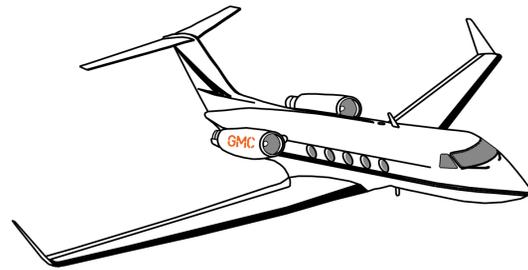


# SCOTT MUNICIPAL AIRPORT ONEIDA, TN

## AIRPORT LAYOUT PLAN UPDATE

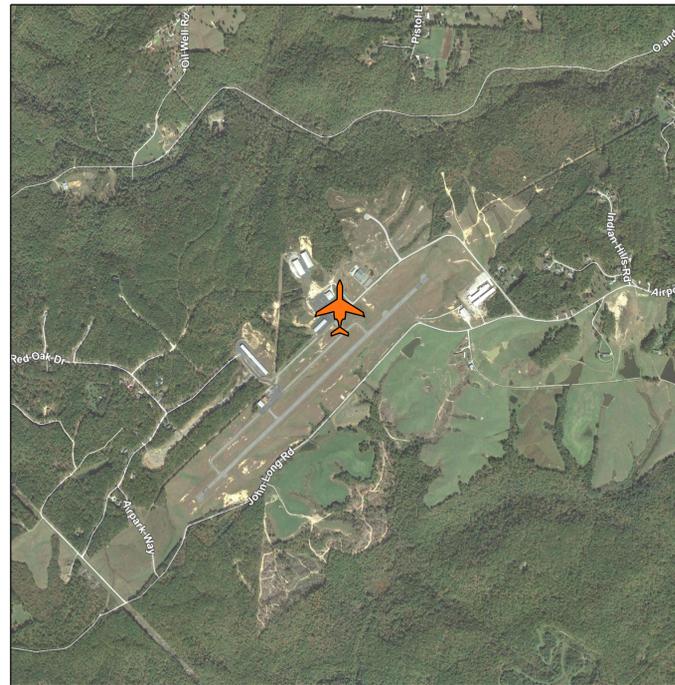
TAD PROJECT NO 76-555-0145-21  
GMC PROJECT NO TNAS210073

OCTOBER 2024

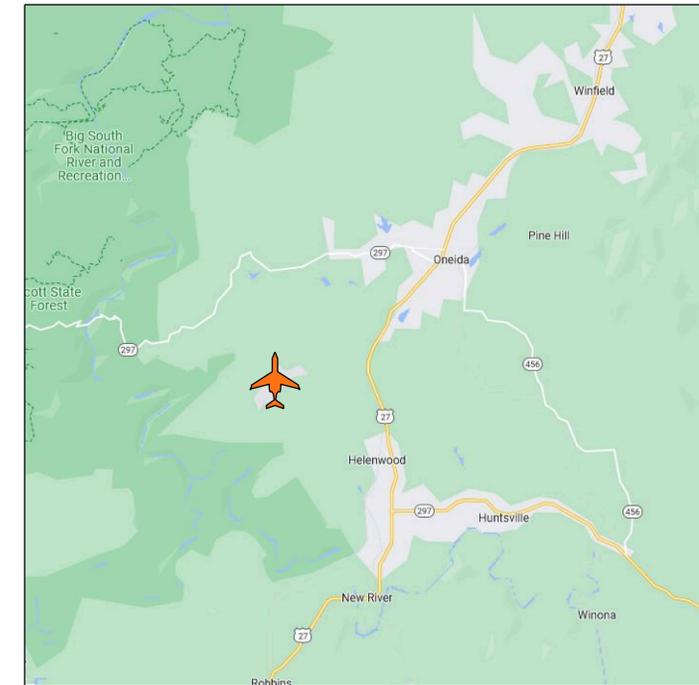


REVISIONS			
REV #	DATE	BY	DESCRIPTION

INDEX OF DRAWINGS		
SHEET NO.	DESCRIPTION	REVISION DATE
SHEET 1	TITLE SHEET	
SHEET 2	AIRPORT LAYOUT DRAWING	
SHEET 3	EXISTING FACILITIES DRAWING	
SHEET 4	ULTIMATE FACILITIES DRAWING	
SHEET 5	TERMINAL AREA DRAWING	
SHEET 6	AIRPORT AIRSPACE DRAWING	
SHEET 7	INNER APPROACH SURFACE DRAWING - RUNWAY 5	
SHEET 8	INNER APPROACH SURFACE DRAWING - RUNWAY 23	
SHEET 9	OBSTRUCTION DATA	
SHEET 10	RUNWAY DEPARTURE SURFACE DRAWING	
SHEET 11	RUNWAY PROFILE	
SHEET 12	LAND USE DRAWING	
SHEET 13	AIRPORT CAPITAL IMPROVEMENT PLAN	
SHEET 14	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP	



VICINITY MAP  
2263 AIRPORT RD, ONEIDA, TN 37841



LOCATION MAP  
2263 AIRPORT RD, ONEIDA, TN 37841



STATE MAP



6 Cadillac Dr, Suite 350  
Brentwood, TN 37027  
T 615.614.0121  
GMCNETWORK.COM

STATE OF TENNESSEE  
HONORABLE BILL LEE, GOVERNOR

DEPARTMENT OF TRANSPORTATION  
CLAY BRIGHT, COMMISSIONER

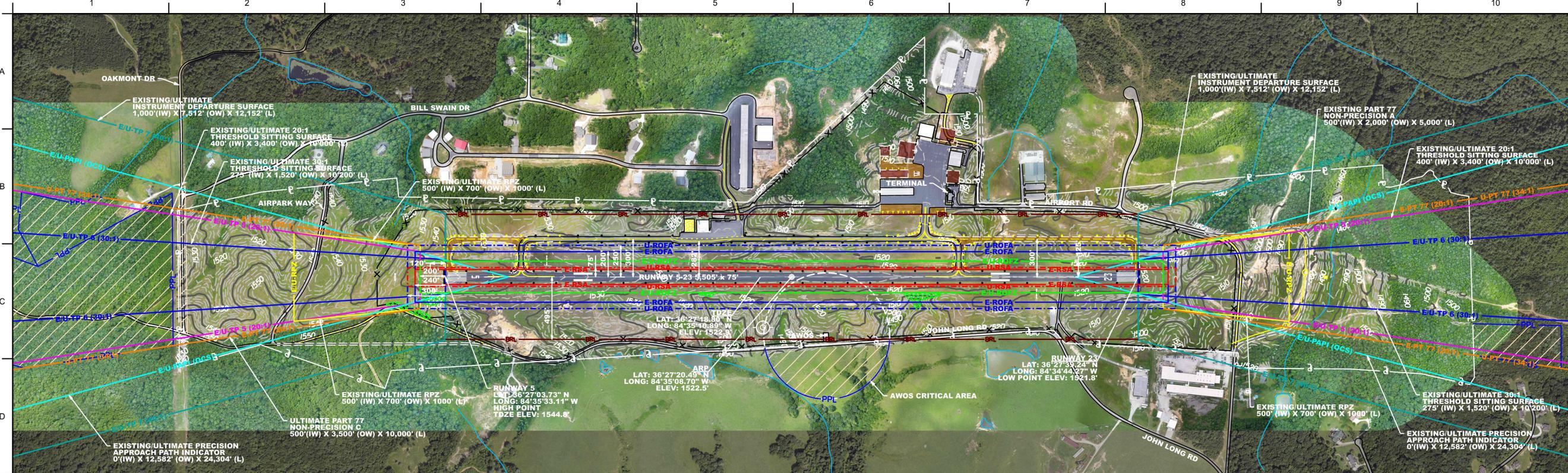
TENNESSEE AERONAUTICS DIVISION  
MICHELLE FRAZIER, DIRECTOR  
JOHN PAUL SAALWAECHTER, CIVIL ENGINEER MANAGER  
CHUCK HOSKINS, PROJECT MANAGER

SCOTT COUNTY  
JEFF TIBBALS, COUNTY MAYOR

SCOTT COUNTY AIRPORT AUTHORITY  
BROM SHOEMAKER, CHAIRMAN  
HANK DUVAL, AIRPORT MANAGER

GOODWYN MILLS CAWOOD  
COLE MOORE, AVIATION PLANNER

"THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

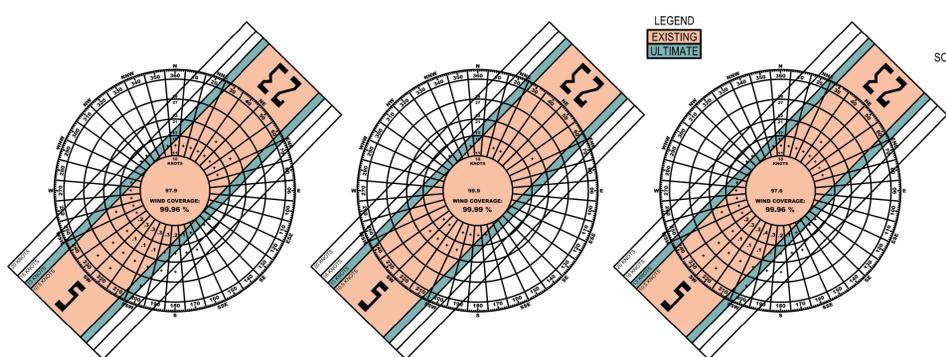


RUNWAY DATA TABLE		
RUNWAY 5/23		
	EXISTING	ULTIMATE
RUNWAY DIMENSIONS (L x W)	5,505 x 75'	SAME
RUNWAY DESIGN CODE	B-I-5000	B-II-5000
CRITICAL AIRCRAFT	RAYTHEON 390 PREMIER 1	BEECH SUPER KING AIR 200
EFFECTIVE GRADIENT	0.37%	SAME
PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT CLASSIFICATION NUMBER	7/F/C/X/T	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH BY WHEEL LOADING	SW 20,500 lbs.	SAME
RUNWAY LIGHTING	MIRL	SAME
TRUE RUNWAY BEARING	44°23'15.69"	SAME
APPROACH REFERENCE CODE (APRC)	B-III-4000 / D-II-4000	SAME
DEPARTURE REFERENCE CODE (DPRC)	B-III / D-II	SAME
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	283'	SAME
RUNWAY CENTERLINE TO HOLDING POSITION	200'	SAME
RUNWAY CENTERLINE TO AIRCRAFT PARKING	683'	495'
RUNWAY CENTERLINE TO STATIONARY OBJECT	350'	438'
RUNWAY END COORDINATES	LATITUDE: 36°27'03.73" N LONGITUDE: 84°35'33.11" W	LATITUDE: 36°27'39.24" N LONGITUDE: 84°34'44.27" W
RUNWAY END ELEVATION (MSL)	1544.8'	1521.8'
ROFZ WIDTH	250'	250'
ROFZ LENGTH BEYOND RUNWAY END	200'	200'
ROFZ LENGTH BEYOND THRESHOLD	240'	240'
ROFZ LENGTH PRIOR TO THRESHOLD	240'	240'
RSA WIDTH	120'	120'
RSA LENGTH BEYOND RUNWAY END	240'	240'
RSA LENGTH PRIOR TO THRESHOLD	240'	240'
RSA WIDTH	400'	400'
APPROACH RPZ LENGTH	1000'	1000'
APPROACH RPZ INNER WIDTH	500'	500'
APPROACH RPZ OUTER WIDTH	700'	700'
DEPARTURE RPZ LENGTH	1000'	1000'
DEPARTURE RPZ INNER WIDTH	500'	500'
DEPARTURE RPZ OUTER WIDTH	700'	700'
VISUAL NAVIGATION AID	REIL, PAPI	REIL, PAPI, ODALS
INSTRUMENT APPROACHES	PAPI 4L	PAPI 4L, ODALS
RUNWAY MARKING TYPE	NON-PRECISION	NON-PRECISION
PART 77 APPROACH TYPE CATEGORY	A(NP)	C
PART 77 APPROACH SLOPE	20:1	20:1
APPROACH VISIBILITY MINIMUMS	1 MILE	1 MILE
FAA APPROACH RUNWAY SURFACE TYPE	5, 6	5, 6
FAA APPROACH RUNWAY SURFACE SLOPE	20:1, 30:1	20:1, 30:1
FAA DEPARTURE RUNWAY SURFACE TYPE	7	7
FAA DEPARTURE RUNWAY SURFACE SLOPE	40:1	40:1
THRESHOLD SITING SURFACE OBSTRUCTIONS	SEE SHEET 9	SEE SHEET 9
TOUCHDOWN ZONE ELEVATION (MSL)	1544.8'	1522.9'
TYPE OF AERONAUTICAL SURVEY REQUIRED	VGS	VGS

