AIRPORT LAYOUT PLAN

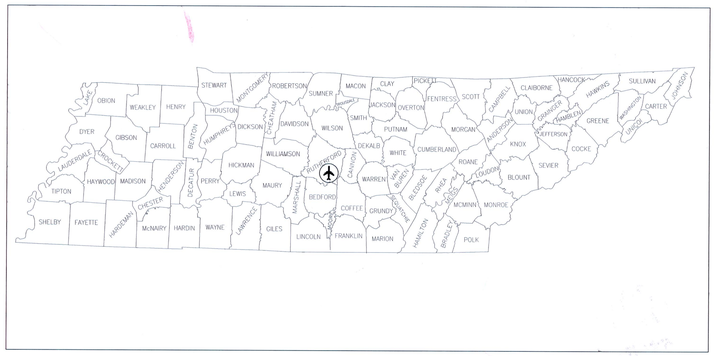
FOR THE

MURFREESBORO MUNICIPAL AIRPORT

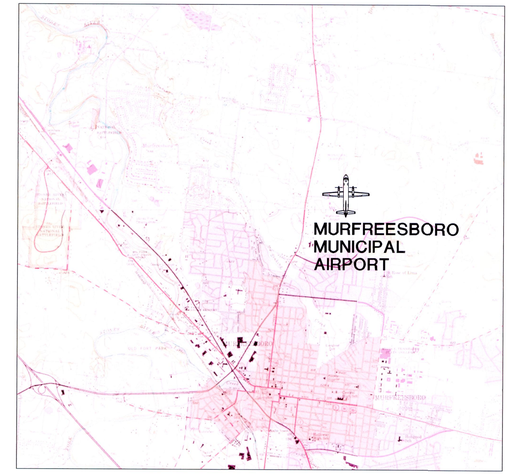
MURFREESBORO, RUTHERFORD COUNTY, TENNESSEE

September 6, 2013

INDEX TO SHEETS



LOCATION MAP



VICINITY MAP

DATE	REVISION

Tommy Bragg - Mayor 9-9-13

TOMMY BRAGG, MAYOR — DATE

George Huddleston, Jr. 9/9/13

GEORGE HUDDLESTON Jr., AIRPORT COMMISSION CHAIRMAN — DATE

City of MURFREESBORO TENNESSEE

On behalf of Hanson Professional Services, Inc., this Airport Layout Plan (ALP) was prepared for Murfreesboro Municipal Airport according to the applicable Advisory Circulars, the current version of the FAA Southern Region ALP Checklist, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms to FAA design standards, except as noted.

JoAnn L. Bingham 9-6-13

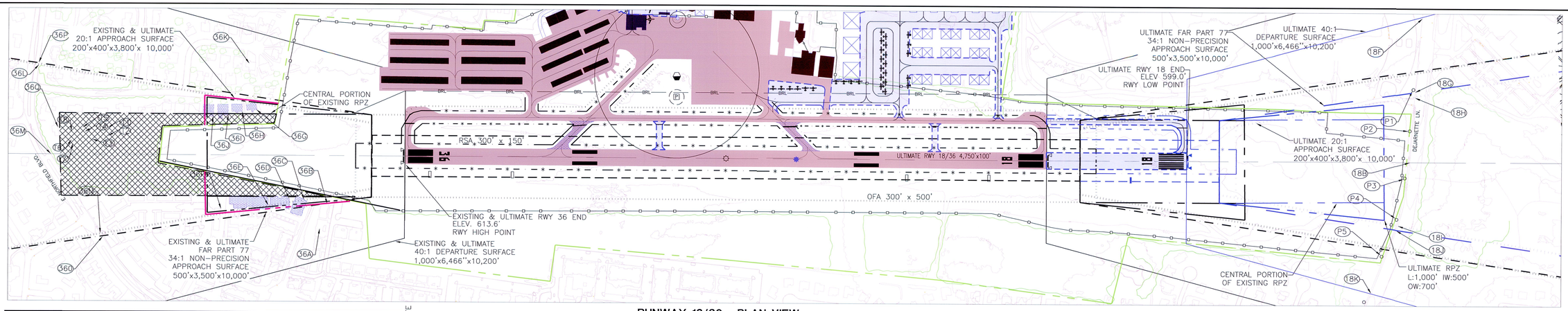
JOANN L. BINGHAM, CONSULTANT — DATE

HANSON

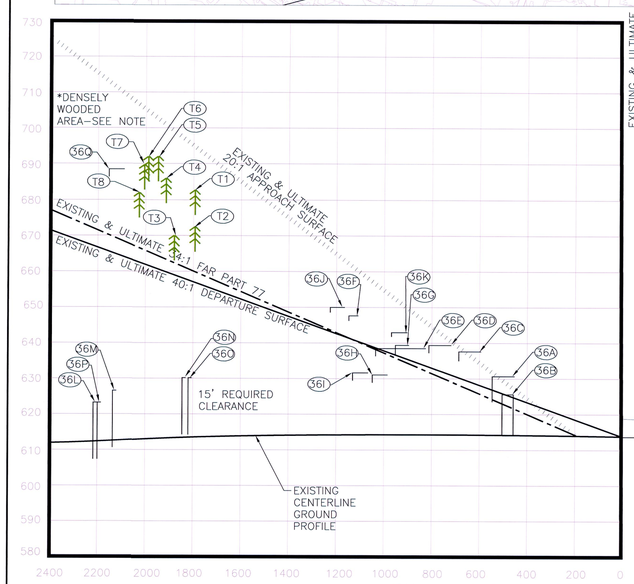
HANSON PROFESSIONAL SERVICES INC.
53 Century Boulevard, Suite 160
Nashville, TN 37214
Offices Nationwide www.hanson-inc.com

TENNESSEE DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

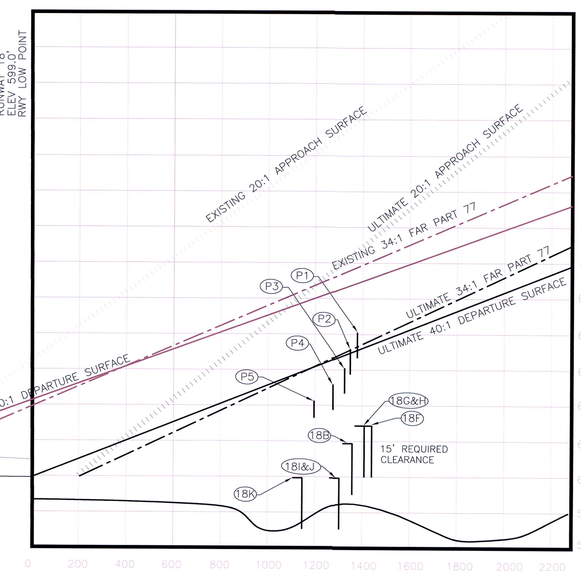
TDOT Go.



RUNWAY 18/36 - PLAN VIEW



RUNWAY END 36 - PROFILE



RUNWAY END 18 - PROFILE

ULTIMATE 20:1 APPENDIX 2 THRESHOLD SITING SURFACES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36C	RESIDENCE	391	632	638	-6*
36D	RESIDENCE	496	637	639	-2*
36E	RESIDENCE	627	644	638	+6
36F	RESIDENCE	912	658	647	+11
36G	RESIDENCE	697	647	639	+8
36H	RESIDENCE	787	652	633	+19
36I	RESIDENCE	869	656	634	+22
36J	RESIDENCE	962	661	650	+11
36L	E NORTHFIELD@LT	2017	713	608+15=623	+90
36M	E NORTHFIELD@CL	1945	710	611+15=626	+84
36N	E NORTHFIELD@RT	1641	695	615+15=630	+65
36Q	RESIDENCE	1892	707	689	+18
T1	TREE	1598	692	683	+9
T2	TREE	1599	692	672	+20
T3	TREE	1694	697	670	+27
T4	TREE	1742	700	686	+14
T5	TREE	1755	700	692	+8
T6	TREE	1826	704	692	+12
T7	TREE	1816	703	690	+13
T8	TREE	1819	703	682	+21
18B	DEJARNETTE@CL	1148	656	595+15=610	+46
18H	DEJARNETTE@RT	1208	659	600+15=615	+44
18I	DEJARNETTE@LT	1091	653	585+15=600	+53
P2	POLE	1143	656	636	+20
P3	POLE	1113	654	631	+23
P4	POLE	1068	652	626	+26

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

ULTIMATE 34:1 FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36B	RESIDENCE	259	620	626	-6*
36C	RESIDENCE	391	624	638	-14*
36D	RESIDENCE	496	627	639	-12*
36E	RESIDENCE	627	631	638	-7*
36F	RESIDENCE	912	639	647	-8*
36G	RESIDENCE	697	633	639	-6*
36H	RESIDENCE	787	636	633	+3
36I	RESIDENCE	869	638	634	+4
36J	RESIDENCE	962	641	650	-9*
36M	E NORTHFIELD@CL	1945	670	611+15=626	+44
36O	E NORTHFIELD@RT	1641	661	615+15=630	+31
36P	E NORTHFIELD@LT	2017	672	608+15=623	+49
36Q	RESIDENCE	1892	668	689	-21**
T1	TREE	1598	660	683	-23***
T2	TREE	1599	660	672	+12
T3	TREE	1694	662	670	-8***
T4	TREE	1742	664	686	-22***
T5	TREE	1755	664	692	-28***
T6	TREE	1826	666	692	-26***
T7	TREE	1816	666	690	-24***
T8	TREE	1819	666	682	-16***
18B	DEJARNETTE@CL	1148	632	595+15=610	+22
18G	DEJARNETTE@RT	1208	634	600+15=615	+19
18J	DEJARNETTE@LT	1091	631	595+15=600	+31
P2	POLE	1143	632	636	-4***
P3	POLE	1113	631	631	0
P4	POLE	1068	630	626	+4
P5	POLE	1083	628	621	+7

