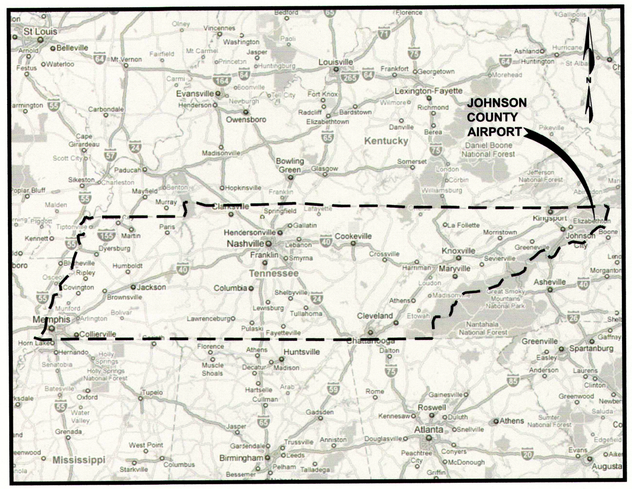
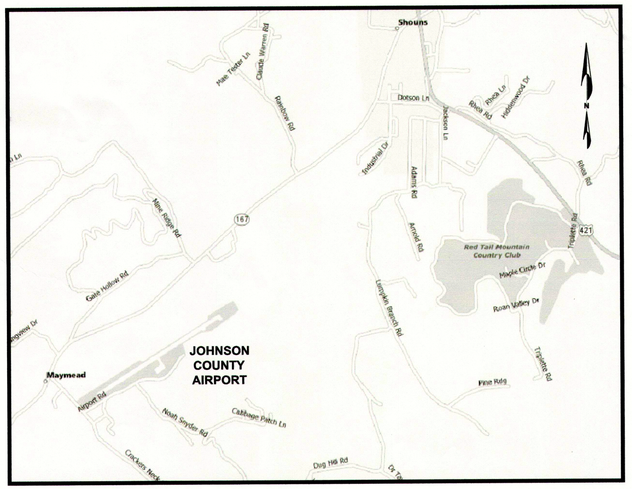
AIRPORT LAYOUT PLAN SET

JOHNSON COUNTY AIRPORT
MOUNTAIN CITY, TENNESSEE



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

INDEX TO DRAWINGS

APRIL 2010

PREPARED FOR:

Johnson County, Tennessee

TDOT Project # 46-555-0714-04

PREPARED BY:

The LPA Group Incorporated

JOHNSON COUNTY AIRPORT
Mountain City, TN

RUNWAY DATA TABLE

	RUNWAY 6/24 EXISTING		RUNWAY 6/24 ULTIMATE	
RUNWAY LENGTH	4,498'		4,998'	
RUNWAY WIDTH	75'		SAME	
AIRPORT REFERENCE CODE (ARC)	B-II		SAME	
CRITICAL AIRCRAFT	KING AIR B-200		SAME	
TRUE BEARING	58° 11' 24"		SAME	
MAXIMUM ELEVATION (MSL)	2,240.40'		SAME	
WIND COVERAGE (%)	≥ 98.33%		SAME	
EFFECTIVE GRADIENT (%)	0.01%		SAME	
MAXIMUM GRADE CHANGE	4.2'		SAME	
USABLE RUNWAY LENGTH	4,498'		4,998'	
RUNWAY LIGHTING	NONE		NONE	
PAVEMENT STRENGTH:				
DOUBLE WHEEL (LBS)	26,000		SAME	
DOUBLE TANDEM (LBS)	37,000		SAME	
SURFACE COMPOSITION	ASPHALT		SAME	
PRIMARY SURFACE (FAR PART 77) WIDTH	500'		500'	
	RUNWAY 6 EXISTING	RUNWAY 24 EXISTING	RUNWAY 6 ULTIMATE	RUNWAY 24 ULTIMATE
FAR PART 77 CATEGORY	C (NPI)	C (NPI)	SAME	SAME
APPROACH SURFACE SLOPE	34:1	34:1	SAME	SAME
THRESHOLD SITING SURFACE REQUIREMENTS	20:1	20:1	20:1	20:1
APPROACH VISIBILITY MINIMUMS	1-1/2 MILE	1-1/2 MILE	SAME	SAME
RUNWAY END COORDINATES				
LATITUDE (NAD 83)	N 36° 24' 52.520"	N 36° 25' 15.960"	SAME	N 36° 25' 18.578"
LONGITUDE (NAD 83)	W 81° 49' 53.867"	W 81° 49' 7.098"	SAME	W 81° 49' 1.696"
DISPLACED THRESHOLD COORDINATES				
LATITUDE (NAD 83)	N/A	N/A	N/A	N/A
LONGITUDE (NAD 83)	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION	N/A	N/A	N/A	N/A
RUNWAY END ELEVATION (NAVD 88)	2,239.70'	2,240.40'	SAME	SAME
TOUCHDOWN ZONE EL. (NAVD 88)	2,239.70'	2,240.40'	SAME	SAME
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION	SAME	SAME
VISUAL APPROACH AIDS	NONE	NONE	PAPI	PAPI
INSTRUMENT APPROACH AIDS	RNAV (GPS)	RNAV (GPS)	SAME	SAME
RUNWAY PROTECTION ZONE:				
LENGTH	1,000'	1,000'	SAME	SAME
INNER WIDTH	500'	500'	SAME	SAME
OUTER WIDTH	700'	700'	SAME	SAME
ACRES	13.8	13.8	SAME	SAME
DISPLACED THRESHOLD	N/A	N/A	SAME	SAME
RSA DIMENSIONS (RWY END)	150' x 300'	150' x 300'	SAME	SAME
ROFA DIMENSIONS (RWY END)	500' x 300'	500' x 300'	SAME	SAME
OFZ DIMENSIONS (RWY END)	400' x 200'	250' x 200'	SAME	SAME

* SEE NOTE 5

AIRPORT DATA

AIRPORT DATA	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	2,240.40'	SAME
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	N 36° 25' 4.200"	N 36° 25' 5.549"
LONGITUDE	W 81° 49' 30.500"	W 81° 49' 27.879"
MEAN MAX TEMPERATURE OF HOTTEST MONTH	84° F	SAME
AIRPORT TERMINAL AREA NAVAIDS	BEACON	SAME
AIRPORT REFERENCE CODE / RUNWAY	B-II	SAME
DESIGN AIRCRAFT	KING AIR B-200	SAME
TAXIWAY LIGHTING	NONE	NONE

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/FAADistrict Office prior to construction. TDOT-AD's review takes approximately 60 days.

