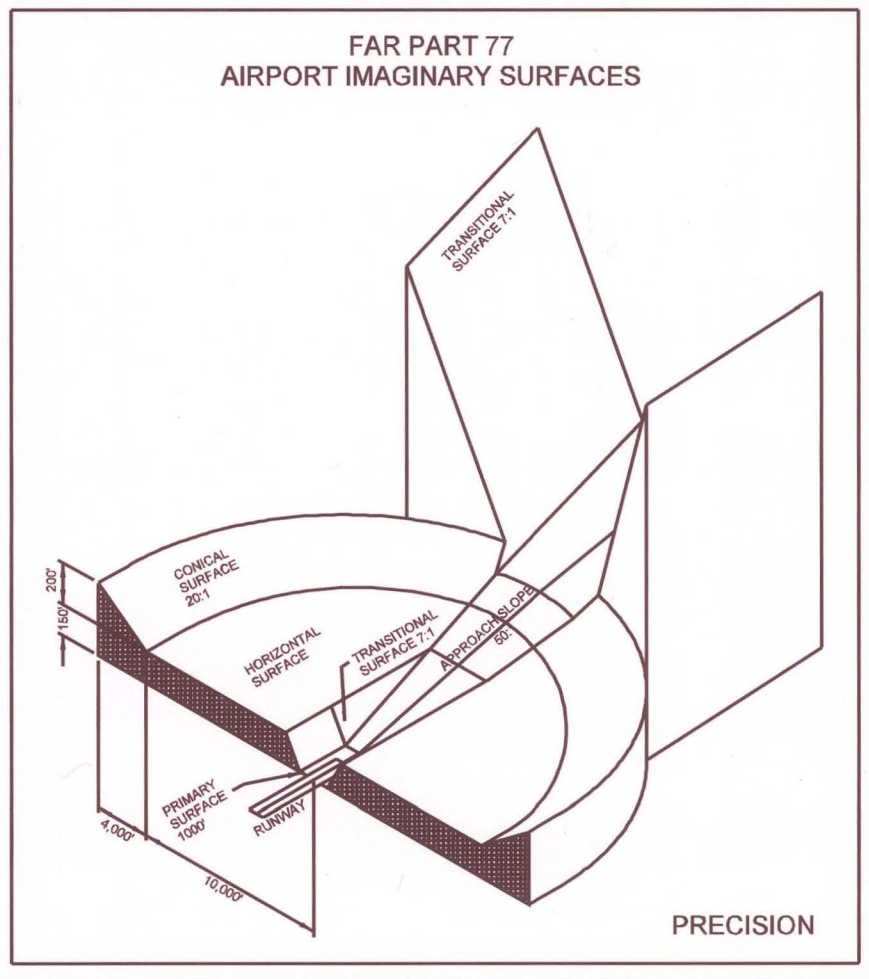
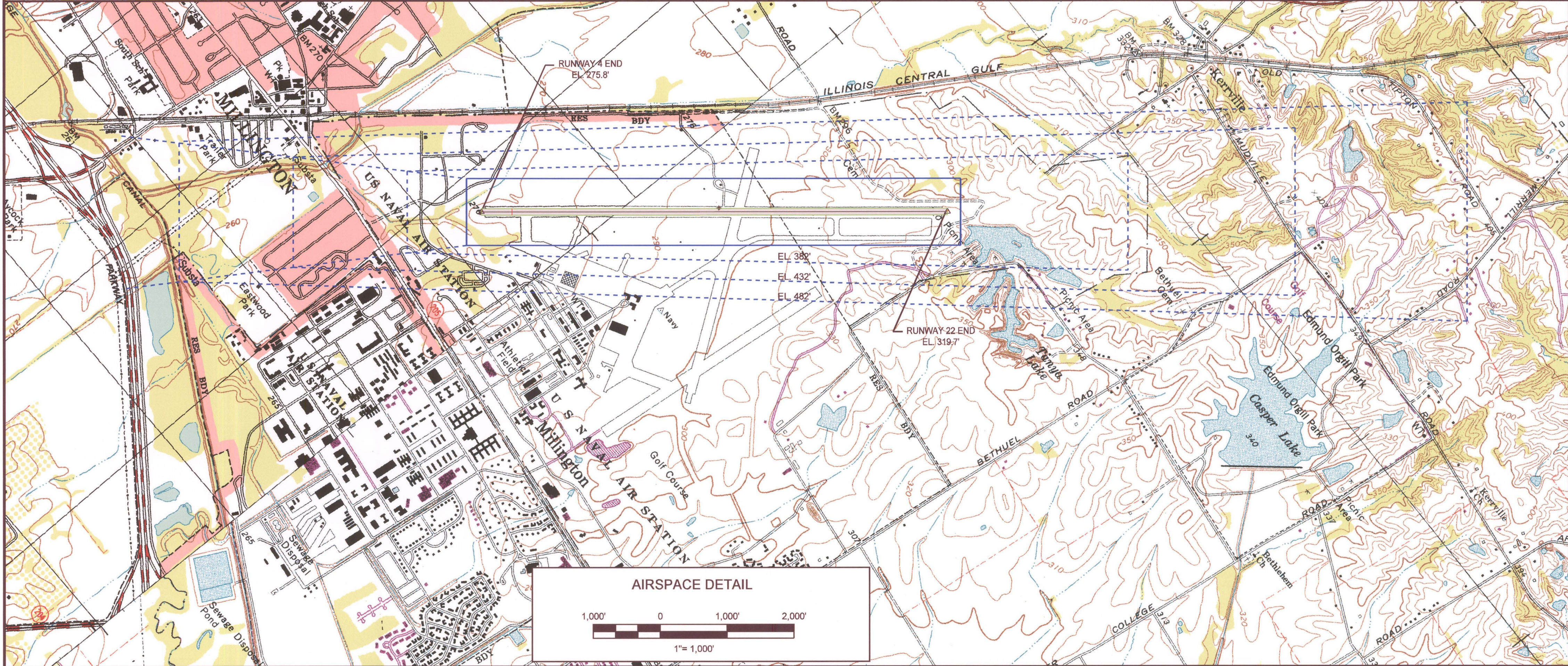
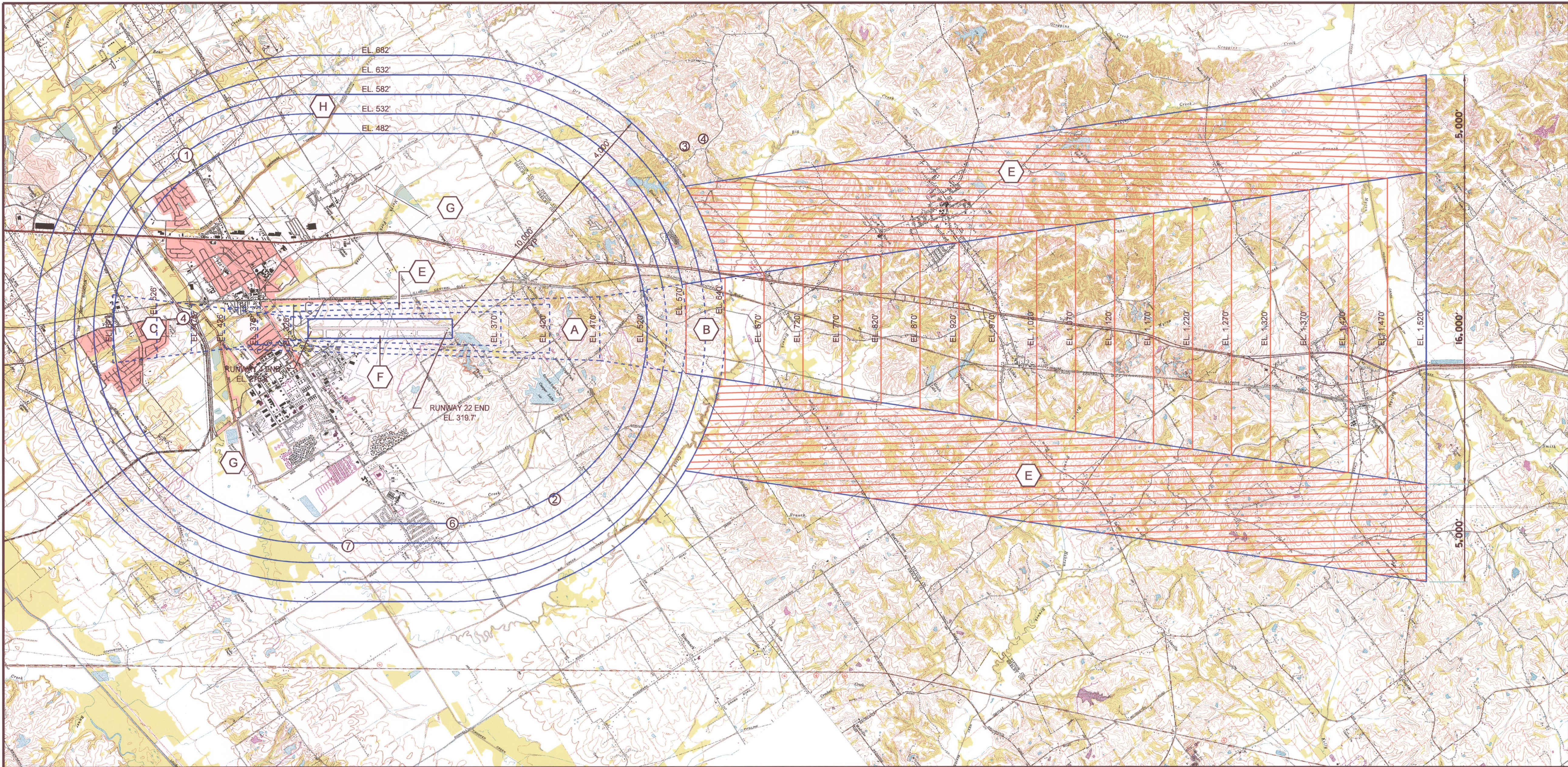
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