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-I	B-II
CRITICAL AIRCRAFT	RAYTHEON 390 PREMIER 1	BEECH SUPER KING AIR 200
CRITICAL AIRCRAFT TDG	1A	2A
AIRPORT ELEVATION (MSL)	1544.8'	SAME
MEAN MAX. TEMPERATURE OF HOTTEST MONTH*	86° JULY	SAME
MAGNETIC DECLINATION	5°32' W (0°3' W PER YEAR)	SAME
AIRPORT REFERENCE POINT	LATITUDE: 36°27'20.49" N LONGITUDE: 84°35'08.70" W	SAME
AIRPORT REFERENCE POINT ELEVATIONS	1522.5'	SAME
AIRPORT NAVAIDS	BEACON, SEGMENTED CIRCLE, PAPI, ODALS	SAME
MISCELLANEOUS FACILITIES	AWOS-III, LIGHTED WINDCONE, MITL	SAME
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME
ASSET CATEGORY	LOCAL	SAME
STATE CATEGORY	COMMUNITY BUSINESS	SAME

LEGEND		
	EXISTING	ULTIMATE
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-ROFA	U-ROFA
RUNWAY PROTECTION ZONE (RPZ)	E-U-RPZ	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-U-ROFZ	SAME
BUILDING RESTRICTION LINE	BRL	SAME
PT 77 APPROACH SURFACE	E-PT 77 (20:1)	U-PT 77 (30:1)
THRESHOLD SITING SURFACE	E-U-TP 5 (20:1)	SAME
VERTICALLY GUIDED SURFACE	E-U-TP 6 (30:1)	SAME
DEPARTURE SURFACE	E-U-TP 7 (40:1)	SAME
PRECISION APPROACH PATH INDICATOR (PAPI)	E-U-PAPI	SAME
AWOS CRITICAL AREA		SAME
AIRPORT PAVEMENT	SEE PHOTO	
AUTO PAVEMENT	SEE PHOTO	
AIRPORT BUILDINGS	SEE PHOTO	
AIRPORT REFERENCE POINT		SAME
EASEMENT		SAME
AIRPORT PROPERTY LINE		SAME
FENCE (10')	-x-x-	
TAXIWAY CENTERLINE		SAME
BODY OF WATER / STREAM		SAME
FACILITIES / PAVEMENT TO BE REMOVED	N/A	
VEGETATION TO BE REMOVED		SAME
10' GROUND CONTOURS	15-40	SAME
2' GROUND CONTOURS		SAME
RUNWAY EDGE LIGHTS (MIRL)		SAME
TAXIWAY EDGE LIGHTS (MITL)		SAME
GVGSI (PAPI's)		SAME
RUNWAY END IDENTIFIER LIGHTS (REILS)		SAME
BEACON		SAME
OMNI-DIRECTIONAL APPROACH LIGHTS		SAME
WINDCONE AND SEGMENTED CIRCLE		SAME

RUNWAY SAFETY AREA DETERMINATION					
RWY END	STANDARD RSA	ACTUAL RSA		RSA DETERMINATION	
	LENGTH BEYOND	WIDTH	LENGTH BEYOND	WIDTH	VIOLATIONS ALONG SIDE OF RWY
5	300'	150'	EXISTING		
			1,000'	300'	NO VIOLATIONS
23	300'	150'	EXISTING		
			200'	270'	NO VIOLATIONS
5	1,000'	500'	ULTIMATE		
			1,000'	300'	GRADE VIOLATIONS ALONG SOUTH SIDE AND END OF RWY
23	1,000'	500'	ULTIMATE		
			800'	270'	GRADE VIOLATIONS ALONG SOUTH SIDE AND END OF RWY



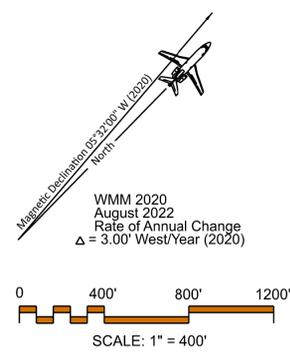
ALL WEATHER					IFR					VFR				
RUNWAY	CROSSWIND COMPONENT - KNOTS				RUNWAY	CROSSWIND COMPONENT - KNOTS				RUNWAY	CROSSWIND COMPONENT - KNOTS			
5/23	10.5	13	16	20	5/23	10.5	13	16	20	5/23	10.5	13	16	20
	99.82	99.96	100.00	100.00		99.98	99.99	100.00	100.00		99.79	99.96	100.00	100.00

DECLARED DISTANCES				
RUNWAY	TAKEOFF RUN AVAILABLE (TORA)	TAKEOFF DISTANCE AVAILABLE (TODA)	ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	LANDING DISTANCE AVAILABLE (LDA)
5	5505'	SAME	5505'	5505'
23	5505'	SAME	5505'	5505'

MODIFICATIONS TO STANDARDS			
DESCRIPTION OF MODIFICATION	REQUIRED STANDARD	DATE OF MOD APPROVAL	AIRSPACE CASE NO
PART OF TAXIWAY APRON AND PARALLEL TAXIWAY CENTERLINE HIGHER THAN RUNWAY OFFSET CENTERLINE	AC-150/5300-13A 41B.B. (6)	5/10/2021	N/A

- SHEET NOTES**
- ALL GVGSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
  - ALL COORDINATES BASED ON NAD 83; ELEVATIONS BASE ON NAVD 88.
  - CONTOURS BASED ON 2' AND 10' INTERVALS - SEE LEGEND.
  - PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
  - FINAL LOCATIONS OF PROPOSED FACILITIES MAY OR MAY NOT CONFORM TO LOCATIONS DEPICTED ON THIS DRAWING.
  - REFER TO AIRSPACE DRAWING FOR KNOWN PART 77 AIRSPACE VIOLATIONS.
  - PART 77 AIRSPACE CATEGORY IS SHOWN AS PUBLISHED ON THE EFFECTIVE 5010 MASTER RECORD DATED 05/20/2021.
  - REFER TO TERMINAL AREA PLAN FOR APRON DIMENSIONS AND TAXIWAY SEPARATION DIMENSIONS.
  - REFER TO TERMINAL AREA PLAN FOR TAXIWAY SURFACES.
  - NO OBSTACLE FREE ZONE PENETRATIONS.
  - BRL IS BASED ON 35' ALLOWABLE STRUCTURE HEIGHT.
  - AWOS CRITICAL AREA IS BASED ON 500' RADIUS.
  - NO STOPWAYS OR CLEARWAYS ON THE AIRFIELD.
  - NO SURVEY MONUMENTS, STATIONS, OR OFFSETS AT THE AIRFIELD.
  - REPORTED PAVEMENT STRENGTHS APPLIES TO RUNWAY, TAXIWAY, AND MAIN APRON PAVEMENTS ONLY BASED ON INFORMATION PROVIDED ON 5010 MASTER RECORD.

SOURCE: NOAA'S INTEGRATED SURFACE DATABASE ONEIDA, TN  
SCOTT MUNICIPAL AIRPORT  
USAF - 721031  
WBAN - 00348  
2012 - 2020  
NUMBER OF OBSERVATIONS - 217,211



TAXIWAY DATA		
	EXISTING	ULTIMATE
TAXIWAY DESIGN GROUP	1A	2A
TAXIWAY / TAXILANE WIDTH	40'	40'
TAXIWAY EDGE SAFETY MARGIN	N/A	N/A
TAXIWAY SHOULDER WIDTH	N/A	N/A
TAXIWAY / TAXILANE SAFETY AREA	49'	79'
TAXIWAY OBJECT FREE AREA	89'	124'
TAXILANE OBJECT FREE AREA	79'	110'
TAXIWAY LIGHTING	MITL	MITL

**AIRPORT SPONSOR APPROVAL**  
 Signature: Hank Duvall  
 Printed Name: Hank Duvall  
 Date: 6-30-25  
 Title: Airport Manager  
 Scott Municipal Airport

**CONDITIONALLY APPROVED**  
 Signature: Christopher Starr  
 Printed Name: Christopher Starr  
 Date: 7/8/25  
 Title: State Block Grant Program  
 Tennessee Dept. of Transportation  
 Subject to comments in Approval Letter



6 Cadillac Dr, Suite 350  
Brentwood, TN 37027  
T 615.614.0121  
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AIRPORT LAYOUT DRAWING

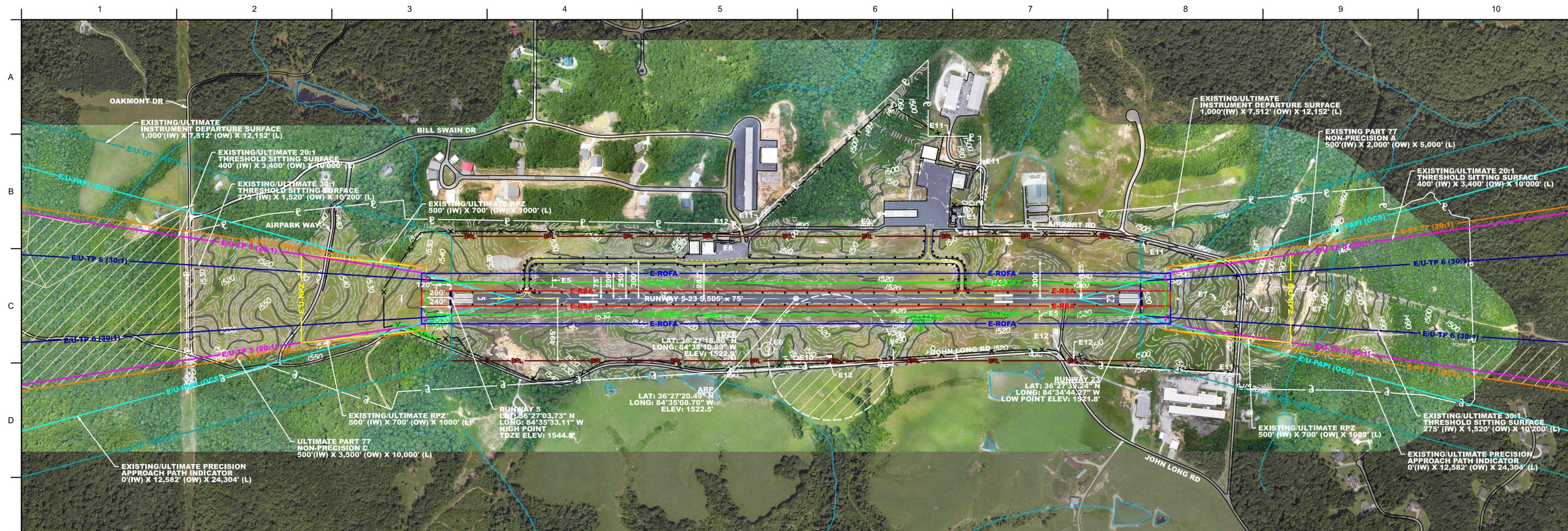
SCOTT MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN  
ONEIDA, TN

TAD #: 76-555-0145-21  
GMC #: TNAS210073  
SCALE: 1" = 400'