FACILITIES

EXISTING #	FACILITY NAME	TOP ELEV.	ULTIMATE #	FACILITY NAME	TOP ELEV.
1	100' x 80' HANGAR	2,261.22'	A	225' x 41' HANGAR (5-UNIT)	2,268.4'
2	30' x 38' HANGAR	2,250.02'	B	210' x 33' HANGAR (5-UNIT)	2,261.0'
3	40' x 40' HANGAR	2,249.51'			
4	30' x 40' HANGAR*	2,252.01'			
5	40' x 50' HANGAR	2,255.67'			
6	45' x 50' HANGAR	2,255.67'			
7	40' x 100' HANGAR	2,256.53'			
8	20' x 60' EXPERIMENTAL AIRCRAFT ASSOCIATION	2,263.13'			
9	80' x 100' HANGAR	2,255.0'			

* TO BE RELOCATED OR REMOVED
EXIST. & ULT. BUILDING HEIGHTS ARE ESTIMATED

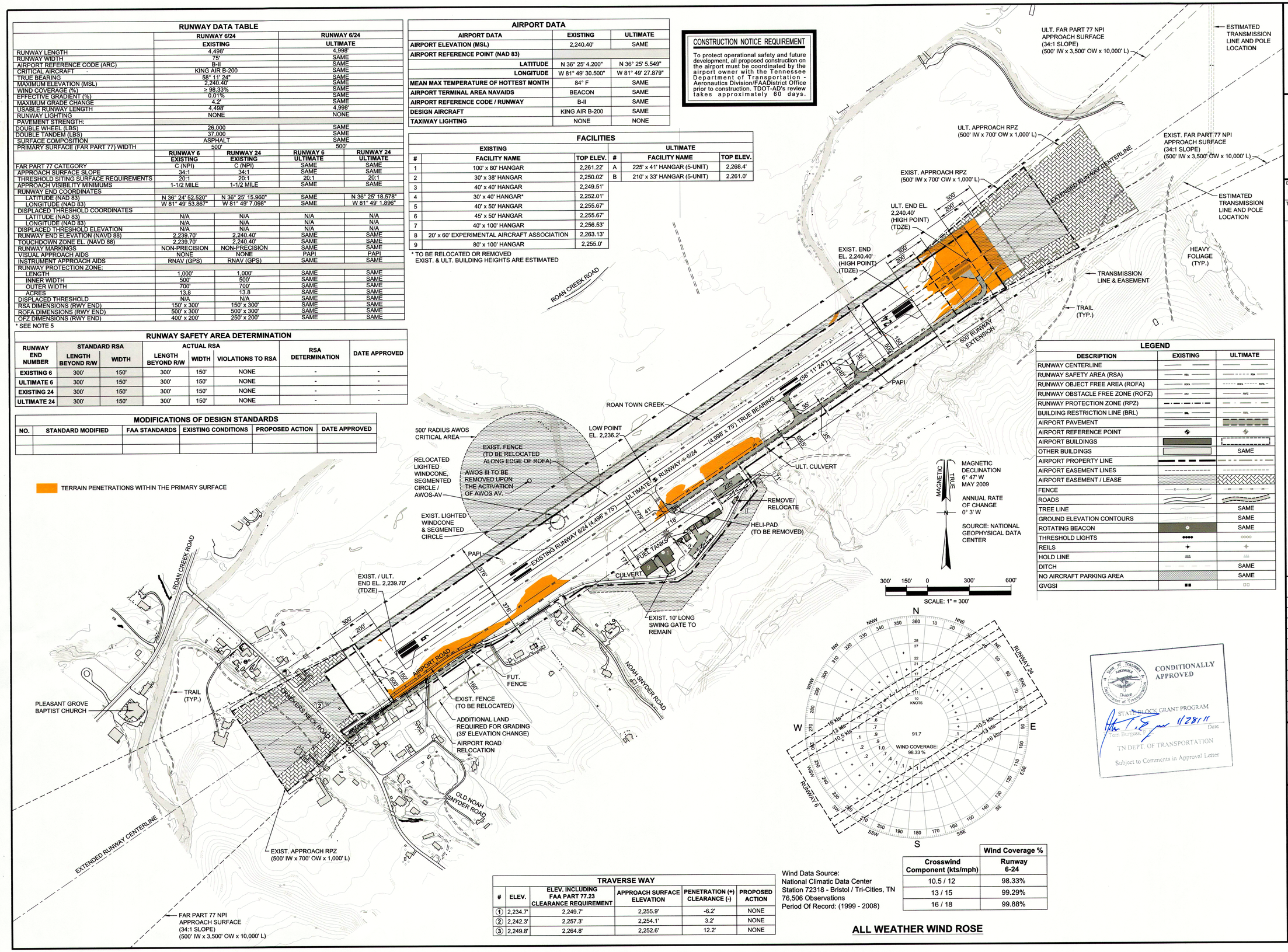
RUNWAY SAFETY AREA DETERMINATION

RUNWAY END NUMBER	STANDARD RSA LENGTH BEYOND R/W	STANDARD RSA WIDTH	ACTUAL RSA LENGTH BEYOND R/W	ACTUAL RSA WIDTH	VIOLATIONS TO RSA	RSA DETERMINATION	DATE APPROVED
EXISTING 6	300'	150'	300'	150'	NONE	-	-
ULTIMATE 6	300'	150'	300'	150'	NONE	-	-
EXISTING 24	300'	150'	300'	150'	NONE	-	-
ULTIMATE 24	300'	150'	300'	150'	NONE	-	-

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITIONS	PROPOSED ACTION	DATE APPROVED

TERRAIN PENETRATIONS WITHIN THE PRIMARY SURFACE



LEGEND

DESCRIPTION	EXISTING	ULTIMATE
RUNWAY CENTERLINE		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
RUNWAY OBSTACLE FREE ZONE (ROFZ)	OFZ	OFZ
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING RESTRICTION LINE (BRL)	BRL	BRL
AIRPORT PAVEMENT		
AIRPORT REFERENCE POINT		
AIRPORT BUILDINGS		
OTHER BUILDINGS		SAME
AIRPORT PROPERTY LINE		
AIRPORT EASEMENT LINES		
AIRPORT EASEMENT / LEASE		
FENCE		
ROADS		
TREE LINE		SAME
GROUND ELEVATION CONTOURS	2255	SAME
ROTATING BEACON		SAME
THRESHOLD LIGHTS		
REILS		
HOLD LINE		
DITCH		SAME
NO AIRCRAFT PARKING AREA		SAME
GVGSI		

TRAVERSE WAY

#	ELEV.	ELEV. INCLUDING FAA PART 77.23 CLEARANCE REQUIREMENT	APPROACH SURFACE ELEVATION	PENETRATION (+) CLEARANCE (-)	PROPOSED ACTION
1	2,234.7'	2,249.7'	2,255.9'	-6.2'	NONE
2	2,242.3'	2,257.3'	2,254.1'	3.2'	NONE
3	2,249.8'	2,264.8'	2,252.6'	12.2'	NONE

Wind Data Source:
National Climatic Data Center
Station 72318 - Bristol / Tri-Cities, TN
76,506 Observations
Period Of Record: (1999 - 2008)

Crosswind Component (kts/mph)	Wind Coverage % Runway 6-24
10.5 / 12	98.33%
13 / 15	99.29%
16 / 18	99.88%

ALL WEATHER WIND ROSE

CONDITIONALLY APPROVED
STATE BLOCK GRANT PROGRAM
Tom Burgess, II — Date 11/28/11
TN DEPT. OF TRANSPORTATION
Subject to Comments in Approval Letter

THE LPA GROUP
TRANSPORTATION CONSULTANTS
ATLANTA, GA BATON ROUGE, LA CHARLESTON, SC CHARLOTTE, NC COLUMBIA, SC GREENSBORO, NC GULFPORT, MS JACKSONVILLE, FL KNOXVILLE, TN LITTLE ROCK, AR MOBILE, AL ORLANDO, FL RALEIGH, NC RICHMOND, VA SARASOTA, FL TALLAHASSEE, FL TAMPA, FL WEST PALM BEACH, FL

Designer: DPN	Checked by: AJH, JCD
Technician: DPN	Project Number: PL701002

NOTES:
1. ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
2. BRL INDICATES INNER LIMITS FOR A 18' HIGH BUILDING (2,258.4' MSL).
3. DRAWING IS BASED ON NAD83 HORIZONTAL DATUM AND NAVD 88 VERTICAL DATUM.
4. THERE ARE TERRAIN PENETRATIONS WITHIN THE OBSTACLE FREE ZONE (OFZ).
5. REFER TO AIRPORT LAYOUT DRAWING, APPROACH DRAWING, AND INNER PORTION OF THE APPROACH DRAWING FOR CLOSE-IN OBSTRUCTIONS.
6. REFER TO AIRSPACE DRAWING FOR OBSTRUCTIONS WITHIN HORIZONTAL & CONICAL SURFACES.
7. REFER TO INNER PORTION OF THE APPROACH DRAWING FOR CLOSE IN OBSTRUCTIONS.
8. ULTIMATE LAND ACQUISITION SHOULD BE COORDINATED WITH TDOT, AERONAUTICS DIVISION.
9. ALL GVGSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
10. RUNWAY 6-24 CONTAINS NO THRESHOLD LIGHTING.