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

ULTIMATE 40:1 DEPARTURE SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36A	RESIDENCE	451	624	631	-7**
36B	RESIDENCE	459	624	626	-2*
36C	RESIDENCE	591	627	638	-11*
36D	RESIDENCE	696	630	639	-9*
36E	RESIDENCE	927	636	638	-2*
36F	RESIDENCE	1112	640	647	-7*
36G	RESIDENCE	897	635	639	-4*
36H	RESIDENCE	978	637	633	+4
36I	RESIDENCE	1069	639	634	+5
36J	RESIDENCE	1162	642	650	-8*
36K	RESIDENCE	914	635	644	-9**
36L	E NORTHFIELD	2217	668	608+15=623	+45
36M	E NORTHFIELD	2145	666	611+15=626	+40
36N	E NORTHFIELD	1841	659	615+15=630	+29
36O	E NORTHFIELD	1841	659	615+15=630	+29
36P	E NORTHFIELD	2217	668	608+15=623	+45
36Q	RESIDENCE	2092	665	689	-24**
T1	TREE	1798	657	683	-26***
T2	TREE	1799	657	672	-15***
T3	TREE	1894	660	670	-10***
T4	TREE	1942	661	686	-25***
T5	TREE	1955	661	692	-31***
T6	TREE	2026	663	692	-29***
T7	TREE	2016	663	690	-27***
T8	TREE	2019	663	682	-19***
18B	DEJARNETTE@CL	1348	632	595+15=610	+22
18F	DEJARNETTE@LT	1427	634	600+15=615	+19
18G	DEJARNETTE LN	1408	634	600+15=615	+19
18H	DEJARNETTE LN	1408	634	600+15=615	+19
18I	DEJARNETTE LN	1291	631	585+15=600	+31
18J	DEJARNETTE LN	1291	631	585+15=600	+31
18K	DEJARNETTE@RT	1291	631	585+15=600	+31
P1	POLE	1370	633	641	-8***
P2	POLE	1343	632	636	-4***
P3	POLE	1313	631	631	0
P4	POLE	1268	630	626	+4
P5	POLE	1183	628	621	+7

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY 150/5300-13A, AIRPORT DESIGN AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE."
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM CITY OF MURFREESBORO, GIS.
4. GIS MAPPING DATED FEBRUARY 9, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED OCT 21, – NOV 18, 2010.
6. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
7. CURRENT AND FUTURE AIRPORT PROPERTY TO BE FENCED AS PART OF FUTURE PROJECTS. FUTURE FENCING OMITTED FOR CLARITY.
8. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
9. ULTIMATE LAND ACQUISITION SHOULD BE COORDINATED WITH TDOT, AERONAUTICS DIVISION.
10. ALL COORDINATES BASED UPON NAD 83.
11. NO OBSTACLE FREE ZONE PENETRATIONS.
12. THE AIRPORT OWNER IS NOTIFIED THAT THE DESIGN AND LOCATION OF ANY STORMWATER RETENTION/DETENTION FACILITIES ON OR NEAR THE AIRPORT MUST COMPLY WITH FAA ADVISORY CIRCULAR 150/5200-33, "HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS."
13. NDB FQW, LOCATION TO REMAIN IN WALTER HILL, 5.4 MILES NORTH OF RWY 18.

300 0 300 600
1:300'

NOTES:
REFER TO AIRSPACE DRAWING FOR OBSTRUCTIONS WITHIN HORIZONTAL & CONICAL SURFACES.

*DENSELY WOODED AREA, INDIVIDUAL TREE OBSTRUCTIONS TO BE IDENTIFIED AND REMOVED.

EXISTING	LEGEND	ULTIMATE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VISUAL APPROACH SLOPE INDICATOR (VASI) (GVOSI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	BUILDING RESTRICTION LINE (BRL) FOR 20' BUILDING	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	DEPARTURE SURFACE	
	ITEMS TO BE REMOVED	
	RUNWAY THRESHOLD LIGHTS	

DATE	REVISION

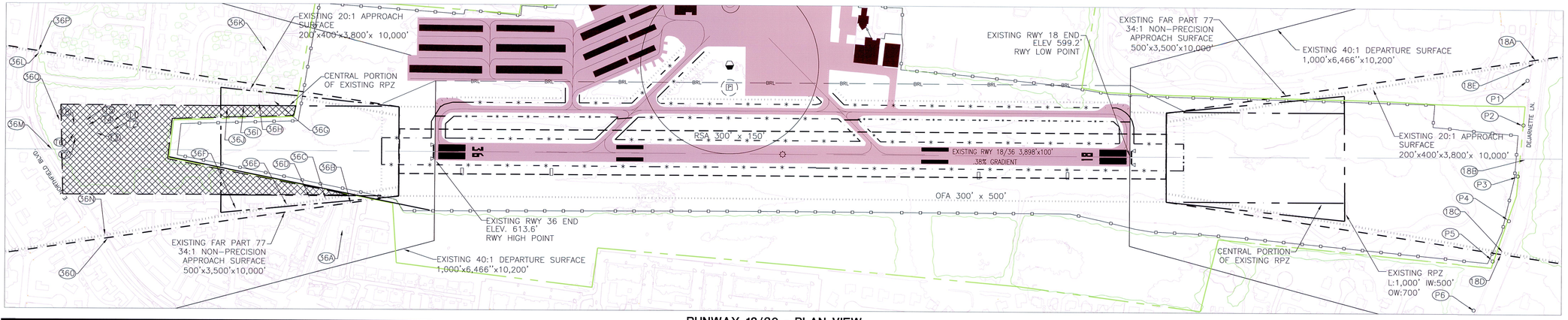
MURFREESBORO MUNICIPAL AIRPORT
CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
AIRPORT LAYOUT PLAN

HANSON PROJECT		08A0172
SCALE	1:300' DATE	9/6/13
LAYOUT	JLB2	6/13
DRAWN	JLB2	6/13
REVIEWED	TSH	7/2/13

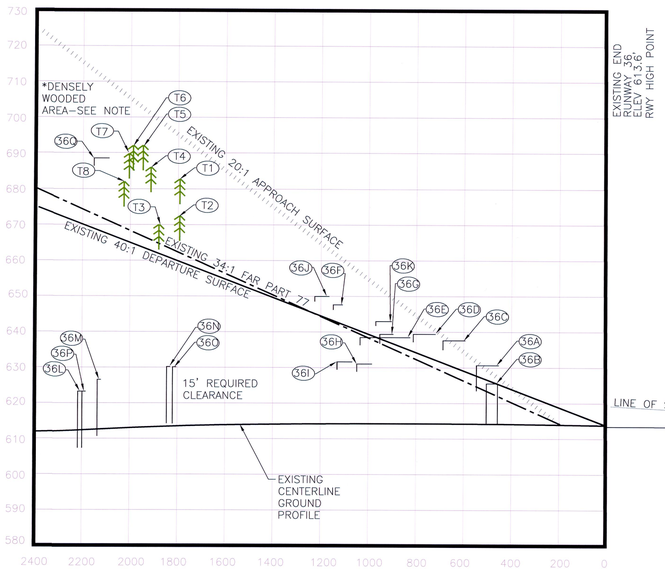
HANSON

ULTIMATE RWY 18/36 INNER PORTION OF APPROACH SURFACE AND PROFILE

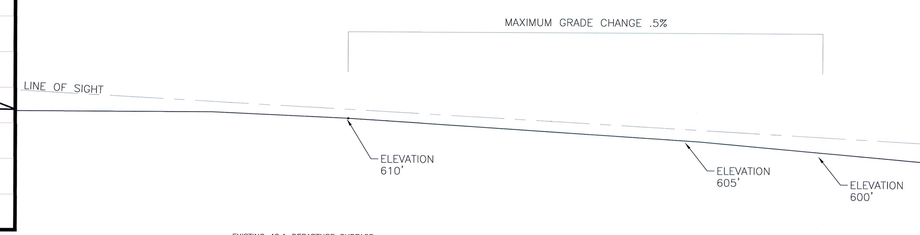
8

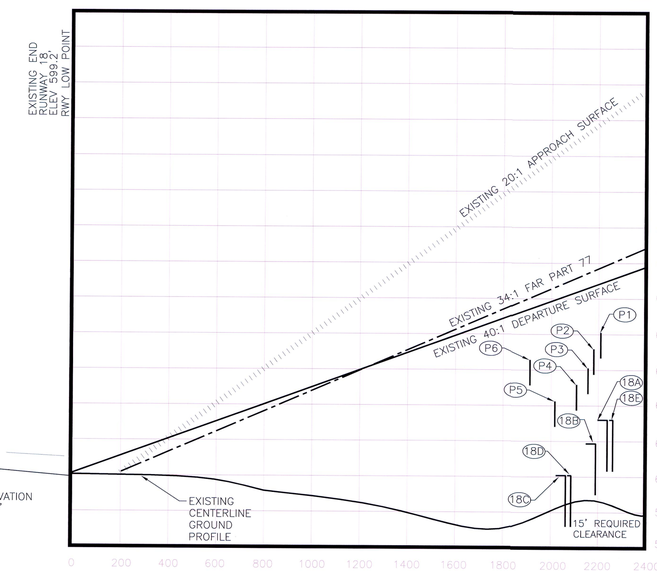


RUNWAY 18/36 - PLAN VIEW



RUNWAY END 36 - PROFILE





RUNWAY END 18 - PROFILE

EXISTING 20:1 APPROACH SURFACES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36C	RESIDENCE	391	632	638	-6*
36D	RESIDENCE	496	637	639	-2*
36E	RESIDENCE	627	644	638	+6
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36G	RESIDENCE	697	647	639	+8
36H	RESIDENCE	787	652	633	+19
36I	RESIDENCE	869	656	634	+22
36J	RESIDENCE	962	661	650	+11
36L	E NORTHFIELD@LT	2017	713	608+15=623	+90
36M	E NORTHFIELD@CL	1945	710	611+15=626	+84
36N	E NORTHFIELD@RT	1641	695	615+15=630	+65
36Q	RESIDENCE	1892	707	689	+18
T1	TREE	1598	692	683	+9
T2	TREE	1599	692	672	+20
T3	TREE	1694	697	670	+27
T4	TREE	1742	700	686	+14
T5	TREE	1755	700	692	+8
T6	TREE	1826	704	692	+12
T7	TREE	1816	703	690	+13
T8	TREE	1819	703	682	+21
18B	DEJARNETTE@CL	2004	699	610	+89
18C	DEJARNETTE@LT	1881	693	602	+91
18E	DEJARNETTE@RT	2056	701	617	+84
P1	POLE	2022	700	641	+59
P2	POLE	1995	698	636	+62
P3	POLE	1965	697	631	+66
P4	POLE	1920	695	626	+69