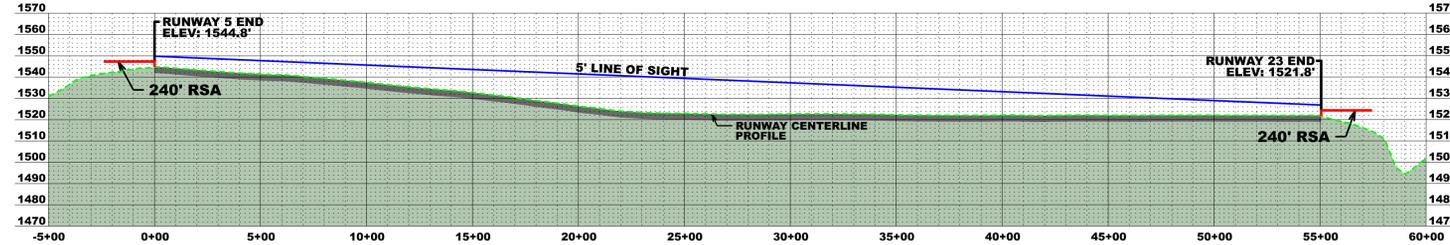
ISSUE DATE  
FINAL OCT 2024

DESIGNED BY: CM  
APPROVED BY: JMP

2 of 14  
SHEET 2



RUNWAY DATA TABLE		
		RUNWAY 5/23
EXISTING		
RUNWAY DIMENSIONS (L x W)	5,505' x 75'	
RUNWAY DESIGN CODE	B-4-5000	
CRITICAL AIRCRAFT	RAYTHEON 390 PREMIER 1	
EFFECTIVE GRADIENT	0.37%	
PAVEMENT TYPE	ASPHALT	
PAVEMENT CLASSIFICATION NUMBER	7IF/CX/T	
PAVEMENT SURFACE TREATMENT	NONE	
PAVEMENT STRENGTH BY WHEEL LOADING	SW 20,500 lbs.	
RUNWAY LIGHTING	MIRL	
TRUE RUNWAY BEARING	44°23'15.69"	
APPROACH REFERENCE CODE (APRC)	B-III-4000 / D-II-4000	
DEPARTURE REFERENCE CODE (DPRC)	B-III / D-II	
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	283'	
RUNWAY CENTERLINE TO HOLDING POSITION	200'	
RUNWAY CENTERLINE TO AIRCRAFT PARKING	683'	
RUNWAY CENTERLINE TO STATIONARY OBJECT	350'	
	RWY 5	RWY 23
RUNWAY END COORDINATES	LATITUDE 36°27'03.73" N LONGITUDE 84°35'33.11" W	36°27'39.24" N 84°34'44.27" W
RUNWAY END ELEVATION (MSL)	1544.8'	1521.8'
ROFZ WIDTH	250'	250'
ROFZ LENGTH BEYOND RUNWAY END	200'	200'
RSA LENGTH BEYOND RUNWAY END	240'	240'
RSA LENGTH PRIOR TO THRESHOLD	240'	240'
RSA WIDTH	120'	120'
ROFA LENGTH BEYOND RUNWAY END	240'	240'
ROFA LENGTH PRIOR TO THRESHOLD	240'	240'
ROFA WIDTH	400'	400'
APPROACH RPZ LENGTH	1000'	1000'
APPROACH RPZ INNER WIDTH	500'	500'
APPROACH RPZ OUTER WIDTH	700'	700'
DEPARTURE RPZ LENGTH	1000'	1000'
DEPARTURE RPZ INNER WIDTH	500'	500'
DEPARTURE RPZ OUTER WIDTH	700'	700'
VISUAL NAVIGATION AID	REIL, PAPI	REIL, PAPI, ODALS
INSTRUMENT APPROACHES	PAPI 4L	PAPI 4L, ODALS
RUNWAY MARKING TYPE	NON-PRECISION	NON-PRECISION
PART 77 APPROACH TYPE CATEGORY	A(NP)	A(NP)
PART 77 APPROACH SLOPE	20:1	20:1
APPROACH VISIBILITY MINIMUMS	1 MILE	1 MILE
FAA APPROACH RUNWAY SURFACE TYPE	5.6	5.6
FAA APPROACH RUNWAY SURFACE SLOPE	20:1, 30:1	20:1, 30:1
FAA DEPARTURE RUNWAY SURFACE TYPE	7	7
FAA DEPARTURE RUNWAY SURFACE SLOPE	40:1	40:1
THRESHOLD SITING SURFACE OBSTRUCTIONS	SEE SHEET 9	SEE SHEET 9
TOUCHDOWN ZONE ELEVATION (MSL)	1544.8'	1522.9'
TYPE OF AERONAUTICAL SURVEY REQUIRED	VGS	VGS



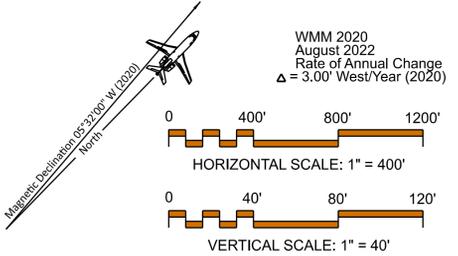
AIRPORT DATA	
	EXISTING
AIRPORT REFERENCE CODE	B-4
CRITICAL AIRCRAFT	RAYTHEON 390 PREMIER 1
CRITICAL AIRCRAFT TDG	1A
AIRPORT ELEVATION (MSL)	1544.8'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH*	86° JULY
MAGNETIC DECLINATION	5°32' W (0°3' W PER YEAR)
AIRPORT REFERENCE POINT	LATITUDE 36°27'20.49" N LONGITUDE 84°35'08.70" W ELEV: 1522.5'
AIRPORT REFERENCE POINT ELEVATIONS	BEACON, SEGMENTED CIRCLE, PAPI, ODALS
MISCELLANEOUS FACILITIES	AWOS-III, LIGHTED WINDCONE, MITL
NPIAS SERVICE LEVEL	GENERAL AVIATION
ASSET CATEGORY	LOCAL
STATE CATEGORY	COMMUNITY BUSINESS

TAXIWAY DATA	
	EXISTING
TAXIWAY DESIGN GROUP	1A
TAXIWAY / TAXILANE WIDTH	40'
TAXIWAY EDGE SAFETY MARGIN	N/A
TAXIWAY SHOULDER WIDTH	N/A
TAXIWAY / TAXILANE SAFETY AREA	49'
TAXIWAY OBJECT FREE AREA	89'
TAXILANE OBJECT FREE AREA	79'
TAXIWAY LIGHTING	MITL

EXISTING FACILITIES		
REF #	STRUCTURE	TOP ELEVATION
E1	TERMINAL	1532.8'
E2	MAINTENANCE HANGAR	1539.5'
E3	T-HANGAR	1536.0'
E4	BOX HANGAR	1542.9'
E5	PAPI	N/A
E6	WINDCONE/SEGMENTED CIRCLE	N/A
E7	ODALS	N/A
E8	FUEL FARM	1533.4'
E9	BEACON	N/A
E10	AWOS	N/A
E11	MANUAL GATE	N/A
E12	ELECTRIC ACCESS GATE	N/A

DECLARED DISTANCES				
RUNWAY	TAKEOFF RUN AVAILABLE (TORA)	TAKEOFF DISTANCE AVAILABLE (TODA)	ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	LANDING DISTANCE AVAILABLE (LDA)
5	5505'	5505'	5505'	5505'
23	5505'	5505'	5505'	5505'

- SHEET NOTES**
- ALL GVSGI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
  - ALL COORDINATES BASED ON NAD 83; ELEVATIONS BASE ON NAVD 88.
  - CONTOURS BASED ON 2' AND 10' INTERVALS - SEE LEGEND.
  - PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
  - FINAL LOCATIONS OF PROPOSED FACILITIES MAY OR MAY NOT CONFORM TO LOCATIONS DEPICTED ON THIS DRAWING.
  - REFER TO AIRSPACE DRAWING FOR KNOWN PART 77 AIRSPACE VIOLATIONS.
  - PART 77 AIRSPACE CATEGORY IS SHOWN AS PUBLISHED ON THE EFFECTIVE 5010 MASTER RECORD DATED 05/20/2021.
  - REFER TO TERMINAL AREA PLAN FOR APRON DIMENSIONS AND TAXIWAY SEPARATION DIMENSIONS.
  - REFER TO TERMINAL AREA PLAN FOR TAXIWAY SURFACES.
  - NO OBSTACLE FREE ZONE PENETRATIONS.
  - BRL IS BASED ON 35' ALLOWABLE STRUCTURE HEIGHT.
  - AWOS CRITICAL AREA IS BASED ON 500' RADIUS.
  - NO STOPWAYS OR CLEARWAYS ON THE AIRFIELD.
  - NO SURVEY MONUMENTS, STATIONS, OR OFFSETS AT THE AIRFIELD.
  - REPORTED PAVEMENT STRENGTHS APPLIES TO RUNWAY, TAXIWAY, AND MAIN APRON PAVEMENTS ONLY BASED ON INFORMATION PROVIDED ON 5010 MASTER RECORD.
  - SEE SHEET 11 FOR A DETAILED VIEW OF THE RUNWAY PROFILE.



LEGEND	
	EXISTING
RUNWAY SAFETY AREA (RSA)	E-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-ROFA
RUNWAY PROTECTION ZONE (RPZ)	E-RPZ
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-U-ROFZ
BUILDING RESTRICTION LINE	BRL
PT 77 APPROACH SURFACE	E-PT 77 (20:1)
THRESHOLD SITING SURFACE	E-U-TP 6 (20:1)
VERTICALLY GUIDED SURFACE	E-U-TP 6 (30:1)
DEPARTURE SURFACE	E-U-TP 7 (40:1)
PRECISION APPROACH PATH INDICATOR (PAPI)	E-U-PAPI
AWOS CRITICAL AREA	SEE PHOTO
AIRPORT PAVEMENT	SEE PHOTO
AIRPORT BUILDINGS	SEE PHOTO
AIRPORT REFERENCE POINT	SEE PHOTO
EASEMENT	SEE PHOTO
VEGETATION TO BE REMOVED	SEE PHOTO
AIRPORT PROPERTY LINE	SEE PHOTO
FENCE (10')	SEE PHOTO
10' GROUND CONTOURS	SEE PHOTO
2' GROUND CONTOURS	SEE PHOTO
BODY OF WATER / STREAM	SEE PHOTO
PAVEMENT OR BUILDING TO BE REMOVED	N/A
RUNWAY EDGE LIGHTS (MIRL)	SEE PHOTO
TAXIWAY EDGE LIGHTS (MITL)	SEE PHOTO
GVSGI (PAPI's)	SEE PHOTO
RUNWAY END IDENTIFIER LIGHTS (REILs)	SEE PHOTO
BEACON	SEE PHOTO
OMNI-DIRECTIONAL APPROACH LIGHTS (ODALS)	SEE PHOTO
WINDCONE AND SEGMENTED CIRCLE	SEE PHOTO

**EXISTING FACILITIES LAYOUT DRAWING**

**GMC**

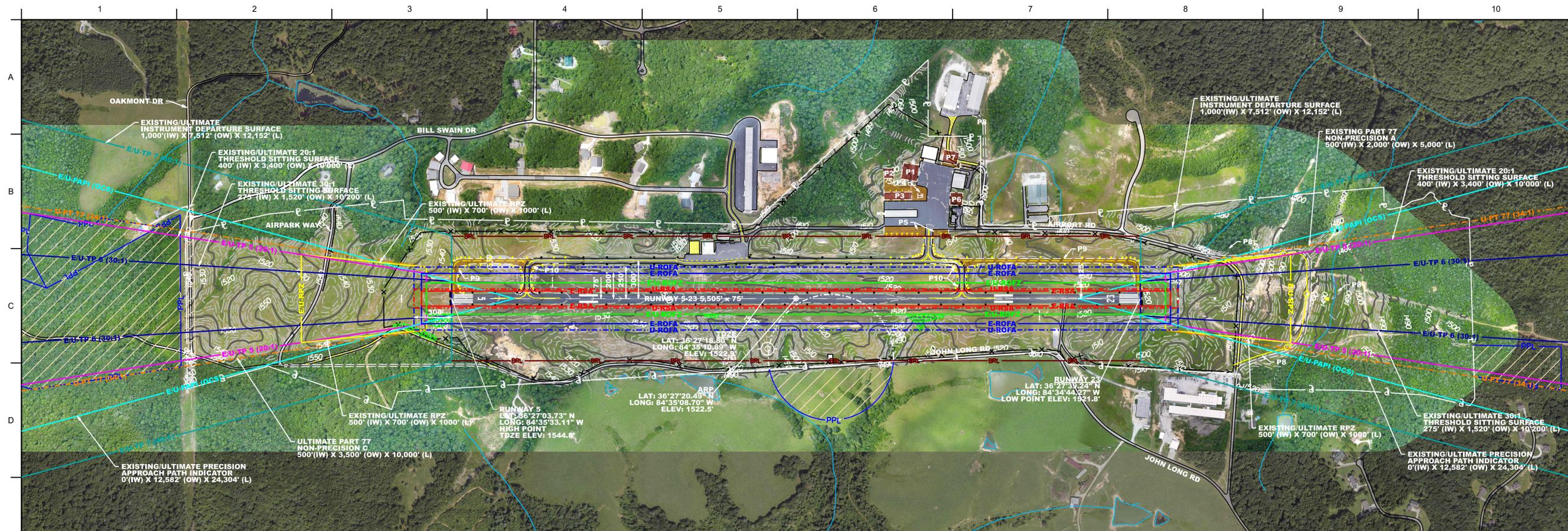
6 Cadillac Dr, Suite 350  
Brentwood, TN 37027  
T 615.614.0121  
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ISSUE	DATE
FINAL	OCT 2024