AIRPORT SPONSOR APPROVAL
THIS AIRPORT DRAWING IS APPROVED BY: 1/28/10
(SIGNATURE) _____ DATE: _____
NAME: _____
TITLE: _____

REVISIONS

No.	Description	Date	By

Project Name:
AIRPORT LAYOUT PLAN UPDATE

Drawing Name:
AIRPORT LAYOUT DRAWING

FAA A.I.P. Project Number:

Date: APRIL 2010	Division: PLANNING
Scale: (24X36) 1"=300'	Sheet Number:
	Drawing Number: 2

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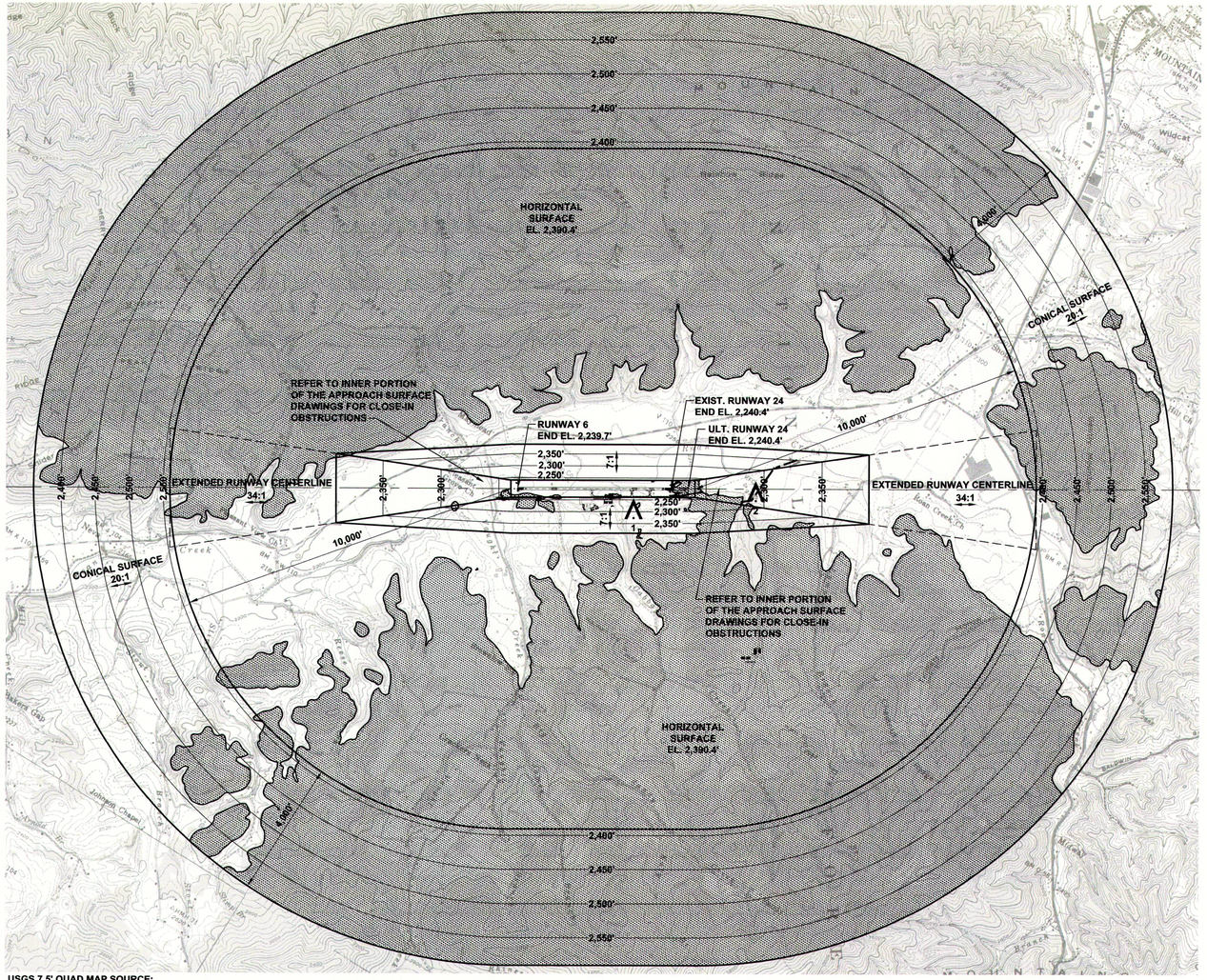
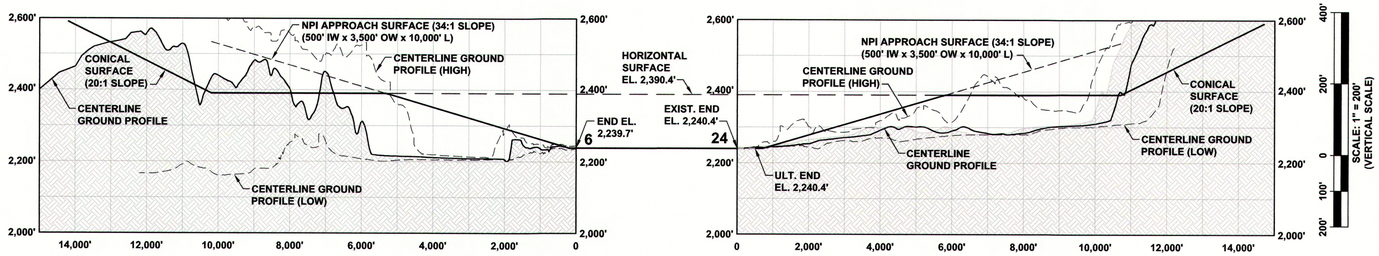


USGS 7.5' QUAD MAP SOURCE:
TENNESSEE SPATIAL DATA SERVER, JANUARY 2009

PLAN VIEW RUNWAY 6-24

2,000' 1,000' 0 2,000' 4,000'
SCALE: 1" = 2,000'
(HORIZONTAL SCALE)



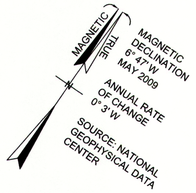
PROFILE VIEW RUNWAY 6-24

2,000' 1,000' 0 2,000' 4,000'
SCALE: 1" = 2,000'
(HORIZONTAL SCALE)

OBSTRUCTION DATA TABLE - ULT. RUNWAY 6-24 (4,998' x 75')

#	LATITUDE	LONGITUDE	CITY	TYPE	AGL	AMSL	SURFACE / PENETRATION	LIGHTING	MARKING	FAA STUDY #	DISPOSITION
1	36° 25' 3.000" N	81° 49' 12.999" W	MOUNTAIN CITY	TOWER	66'	2,336'	TRANSITIONAL / -27.5'	UNKNOWN	UNKNOWN	ASO01744E	NONE
2	36° 25' 26.000" N	81° 48' 38.999" W	MOUNTAIN CITY	TOWER	62'	2,288'	APPROACH / -4.9'	UNKNOWN	UNKNOWN	ASO01744E	NONE

OBSTRUCTIONS SOURCE:
DIGITAL OBSTACLE FILE (DOF), FEBRUARY 8, 2009.