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

EXISTING 34:1 FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36B	RESIDENCE	620	620	626	-6*
36C	RESIDENCE	391	624	638	-14*
36D	RESIDENCE	496	627	639	-12*
36E	RESIDENCE	627	631	638	-7*
36F	RESIDENCE	912	639	647	-8*
36G	RESIDENCE	697	633	639	-6*
36H	RESIDENCE	787	636	633	+3
36I	RESIDENCE	869	638	634	+4
36J	RESIDENCE	962	641	650	-9*
36M	E NORTHFIELD@CL	1945	670	611+15=626	+44
36O	E NORTHFIELD@RT	1641	661	615+15=630	+31
36P	E NORTHFIELD@LT	2017	672	608+15=623	+49
36Q	RESIDENCE	1892	668	689	-21
T1	TREE	1598	660	683	-23
T2	TREE	1599	660	672	+12
T3	TREE	1694	662	670	-8
T4	TREE	1742	664	686	-22
T5	TREE	1755	664	692	-28
T6	TREE	1826	666	692	-26
T7	TREE	1816	666	690	-24
T8	TREE	1819	666	682	-16
18A	DEJARNETTE@RT	2056	659	617	+42
18B	DEJARNETTE@CL	2004	657	610	+47
18D	DEJARNETTE@LT	1881	654	602	+52
P1	POLE	2022	658	641	+17
P2	POLE	1995	657	636	+21
P3	POLE	1965	656	631	+25
P4	POLE	1920	655	626	+29

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

EXISTING 40:1 DEPARTURE SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36A	RESIDENCE	451	624	631	-7**
36B	RESIDENCE	459	624	626	-2*
36C	RESIDENCE	591	627	638	-11*
36D	RESIDENCE	696	630	639	-9*
36E	RESIDENCE	927	636	638	-2*
36F	RESIDENCE	1112	640	647	-7*
36G	RESIDENCE	897	635	639	-4*
36H	RESIDENCE	978	637	633	+4
36I	RESIDENCE	1069	639	634	+5
36J	RESIDENCE	1162	642	650	-8*
36K	RESIDENCE	914	635	644	-9**
36L	E NORTHFIELD	2217	668	608+15=623	+45
36M	E NORTHFIELD	2145	666	611+15=626	+40
36N	E NORTHFIELD	1841	659	615+15=630	+29
36O	E NORTHFIELD	1841	659	615+15=630	+29
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T4	TREE	1942	661	686	-25***
T5	TREE	1955	661	692	-31***
T6	TREE	2026	663	692	-29***
T7	TREE	2016	663	690	-27***
T8	TREE	2019	663	682	-19***
18A	DEJARNETTE LN	2256	665	600+15=617	+48
18B	DEJARNETTE LN	2204	654	595+15=610	+44
18C	DEJARNETTE LN	2081	651	587+15=602	+49
18D	DEJARNETTE LN	2081	660	587+15=602	+58
18E	DEJARNETTE LN	2256	655	602+15=617	+38
P1	POLE	2222	654	641	+13
P2	POLE	2195	653	636	+17
P3	POLE	2165	653	631	+22
P4	POLE	2120	652	626	+26
P5	POLE	2035	649	621	+28
P6	POLE	1923	647	633	+14

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

300 0 300 600
1:300'

NOTES:
REFER TO AIRSPACE DRAWING FOR OBSTRUCTIONS WITHIN HORIZONTAL & CONICAL SURFACES.

*DENSELY WOODED AREA, INDIVIDUAL TREE OBSTRUCTIONS TO BE IDENTIFIED AND REMOVED.

EXISTING	LEGEND	ULTIMATE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
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	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VISUAL APPROACH SLOPE INDICATOR (VASI) (DVGSI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	BUILDING RESTRICTION LINE (BRL) FOR 20' BUILDING	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	DEPARTURE SURFACE	
	ITEMS TO BE REMOVED	
	RUNWAY THRESHOLD LIGHTS	

DATE	REVISION

MURFREESBORO MUNICIPAL AIRPORT
CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
AIRPORT LAYOUT PLAN

HANSON PROJECT		08A0172
SCALE	1:300' DATE	9/6/13
LAYOUT	JLB2	6/13
DRAWN	JLB2	6/13
REVIEWED	TSH	7/2/13

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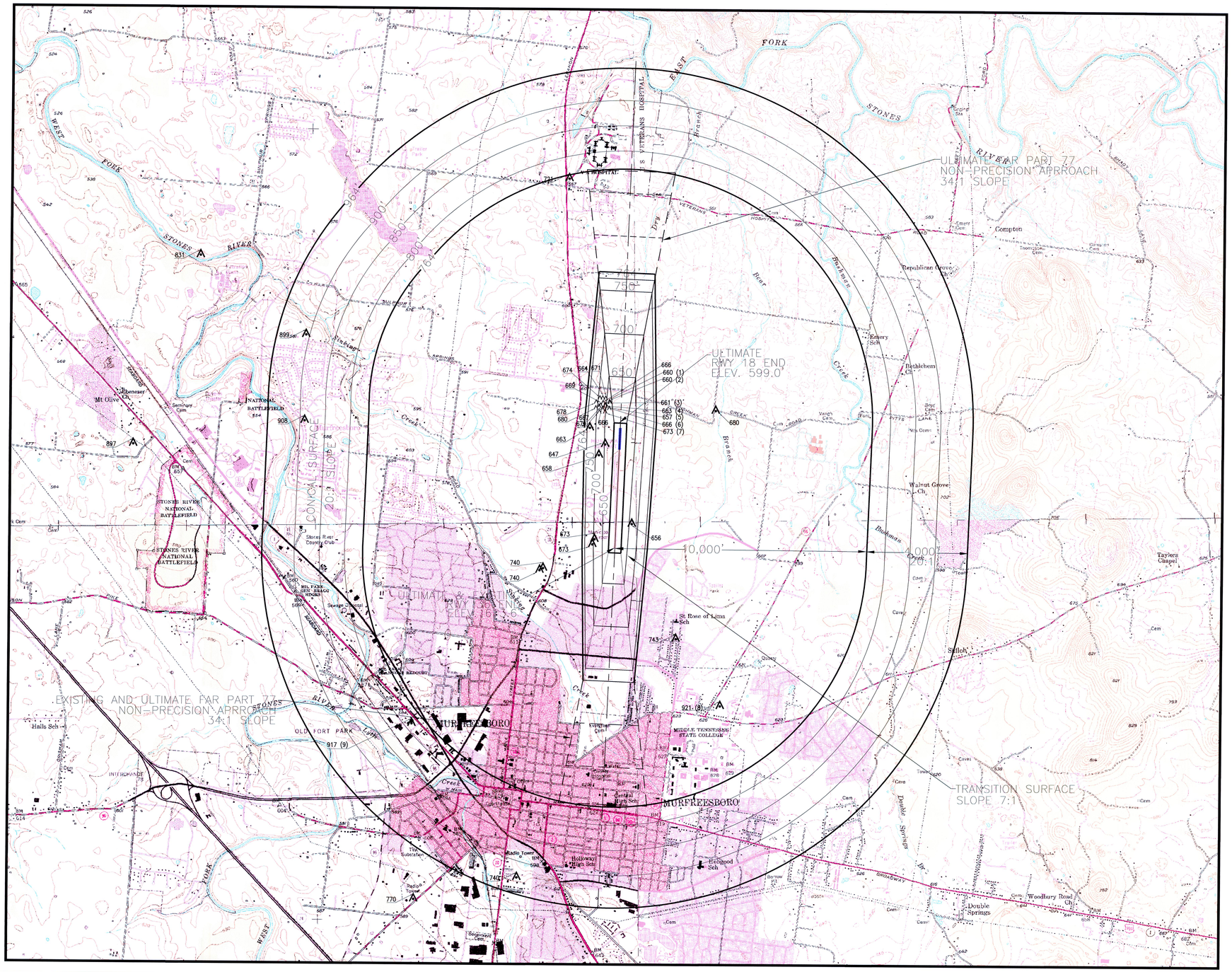
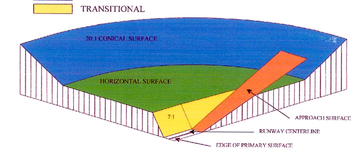
EXISTING RWY 18/36 INNER PORTION OF APPROACH SURFACE AND PROFILE

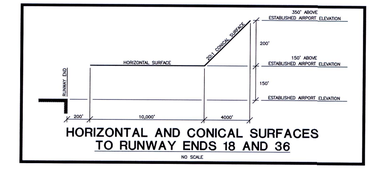
SEP 12, 2013 8:11 AM BNGH01213 J:\AIRPORTS\MBT\08A0172\CADD\SHEETS\MBT-RWY-E.DWG



SURFACE LEGEND

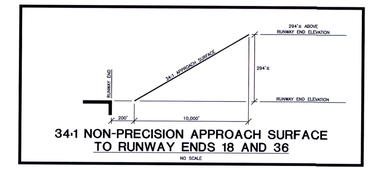
- PRIMARY
- APPROACH
- HORIZONTAL
- CONICAL
- TRANSITIONAL





HORIZONTAL AND CONICAL SURFACES TO RUNWAY ENDS 18 AND 36

NO SCALE



34:1 NON-PRECISION APPROACH SURFACE TO RUNWAY ENDS 18 AND 36

NO SCALE

OBSTRUCTIONS

OBJECT #	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION *
LIGHT POLE 1	ATHLETIC FIELD LIGHT POLE	660'	10'	TBL
LIGHT POLE 2	ATHLETIC FIELD LIGHT POLE	660'	10'	TBL
LIGHT POLE 3	ATHLETIC FIELD LIGHT POLE	661'	11'	TBL
LIGHT POLE 4	ATHLETIC FIELD LIGHT POLE	663'	13'	TBL
LIGHT POLE 5	ATHLETIC FIELD LIGHT POLE	657'	7'	TBL
LIGHT POLE 6	ATHLETIC FIELD LIGHT POLE	666'	16'	TBL
LIGHT POLE 7	ATHLETIC FIELD LIGHT POLE	673'	23'	TBL
TOWER 8	TOWER	921'	157'	TBL
TOWER 9	TOWER	917'	153'	TBL

* TO BE LIGHTED

GENERAL NOTES

APPROACH SURFACES BEGIN 200' BEYOND RUNWAY PAVEMENT ENDS.