DESIGNED BY: CM  
APPROVED BY: MP

**SCOTT MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN  
ONEIDA, TN**

TAD #: 76-555-0145-21  
GMC #: TNAS210073  
SCALE: 1" = 400'



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ISSUE	DATE
FINAL	OCT 2024

SCOTT MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN  
ONEIDA, TN  
TAD #: 76-555-0145-21  
GMC #: TNAS210073  
SCALE: 1" = 400'

ULTIMATE FACILITIES  
LAYOUT DRAWING  
4  
SHEET 4 of 14

RUNWAY DATA TABLE	
	<b>RUNWAY 5/23</b>
	<b>ULTIMATE</b>
RUNWAY DIMENSIONS (L x W)	5,505 x 75
RUNWAY DESIGN CODE	B-II-5000
CRITICAL AIRCRAFT	BEECH SUPER KING AIR 200
EFFECTIVE GRADIENT	0.37%
PAVEMENT TYPE	ASPHALT
PAVEMENT CLASSIFICATION NUMBER	7/F/C/X/T
PAVEMENT SURFACE TREATMENT	NONE
PAVEMENT STRENGTH BY WHEEL LOADING	SW 20,500 lbs.
RUNWAY LIGHTING	MIRL
TRUE RUNWAY BEARING	44°23'15.69"
APPROACH REFERENCE CODE (APRC)	B-II-4000 / D-II-4000
DEPARTURE REFERENCE CODE (DPRC)	B-III / D-II
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	283'
RUNWAY CENTERLINE TO HOLDING POSITION	200'
RUNWAY CENTERLINE TO AIRCRAFT PARKING	495'
RUNWAY CENTERLINE TO STATIONARY OBJECT	438'

RUNWAY END COORDINATES	LATITUDE	RWY 5	RWY 23
		LONGITUDE	LONGITUDE
		36°27'03.73" N	36°27'39.24" N
		84°35'33.11" W	84°34'44.27" W
RUNWAY END ELEVATION (MSL)		1544.8'	1521.8'
ROFZ WIDTH		250'	250'
ROFZ LENGTH BEYOND RUNWAY END		200'	200'
RSA LENGTH BEYOND RUNWAY END		300'	300'
RSA LENGTH PRIOR TO THRESHOLD		300'	300'
RSA WIDTH		150'	150'
ROFA LENGTH BEYOND RUNWAY END		300'	300'
ROFA LENGTH PRIOR TO THRESHOLD		300'	300'
ROFA WIDTH		500'	500'
APPROACH RPZ LENGTH		1000'	1000'
APPROACH RPZ INNER WIDTH		500'	500'
APPROACH RPZ OUTER WIDTH		700'	700'
DEPARTURE RPZ LENGTH		1000'	1000'
DEPARTURE RPZ INNER WIDTH		500'	500'
DEPARTURE RPZ OUTER WIDTH		700'	700'
VISUAL NAVIGATION AID		REIL, PAPI	REIL, PAPI, ODALS
INSTRUMENT APPROACHES		PAPI 4L	PAPI 4L, ODALS
RUNWAY MARKING TYPE		NON-PRECISION	NON-PRECISION
PART 77 APPROACH TYPE CATEGORY		C	C
PART 77 APPROACH SLOPE		34:1	34:1
APPROACH VISIBILITY MINIMUMS		1 MILE	1 MILE
FAA APPROACH RUNWAY SURFACE TYPE		5, 6	5, 6
FAA APPROACH RUNWAY SURFACE SLOPE		20:1, 30:1	20:1, 30:1
FAA DEPARTURE RUNWAY SURFACE TYPE		7	7
FAA DEPARTURE RUNWAY SURFACE SLOPE		40:1	40:1
THRESHOLD SITING SURFACE OBSTRUCTIONS		SEE SHEET 9	SEE SHEET 9
TOUCHDOWN ZONE ELEVATION (MSL)		1544.8'	1522.9'
TYPE OF AERONAUTICAL SURVEY REQUIRED		VGS	VGS

AIRPORT DATA	
AIRPORT REFERENCE CODE	ULTIMATE
CRITICAL AIRCRAFT	BEECH SUPER KING AIR 200
CRITICAL AIRCRAFT TDG	2A
AIRPORT ELEVATION (MSL)	1544.8'
MEAN MAX. TEMPERATURE OF HOTTEST MONTH*	86° JULY
MAGNETIC DECLINATION	5°32' W (0°3' W PER YEAR)
AIRPORT REFERENCE POINT	LATITUDE 36°27'04.9" N LONGITUDE 84°35'08.70" W
AIRPORT REFERENCE POINT ELEVATIONS	1522.47'
AIRPORT NAVAIDS	BEACON, PAPI, ODALS, SEGMENTED CIRCLE
MISCELLANEOUS FACILITIES	AWOS-III, LIGHTED WINDCONES, MITL
NPIAS SERVICE LEVEL	GENERAL AVIATION
ASSET CATEGORY	LOCAL
STATE CATEGORY	COMMUNITY BUSINESS

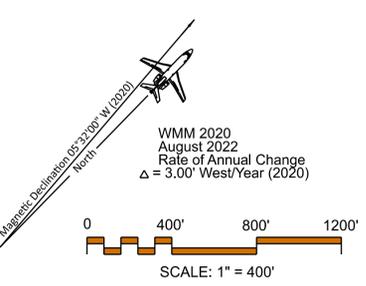
DECLARED DISTANCES				
RUNWAY	TAKEOFF RUN AVAILABLE (TORA)	TAKEOFF DISTANCE AVAILABLE (TODA)	ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	LANDING DISTANCE AVAILABLE (LDA)
5	5505'	5505'	5505'	5505'
23	5505'	5505'	5505'	5505'

- SHEET NOTES
- ALL GVGS SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
  - ALL COORDINATES BASED ON NAD 83; ELEVATIONS BASE ON NAVD 88.
  - CONTOURS BASED ON 2' AND 10' INTERVALS - SEE LEGEND.
  - PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
  - FINAL LOCATIONS OF PROPOSED FACILITIES MAY OR MAY NOT CONFORM TO LOCATIONS DEPICTED ON THIS DRAWING.
  - REFER TO AIRSPACE DRAWING FOR KNOWN PART 77 AIRSPACE VIOLATIONS.
  - PART 77 AIRSPACE CATEGORY IS SHOWN AS PUBLISHED ON THE EFFECTIVE 5010 MASTER RECORD DATED 05/20/2021.
  - REFER TO TERMINAL AREA PLAN FOR APRON DIMENSIONS AND TAXIWAY/TAXILANE SEPARATION DIMENSIONS.
  - NO OBSTACLE FREE ZONE PENETRATIONS.
  - BRL IS BASED ON 35' ALLOWABLE STRUCTURE HEIGHT.
  - AWOS CRITICAL AREA IS BASED ON 500' RADIUS.
  - NO STOPWAYS OR CLEARWAYS ON THE AIRFIELD.
  - NO SURVEY MONUMENTS, STATIONS, OR OFFSETS AT THE AIRFIELD.
  - REPORTED PAVEMENT STRENGTHS APPLIES TO RUNWAY, TAXIWAY, AND MAIN APRON PAVEMENTS ONLY BASED ON INFORMATION PROVIDED ON 5010 MASTER RECORD.

ULTIMATE BUILDINGS / FACILITIES	
REF #	STRUCTURE
P1	HANGAR (130' x 130')
P2	HANGAR (80' x 80')
P3	T-HANGAR
P4	FUEL FARM
P5	APRON EXPANSION - TIE DOWNS
P6	HANGAR (100' x 100')
P7	CORPORATE HANGAR (130' x 110')
P8	AIRPORT RD RELOCATION
P9	TAXIWAY EXTENSION
P10	TAXIWAY FILLET EDGE UPGRADES

TAXIWAY DATA	
TAXIWAY DESIGN GROUP	ULTIMATE
TAXIWAY / TAXILANE WIDTH	40'
TAXIWAY EDGE SAFETY MARGIN	N/A
TAXIWAY SHOULDER WIDTH	N/A
TAXIWAY / TAXILANE SAFETY AREA	79'
TAXIWAY OBJECT FREE AREA	124'
TAXILANE OBJECT FREE AREA	110'
TAXIWAY LIGHTING	MITL

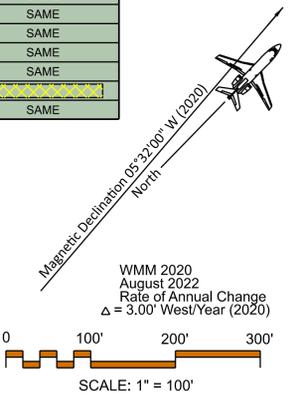
	LEGEND	
	EXISTING	ULTIMATE
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-ROFA	U-ROFA
RUNWAY PROTECTION ZONE (RPZ)	E-U-RPZ	U-RPZ
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-U-ROFZ	SAME
BUILDING RESTRICTION LINE	BRL	SAME
PT 77 APPROACH SURFACE	REFER TO SHEET 3	U-PT 77 (34:1)
THRESHOLD SITING SURFACE	E-U-TP 5 (20:1)	SAME
VERTICALLY GUIDED SURFACE	U-TP 6 (30:1)	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	E-TOFA	U-TOFA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
DEPARTURE SURFACE	E-U-TP 7 (40:1)	SAME
PRECISION APPROACH PATH INDICATOR (PAPI)	E-U-PAPI	SAME
AWOS CRITICAL AREA		SAME
AIRPORT PAVEMENT	SEE PHOTO	
AUTO PAVEMENT	SEE PHOTO	
AIRPORT BUILDINGS	SEE PHOTO	
AIRPORT REFERENCE POINT		SAME
EASEMENT		SAME
AIRPORT PROPERTY LINE		PPL
FENCE (10')	X	
TAXIWAY CENTERLINE		
10' GROUND CONTOURS	1540	SAME
2' GROUND CONTOURS		SAME
BODY OF WATER / STREAM		SAME
FACILITIES / PAVEMENT TO BE REMOVED	N/A	
VEGETATION TO BE REMOVED		SAME
RUNWAY EDGE LIGHTS (MIRL)		SAME
TAXIWAY EDGE LIGHTS (MITL)		SAME
GVGS (PAPI'S)		SAME
RUNWAY END IDENTIFIER LIGHTS (REILS)		SAME
BEACON		SAME
OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM		SAME
WINDCONE AND SEGMENTED CIRCLE		SAME