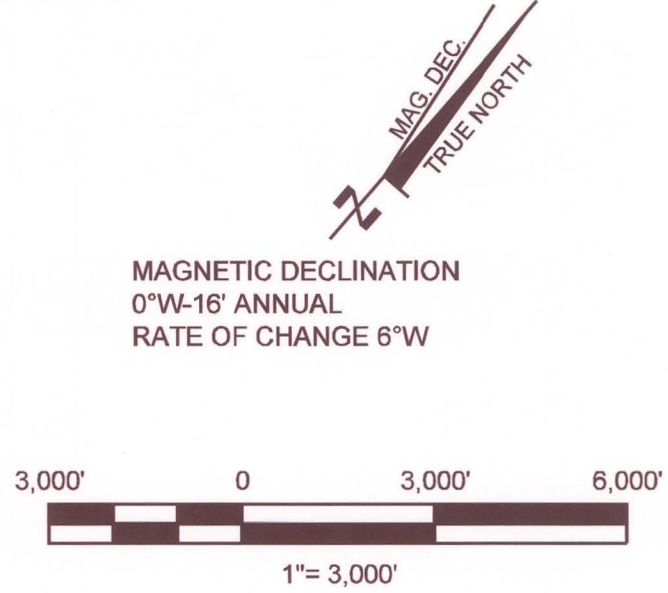
- STAGING LEGEND**
- STAGE I (0-5 YEARS)
 - STAGE II (5-10 YEARS)
 - STAGE III (10-20 YEARS)