LEGEND

- TOWER
- AREAS OF TERRAIN PENETRATIONS
- GROUND CONTOURS

FAA CLEARANCE REQUIREMENTS NOTE

SECTION 77.23 OF FEDERAL AVIATION REGULATIONS (FAR) PART 77 SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS, RAILROADS, AND WATERWAYS AS FOLLOWS:

1) SEVENTEEN FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE.

2) FIFTEEN FEET FOR ANY OTHER PUBLIC ROADWAY.

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JOHNSON COUNTY AIRPORT
Mountain City, TN

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Designer: DPN	Checked by: AJH, JCD
Technician: DPN	Project Number: PL701002

NOTES:

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8. ALL GVGSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.

REVISIONS

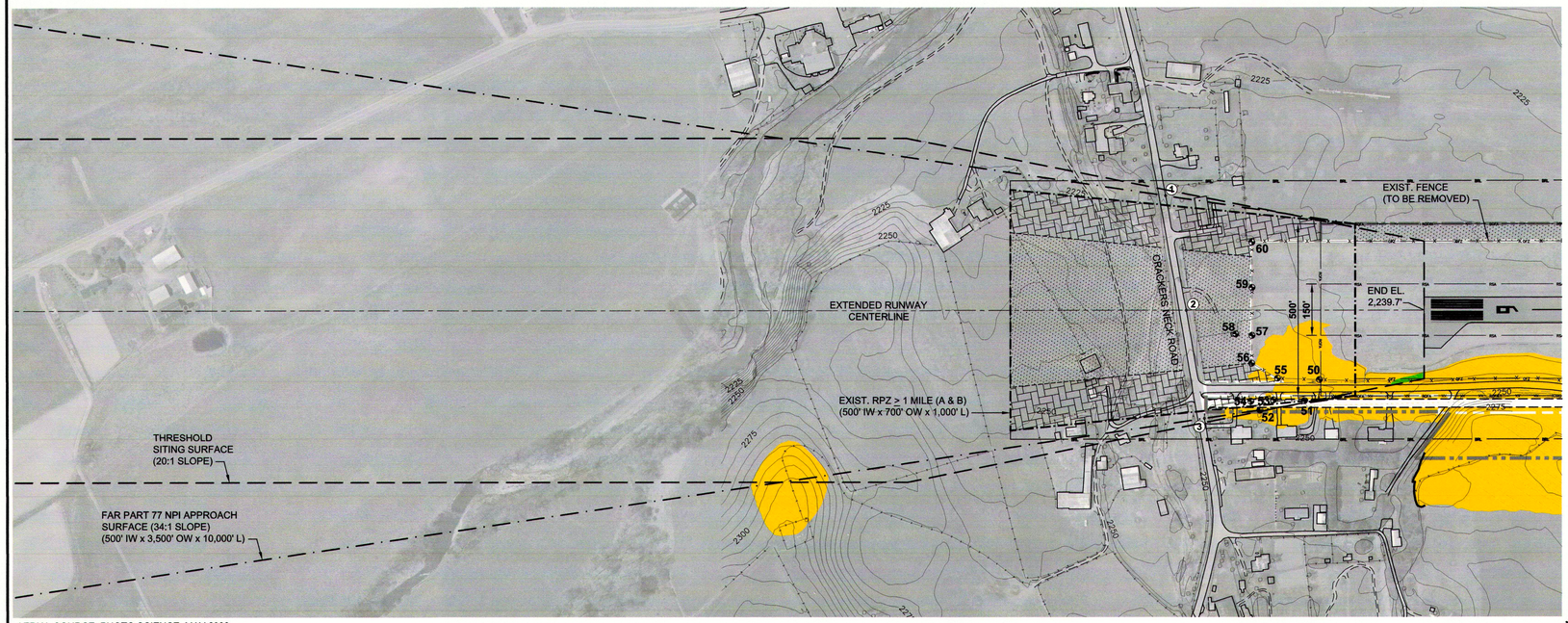
No.	Description	Date	By

Project Name:
AIRPORT LAYOUT PLAN UPDATE

Drawing Name:
AIRPORT AIRSPACE DRAWING

FAA A.I.P. Project Number:

Date: APRIL 2010
Division: PLANNING
Scale: (24X36) AS SHOWN
Sheet Number:
Drawing Number: 3



AERIAL SOURCE: PHOTO SCIENCE, MAY 2009.

PLAN VIEW RUNWAY 6

200' 100' 0 200' 400'

SCALE: 1" = 200'
(HORIZONTAL SCALE)

TERRAIN PENETRATION TO EXISTING PART 77 APPROACH SURFACE (34:1 SLOPE)

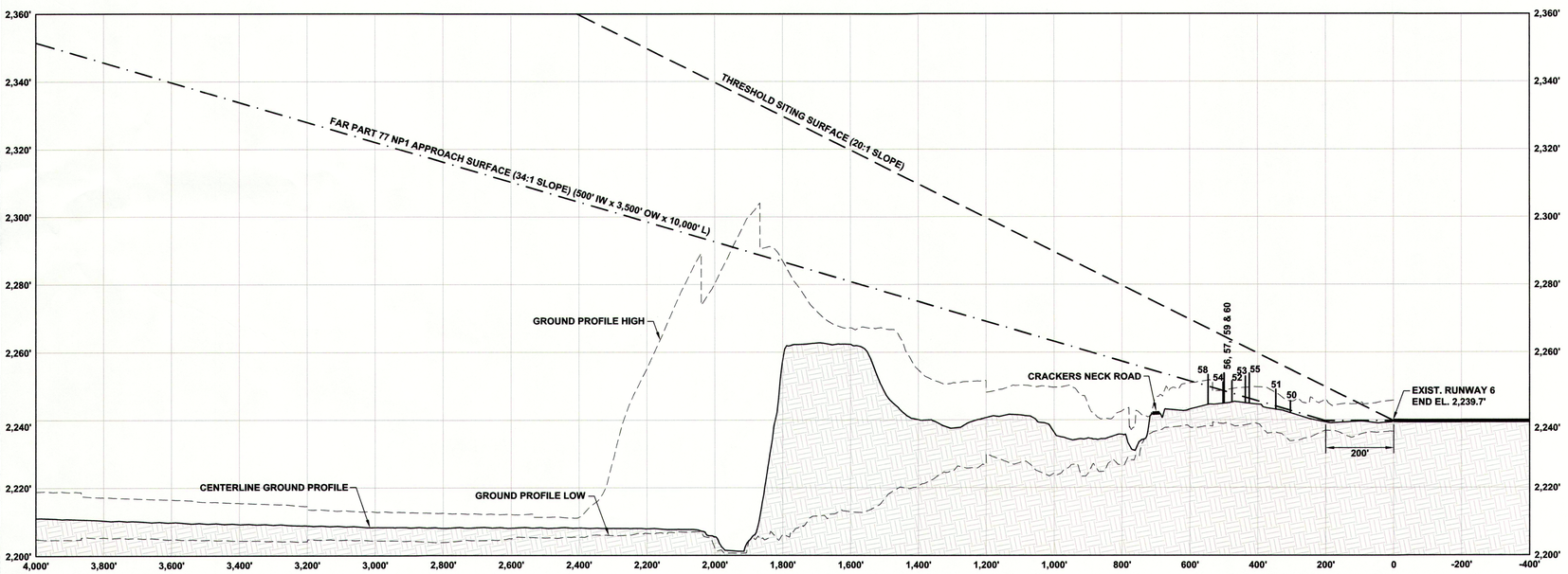
TERRAIN PENETRATION TO EXISTING THRESHOLD SITING SURFACE (20:1 SLOPE)