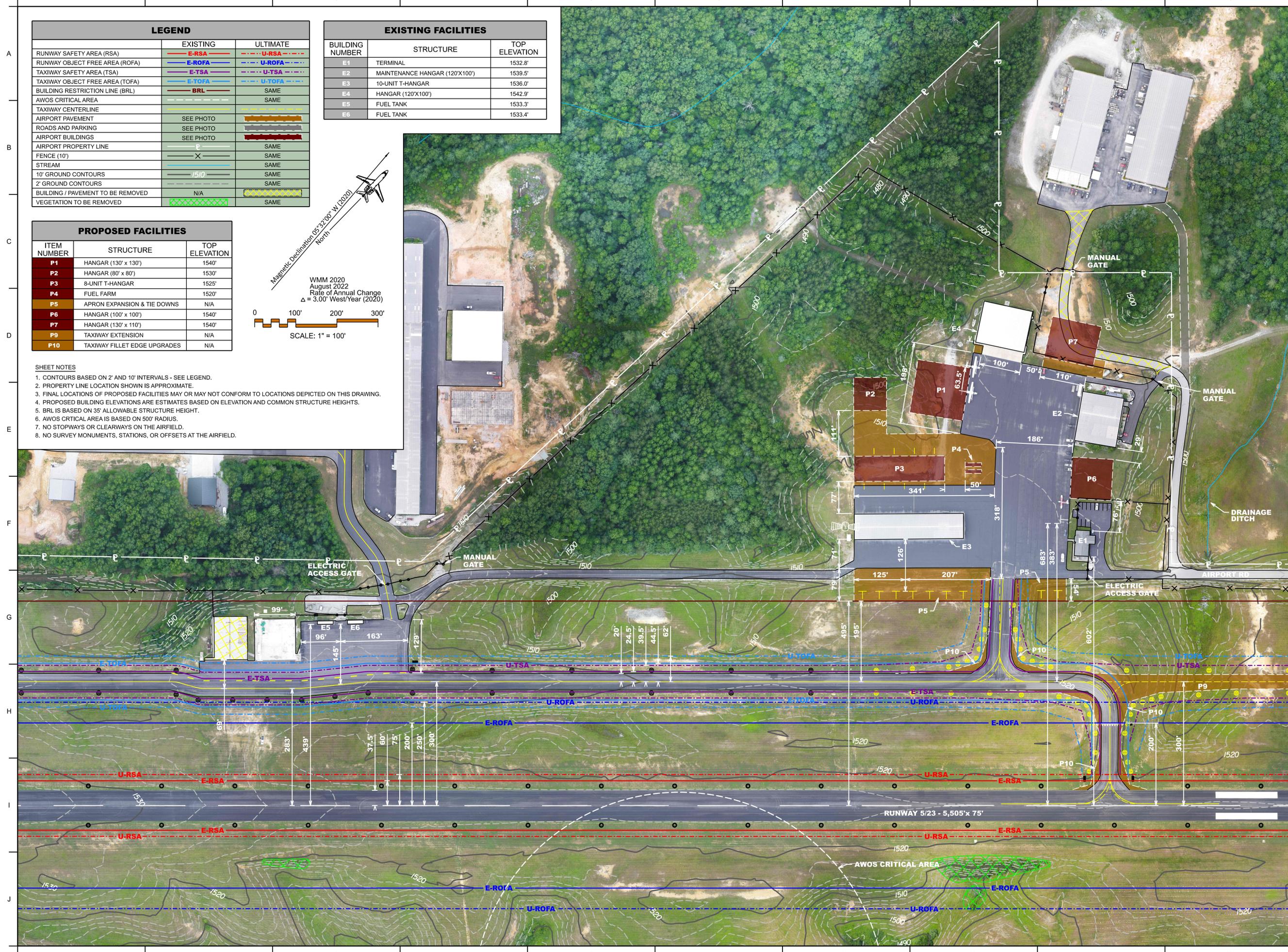
LEGEND		
	EXISTING	ULTIMATE
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-ROFA	U-ROFA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
TAXIWAY OBJECT FREE AREA (TOFA)	E-TOFA	U-TOFA
BUILDING RESTRICTION LINE (BRL)	BRL	SAME
AWOS CRITICAL AREA		SAME
TAXIWAY CENTERLINE		
AIRPORT PAVEMENT	SEE PHOTO	
ROADS AND PARKING	SEE PHOTO	
AIRPORT BUILDINGS	SEE PHOTO	
AIRPORT PROPERTY LINE	P	SAME
FENCE (10')	X	SAME
STREAM		SAME
10' GROUND CONTOURS	1510	SAME
2' GROUND CONTOURS		SAME
BUILDING / PAVEMENT TO BE REMOVED	N/A	
VEGETATION TO BE REMOVED		

EXISTING FACILITIES		
BUILDING NUMBER	STRUCTURE	TOP ELEVATION
E1	TERMINAL	1532.8'
E2	MAINTENANCE HANGAR (120'x100')	1539.5'
E3	10-UNIT T-HANGAR	1536.0'
E4	HANGAR (120'x100')	1542.9'
E5	FUEL TANK	1533.3'
E6	FUEL TANK	1533.4'

PROPOSED FACILITIES		
ITEM NUMBER	STRUCTURE	TOP ELEVATION
P1	HANGAR (130' x 130')	1540'
P2	HANGAR (80' x 80')	1530'
P3	8-UNIT T-HANGAR	1525'
P4	FUEL FARM	1520'
P5	APRON EXPANSION & TIE DOWNS	N/A
P6	HANGAR (100' x 100')	1540'
P7	HANGAR (130' x 110')	1540'
P9	TAXIWAY EXTENSION	N/A
P10	TAXIWAY FILLET EDGE UPGRADES	N/A



- SHEET NOTES**
1. CONTOURS BASED ON 2' AND 10' INTERVALS - SEE LEGEND.
  2. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
  3. FINAL LOCATIONS OF PROPOSED FACILITIES MAY OR MAY NOT CONFORM TO LOCATIONS DEPICTED ON THIS DRAWING.
  4. PROPOSED BUILDING ELEVATIONS ARE ESTIMATES BASED ON ELEVATION AND COMMON STRUCTURE HEIGHTS.
  5. BRL IS BASED ON 35' ALLOWABLE STRUCTURE HEIGHT.
  6. AWOS CRITICAL AREA IS BASED ON 500' RADIUS.
  7. NO STOPWAYS OR CLEARWAYS ON THE AIRFIELD.
  8. NO SURVEY MONUMENTS, STATIONS, OR OFFSETS AT THE AIRFIELD.



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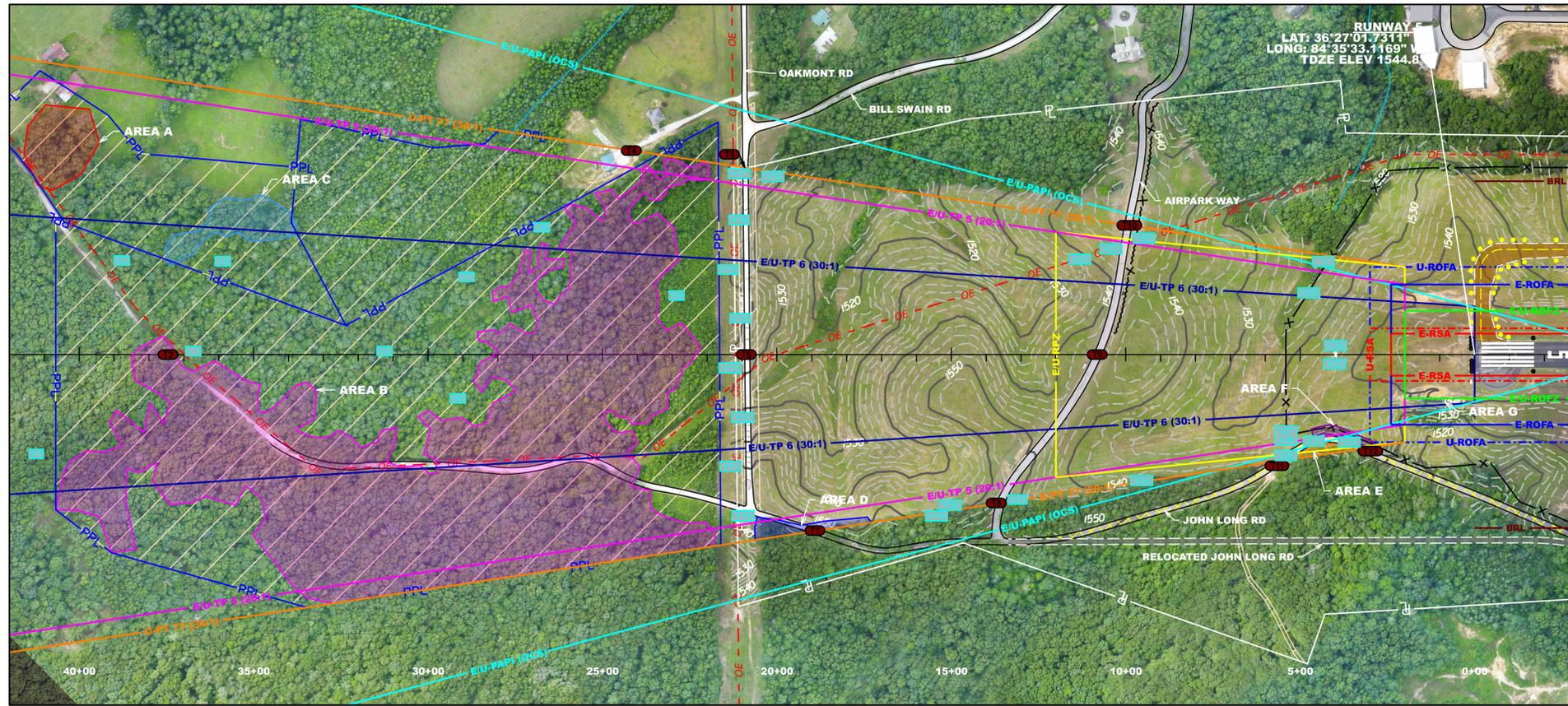
ISSUE	DATE
FINAL	OCT 2024

DESIGNED BY: CM  
APPROVED BY: JMP

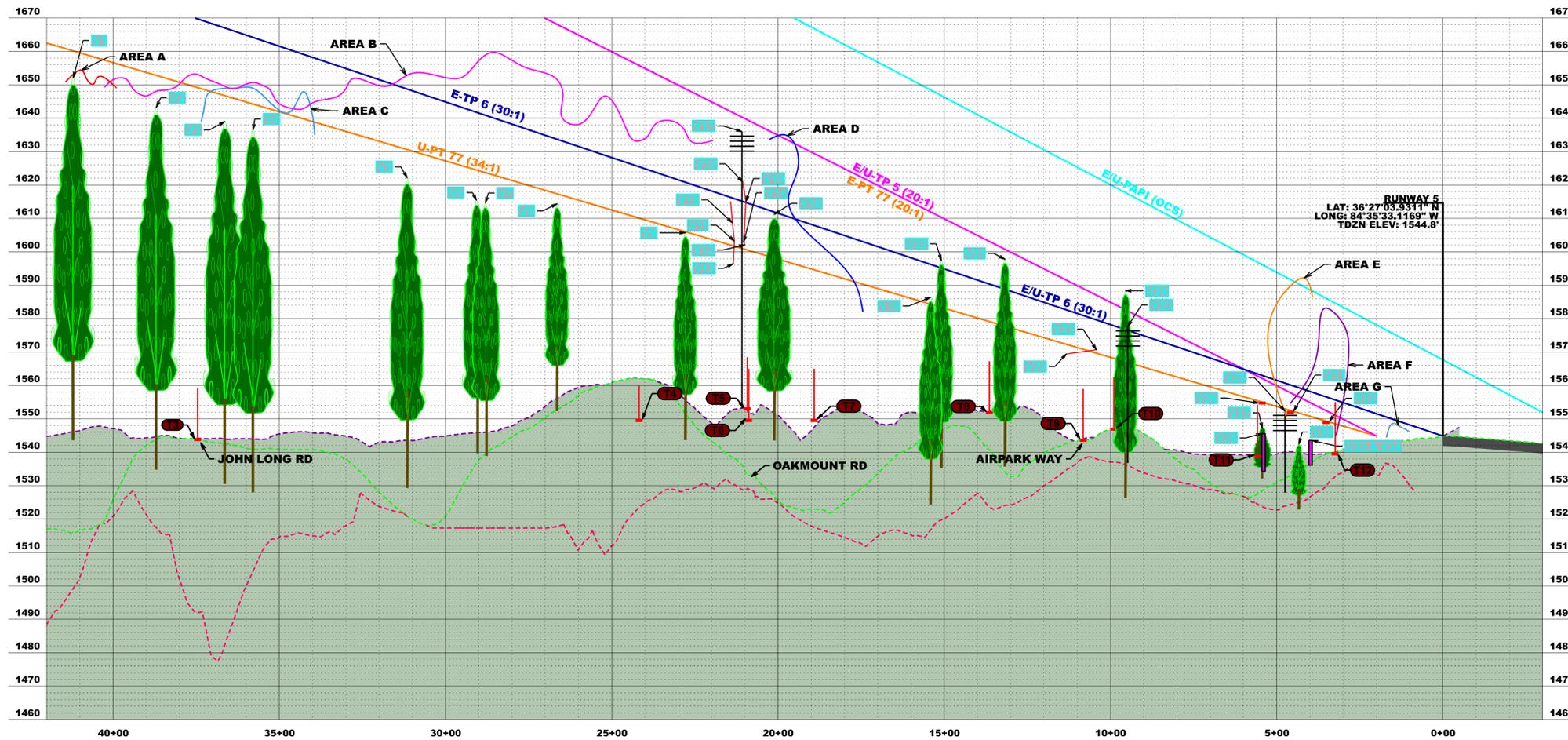
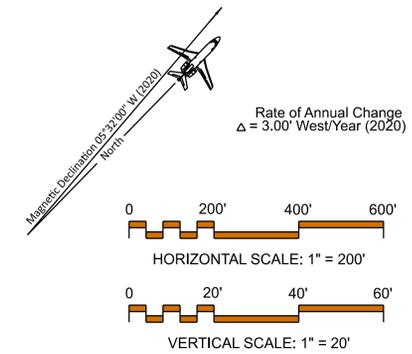
**SCOTT MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN**  
ONEIDA, TN  
TAD #: 76-555-0145-21  
GMC #: TNAS210073  
SCALE: 1" = 100'