LEGEND		
	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
BUILDING		
PAVEMENT		

PROJECT STAGING PLAN		
STAGE I (0-5 YEARS)	STAGE II (6-10 YEARS)	STAGE III (11-20 YEARS)
1. RELOCATE ROTATING BEACON	1. HANGARS (STORAGE/TEE HANGARS/N7)	1. OVERLAY R/W 4-22
2. RELOCATE LT. WIND CONE/SEGMENTED CIRCLE	2. CONSTRUCT PARALLEL TAXIWAY "E"	2. HANGARS (TEE HANGARS/STORAGE)
3. OVERLAY TAXIWAY "E"	3. GENERAL AVIATION AUTO PARKING (35 SPACES)	3. GENERAL AVIATION AUTO PARKING (35 SPACES)
4. FENCING (578 L.F.)	4. REPLACE HIRL & MITL	4. FUEL FARM (10,000 GAL JET A)
5. ARFF TRUCK & BUILDING	5. FUEL FARM (12,00 GAL AVGAS 40,00 GAL JET A)	
6. HANGARS (STORAGE/MAINTENANCE/N126)		
7. GENERAL AVIATION AUTO PARKING (26 SPACES)		
8. LAND ACQUISITION		
9. GA TERMINAL BUILDING EXPANSION (1,000 SF)		