MAGNETIC TRUE

MAGNETIC DECLINATION 6° 47' W MAY 2009

ANNUAL RATE OF CHANGE 0° 3' W

SOURCE: NATIONAL GEOPHYSICAL DATA CENTER



PROFILE VIEW RUNWAY 6

200' 100' 0 200' 400'

SCALE: 1" = 200'
(HORIZONTAL SCALE)

40' 20' 0 10' 20'

SCALE: 1" = 20'
(VERTICAL SCALE)

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
RUNWAY CENTERLINE		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
RUNWAY OBSTACLE FREE ZONE (ROFZ)	OFZ	FOFZ
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING RESTRICTION LINE (BRL)	BRL	FOBL
AIRPORT PAVEMENT		
AIRPORT BUILDINGS		
OTHER BUILDINGS		SAME
AIRPORT PROPERTY LINE		
AIRPORT EASEMENT LINES		
AIRPORT EASEMENT / LEASE		
FENCE	X X X	XX XX XX
ROADS		
TREE LINE		SAME
GROUND ELEVATION CONTOURS	2375	SAME
ROTATING BEACON		SAME
THRESHOLD LIGHTS		
REILS		
HOLD LINE		
DITCH		SAME
OBSTRUCTION (PLAN / PROFILE)	8 8	SAME

OBSTRUCTION

PART 77 SURFACE: EXISTING/ULTIMATE RUNWAY 6 NPI APPROACH

PART 77 SLOPE: 34:1

#	DESCRIPTION	TOP ELEV.	PENETRATION	PROPOSED ACTION
50	FENCE	2,245.6'	2.8'	NONE
51	TREE	2,249.0'	4.9'	TREE / REMOVE
52	TREE	2,251.5'	3.6'	TREE / REMOVE
53	TREE LINE	2,252.9'	6.2'	TREE / REMOVE
54	TREE	2,251.1'	2.5'	TREE / REMOVE
55	FENCE	2,253.8'	7.5'	NONE
56	FENCE	2,253.8'	5.3'	NONE
57	FENCE	2,253.8'	5.3'	NONE
58	BUILDING	2,253.4'	3.5'	NONE
59	FENCE	2,253.8'	5.3'	NONE
60	FENCE	2,253.8'	5.3'	NONE

OBSTRUCTION

THRESHOLD SITING SURFACE: EXISTING/ULTIMATE RUNWAY 6 NPI APPROACH

OBSTACLE CLEARANCE SURFACE SLOPE: 20:1

#	DESCRIPTION	TOP ELEV.	PENETRATION	PROPOSED ACTION
		NO ABOVE GROUND PENETRATIONS		

OBSTRUCTION SOURCE: PHOTO SCIENCE, MAY 2009.
*THERE ARE TERRAIN PENETRATIONS WITHIN THE THRESHOLD SITING SURFACE AS SHOWN IN PLAN VIEW ABOVE IN GREEN

TRAVERSE WAY

#	ELEV.	ELEV. INCLUDING FAA PART 77.23 CLEARANCE REQUIREMENT	APPROACH SURFACE ELEVATION	PENETRATION (+) CLEARANCE (-)	PROPOSED ACTION
1	2,234.7'	2,249.7'	2,255.9'	-6.2'	NONE
2	2,242.3'	2,257.3'	2,254.1'	3.2'	NONE
3	2,249.8'	2,264.8'	2,252.6'	12.2'	NONE

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Designer: DPN	Checked by: AJH, JCD
Technician: DPN	Project Number: PL701002

NOTES:

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REVISIONS

No.	Description	Date	By

Project Name:

AIRPORT LAYOUT PLAN UPDATE

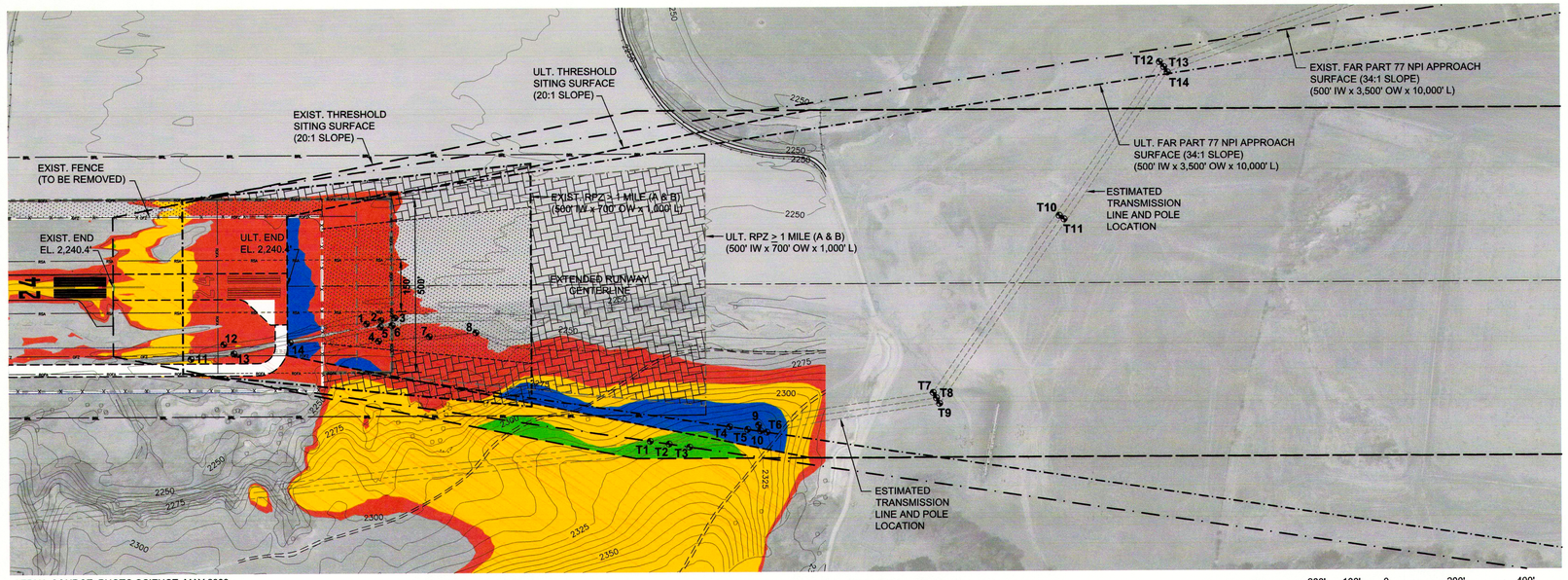
Drawing Name:

INNER PORTION OF THE APPROACH DRAWING RUNWAY 6

FAA A.I.P. Project Number:

Date: APRIL 2010	Division: PLANNING
Scale: (24X36) AS SHOWN	Sheet Number:
	Drawing Number: 4

V:\Planning\844-Johnson County Airport\2009-ALP Update\04-05-844-Inner Portion of the Approach.dwg Modified: Dec 02, 2010 - 5:15pm Plotted: Dec 03, 2010 - 4:45pm APRkazankenych