TERMINAL AREA DRAWING





LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-ROFA	U-ROFA
RUNWAY PROTECTION ZONE (RPZ)	E-RPZ	U-RPZ
PRECISION APPROACH PATH INDICATOR (PAPI)	E-PAPI (OC)	U-PAPI (OC)
PT 77 APPROACH SURFACE	E-PT 77 (20:1)	U-PT 77 (34:1)
THRESHOLD SITING SURFACE	E-U-TP 6 (30:1)	U-U-TP 6 (30:1)
VERTICALLY GUIDED SURFACE	E-U-TP 6 (30:1)	U-U-TP 6 (30:1)
RUNWAY OBJECT FREE ZONE (OFZ)	E-U-ROFZ	U-U-ROFZ
BUILDING RESTRICTION LINE	BRL	BRL
AIRPORT PAVEMENT	SEE PHOTO	SEE PHOTO
AUTO PAVEMENT	SEE PHOTO	SEE PHOTO
TAXIWAY CENTERLINE	NA	NA
EASEMENT	SEE PHOTO	SEE PHOTO
PAVEMENT TO BE REMOVED	NA	NA
VEGETATION TO BE REMOVED	SEE PHOTO	SEE PHOTO
AIRPORT PROPERTY LINE	P	P
FENCE (10')	X	X
STREAM	SEE PHOTO	SEE PHOTO
OVERHEAD POWER LINES	OE	OE
10' GROUND CONTOURS	1:50	1:50
2' GROUND CONTOURS	1:25	1:25
APPROACH SURFACE VIOLATIONS	SEE PHOTO	SEE PHOTO



LEGEND	
SYMBOL	DESCRIPTION
[Tree symbol]	TREE
[Vertical bar symbol]	STRUCTURE (R/L)
[Red square symbol]	BUILDING
[Red line symbol]	ROAD WITH TRAVERSE WAY
[Blue line symbol]	CREEK
[Tower symbol]	TOWER
[Dashed line symbol]	RUNWAY CENTERLINE
[Dotted line symbol]	COMPOSITE LOW GROUND
[Solid line symbol]	COMPOSITE HIGH GROUND

- SHEET NOTES
1. LAST OBSTRUCTION SURVEY DATED OCTOBER 10, 2021.
  2. SEE SHEET 9 FOR OBSTRUCTION AND TRAVERSEWAY DATA.
  3. CONTOURS BASED ON 2' AND 10' INTERVALS - SEE LEGEND.
  4. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
  5. OBSTRUCTION TO PART 77 SURFACES ARE NOT LIMITED TO VIOLATIONS LISTED.
  6. PART 77 OBSTRUCTION ANALYSIS BASED ON ULTIMATE RUNWAY CONFIGURATION.
  7. BRL IS BASED ON 35' ALLOWABLE STRUCTURE HEIGHT.
  8. NO STOPWAYS OR CLEARWAYS ON THE AIRFIELD.



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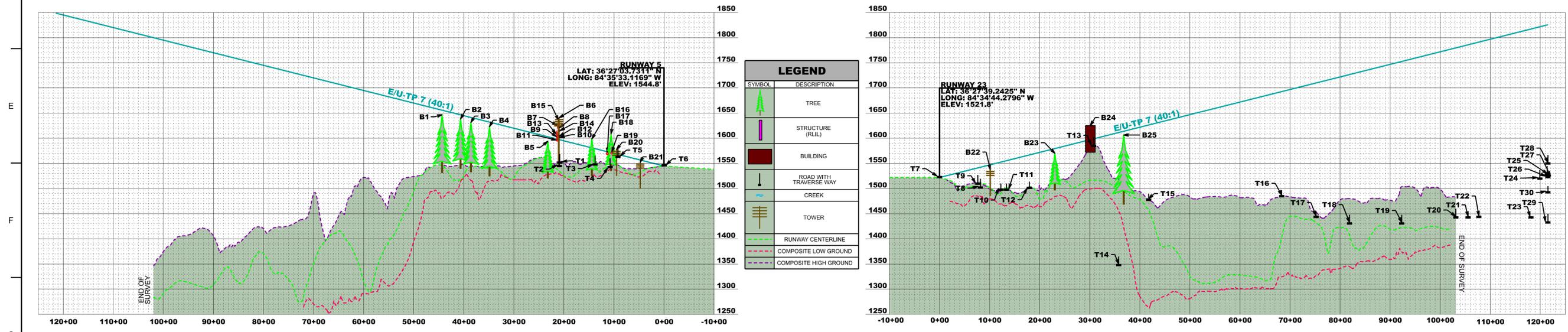
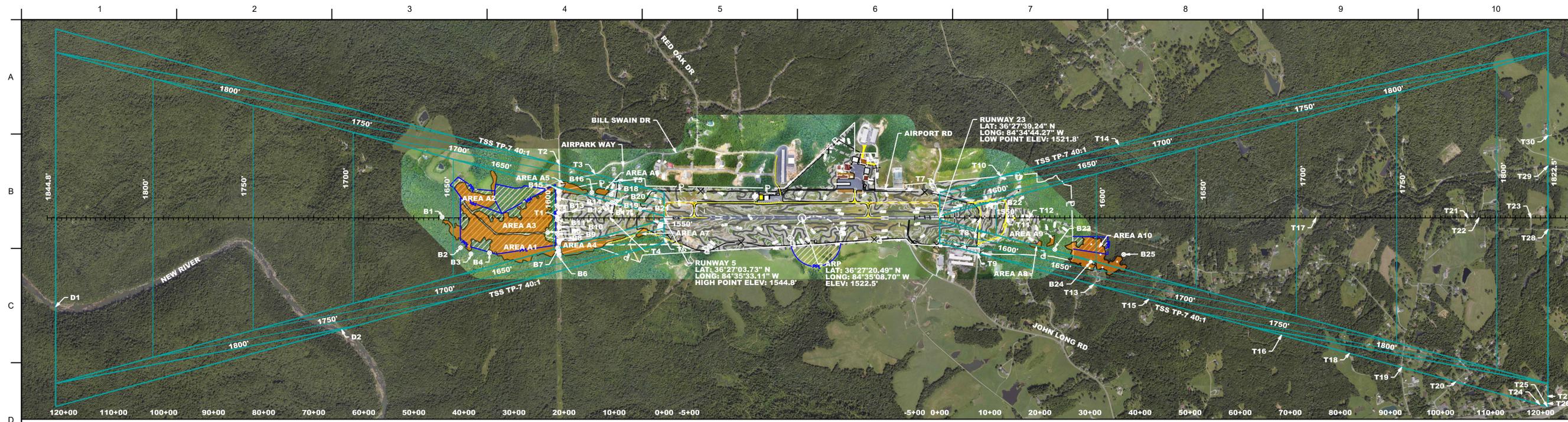
ISSUE	DATE
FINAL	OCT 2024

SCOTT MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN  
ONEIDA, TN  
TAD #: 76-555-0145-21  
GMC #: TNAS210073  
SCALE: 1" = 200'

INNER PORTION OF THE  
APPROACH SURFACE  
DRAWING RUNWAY 5  
7  
SHEET 7 of 14







SYMBOL	DESCRIPTION
	TREE
	STRUCTURE (RULI)
	BUILDING
	ROAD WITH TRAVERSE WAY
	CREEK
	TOWER
	RUNWAY CENTERLINE
	COMPOSITE LOW GROUND
	COMPOSITE HIGH GROUND

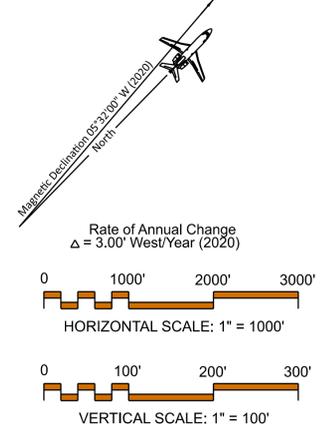
EXISTING OBSTRUCTION TABLE RUNWAY 5								
#	OBSTRUCTION DESCRIPTION	OBSTRUCTION ELEVATION (MSL)	OBSTRUCTION ELEVATION (AGL)	DISTANCE FROM RWY END	CENTERLINE OFFSET	SIDE	PENETRATION TSS TP 7 40:1 (MSL)	DISPOSITION
B1	TREE	1646.7	102.8	4433.3	14.3	RT	-8'	TO BE REMOVED
B2	TREE	1638.3	93.6	4064.5	593.1	LT	-8'	TO BE REMOVED
B3	TREE	1631.4	87.4	3856.6	716.7	LT	-9'	TO BE REMOVED
B4	TREE	1623.2	79.2	3486.7	695.4	LT	-8'	TO BE REMOVED
B5	TREE	1593.9	49.1	2322.5	292.6	LT	-9'	TO BE REMOVED
B6	TRANSMISSION TOWER	1640.5	50.4	2095.5	740.4	LT	-2'	OBSTRUCTION LIGHTING
B7	TRANSMISSION LINE	1625.7	80.2	2128.5	599.5	LT	27'	OBSTRUCTION LIGHTING
B8	TRANSMISSION LINE	1615.0	69.4	2097.1	459.5	LT	17'	OBSTRUCTION LIGHTING
B9	TRANSMISSION LINE	1603.2	58.3	2131.8	318.7	LT	5'	OBSTRUCTION LIGHTING
B10	TRANSMISSION LINE	1602.0	56.5	2100.4	179.4	LT	4'	OBSTRUCTION LIGHTING
B11	TRANSMISSION LINE	1596.4	52.4	2135.0	38.1	LT	-1'	OBSTRUCTION LIGHTING
B12	TRANSMISSION LINE	1602.9	57.6	2103.8	104.0	RT	5'	OBSTRUCTION LIGHTING
B13	TRANSMISSION LINE	1608.7	63.5	2138.1	242.7	RT	10'	OBSTRUCTION LIGHTING
B14	TRANSMISSION LINE	1621.0	75.7	2106.9	384.9	RT	23'	OBSTRUCTION LIGHTING
B15	TRANSMISSION TOWER	1638.0	90.7	2108.8	525.3	RT	38'	OBSTRUCTION LIGHTING
B16	TREE	1598.7	28.1	1442.0	505.8	RT	-8'	TO BE REMOVED
B17	UTILITY LINE	1569.4	25.3	1133.3	272.8	RT	-3'	OBSTRUCTION LIGHTING
B18	TREE	1608.5	17.5	1058.0	465.6	RT	-9'	TO BE REMOVED
B19	UTILITY LINE	1570.7	26.1	1042.8	302.0	RT	0'	OBSTRUCTION LIGHTING
B20	UTILITY POLE	1577.7	20.7	948.3	331.9	RT	-3'	OBSTRUCTION LIGHTING
B21	UTILITY POLE	1552.4	4.9	475.5	176.1	RT	-7'	OBSTRUCTION LIGHTING

EXISTING AREA TREE OBSTRUCTIONS RUNWAY 5/23										
AREA	NUMBER OF OBSTRUCTIONS	HIGHEST OBSTRUCTION			PENETRATION TSS TP 7 40:1 (MSL)	CENTERLINE OFFSET				DISPOSITION
		NORTHING	EASTING	ELEVATION		NORTHING	EASTING	SIDE	DISTANCE	
RUNWAY 5										
A1	1233	770962.063	770962.063	1652.0	14'	770959.649	2379714.298	LT	4.8'	TO BE REMOVED
A2		771276.113	771276.113	1659.7	43'	771311.283	2380531.258	LT	325.0'	TO BE REMOVED
A3		771238.801	771238.801	1654.2	7'	771085.420	2379610.457	RT	157.7'	TO BE REMOVED
A4	34	771090.296	771090.296	1647.1	11'	771202.416	2380370.014	LT	296.7'	TO BE REMOVED
A5	10	771820.871	771820.871	1646.5	38'	77152.281	2380746.584	RT	282.0'	TO BE REMOVED
A6	4	772193.727	772193.727	1653.9	25'	772722.752	2382022.514	LT	359.5'	TO BE REMOVED
A7	15	772793.458	772793.458	1638.2	-5'	772831.238	2380929.256	RT	482.8'	TO BE REMOVED
A8	5	773234.363	773234.363	1633.8	-5'	773157.215	2381277.803	RT	471.9'	TO BE REMOVED
A9	354	773102.806	773102.806	1613.1	5'	773226.936	2382338.517	LT	220.2'	TO BE REMOVED
RUNWAY 23										
A8		778517.909	238198.409	1571.7	0'	78661.590	2388148.200	RT	470.5'	TO BE REMOVED
A9		778767.884	238831.483	1571.5	-7'	778833.659	2388267.607	RT	361.0'	TO BE REMOVED
A10		778860.670	238927.975	1661.6	13'	779318.822	2388785.265	RT	376.4'	TO BE REMOVED
		779242.857	2388920.207	1615.9	18'					TO BE REMOVED
		779226.267	2389195.270	1641.1	38'	779437.739	2388975.032	RT	424.2'	TO BE REMOVED
		779070.573	2389401.208	1666.1	38'					TO BE REMOVED
		779356.740	2389532.789	1618.1	7'	779432.940	2389453.481	RT	762.3'	TO BE REMOVED