ANY HEIGHT WITHIN A TERMINAL OBSTACLE CLEARANCE AREA, INCLUDING AN INITIAL APPROACH SEGMENT, AND A DEPARTURE AREA, WHICH WOULD RESULT IN THE VERTICAL DISTANCE BETWEEN ANY POINT ON THE OBJECT AND AN ESTABLISHED MINIMUM INSTRUMENT FLIGHT ALTITUDE WITHIN THAT AREA OR SEGMENT TO BE LESS THAN THE REQUIRED OBSTACLE CLEARANCE IS AN OBSTRUCTION TO AIR NAVIGATION.

OBJECT DATA FROM FAA.GOV, OBSTRUCTION EVALUATION VERSION 2010.3.2. DECEMBER 12, 2010.

ELEVATIONS APPROXIMATE FEET ABOVE MEAN SEA LEVEL.

SEE RUNWAY PROFILE SHEETS FOR OBSTRUCTIONS IN INNER PORTION OF APPROACH SURFACES.

▲ DENOTES TOWER LOCATION AND ELEVATION.

∧ DENOTES ATHLETIC FIELD LIGHT POLE AND ELEVATION.

N

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

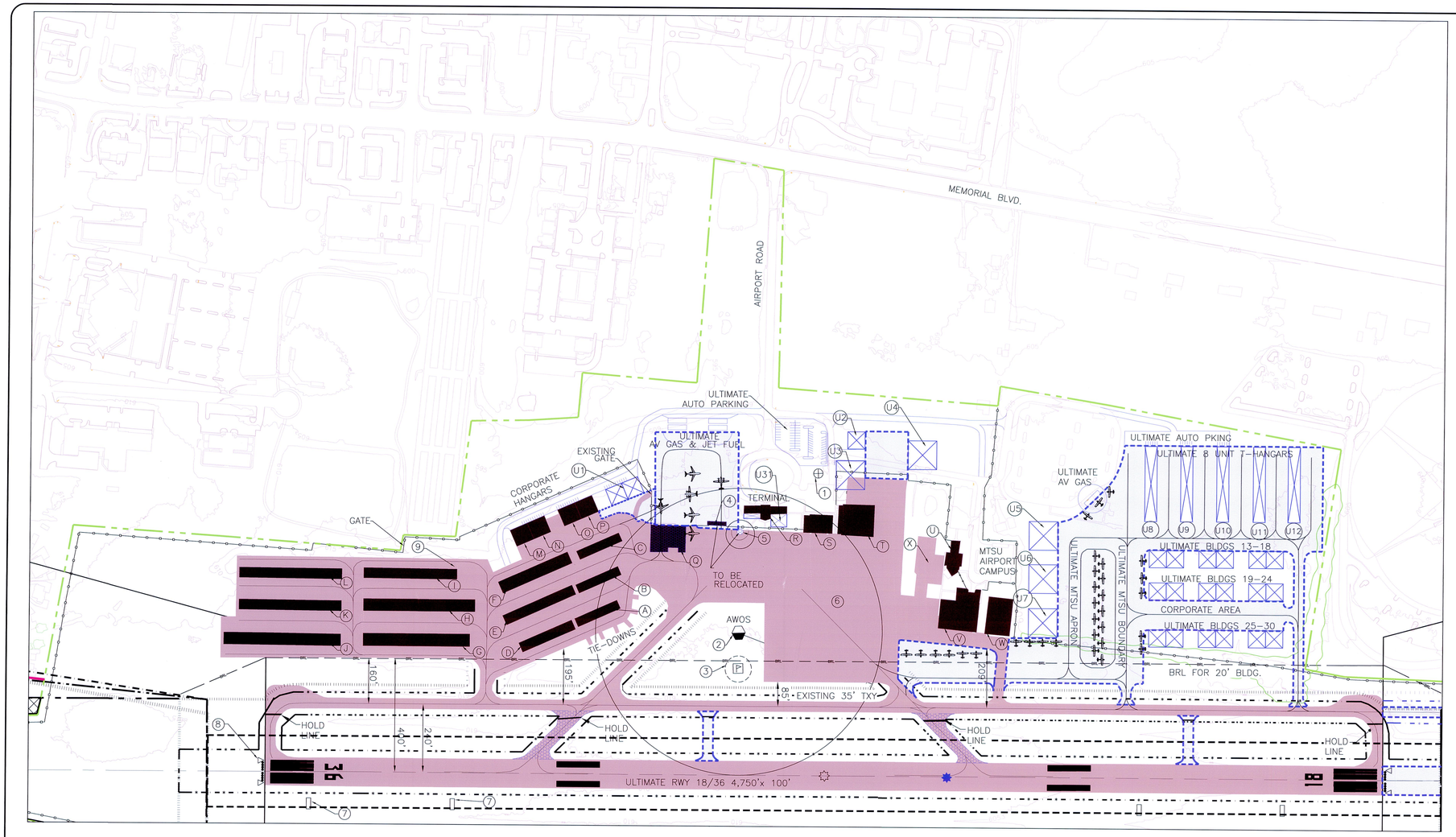
DATE	REVISION

MURFREESBORO MUNICIPAL AIRPORT
CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
AIRPORT LAYOUT PLAN

HANSON PROJECT		08A0172
SCALE	1:2,000' DATE	9/6/13
LAYOUT	JLB2	6/13
DRAWN	JLB2	6/13
REVIEWED	TSH	7/2/13

HANSON

FAR PART 77 SURFACES



EXISTING FACILITIES		
LABEL	DESCRIPTION	TOP ELEVATION
A	5 UNIT T-HANGAR	628.0'
B	5 UNIT T-HANGAR	628.0'
C	5 UNIT T-HANGAR	628.0'
D	6 UNIT T-HANGAR	627.9'
E	8 UNIT T-HANGAR	628.2'
F	8 UNIT T-HANGAR	628.2'
G	10 UNIT T-HANGAR	632.4'
H	12 UNIT T-HANGAR	629.6'
I	10 UNIT T-HANGAR	627.0'
J	11 UNIT T-HANGAR	633.1'
K	11 UNIT T-HANGAR	629.4'
L	11 UNIT T-HANGAR	629.0'
M	62' x 65' CORPORATE HANGAR	636.8'
N	62' x 65' CORPORATE HANGAR	636.8'
O	62' x 65' CORPORATE HANGAR	637.3'
P	62' x 65' CORPORATE HANGAR	637.3'
Q	90' x 120' CORORATE HANGAR	639.9'
R	TERMINAL BUILDING	638.1'
S	60' x 100' CORPORATE HANGAR	631.6'
T	110' x 120' CORPORATE HANGAR	637.7'
U	JEAN A JACK FLIGHT EDUCATION CENTER	622.8'
V	MILLER LANIER AIRWAY SCIENCE LABORATORY	642.8'
W	DONALD McDONALD AEROSPACE MAINTENANCE LAB.	637.0'
X	MTSU 727 LABORATORY	640'.0

ULTIMATE FACILITIES		
LABEL	DESCRIPTION	*TOP ELEVATION
U1	2 NESTED 60'x60' HANGARS	630'
U2	60'x60' HANGAR	630'
U3	100'x100' HANGAR	640'
U4	100'x100' HANGAR	635'
U5	100'x100' HANGAR	635'
U6	100'x100' HANGAR	635'
U7	100'x100' HANGAR	635'
U8	8 UNIT T-HANGARS	625'
U9	8 UNIT T-HANGARS	625'
U10	8 UNIT T-HANGARS	625'
U11	8 UNIT T-HANGARS	625'
U12	8 UNIT T-HANGARS	625'
U13-U30	60'x60' HANGARS	625'
U31	2 STORY TERMINAL EXPANSION	668'

*ULTIMATE TOP ELEV DETERMINED BY EXISTING HIGHEST GROUND ELEV. + 30' FOR 100'x100' HANGAR, 25' FOR 60'x60' AND 20' FOR T-HANGAR.

EXISTING OBJECTS	
LABEL	FEATURE
1	ROTATING BEACON/ADSB/ELECTRICAL VAULT
2	AWOS (LAT. 35°52'35.2 N" LONG. 86°22'42.0 W")
3	LIGHTED WIND CONE/ SEGMENTED CIRCLE
4	100 LL/JET A FUEL TANKS
5	100 LL/JET A FUEL PUMPS
6	AIRCRAFT PARKING APRON
7	2-BOX VASI
8	REILS
9	AIRCRAFT WASH AREA

GENERAL NOTES

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2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM CITY OF MURFREESBORO, GIS.
4. GIS MAPPING DATED FEBRUARY 9, 2010.
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8. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
9. ULTIMATE LAND ACQUISITION SHOULD BE COORDINATED WITH TDOT, AERONAUTICS DIVISION.
10. ALL COORDINATES BASED UPON NAD 83.
11. NO OBSTACLE FREE ZONE PENETRATIONS.
12. THE AIRPORT OWNER IS NOTIFIED THAT THE DESIGN AND LOCATION OF ANY STORMWATER RETENTION/DETENTION FACILITIES ON OR NEAR THE AIRPORT MUST COMPLY WITH FAA ADVISORY CIRCULAR 150/5200-33, "HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS."
13. NDB FGW, LOCATION TO REMAIN IN WALTER HILL, 5.4 MILES NORTH OF RWY 18.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE," PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10' OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. REFER TO THE AIRSPACE DRAWING FOR OBSTRUCTIONS WITHIN HORIZONTAL AND CONICAL SURFACES.
4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE IN OBSTRUCTIONS.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. TRAVERSE WAY TABLES ON AIRPORT LAYOUT DRAWINGS.
7. THE AIRPORT OWNER IS NOTIFIED THAT THE PROPOSED RWY EXTENSION WILL REQUIRE NEW APPROACHES. GIVE OBSTRUCTION REMOVAL CONSIDERATION TO CLEAR 20:1, 34:1 AND 40:1 SURFACES TO PREVENT APPROACH RESTRICTION AT NIGHT AND/OR INCREASED DEPARTURE CLIMB REQUIREMENTS.