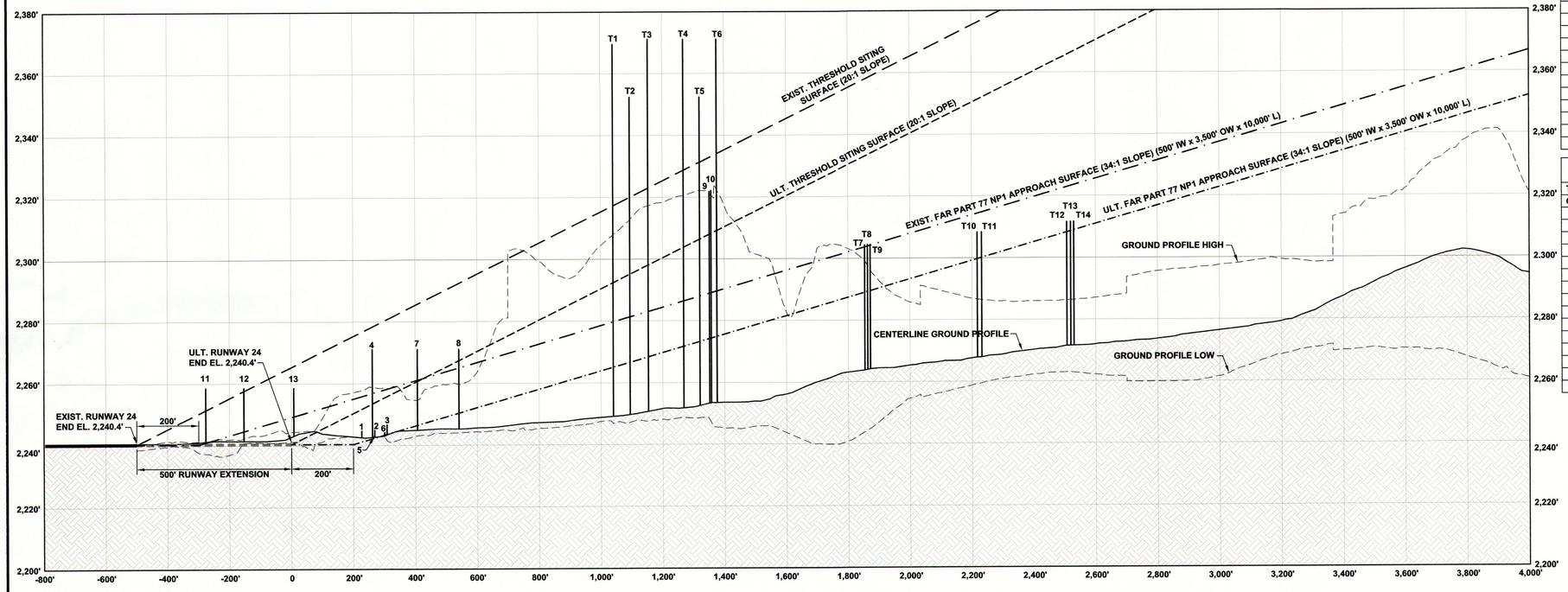
AERIAL SOURCE: PHOTO SCIENCE, MAY 2009.

PLAN VIEW RUNWAY 24

200' 100' 0 200' 400'
SCALE: 1" = 200'
(HORIZONTAL SCALE)

MAGNETIC DECLINATION 6° 17' W MAY 2009
ANNUAL RATE OF CHANGE 0° 3' W
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER

TERRAIN PENETRATION TO EXISTING PART 77 APPROACH SURFACE (34:1 SLOPE)
TERRAIN PENETRATION TO ULTIMATE PART 77 APPROACH SURFACE (34:1 SLOPE)
TERRAIN PENETRATION TO EXISTING THRESHOLD SITING SURFACE (20:1 SLOPE)
TERRAIN PENETRATION TO ULTIMATE THRESHOLD SITING SURFACE (20:1 SLOPE)



PROFILE VIEW RUNWAY 24

40' 20' 0 10' 20'
SCALE: 1" = 20'
(VERTICAL SCALE)

200' 100' 0 200' 400'
SCALE: 1" = 200'
(HORIZONTAL SCALE)

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
RUNWAY CENTERLINE		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
RUNWAY OBSTACLE FREE ZONE (ROFZ)	OFZ	OFZ
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING RESTRICTION LINE (BRL)	BRL	FBRL

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PAVEMENT		
AIRPORT BUILDINGS		
OTHER BUILDINGS		SAME
AIRPORT PROPERTY LINE		
AIRPORT EASEMENT LINES		
AIRPORT EASEMENT / LEASE		

DESCRIPTION	EXISTING	ULTIMATE
FENCE		
ROADS		
TREE LINE		SAME
GROUND ELEVATION CONTOURS	2375	SAME
ROTATING BEACON		SAME
THRESHOLD LIGHTS		

DESCRIPTION	EXISTING	ULTIMATE
REILS		
HOLD LINE		
DITCH		SAME
OBSTRUCTION (PLAN / PROFILE)	8 8	SAME

OBSTRUCTION

PART 77 SURFACE: EXISTING RUNWAY 24 NPI APPROACH
PART 77 SLOPE: 34:1

#	DESCRIPTION	TOP ELEV.	PENETRATION	PROPOSED ACTION
4	FENCE	2,271.1'	14.2'	NONE
11	TREE LINE	2,258.6'	17.5'	TRIM / REMOVE
12	TREE LINE	2,245.0'	1.2'	TRIM / REMOVE
13	TREE LINE	2,258.6'	13.9'	TRIM / REMOVE
14	TREE LINE	2,258.6'	9.2'	TRIM / REMOVE
T1	TRANS. LINE	2,369.5'	89.8'	NONE
T2	TRANS. LINE	2,352.4'	71.0'	NONE
T3	TRANS. LINE	2,371.1'	88.0'	NONE
T7	TRANS. LINE	2304.3'	0.6'	NONE
T8	TRANS. LINE	2304.4'	0.5'	NONE
T9	TRANS. LINE	2304.5'	0.2'	NONE
T10	TRANS. LINE	2308.3'	-6.2'	NONE
T11	TRANS. LINE	2308.4'	-6.4'	NONE
T12	TRANS. LINE	2311.6'	-11.4'	NONE
T13	TRANS. LINE	2311.6'	-11.7'	NONE
T14	TRANS. LINE	2311.7'	-11.9'	NONE

OBSTRUCTION

PART 77 SURFACE: ULTIMATE RUNWAY 24 NPI APPROACH
PART 77 SLOPE: 34:1

#	DESCRIPTION	TOP ELEV.	PENETRATION	PROPOSED ACTION
1	TREE	2,244.7'	3.5'	TRIM / REMOVE
2	TREE	2,245.0'	2.6'	TRIM / REMOVE
3	TREE	2,246.7'	3.1'	TRIM / REMOVE
4	FENCE	2,271.1'	28.9'	NONE
5	TREE	2,243.2'	0.8'	TRIM / REMOVE
6	TREE	2,244.2'	0.9'	TRIM / REMOVE
7	FENCE	2,271.1'	24.6'	NONE
8	FENCE	2,271.1'	20.7'	NONE
9	POLE	2,321.9'	47.6'	NONE
10	POLE	2,322.2'	47.8'	NONE
T4	TRANS. LINE	2,369.5'	97.7'	NONE
T5	TRANS. LINE	2,352.4'	79.1'	NONE
T6	TRANS. LINE	2,371.1'	96.1'	NONE
T7	TRANS. LINE	2304.3'	15.2'	NONE
T8	TRANS. LINE	2304.4'	15.1'	NONE
T9	TRANS. LINE	2304.5'	14.9'	NONE
T10	TRANS. LINE	2308.3'	8.6'	NONE
T11	TRANS. LINE	2308.4'	8.3'	NONE