EXISTING OBSTRUCTION TABLE RUNWAY 23								
#	OBSTRUCTION DESCRIPTION	OBSTRUCTION ELEVATION (MSL)	OBSTRUCTION ELEVATION (AGL)	DISTANCE FROM RWY END	CENTERLINE OFFSET	SIDE	DISPOSITION	
B22	UTILITY POLE	1537.7	16.3	1013.4	260.9	LT	-9'	TO BE REMOVED
B23	TREE	1570.1	48.6	2302.5	626.6	RT	-9'	TO BE REMOVED
B24	BUILDING	1625.2	93.5	3018.3	874.5	RT	18'	OBSTRUCTION LIGHTING
B25	TREE	1606.5	84.9	3677.2	728.3	RT	-7'	TO BE REMOVED

TRAVERSE WAY VIOLATIONS				
#	NAME	GROUND ELEVATION (FT.)	TOP ELEVATION (FT.)	RUNWAY END
T1	OAKMOUNT RD	1560	1575	RUNWAY 5
T2	OAKMOUNT RD	1543	1558	RUNWAY 5
T3	BILL SWAIN DR	1535	1550	RUNWAY 5
T4	AIRPARK WAY	1570	1585	RUNWAY 5
T5	AIRPARK WAY	1550	1565	RUNWAY 5
T6	JOHN LONG RD	1538	1553	RUNWAY 5

ITEM	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE		
DEPARTURE SURFACE		
FENCE - 10'		
10' GROUND CONTOURS		
2' GROUND CONTOURS		
TREE OBSTRUCTIONS		
AREA TREE OBSTRUCTIONS		
AIRPORT BUILDINGS		
AIRPORT PAVEMENT		
AUTO PAVEMENT		
EASEMENT		
BUILDING / PAVEMENT TO BE REMOVED		



TRAVERSE WAY VIOLATIONS				
#	NAME	GROUND ELEVATION (FT.)	TOP ELEVATION (FT.)	RUNWAY END
T7	AIRPORT RD	1518	1525	RUNWAY 23
T8	AIRPORT RD	1512	1527	RUNWAY 23
T9	AIRPORT RD	1525	1540	RUNWAY 23
T10	PRIVATE DR	1506	1516	RUNWAY 23
T11	PRIVATE DR	1503	1513	RUNWAY 23
T12	PRIVATE DR	1505	1515	RUNWAY 23
T13	INDIAN HILLS RD	1687	1602	RUNWAY 23
T14	O and W RD	1435	1445	RUNWAY 23
T15	PRIVATE DR	1514	1524	RUNWAY 23
T16	PRIVATE DR	1525	1535	RUNWAY 23
T17	PRIVATE DR	1436	1446	RUNWAY 23
T18	GIBSON LN	1518	1533	RUNWAY 23
T19	NIGGS CREEK RD	1518	1533	RUNWAY 23
T20	CHOATE LN	1530	1545	RUNWAY 23
T21	PRIVATE DR	1435	1445	RUNWAY 23
T22	PRIVATE DR	1436	1446	RUNWAY 23
T23	PRIVATE DR	1435	1445	RUNWAY 23
T24	HELENWOOD DETOUR RD	1507	1522	RUNWAY 23
T25	NORFOLK AND SOUTHERN	1507	1530	RUNWAY 23
T26	HELENWOOD DETOUR RD	1510	1525	RUNWAY 23
T27	PRIVATE DR	1515	1525	RUNWAY 23
T28	NIGGS CREEK RD	1537	1552	RUNWAY 23
T29	O and W RD	1420	1435	RUNWAY 23
T30	PRIVATE DR	1485	1495	RUNWAY 23

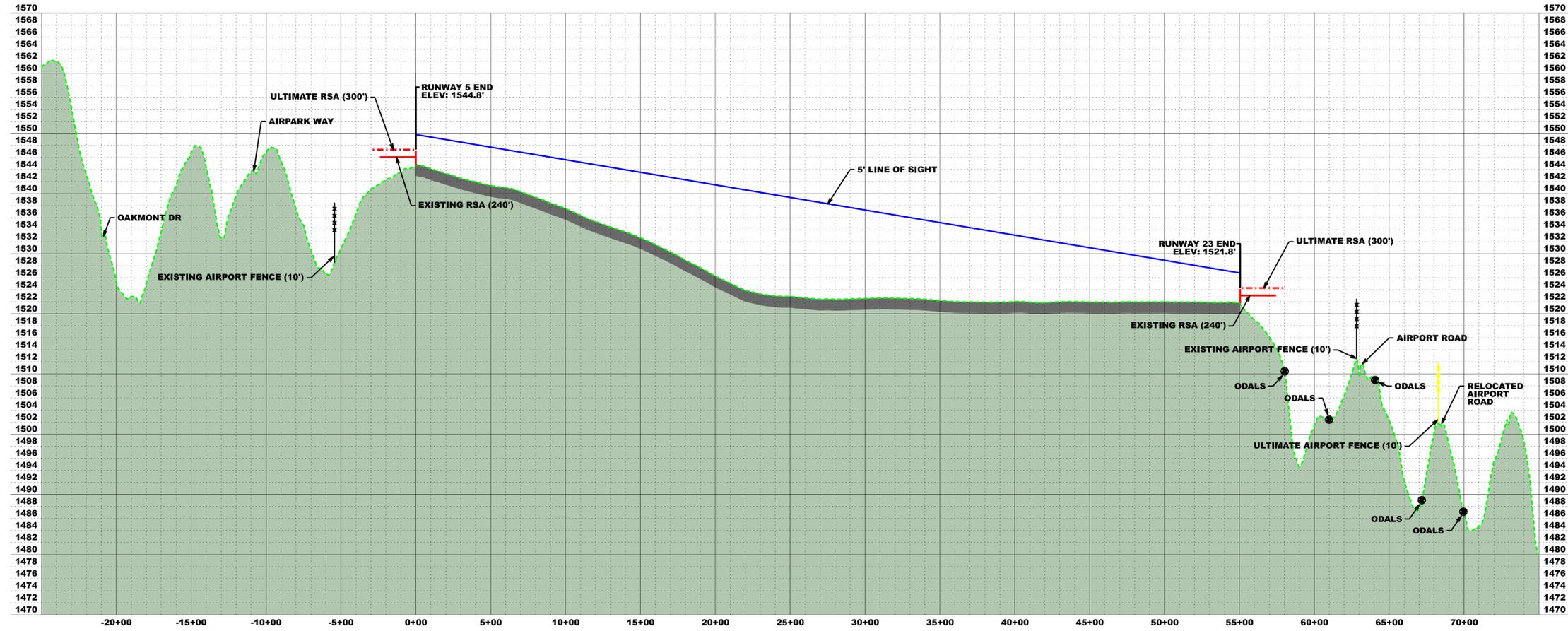
RUNWAY DEPARTURE SURFACE DRAWING  
 SCOTT MUNICIPAL AIRPORT AIRPORT LAYOUT PLAN  
 ONEIDA, TN  
 TAD #: 76-555-0145-21  
 GMC #: TNAS210073  
 SCALE: 1" = 1000'

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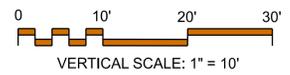
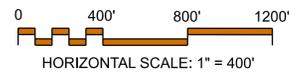
ISSUE	DATE
FINAL	OCT 2024

DESIGNED BY: CM  
APPROVED BY: MP

# RUNWAY 5-23



LEGEND		
	EXISTING	ULTIMATE
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROFILE CENTERLINE		SAME
5' LINE OF SIGHT		SAME
RUNWAY		SAME
GROUND		SAME



SHEET NOTES  
1. VERTICAL SCALE OF THIS PROFILE IS EXAGGERATED.

SCOTT MUNICIPAL AIRPORT  
AIRPORT LAYOUT PLAN  
ONEIDA, TN

TAD #: 76-555-0145-21  
GMC #: TNAS210073  
SCALE: 1" = 400'

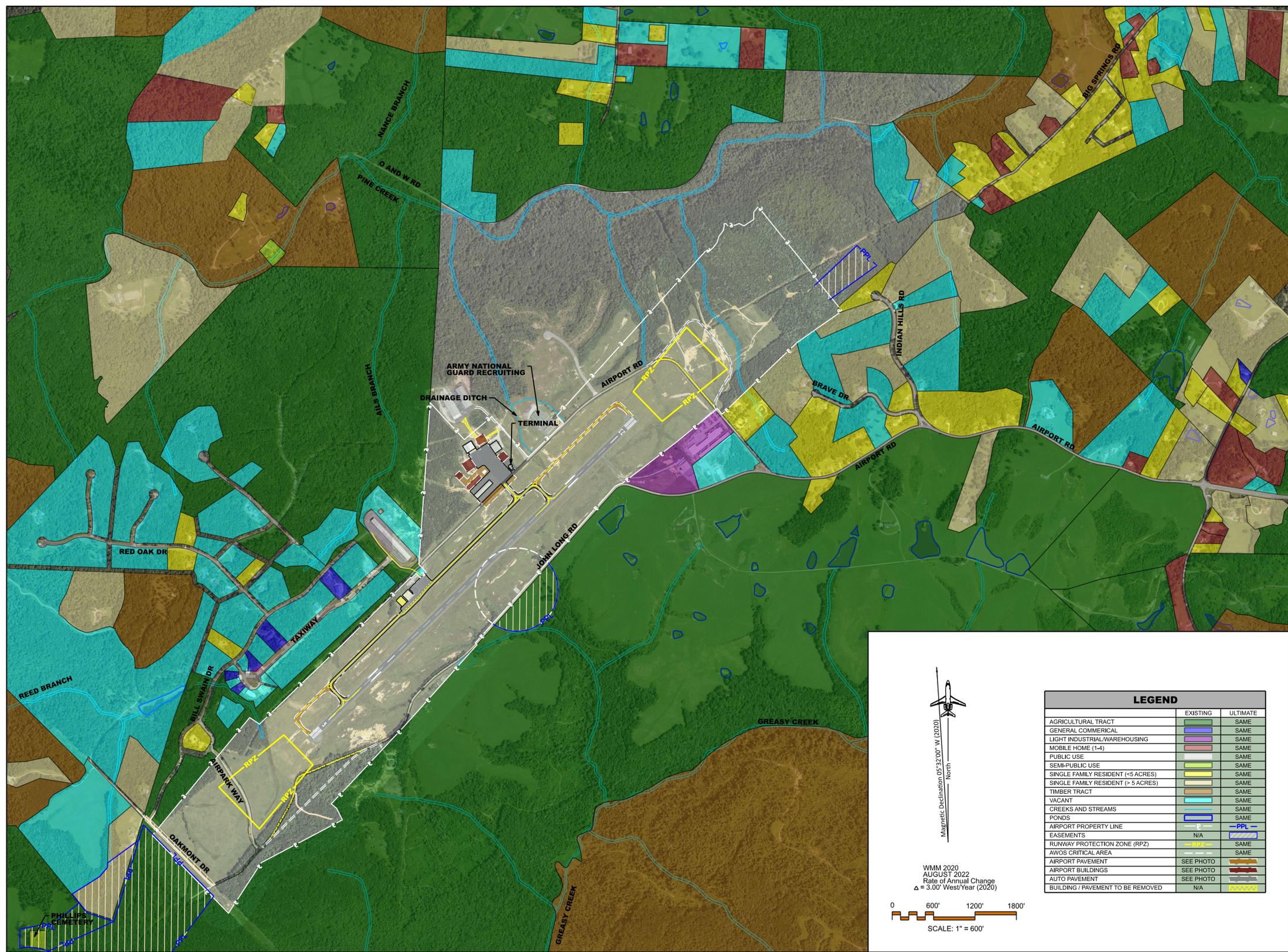
RUNWAY PROFILE

11  
SHEET 11 of 14

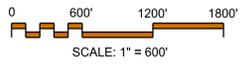
ISSUE	DATE
FINAL	OCT 2024
DESIGNED BY: CM	
APPROVED BY: MP	

6 Cadillac Dr, Suite 350  
Brentwood, TN 37027  
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WMM 2020  
 AUGUST 2022  
 Rate of Annual Change  
 $\Delta = 3.00'$  West/Year (2020)