CONSTRUCTION NOTICE REQUIREMENT

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SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

200 0 200 400

1":200'

EXISTING	LEGEND	ULTIMATE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VISUAL APPROACH SLOPE INDICATOR (VASI) (GVCSI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	BUILDING RESTRICTION LINE (BRL) FOR 20' BUILDING	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	DEPARTURE SURFACE	
	ITEMS TO BE REMOVED	
	RUNWAY THRESHOLD LIGHTS	

DATE	REVISION

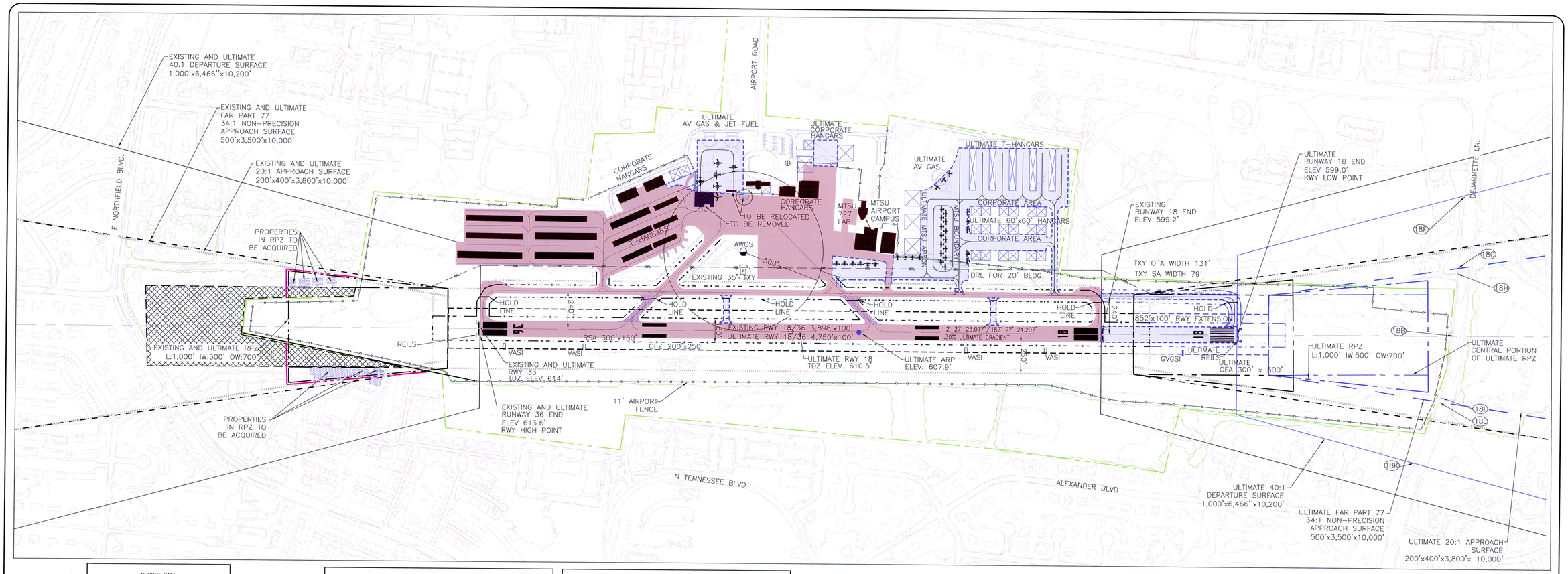
MURFREESBORO MUNICIPAL AIRPORT
CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
AIRPORT LAYOUT PLAN

HANSON PROJECT		08A0172
SCALE 1":200'	DATE	9/6/13
LAYOUT	JLB2	6/19/13
DRAWN	JLB2	6/28/13
REVIEWED	TSH	7/2/13

HANSON

AIRPORT TERMINAL DRAWING

5



AIRPORT DATA	
AIRPORT ELEVATION (MSL)	614.15'
EXISTING ARP (NAD 83)	LAT. 35°52'38.95"
	LONG. 86°22'39.12"
ULTIMATE ARP (NAD 83)	LAT. 35°52'43.16"
	LONG. 86°22'38.91"
MEAN MAXIMUM TEMPERATURE	89 °F
AIRPORT TERMINAL AREA NAVAIDS	BEACON, GPS, AWOS NDB
RUNWAY DESIGN CODE	B-II-VIS
DESIGN AIRCRAFT	KING AIR B200
TAXIWAY LIGHTING	MITL
TAXIWAY DESIGN GROUP	2
AIRPORT DESIGN GROUP	II

ULTIMATE 34:1 TRAVERSE WAY

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
18B	DEJARNETTE@CL	1148	632	595+15=610	+22
18G	DEJARNETTE@RT	1208	634	600+15=615	+19
18J	DEJARNETTE@LT	1091	631	595+15=600	+31

ULTIMATE 20:1 TRAVERSE WAY

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
18B	DEJARNETTE@CL	1148	656	595+15=610	+46
18H	DEJARNETTE@RT	1208	659	600+15=615	+44
18I	DEJARNETTE@LT	1091	653	585+15=600	+53

ULTIMATE 40:1 TRAVERSE WAY

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
18B	DEJARNETTE@CL	1348	632	595+15=610	+22
18F	DEJARNETTE@LT	1427	634	600+15=615	+19
18G	DEJARNETTE LN	1408	634	600+15=615	+19
18H	DEJARNETTE LN	1408	634	600+15=615	+19
18I	DEJARNETTE LN	1291	631	585+15=600	+31
18J	DEJARNETTE LN	1291	631	585+15=600	+31
18K	DEJARNETTE@RT	1291	631	585+15=600	+31

RUNWAY DATA	RUNWAY 18/36	
RUNWAY DATA	EXISTING	ULTIMATE
EFFECTIVE GRADIENT(%)	0.38%	0.30%
MAXIMUM GRADE CHANGE	0.5%	0.5%
WIND COVERAGE (%) ALL WEATHER 10.5KT	97.06%	97.06%
MAXIMUM ELEVATION (MSL)	614.15'	614.15'
RUNWAY LENGTH	3,898'	4,750'
RUNWAY WIDTH	100'	100'
DISPLACED THRESHOLD	NONE	NONE
USABLE RUNWAY LENGTH	3,898'	4,750'
SURFACE TYPE	ASPHALT	ASPHALT
PAVEMENT STRENGTH SINGLE WHEEL	30,000 lbs	30,000 lbs
DOUBLE WHEEL	51,000lbs	51,000 lbs
APPROACH SURFACE SLOPE	18 20:1	18 20:1
	36 20:1	36 20:1
APPROACH VISIBILITY MINIMUMS	18 1 MILE	18 1 MILE
	36 1 MILE	36 1 MILE
INSTRUMENT APPROACH AIDS	18 LPV (GPS), NDB	18 LPV (GPS)
	36 RNAV (GPS)	36 RNAV (GPS)
RUNWAY LIGHTING	MIRL	MIRL
VISUAL AIDS	18 2-BOX VASI	18 GVGSI
	36 2-BOX VASI	36 GVGSI
RUNWAY MARKING	NON-PRECISION	NON-PRECISION
RUNWAY REFERENCE CODE	B-II-VIS	B-II-VIS
RUNWAY DESIGN CODE	B-II-VIS	B-II-VIS

RUNWAY DATA	RUNWAY 18/36	
RUNWAY DATA	EXISTING	ULTIMATE
CRITICAL AIRCRAFT	KING AIR B-300	KING AIR B-300
STAGE LENGTH	500 MILES	500 MILES
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY	300'	300'
WIDTH	500'	500'
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY	300'	300'
WIDTH	150'	150'
FAR PART 77 CATEGORY	NON-PRECISION B/C	NON-PRECISION B/C
RUNWAY END COORDINATES (NAD 83)	18 LAT. 35°52'58.20" LONG. 86°22'38.10"	18 LAT. 35°53'06.62" LONG. 86°22'37.69"
	36 LAT. 35°52'19.69" LONG. 86°22'40.13"	36 LAT. 35°52'19.69" LONG. 86°22'40.13"
RUNWAY END ELEVATIONS (MSL)	18 599.2'	18 599.0'
	36 613.6'	36 613.6'
DISPLACED THRESHOLD ELEVATION (MSL)	NONE	NONE
TDZ ELEVATION (MSL)	18 611.2'	18 610.5'
	36 613.6'	36 613.6'
RUNWAY PROTECTION ZONE (RPZ)	18 1,000'x500'x700'	18 1,000'x500'x700'
	36 1,000'x500'x700'	36 1,000'x500'x700'
TAXIWAY SAFETY AREA WIDTH	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'
OBSTACLE FREE ZONE LENGTHxWIDTH	4,298'x250'	5,150'x250'

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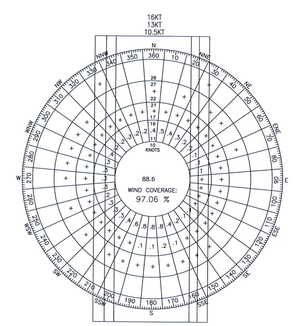