OBSTRUCTION

THRESHOLD SITING SURFACE: EXISTING RUNWAY 24 NPI APPROACH
OBSTACLE CLEARANCE SURFACE SLOPE: 20:1

#	DESCRIPTION	TOP ELEV.	PENETRATION	PROPOSED ACTION
11	TREE LINE	2,258.6'	7.1'	TRIM / REMOVE
13	TREE LINE	2,258.6'	0.9'	TRIM / REMOVE
T1	TRANS. LINE	2,369.5'	62.2'	NONE
T2	TRANS. LINE	2,352.4'	42.4'	NONE
T3	TRANS. LINE	2,371.1'	58.2'	NONE
T7	TRANS. LINE	2304.3'	-53.7'	NONE
T8	TRANS. LINE	2304.4'	-54.0'	NONE
T9	TRANS. LINE	2304.5'	-54.5'	NONE
T10	TRANS. LINE	2308.3'	-68.0'	NONE
T11	TRANS. LINE	2308.4'	-68.5'	NONE
T12	TRANS. LINE	2311.6'	-79.1'	NONE
T13	TRANS. LINE	2311.6'	-79.7'	NONE
T14	TRANS. LINE	2311.7'	-80.2'	NONE

OBSTRUCTION

THRESHOLD SITING SURFACE: ULTIMATE RUNWAY 24 NPI APPROACH
OBSTACLE CLEARANCE SURFACE SLOPE: 20:1

#	DESCRIPTION	TOP ELEV.	PENETRATION	PROPOSED ACTION
4	FENCE	2,271.1'	17.6'	NONE
7	FENCE	2,271.1'	10.4'	NONE
8	FENCE	2,271.1'	3.7'	NONE
9	POLE	2,321.9'	14.0'	NONE
10	POLE	2,322.2'	14.0'	NONE
13	TREE LINE	2,258.6'	0.9'	TRIM / REMOVE
T4	TRANS. LINE	2,369.5'	75.7'	NONE
T5	TRANS. LINE	2,352.4'	56.0'	NONE
T6	TRANS. LINE	2,371.1'	72.0'	NONE
T7	TRANS. LINE	2304.3'	-28.8'	NONE
T8	TRANS. LINE	2304.4'	-29.1'	NONE
T9	TRANS. LINE	2304.5'	-29.4'	NONE
T10	TRANS. LINE	2308.3'	-42.9'	NONE
T11	TRANS. LINE	2308.4'	-43.4'	NONE

FAA CLEARANCE REQUIREMENTS NOTE

SECTION 77.23 OF FEDERAL AVIATION REGULATIONS (FAR) PART 77 SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS, RAILROADS, AND WATERWAYS AS FOLLOWS:

1) SEVENTEEN FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE.

2) FIFTEEN FEET FOR ANY OTHER PUBLIC ROADWAY.

3) TEN FEET OR THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE THE ROAD, WHICHEVER IS GREATER, FOR A PRIVATE ROAD.

4) TWENTY-THREE FEET FOR A RAILROAD, AND,

5) FOR A WATERWAY OR ANY OTHER TRAVERSE WAY NOT PREVIOUSLY MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE IT.

JOHNSON COUNTY AIRPORT
Mountain City, TN

THE LPA GROUP
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Designer:	Checked by:
DPN	AJH, JCD
Technician: DPN	Project Number: PL701002

NOTES:

1. ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
2. BRL INDICATES INNER LIMITS FOR A 18' HIGH BUILDING (2,258.4' MSL).
3. DRAWING IS BASED ON NAD83 HORIZONTAL DATUM AND NAVD 88 VERTICAL DATUM.
4. REFER TO AIRPORT LAYOUT DRAWING, APPROACH DRAWING, AND INNER PORTION OF THE APPROACH DRAWING FOR CLOSE-IN OBSTRUCTIONS.
5. REFER TO AIRSPACE DRAWING FOR OBSTRUCTIONS WITHIN HORIZONTAL & CONICAL SURFACES.
6. REFER TO INNER PORTION OF THE APPROACH DRAWING FOR CLOSE IN OBSTRUCTIONS.
7. ULTIMATE LAND ACQUISITION SHOULD BE COORDINATED WITH TDOT, AERONAUTICS DIVISION.
8. ALL GVGSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
9. TRANS. = TRANSMISSION
   OBST. = OBSTRUCTION
10. THE LOCATIONS AND ELEVATIONS OF OBSTRUCTIONS T7 - T14 HAVE BEEN ESTIMATED. ADDITIONAL SURVEY INFORMATION IS NEEDED.

REVISIONS

No.	Description	Date	By

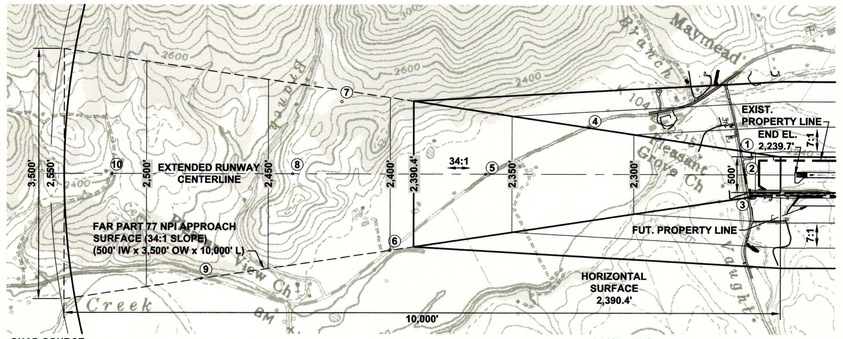
Project Name:
AIRPORT LAYOUT PLAN UPDATE

Drawing Name:
INNER PORTION OF THE APPROACH DRAWING RUNWAY 24

FAA A.I.P. Project Number:

Date: APRIL 2010
Division: PLANNING
Scale: (24X36) 1"=200'
Sheet Number:
Drawing Number: 5

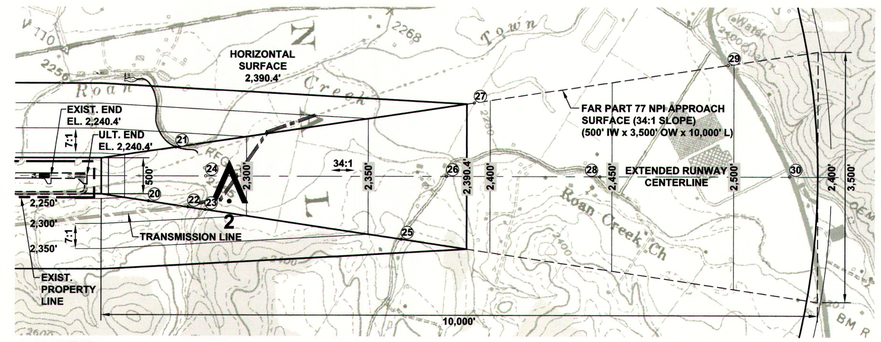
Y:\Planning\844-Johnson County Airport\2009-ALP Update\04-05-6/44-Inner Portion of the Approach.dwg Modified: Dec 02, 2010 - 5:15pm Plotted: Dec 06, 2010 - 10:11am APNazzal\kewych



QUAD SOURCE:
TENNESSEE SPATIAL DATA SERVER JANUARY 2009

PLAN VIEW RUNWAY 6

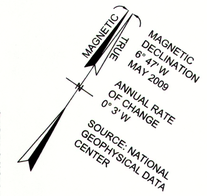
1,000' 500' 0 1,000' 2,000'
SCALE: 1" = 1,000'
(HORIZONTAL SCALE)