NOTES:
1. ALL ELEVATIONS ARE MSL.
2. THE AIRPORT ELEVATION IS 320'.
3. THERE ARE NO VIOLATIONS OF THE FAR PART 77 SURFACES.



TALL TOWER TABLE			
ITEM NUMBER	DESCRIPTION	ELEVATION	DISPOSITION
1	TOWER	345' AGL	TO BE LIGHTED
2	TANK	320' AGL	TO BE LIGHTED
3	TOWER	298' AGL	TO BE LIGHTED
4	TOWER	285' AGL	TO BE LIGHTED
5	TANK	189' AGL	TO BE LIGHTED
6	TOWER	345' AGL	TO BE LIGHTED
7	TOWER	1199' AGL	TO BE LIGHTED

LEGEND			
A	—	APPROACH SURFACE (50:1 SLOPE)	
B	—	APPROACH SURFACE (40:1 SLOPE)	
C	—	APPROACH SURFACE (34:1 SLOPE)	
D	—	APPROACH SURFACE (20:1 SLOPE)	
E	—	TRANSITIONAL SURFACE (7:1 SLOPE)	
F	—	PRIMARY SURFACE	
G	—	HORIZONTAL SURFACE (150' ABOVE ESTABLISHED AIRPORT ELEVATION)	
H	—	CONICAL SURFACE (20:1 SLOPE)	

CONSTRUCTION NOTICE REQUIREMENT
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH TDOT - AERONAUTICS DIVISION PRIOR TO CONSTRUCTION.