WIND ROSE

RUNWAY 18/36

ALL WEATHER CONDITIONS

ALL WEATHER WIND ROSE

SOURCE: NATIONAL CLIMATIC DATA CENTER ASHVILLE, NC

OBSERVATIONS: NASHVILLE INTERNATIONAL AIRPORT JANUARY 1997 TO DECEMBER 2006

COVERAGE: RUNWAY 18/36

RUNWAY	ALL WEATHER			VFR			IFR		
	10.5KT	13KT	16KT	10.5KT	13KT	16KT	10.5KT	13KT	16KT
18/36	97.06	98.60	99.79	96.31	98.25	99.76	96.38	98.18	99.55

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

300 0 300 600

1":300'

EXISTING	LEGEND	ULTIMATE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VISUAL APPROACH SLOPE INDICATOR (VASI) (GVGSI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	BUILDING RESTRICTION LINE (BRL) FOR 20' BUILDING	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	DEPARTURE SURFACE	
	ITEMS TO BE REMOVED	
	RUNWAY THRESHOLD LIGHTS	

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CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
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SCALE 1":300'	DATE	9/6/13
LAYOUT	JLB2	6/13
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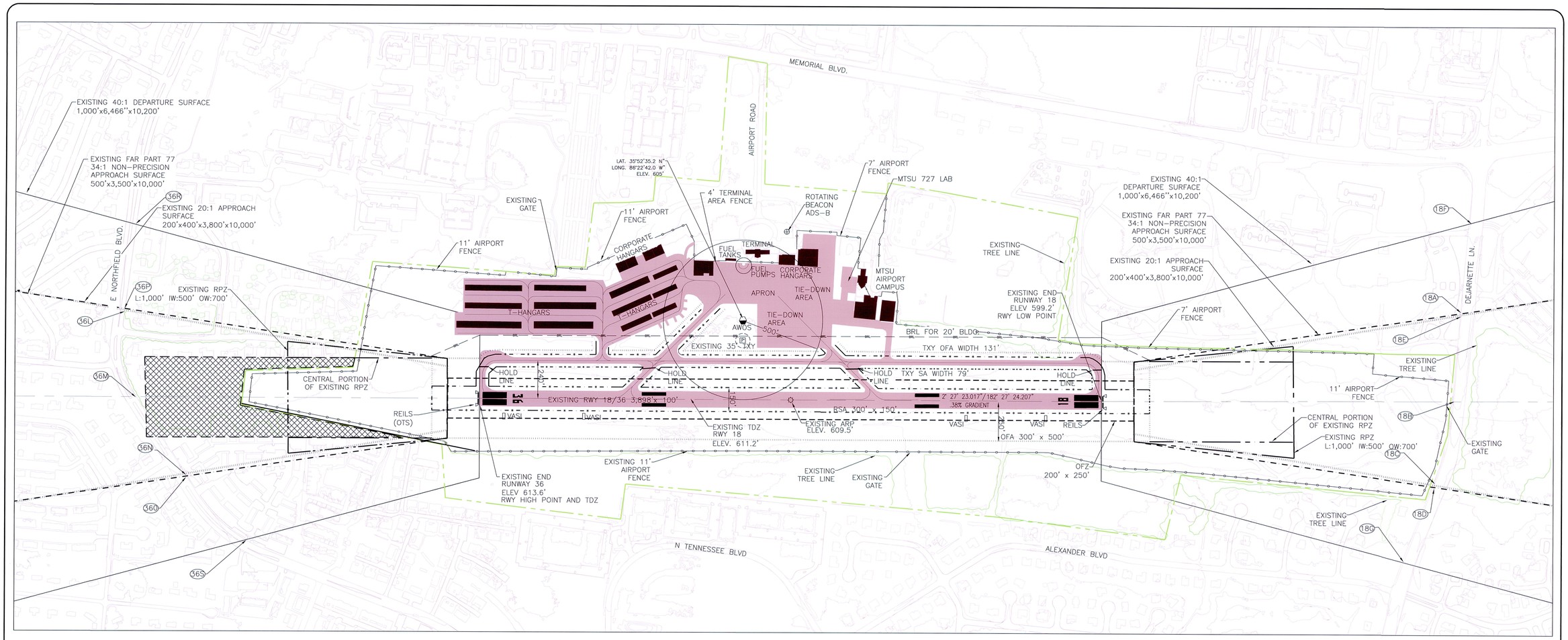
REVIEWED	TSH	7/2/13

HANSON

ULTIMATE AIRPORT LAYOUT DRAWING

4



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EXISTING 34:1 TRAVERSE WAY

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36O	E NORTHFIELD@RT	1641	661	615+15=630	+31
36P	E NORTHFIELD@LT	2017	672	608+15=623	+49
18A	DEJARNETTE@RT	2056	659	617	+42
18D	DEJARNETTE@LT	1881	654	602	+52

EXISTING 20:1 TRAVERSE WAY

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36L	E NORTHFIELD@LT	2017	713	608+15=623	+90
36M	E NORTHFIELD@CL	1945	710	611+15=626	+84
36N	E NORTHFIELD@RT	1641	695	615+15=630	+65
18B	DEJARNETTE@CL	2004	699	610	+89
18C	DEJARNETTE@LT	1881	693	602	+91
18E	DEJARNETTE@RT	2056	701	617	+84

EXISTING 40:1 TRAVERSE WAY

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36L	E NORTHFIELD	2217	668	608+15=623	+45
36M	E NORTHFIELD	2145	666	611+15=626	+40
36N	E NORTHFIELD	1841	659	615+15=630	+29
36O	E NORTHFIELD	1841	659	615+15=630	+29
36P	E NORTHFIELD	2217	668	608+15=623	+45
36R	E NORTHFIELD	2150	666	608+15=623	+43
36S	E NORTHFIELD	1454	649	610+15=625	+24
18A	DEJARNETTE LN	2256	665	600+15=617	+48
18B	DEJARNETTE LN	2204	654	595+15=610	+44
18C	DEJARNETTE LN	2081	651	587+15=602	+49
18D	DEJARNETTE LN	2081	660	587+15=602	+58
18E	DEJARNETTE LN	2256	655	602+15=617	+38
18F	DEJARNETTE LN	2327	657	600+15=615	+42
18G	DEJARNETTE LN	1892	646	595+15=610	+36

EXISTING	LEGEND	ULTIMATE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VISUAL APPROACH SLOPE INDICATOR (VASI) (GVGSI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	BUILDING RESTRICTION LINE (BRL) FOR 20' BUILDING	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	DEPARTURE SURFACE	
	ITEMS TO BE REMOVED	
	RUNWAY THRESHOLD LIGHTS	

DATE	REVISION

MURFREESBORO MUNICIPAL AIRPORT
CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
AIRPORT LAYOUT PLAN

HANSON PROJECT		08A0172
SCALE 1":300'	DATE	9/6/13
LAYOUT	JLB2	6/13
DRAWN	JLB2	6/13
REVIEWED	TSH	7/2/13

HANSON

EXISTING AIRPORT LAYOUT DRAWING

3

RUNWAY DATA	RUNWAY 18/36	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT(%)	0.38%	0.30%
MAXIMUM GRADE CHANGE	0.5%	0.5%
WIND COVERAGE (%) ALL WEATHER 10.5KT	97.06%	97.06%
MAXIMUM ELEVATION (MSL)	614.15'	614.15'
RUNWAY LENGTH	3,898'	4,750'
RUNWAY WIDTH	100'	100'
DISPLACED THRESHOLD	NONE	NONE
USABLE RUNWAY LENGTH	3,898'	4,750'
SURFACE TYPE	ASPHALT	ASPHALT
PAVEMENT STRENGTH SINGLE WHEEL	30,000 lbs	30,000 lbs
PAVEMENT STRENGTH DOUBLE WHEEL	51,000lbs	51,000 lbs
APPROACH SURFACE SLOPE	18 20:1	18 20:1
	36 20:1	36 20:1
APPROACH VISIBILITY MINIMUMS	18 1 MILE	18 1 MILE
	36 1 MILE	36 1 MILE
INSTRUMENT APPROACH AIDS	18 LPV (GPS), NDB	18 LPV (GPS)
	36 RNAV (GPS)	36 RNAV (GPS)
RUNWAY LIGHTING	MIRL	MIRL
VISUAL AIDS	18 2-BOX VASI	18 GVGSI
	36 2-BOX VASI	36 GVGSI
RUNWAY MARKING	NON-PRECISION	NON-PRECISION
RUNWAY REFERENCE CODE	B-II-VIS	B-II-VIS
RUNWAY DESIGN CODE	B-II-VIS	B-II-VIS
CRITICAL AIRCRAFT	KING AIR B-300	KING AIR B-300
STAGE LENGTH	500 MILES	500 MILES
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY	300'	300'
RUNWAY OBJECT FREE AREA WIDTH	500'	500'
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY	300'	300'
RUNWAY SAFETY AREA WIDTH	150'	150'
FAR PART 77 CATEGORY	NON-PRECISION B/C	NON-PRECISION B/C
RUNWAY END COORDINATES (NAD 83)	18 LAT. 35°52'58.20" LONG. 86°22'38.10"	18 LAT. 35°53'06.62" LONG. 86°22'37.69"
	36 LAT. 35°52'19.69" LONG. 86°22'40.13"	36 LAT. 35°52'19.69" LONG. 86°22'40.13"
RUNWAY END ELEVATIONS (MSL)	18 599.2'	18 599.0'
	36 613.6'	36 613.6'
DISPLACED THRESHOLD ELEVATION (MSL)	NONE	NONE
TDZ ELEVATION (MSL)	18 611.2'	18 610.5'
	36 613.6'	36 613.6'
RUNWAY PROTECTION ZONE (RPZ)	18 1,000'x500'x700'	18 1,000'x500'x700'
	36 1,000'x500'x700'	36 1,000'x500'x700'
TAXIWAY SAFETY AREA WIDTH	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'
OBSTACLE FREE ZONE LENGTH×WIDTH	4,298'x250'	5,150'x250'