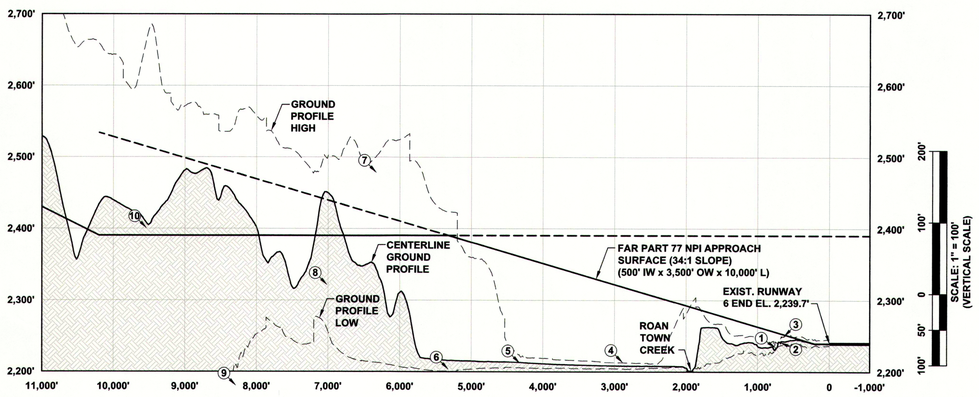


QUAD SOURCE:
TENNESSEE SPATIAL DATA SERVER JANUARY 2009

PLAN VIEW RUNWAY 24

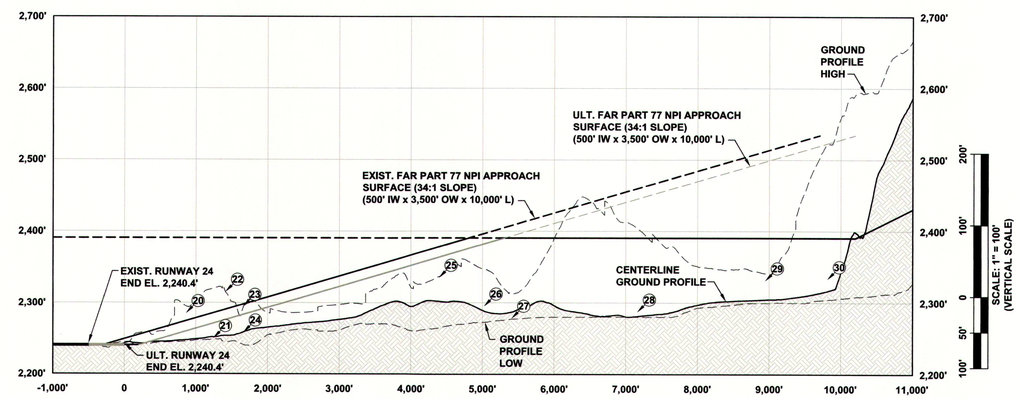
1,000' 500' 0 1,000' 2,000'
SCALE: 1" = 1,000'
(HORIZONTAL SCALE)





PROFILE VIEW RUNWAY 6

1,000' 500' 0 1,000' 2,000'
SCALE: 1" = 1,000'
(HORIZONTAL SCALE)



PROFILE VIEW RUNWAY 24

1,000' 500' 0 1,000' 2,000'
SCALE: 1" = 1,000'
(HORIZONTAL SCALE)

EXIST. / ULT. TRAVERSE WAY

#	ELEV.	ELEV. INCLUDING FAA PART 77.23 CLEARANCE REQUIREMENT	APPROACH SURFACE ELEVATION	PENETRATION (+) CLEARANCE (-)	PROPOSED ACTION
1	2,234.7'	2,249.7'	2,255.9'	-6.2'	NONE
2	2,242.3'	2,257.3'	2,254.1'	3.2'	NONE
3	2,249.8'	2,264.8'	2,252.6'	12.2'	NONE
4	2,213.0' *	2,228.0'	2,318.5'	-90.5'	NONE
5	2,212.0' *	2,227.0'	2,360.7'	-133.7'	NONE
6	2,203.0' *	2,218.0'	2,399.9'	-181.9'	NONE
7	2,478.0' *	2,493.0'	2,419.8'	73.2'	NONE
8	2,321.0' *	2,336.0'	2,440.0'	-104.0'	NONE
9	2,180.0' *	2,195.0'	2,477.2'	-282.2'	NONE
10	2,400.0' *	2,415.0'	2,514.2'	-99.2'	NONE

* ROADWAY ELEVATIONS ARE ESTIMATED

EXIST. TRAVERSE WAY

#	ELEV.	ELEV. INCLUDING FAA PART 77.23 CLEARANCE REQUIREMENT	APPROACH SURFACE ELEVATION	PENETRATION (+) CLEARANCE (-)	PROPOSED ACTION
20	2,285.0'	2,300.0'	2,274.5'	25.5'	NONE
21	2,250.0'	2,265.0'	2,285.7'	-20.7'	NONE
22	2,315.0'	2,330.0'	2,290.6'	39.4'	NONE
23	2,294.0' *	2,309.0'	2,297.8'	11.2'	NONE
24	2,258.0' *	2,273.0'	2,298.0'	-25.0'	NONE
25	2,335.0' *	2,350.0'	2,378.2'	-28.2	NONE
26	2,295.0' *	2,310.0'	2,396.7'	-86.7'	NONE
27	2,278.0' *	2,293.0'	2,408.1'	-115.1'	NONE
28	2,287.0' *	2,302.0'	2,459.6'	-157.6'	NONE
29	2,331.0' *	2,346.0'	2,512.2'	-166.2'	NONE
30	2,333.0' *	2,348.0'	2537.7'	-189.7'	NONE

* ROADWAY ELEVATIONS ARE ESTIMATED

ULT. TRAVERSE WAY

#	ELEV.	ELEV. INCLUDING FAA PART 77.23 CLEARANCE REQUIREMENT	APPROACH SURFACE ELEVATION	PENETRATION (+) CLEARANCE (-)	PROPOSED ACTION
20	2,285.0'	2,300.0'	2,259.8'	40.2'	NONE
21	2,250.0'	2,265.0'	2,271.0'	-6.0'	NONE
22	2,315.0'	2,330.0'	2,275.9'	54.1'	NONE
23	2,294.0' *	2,309.0'	2,283.1'	25.9'	NONE
24	2,258.0' *	2,273.0'	2,283.3'	-10.3'	NONE
25	2,335.0' *	2,350.0'	2,363.5'	-13.5'	NONE
26	2,295.0' *	2,310.0'	2,382.0'	-72.0'	NONE
27	2,278.0' *	2,293.0'	2,393.4'	-100.4'	NONE
28	2,287.0' *	2,302.0'	2,444.9'	-142.9'	NONE
29	2,331.0' *	2,346.0'	2,497.5'	-151.5'	NONE
30	2,333.0' *	2,348.0'	2,523.0'	-175.0'	NONE

* ROADWAY ELEVATIONS ARE ESTIMATED

OBSTRUCTION DATA TABLE - ULT. RUNWAY 6-24 (4,998' x 75')

#	LATITUDE	LONGITUDE	CITY	TYPE	AGL	AMSL	SURFACE / PENETRATION	LIGHTING	MARKING	FAA STUDY #	DISPOSITION
2	36° 25' 26.000" N	81° 48' 38.999" W	MOUNTAIN CITY	TOWER	62'	2,288'	APPROACH / -4.9'	UNKNOWN	UNKNOWN	ASO01744E	NONE

OBSTRUCTIONS SOURCE:
DIGITAL OBSTACLE FILE (DOF), FEBRUARY 8, 2009.

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Designer: DPN	Checked by: AJH, JCD
Technician: DPN	Project Number: PL701002

NOTES:

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REVISIONS

No.	Description	Date	By

Project Name:
AIRPORT LAYOUT PLAN UPDATE

Drawing Name:
APPROACH DRAWING RUNWAY 6/24

FAA A.I.P. Project Number:

Date: APRIL 2010
Division: PLANNING
Scale: (24X36) AS SHOWN
Sheet Number:
Drawing Number: 6

Y:\Planning\6644-Johnson County Airport\2009-ALP Update\06-6444-Outlier Portion of the Approach.dwg Modified: Dec 02, 2010 - 2:22pm Plotted: Dec 03, 2010 - 4:27pm APNlazaRewych