FAR PART 77 AIRSPACE DRAWING
MILLINGTON REGIONAL JETPORT
MILLINGTON, TENNESSEE

BWSC

ENGINEERS, PLANNERS AND SURVEYORS

DATE

SEPT 2008

CHK

CG

LD

DESCRIPTION

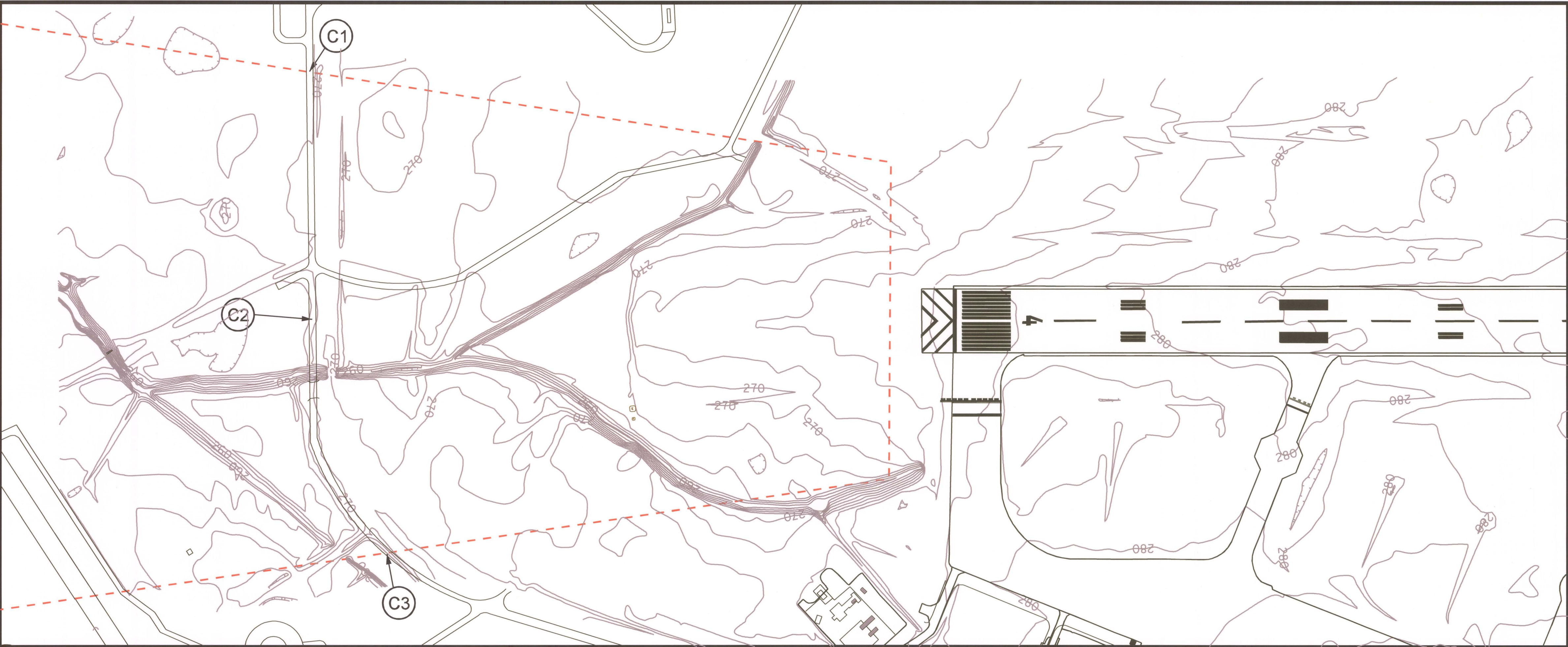
FINAL PLANS

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FILE NO. 32475-00

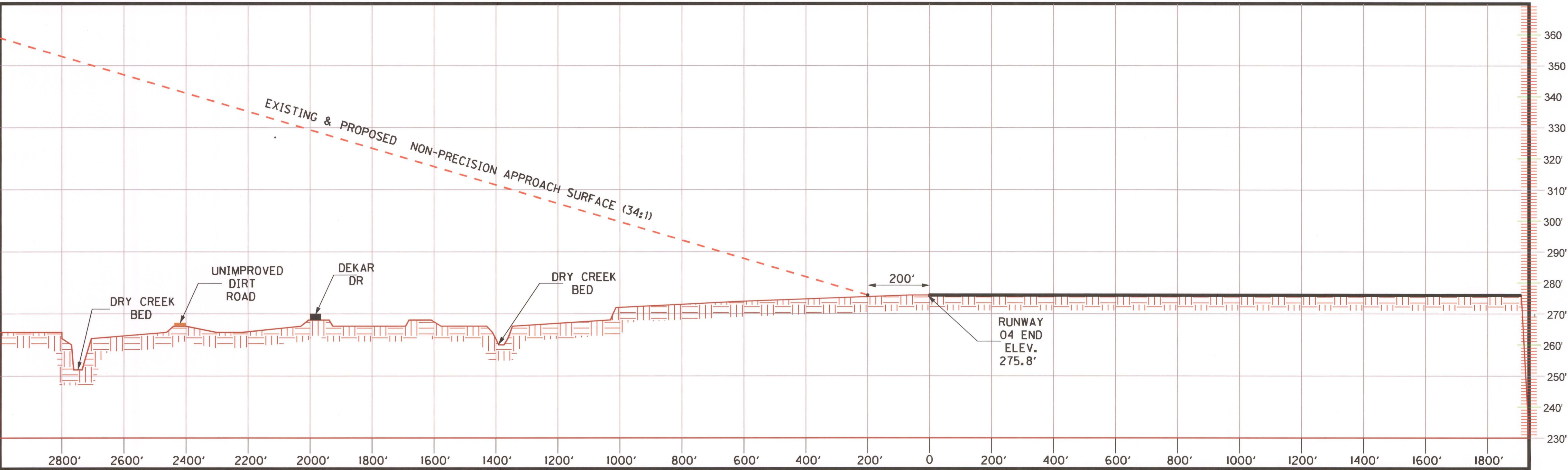
BARGE WAGGONER SUMNER & CANNON, INC.