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY 150/5300-13A, AIRPORT DESIGN AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE."
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM CITY OF MURFREESBORO, GIS.
4. GIS MAPPING DATED FEBRUARY 9, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED OCT 21, – NOV 18, 2010.
6. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
7. CURRENT AND FUTURE AIRPORT PROPERTY TO BE FENCED AS PART OF FUTURE PROJECTS. FUTURE FENCING OMITTED FOR CLARITY.
8. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
9. ULTIMATE LAND ACQUISITION SHOULD BE COORDINATED WITH TDOT, AERONAUTICS DIVISION.
10. ALL COORDINATES BASED UPON NAD 83.
11. NO OBSTACLE FREE ZONE PENETRATIONS.
12. THE AIRPORT OWNER IS NOTIFIED THAT THE DESIGN AND LOCATION OF ANY STORMWATER RETENTION/DETENTION FACILITIES ON OR NEAR THE AIRPORT MUST COMPLY WITH FAA ADVISORY CIRCULAR 150/5200-33, "HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS."
13. NDB FOW, LOCATION TO REMAIN IN WALTER HILL, 5.4 MILES NORTH OF RWY 18.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE," PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10' OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. REFER TO THE AIRSPACE DRAWING FOR OBSTRUCTIONS WITHIN HORIZONTAL AND CONICAL SURFACES.
4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE IN OBSTRUCTIONS.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. TRAVERSE WAY TABLES ON AIRPORT LAYOUT DRAWINGS.
7. THE AIRPORT OWNER IS NOTIFIED THAT THE PROPOSED RWY EXTENSION WILL REQUIRE NEW APPROACHES. GIVE OBSTRUCTION REMOVAL CONSIDERATION TO CLEAR 20:1, 34:1 AND 40:1 SURFACES TO PREVENT APPROACH RESTRICTION AT NIGHT AND/OR INCREASED DEPARTURE CLIMB REQUIREMENTS.

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT WITH THE TDOT-AERONAUTICS DIVISION/TAA PRIOR TO CONSTRUCTION. TDOT-AD'S REVIEW TAKES APPROXIMATELY 60 DAYS.

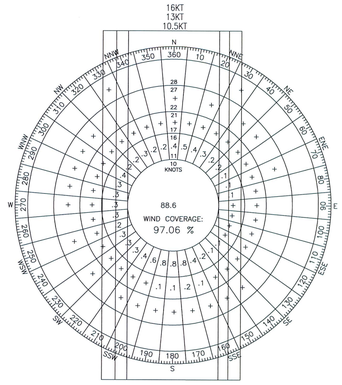
EXISTING FACILITIES		
LABEL	DESCRIPTION	TOP ELEVATION
A	5 UNIT T-HANGAR	628.0'
B	5 UNIT T-HANGAR	628.0'
C	5 UNIT T-HANGAR	628.0'
D	6 UNIT T-HANGAR	627.9'
E	8 UNIT T-HANGAR	628.2'
F	8 UNIT T-HANGAR	628.2'
G	10 UNIT T-HANGAR	632.4'
H	12 UNIT T-HANGAR	629.6'
I	10 UNIT T-HANGAR	627.0'
J	11 UNIT T-HANGAR	633.1'
K	11 UNIT T-HANGAR	629.4'
L	11 UNIT T-HANGAR	629.0'
M	62' x 65' CORPORATE HANGAR	636.8'
N	62' x 65' CORPORATE HANGAR	636.8'
O	62' x 65' CORPORATE HANGAR	637.3'
P	62' x 65' CORPORATE HANGAR	637.3'
Q	90' x 120' CORORATE HANGAR	639.9'
R	TERMINAL BUILDING	638.1'
S	60' x 100' CORPORATE HANGAR	631.6'
T	110' x 120' CORPORATE HANGAR	637.7'
U	JEAN A JACK FLIGHT EDUCATION CENTER	622.8'
V	MILLER LANIER AIRWAY SCIENCE LABORATORY	642.8'
W	DONALD McDONALD AEROSPACE MAINTENANCE LAB.	637.0'
X	MTSU 727 LABORATORY	640'.0

EXISTING OBJECTS	
LABEL	FEATURE
1	ROTATING BEACON/ADSB/ELECTRICAL VAULT
2	AWOS(LAT. 35°52'35.2 N"LONG. 86°22'42.0 W")
3	LIGHTED WIND CONE/ SEGMENTED CIRCLE
4	100 LL/JET A FUEL TANKS
5	100 LL/JET A FUEL PUMPS
6	AIRCRAFT PARKING APRON
7	2-BOX VASI
8	REILS
9	AIRCRAFT WASH AREA

ULTIMATE FACILITIES		
LABEL	DESCRIPTION	*TOP ELEVATION
U1	2 NESTED 60'x60' HANGARS	630'
U2	60'x60' HANGAR	630'
U3	100'x100' HANGAR	640'
U4	100'x100' HANGAR	635'
U5	100'x100' HANGAR	635'
U6	100'x100' HANGAR	635'
U7	100'x100' HANGAR	635'
U8	8 UNIT T-HANGARS	625'
U9	8 UNIT T-HANGARS	625'
U10	8 UNIT T-HANGARS	625'
U11	8 UNIT T-HANGARS	625'
U12	8 UNIT T-HANGARS	625'
U13–U30	60'x60' HANGARS	625'
U31	2 STORY TERMINAL EXPANSION	668'

*ULTIMATE TOP ELEV DETERMINED BY EXISTING HIGHEST GROUND ELEV. + 30' FOR 100'x100' HANGAR, 25' FOR 60'x60' AND 20' FOR T-HANGAR.

AIRPORT DATA	
AIRPORT ELEVATION (MSL)	614.15'
EXISTING ARP (NAD 83)	LAT. 35°52'38.95"
	LONG. 86°22'39.12"
ULTIMATE ARP (NAD 83)	LAT. 35°52'43.16"
	LONG. 86°22'38.91"
MEAN MAXIMUM TEMPERATURE	89 °F
AIRPORT TERMINAL AREA NAVAIDS	BEACON, GPS, AWOS NDB
RUNWAY DESIGN CODE	B-II-VIS
DESIGN AIRCRAFT	KING AIR B200
TAXIWAY LIGHTING	MITL
TAXIWAY DESIGN GROUP	2
AIRPORT DESIGN GROUP	II



WIND ROSE

RUNWAY 18/36

ALL WEATHER CONDITIONS

ALL WEATHER WIND ROSE

SOURCE: NATIONAL CLIMATIC DATA CENTER ASHVILLE, NC

OBSERVATIONS: NASHVILLE INTERNATIONAL AIRPORT JANUARY 1997 TO DECEMBER 2006

COVERAGE: RUNWAY 18/36

RUNWAY	ALL WEATHER			VFR			IFR		
	10.5KT	13KT	16KT	10.5KT	13KT	16KT	10.5KT	13KT	16KT
18/36	97.06	98.60	99.79	96.31	98.25	99.76	96.38	98.18	99.55

EXISTING APPROACH SURFACES					
RWY END	APPROACH SURFACE		SLOPE		CONTROLLING OBJECT
	CATEGORY	DIMENSIONS	DESIGN	CLEAR	
18	4	200'x400'x3,800'x10,000'	20:1	YES	P1
36	4	200'x400'x3,800'x10,000'	20:1	NO	36C

ULTIMATE APPROACH SURFACES					
RWY END	APPROACH SURFACE		SLOPE		CONTROLLING OBJECT
	CATEGORY	DIMENSIONS	DESIGN	CLEAR	
18	4	200'x400'x3,800'x10,000'	20:1	YES	P2
36	4	200'x400'x3,800'x10,000'	20:1	NO	36C

EXISTING FAR PART 77 APPROACH DATA					
RWY END	INSTRUMENTATION	APPROACH SURFACE	SLOPE		CONTROLLING OBJECT
			DESIGN	CLEAR	
18	NON-PRECISION	500'x3,500'x10,000'	34:1	YES	P1
36	NON-PRECISION	500'x3,500'x10,000'	34:1	NO	T5

ULTIMATE FAR PART 77 APPROACH DATA					
RWY END	INSTRUMENTATION	APPROACH SURFACE	SLOPE		CONTROLLING OBJECT
			DESIGN	CLEAR	
18	NON-PRECISION	500'x3,500'x10,000'	34:1	NO	P2
36	NON-PRECISION	500'x3,500'x10,000'	34:1	NO	T5

EXISTING DEPARTURE SURFACE					
RWY END	CATEGORY	DEPARTURE SURFACE	SLOPE		CONTROLLING OBJECT
			DESIGN	CLEAR	
18	11	1,000'x6,466'x10,200'	40:1	YES	P6
36	11	1,000'x6,466'x10,200'	40:1	NO	T5

ULTIMATE DEPARTURE SURFACE					
RWY END	CATEGORY	DEPARTURE SURFACE	SLOPE		CONTROLLING OBJECT
			DESIGN	CLEAR	
18	11	1,000'x6,466'x10,200'	40:1	NO	P6
36	11	1,000'x6,466'x10,200'	40:1	NO	T6

MAGNETIC DECLINATION 3° 27' W, CHANGING BY 0° 5' WITH YEAR

EXISTING 20:1 APPROACH SURFACES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36C	RESIDENCE	391	632	638	-6*
36D	RESIDENCE	496	637	639	-2*
36E	RESIDENCE	627	644	638	+6
36F	RESIDENCE	912	658	647	+11
36G	RESIDENCE	697	647	639	+8
36H	RESIDENCE	787	652	633	+19
36I	RESIDENCE	869	656	634	+22
36J	RESIDENCE	962	661	650	+11
36L	E NORTHFIELD@LT	2017	713	608+15=623	+90
36M	E NORTHFIELD@CL	1945	710	611+15=626	+84
36N	E NORTHFIELD@RT	1641	695	615+15=630	+65
36Q	RESIDENCE	1892	707	689	+18
T1	TREE	1598	692	683	+9
T2	TREE	1599	692	672	+20
T3	TREE	1694	697	670	+27
T4	TREE	1742	700	686	+14
T5	TREE	1755	700	692	+8
T6	TREE	1826	704	692	+12
T7	TREE	1816	703	690	+13
T8	TREE	1819	703	682	+21
18B	DEJARNETTE@CL	2004	699	610	+89
18C	DEJARNETTE@LT	1881	693	602	+91
18E	DEJARNETTE@RT	2056	701	617	+84
P1	POLE	2022	700	641	+59
P2	POLE	1995	698	636	+62
P3	POLE	1965	697	631	+66
P4	POLE	1920	695	626	+69