	EXISTING	ULTIMATE
AGRICULTURAL TRACT	[Light Green]	SAME
GENERAL COMMERCIAL	[Light Blue]	SAME
LIGHT INDUSTRIAL/WAREHOUSING	[Light Purple]	SAME
MOBILE HOME (1-4)	[Light Red]	SAME
PUBLIC USE	[Light Yellow]	SAME
SEMI-PUBLIC USE	[Light Cyan]	SAME
SINGLE FAMILY RESIDENT (<5 ACRES)	[Light Green]	SAME
SINGLE FAMILY RESIDENT (> 5 ACRES)	[Light Green]	SAME
TIMBER TRACT	[Light Brown]	SAME
VACANT	[Light Cyan]	SAME
CREEKS AND STREAMS	[Blue]	SAME
PONDS	[Blue]	SAME
AIRPORT PROPERTY LINE	[Dashed Line]	[PPL]
EASEMENTS	[Dashed Line]	[Dashed Line]
RUNWAY PROTECTION ZONE (RPZ)	[Yellow]	SAME
AIWOS CRITICAL AREA	[Yellow]	SAME
AIRPORT PAVEMENT	[Grey]	SEE PHOTO
AIRPORT BUILDINGS	[Grey]	SEE PHOTO
AUTO PAVEMENT	[Grey]	SEE PHOTO
BUILDING / PAVEMENT TO BE REMOVED	[Yellow]	[Yellow]

A  
B  
C  
D  
E  
F  
G  
H  
I  
J



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 GMCNETWORK.COM

ISSUE	DATE
FINAL	OCT 2024
DESIGNED BY: CM	
APPROVED BY: MP	

**SCOTT MUNICIPAL AIRPORT  
 AIRPORT LAYOUT PLAN**  
 ONEIDA, TN  
 TAD #: 76-555-0145-21  
 GMC #: TNAS210073  
 SCALE: 1" = 600'

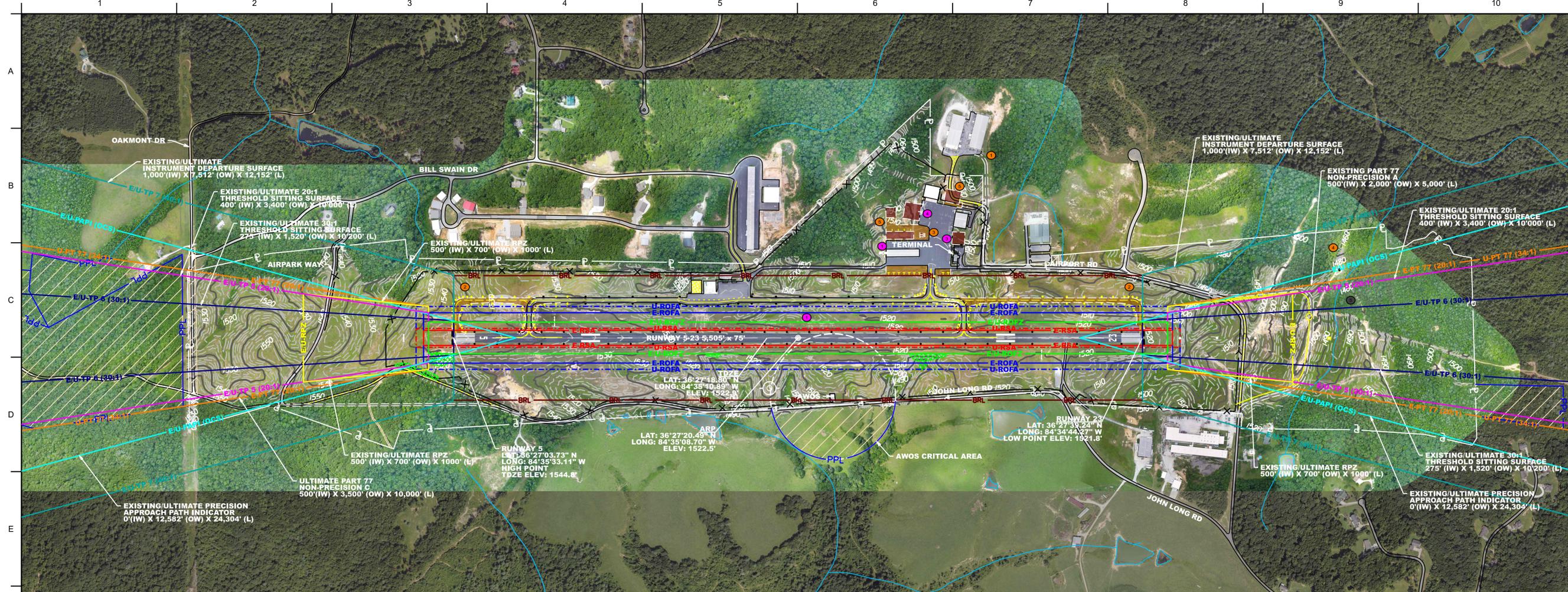
**LAND USE DRAWING**

12

SHEET 12 of 14

ISSUE	DATE
FINAL	OCT 2024

DESIGNED BY: CM  
APPROVED BY: MP

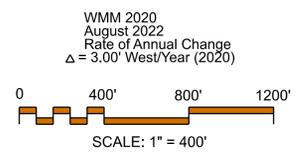
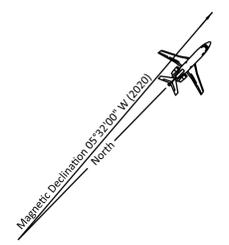


PROPOSED AIRPORT CAPITAL IMPROVEMENT PLAN PROJECTS							
PROJECT	STAGE I = YEAR 0-3	COST	PROJECT	STAGE II = YEAR 4-6	COST	PROJECT	STAGE III = YEAR 7+
● "Grounds Maintenance Equipment"		\$80,000	● Apron Rehabilitation, Taxiway Connector, and Beacon Rehabilitation Construction		\$750,000	● Access Road Relocation	
● "Coat Hangar Floor"		\$72,000	● T-Hangar Site Development "Design - Final Design and Bidding"		\$60,000	● Parallel Taxiway Extension	
● FAR Part 77 Approach Obstruction Survey & Design "Environmental Preliminary Study"		\$150,000	● Terminal Area Hangar Site Construction		\$850,000	● Fuel Farm Construction	
● FAR Part 77 Approach Obstruction Survey & Design "Obstruction Survey/Design"		\$15,000	● Terminal Area Hangar Site - Construction		\$1,200,000	● Airport Road Relocation	
● FAR Part 77 Approach Obstruction Removal Construction Clearing/Trimming		\$100,000	● Terminal Area - Apron and Hangar Construction				
● Apron Rehabilitation, Taxiway Connector, and Beacon Rehabilitation Design "Environmental Preliminary Study"		\$70,000					
● Apron Rehabilitation, Taxiway Connector, and Beacon Rehabilitation Design "Design Final Design and Bidding"		\$105,000					
● Terminal Area Hangar Site Design "Environmental Preliminary Study"		\$45,000					
<b>STAGE I TOTAL</b>		<b>\$637,000</b>	<b>STAGE II TOTAL</b>		<b>\$2,760,000</b>	<b>STAGE III TOTAL</b>	<b>TBD</b>

\*PROJECT NOT SHOWN ON DRAWING\*

### SHEET NOTES

- ESTIMATED COST NOT BASED ON DETAILED DESIGN.
- ALL COSTS ARE SHOWN IN TERMS OF (ALP YR) DOLLARS.
- AIRPORT CAPITAL IMPROVEMENT PLAN UPDATES REQUIRED ON AN ANNUAL BASIS.
- SEE ALP NARRATIVE REPORT FOR EXPLANATION OF PROJECT DETAILS AND JUSTIFICATION.
- AN ALTERNATIVE ANALYSIS FOR DEVELOPMENT WAS NOT PERFORMED FOR THE AIRPORT. INSTEAD, DEVELOPMENT WAS COMPOSED WITH GUIDANCE FROM AIRPORT MANAGEMENT.



WMM 2020  
August 2022  
Rate of Annual Change  
Δ = 3.00" West/Year (2020)

AVIATION ACTIVITY SUMMARY - 2020			
VALID BASED AIRCRAFT	#	OPERATIONS	#
SINGLE ENGINE	16	AIR TAXI	50
MULTI ENGINE	9	GA LOCAL	4,380
JET	9	GA INTINERANT	1,533
OTHER	0	MILITARY	365
<b>TOTAL:</b>	<b>34</b>	<b>TOTAL:</b>	<b>6,328</b>
T-HANGAR WAITING LIST (AS OF 6/6/2022)	23	INSTRUMENT OPERATIONS	869*
CRITICAL AIRCRAFT	CITATION V ULTRA	CRITICAL AIRCRAFT OPS	47
ULTIMATE CRITICAL AIRCRAFT	CITATION V ULTRA	ULTIMATE CRITICAL AIRCRAFT OPS	47
	<b>EXISTING</b>	<b>ULTIMATE</b>	
RUNWAY DESIGN CODE	B-II	SAME	
APPROACH REFERENCE CODE	B-III-4000 / D-II-4000	SAME	
DEPARTURE REFERENCE CODE	B-III / D-II	SAME	

2023 INSTRUMENT OPERATIONS\*

DECLARED DISTANCES							
RUNWAY	TAKEOFF RUN AVAILABLE (TORA)	TAKEOFF DISTANCE AVAILABLE (TODA)	ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	LANDING DISTANCE AVAILABLE (LDA)			
5	5505'	SAME	5505'	SAME	5505'	SAME	5505'
23	5505'	SAME	5505'	SAME	5505'	SAME	5505'

MODIFICATIONS TO STANDARDS			
DESCRIPTION OF MODIFICATION	REQUIRED STANDARD	DATE OF MOD APPROVAL	AIRSPACE CASE NO
PART OF TAXIWAY APRON AND PARALLEL TAXIWAY CENTERLINE HIGHER THAN RUNWAY OFFSET CENTERLINE	AC 150/5300-13A 41B.B. (6)	5/10/2021	N/A

LEGEND		
	EXISTING	ULTIMATE
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-ROFA	U-ROFA
RUNWAY PROTECTION ZONE (RPZ)	E-RPZ	U-RPZ
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-U-ROFZ	SAME
BUILDING RESTRICTION LINE	BRL	SAME
PT 77 APPROACH SURFACE	E-PT 77 (20:1)	U-PT 77 (34:1)
THRESHOLD SITING SURFACE	E-U-TP 6 (30:1)	SAME
VERTICALLY GUIDED SURFACE	E-U-TP 6 (30:1)	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	E-TOFA	U-TOFA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
DEPARTURE SURFACE	E-U-TP 7 (40:1)	SAME
PRECISION APPROACH PATH INDICATOR (PAPI)	E-U-PAPI	SAME
AWOS CRITICAL AREA		SAME
AIRPORT PAVEMENT	SEE PHOTO	
AUTO PAVEMENT	SEE PHOTO	
AIRPORT BUILDINGS		
AIRPORT REFERENCE POINT		SAME
EASEMENT	N/A	
AIRPORT PROPERTY LINE		
FENCE (10')		
TAXIWAY CENTERLINE		
BODY OF WATER / STREAM		SAME
EASEMENT		SAME
FACILITIES / PAVEMENT TO BE REMOVED	N/A	
VEGETATION T TO BE REMOVED		SAME
10' GROUND CONTOURS	1540	SAME
2' GROUND CONTOURS		SAME
RUNWAY EDGE LIGHTS (MIRL)		SAME
TAXIWAY EDGE LIGHTS (MITL)		SAME
GVGSI (PAPI's)		SAME
RUNWAY END IDENTIFIER LIGHTS (REILS)		SAME
BEACON		SAME
OMNI-DIRECTIONAL APPROACH LIGHTS		SAME
WINDCONE AND SEGMENTED CIRCLE		SAME