ENGINEERS, PLANNERS AND SURVEYORS



TRAVERSE WAY CLEARANCES			
EXISTING	PROPOSED	ELEVATION	CLEARANCE
C1	N/A	270.2'	58.5'
C2	N/A	268.9'	59.8'
C3	N/A	264.1	55.8'

RUNWAY 04 PLAN VIEW
SCALE: 1"=200'



RUNWAY 04 PROFILE VIEW
SCALE: 1"= 20' VERTICAL
1" = 200' HORIZONTAL

NOTES:
1. THERE ARE NO VIOLATIONS OF THE
FAR PART 77 SURFACES.

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THE AIRPORT OWNER WITH TDOT - AERONAUTICS
DIVISION PRIOR TO CONSTRUCTION.

INNER APPROACH SURFACE DRAWING RUNWAY 04

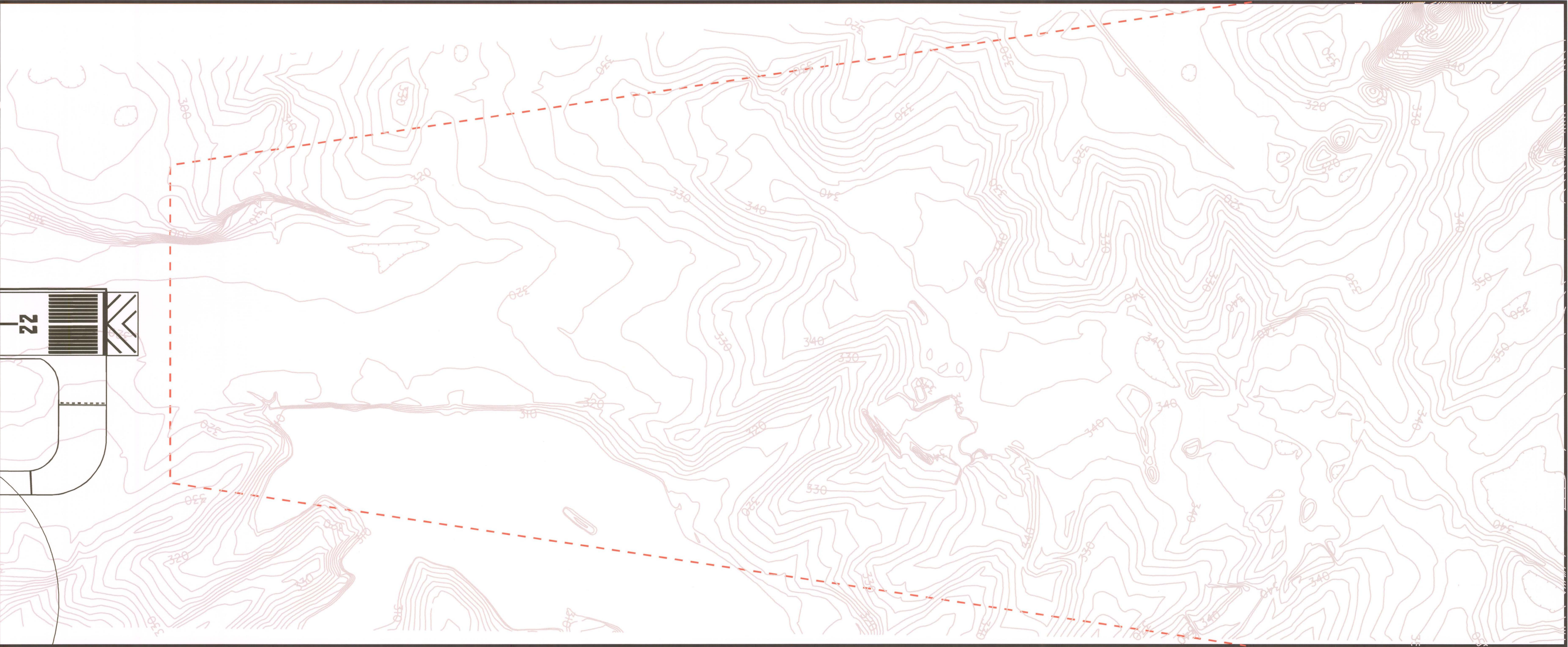
MILLINGTON REGIONAL JETPORT
MILLINGTON, TENNESSEE

BWSC
BARGE WAGGONER SUMNER & CANNON, INC.
ENGINEERS PLANNERS AND SURVEYORS