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

ULTIMATE 20:1 APPENDIX 2 THRESHOLD SITING SURFACES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36C	RESIDENCE	391	632	638	-6*
36D	RESIDENCE	496	637	639	-2*
36E	RESIDENCE	627	644	638	+6
36F	RESIDENCE	912	658	647	+11
36G	RESIDENCE	697	647	639	+8
36H	RESIDENCE	787	652	633	+19
36I	RESIDENCE	869	656	634	+22
36J	RESIDENCE	962	661	650	+11
36L	E NORTHFIELD@LT	2017	713	608+15=623	+90
36M	E NORTHFIELD@CL	1945	710	611+15=626	+84
36N	E NORTHFIELD@RT	1641	695	615+15=630	+65
36Q	RESIDENCE	1892	707	689	+18
T1	TREE	1598	692	683	+9
T2	TREE	1599	692	672	+20
T3	TREE	1694	697	670	+27
T4	TREE	1742	700	686	+14
T5	TREE	1755	700	692	+8
T6	TREE	1826	704	692	+12
T7	TREE	1816	703	690	+13
T8	TREE	1819	703	682	+21
18B	DEJARNETTE@CL	1148	656	595+15=610	+46
18H	DEJARNETTE@RT	1208	659	600+15=615	+44
18I	DEJARNETTE@LT	1091	653	585+15=600	+53
P2	POLE	1143	656	636	+20
P3	POLE	1113	654	631	+23
P4	POLE	1068	652	626	+26

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

EXISTING 34:1 FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36B	RESIDENCE	259	620	626	-6*
36C	RESIDENCE	391	624	638	-14*
36D	RESIDENCE	496	627	639	-12*
36E	RESIDENCE	627	631	638	-7*
36F	RESIDENCE	912	639	647	-8*
36G	RESIDENCE	697	633	639	-6*
36H	RESIDENCE	787	636	633	+3
36I	RESIDENCE	869	638	634	+4
36J	RESIDENCE	962	641	650	-9*
36M	E NORTHFIELD@CL	1945	670	611+15=626	+44
36O	E NORTHFIELD@RT	1641	661	615+15=630	+31
36P	E NORTHFIELD@LT	2017	672	608+15=623	+49
36Q	RESIDENCE	1892	668	689	-21
T1	TREE	1598	660	683	-23
T2	TREE	1599	660	672	+12
T3	TREE	1694	662	670	-8
T4	TREE	1742	664	686	-22
T5	TREE	1755	664	692	-28
T6	TREE	1826	666	692	-26
T7	TREE	1816	666	690	-24
T8	TREE	1819	666	682	-16
18A	DEJARNETTE@RT	2056	659	617	+42
18B	DEJARNETTE@CL	2004	657	610	+47
18D	DEJARNETTE@LT	1881	654	602	+52
P1	POLE	2022	658	641	+17
P2	POLE	1995	657	636	+21
P3	POLE	1965	656	631	+25
P4	POLE	1920	655	626	+29

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

ULTIMATE 34:1 FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36B	RESIDENCE	259	620	626	-6*
36C	RESIDENCE	391	624	638	-14*
36D	RESIDENCE	496	627	639	-12*
36E	RESIDENCE	627	631	638	-7*
36F	RESIDENCE	912	639	647	-8*
36G	RESIDENCE	697	633	639	-6*
36H	RESIDENCE	787	636	633	+3
36I	RESIDENCE	869	638	634	+4
36J	RESIDENCE	962	641	650	-9*
36M	E NORTHFIELD@CL	1945	670	611+15=626	+44
36O	E NORTHFIELD@RT	1641	661	615+15=630	+31
36P	E NORTHFIELD@LT	2017	672	608+15=623	+49
36Q	RESIDENCE	1892	668	689	-21**
T1	TREE	1598	660	683	-23***
T2	TREE	1599	660	672	+12
T3	TREE	1694	662	670	-8***
T4	TREE	1742	664	686	-22***
T5	TREE	1755	664	692	-28***
T6	TREE	1826	666	692	-26***
T7	TREE	1816	666	690	-24***
T8	TREE	1819	666	682	-16***
18B	DEJARNETTE@CL	1148	632	595+15=610	+22
18G	DEJARNETTE@RT	1208	634	600+15=615	+19
18J	DEJARNETTE@LT	1091	631	595+15=600	+31
P2	POLE	1143	632	636	-4***
P3	POLE	1113	631	631	0
P4	POLE	1068	630	626	+4

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

EXISTING 40:1 DEPARTURE SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36A	RESIDENCE	451	624	631	-7**
36B	RESIDENCE	459	624	626	-2*
36C	RESIDENCE	591	627	638	-11*
36D	RESIDENCE	696	630	639	-9*
36E	RESIDENCE	927	636	638	-2*
36F	RESIDENCE	1112	640	647	-7*
36G	RESIDENCE	897	635	639	-4*
36H	RESIDENCE	978	637	633	+4
36I	RESIDENCE	1069	639	634	+5
36J	RESIDENCE	1162	642	650	-8*
36K	RESIDENCE	914	635	644	-9**
36L	E NORTHFIELD	2217	668	608+15=623	+45
36M	E NORTHFIELD	2145	666	611+15=626	+40
36N	E NORTHFIELD	1841	659	615+15=630	+29
36O	E NORTHFIELD	1841	659	615+15=630	+29
36P	E NORTHFIELD	2217	668	608+15=623	+45
36Q	RESIDENCE	2092	665	689	-24**
T1	TREE	1798	657	683	-26***
T2	TREE	1799	657	672	-15***
T3	TREE	1894	660	670	-10***
T4	TREE	1942	661	686	-25***
T5	TREE	1955	661	692	-31***
T6	TREE	2026	663	692	-29***
T7	TREE	2016	663	690	-27***
T8	TREE	2019	663	682	-19***
18A	DEJARNETTE LN	2256	665	600+15=617	+48
18B	DEJARNETTE LN	2204	654	595+15=610	+44
18C	DEJARNETTE LN	2081	651	587+15=602	+49
18D	DEJARNETTE LN	2081	660	587+15=602	+58
18E	DEJARNETTE LN	2256	655	602+15=617	+38
P1	POLE	2222	654	641	+13
P2	POLE	2195	653	636	+17
P3	POLE	2165	653	631	+22
P4	POLE	2120	652	626	+26
P5	POLE	2035	649	621	+28
P6	POLE	1923	647	633	+14

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

ULTIMATE 40:1 DEPARTURE SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE+ VIOLATION-
36A	RESIDENCE	451	624	631	-7**
36B	RESIDENCE	459	624	626	-2*
36C	RESIDENCE	591	627	638	-11*
36D	RESIDENCE	696	630	639	-9*
36E	RESIDENCE	927	636	638	-2*
36F	RESIDENCE	1112	640	647	-7*
36G	RESIDENCE	897	635	639	-4*
36H	RESIDENCE	978	637	633	+4
36I	RESIDENCE	1069	639	634	+5
36J	RESIDENCE	1162	642	650	-8*
36K	RESIDENCE	914	635	644	-9**
36L	E NORTHFIELD	2217	668	608+15=623	+45
36M	E NORTHFIELD	2145	666	611+15=626	+40
36N	E NORTHFIELD	1841	659	615+15=630	+29
36O	E NORTHFIELD	1841	659	615+15=630	+29
36P	E NORTHFIELD	2217	668	608+15=623	+45
36Q	RESIDENCE	2092	665	689	-24**
T1	TREE	1798	657	683	-26***
T2	TREE	1799	657	672	-15***
T3	TREE	1894	660	670	-10***
T4	TREE	1942	661	686	-25***
T5	TREE	1955	661	692	-31***
T6	TREE	2026	663	692	-29***
T7	TREE	2016	663	690	-27***
T8	TREE	2019	663	682	-19***
18B	DEJARNETTE@CL	1348	632	595+15=610	+22
18F	DEJARNETTE@LT	1427	634	600+15=615	+19
18G	DEJARNETTE LN	1408	634	600+15=615	+19
18H	DEJARNETTE LN	1408	634	600+15=615	+19
18I	DEJARNETTE LN	1291	631	585+15=600	+31
18J	DEJARNETTE LN	1291	631	585+15=600	+31
18K	DEJARNETTE@RT	1291	631	585+15=600	+31
P1	POLE	1370	633	641	-8***
P2	POLE	1343	632	636	-4***
P3	POLE	1313	631	631	0
P4	POLE	1268	630	626	+4
P5	POLE	1183	628	621	+7

OBSTRUCTIONS: * TO BE ACQUIRED, ** TO BE LIGHTED, *** TO BE TRIMMED/REMOVED
LT-LEFT EDGE OF SURFACE, RT-RIGHT EDGE OF SURFACE & CL-RUNWAY CENTERLINE.

SEP 10, 2013 8:39 AM BINGHO1213 I:\AIRPORTS\MBT\08A0172\CADD\SHEETS\MBT-DATA.DWG

DATE	REVISION

MURFREESBORO MUNICIPAL AIRPORT
CITY OF MURFREESBORO
MURFREESBORO, TENNESSEE
AIRPORT LAYOUT PLAN

HANSON PROJECT		08A0172
SCALE NONE	DATE	9/6/13
LAYOUT	JLB2	6/18/13
DRAWN	JLB2	6/19/13
REVIEWED	TSH	7/2/13

HANSON

AIRPORT DATA SHEET