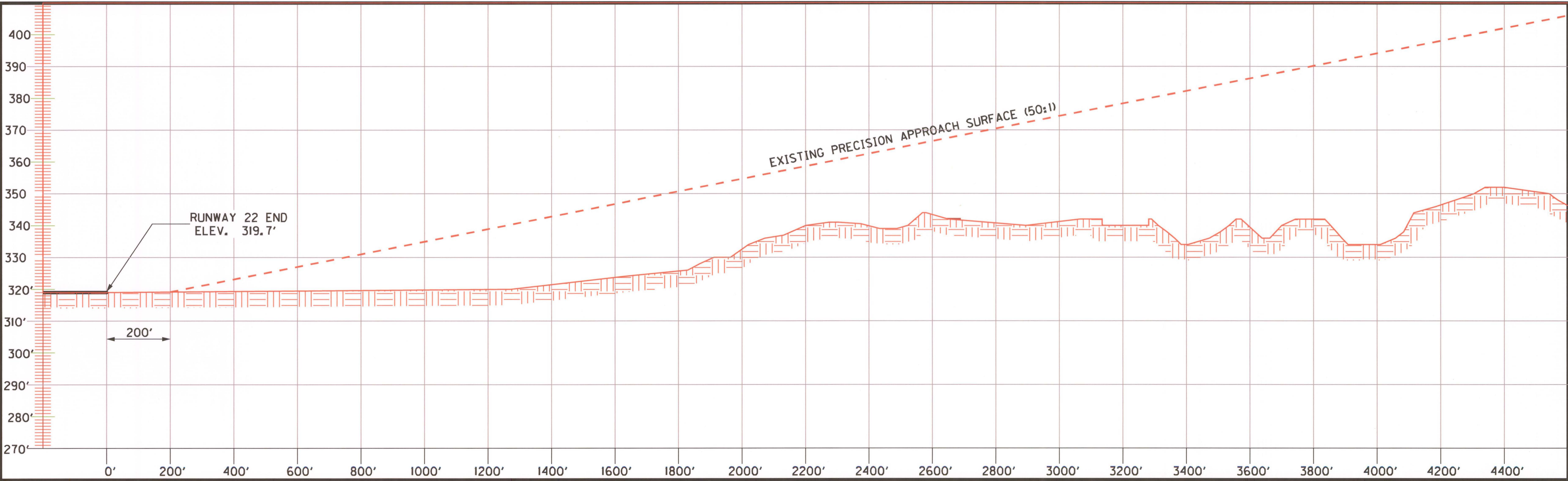
DR	CHK	DATE	DESCRIPTION
LD	CG	SEPT. 2006	FINAL PLANS

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FILE NO. 32475-00



RUNWAY 22 PLAN VIEW
SCALE: 1"=200'



RUNWAY 22 PROFILE VIEW
SCALE: 1"= 20' VERTICAL
1" = 200' HORIZONTAL

NOTES:
1. THERE ARE NO VIOLATIONS OF THE
FAR PART 77 SURFACES.

CONSTRUCTION NOTICE REQUIREMENT
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INNER APPROACH SURFACE DRAWING RUNWAY 22

MILLINGTON REGIONAL JETPORT
MILLINGTON, TENNESSEE

BARGE
WAGGONER
SUMNER &
CANNON, INC.
ENGINEERS PLANNERS AND SURVEYORS

PR	CHK	DATE	DESCRIPTION
	CG	SEPT. 2008	FINAL PLANS