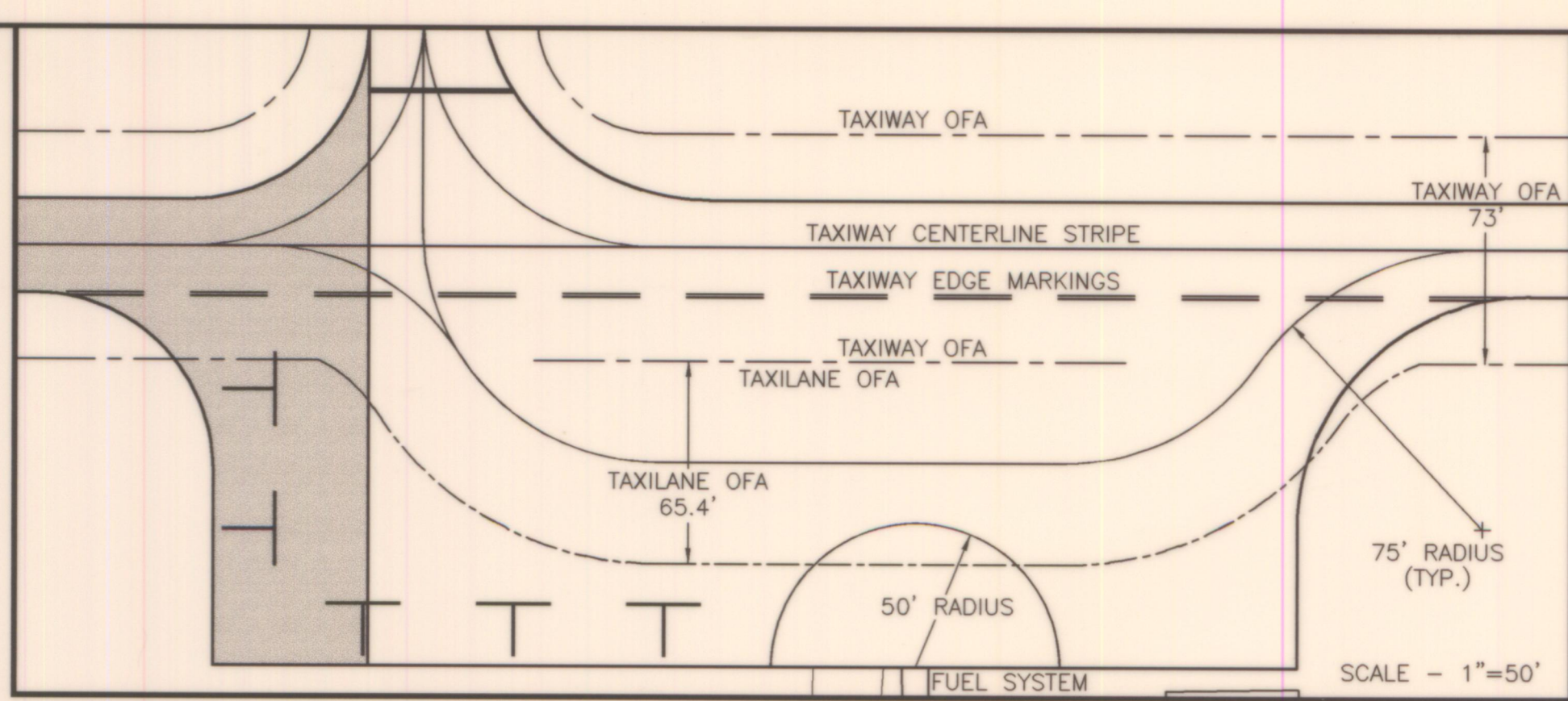
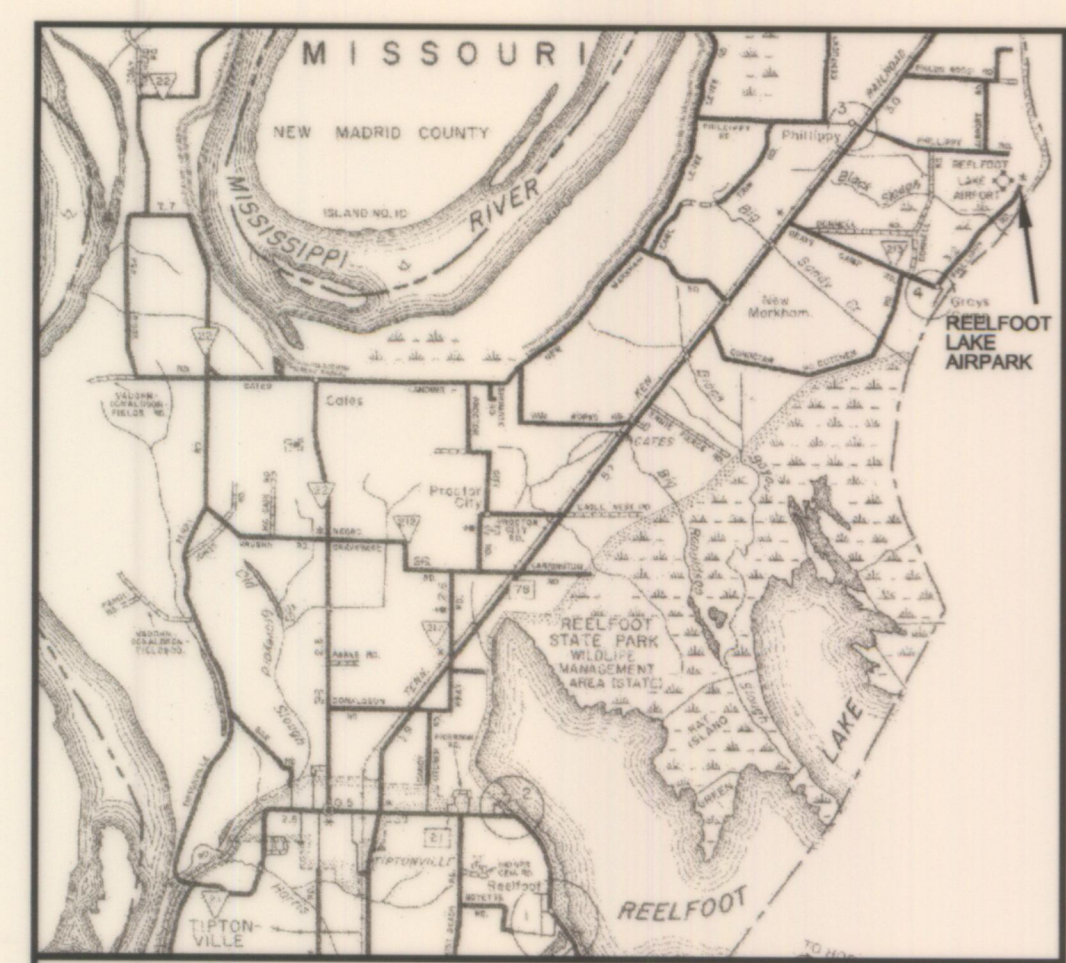
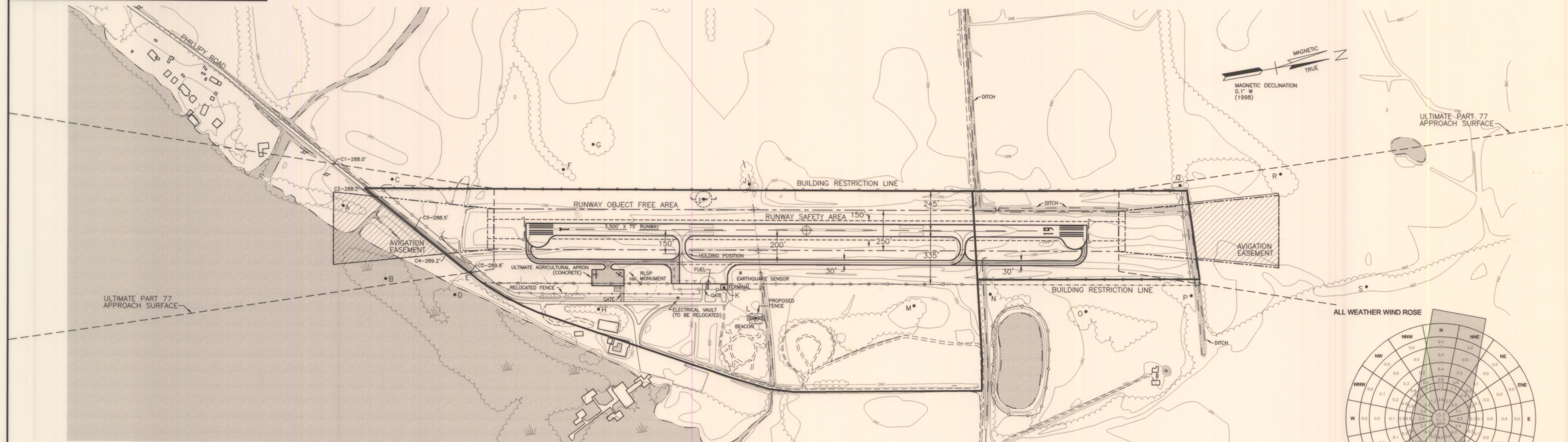




ULTIMATE APRON AREA LAYOUT

PART 77 SURFACE OBSTRUCTIONS											
DESCRIPTION			ELEV.	VIOLATION	DISPOSITION	DESCRIPTION			ELEV.	VIOLATION	DISPOSITION
A	TREES		338.3'	4.8'	TO BE TRIMMED	K	TERMINAL BUILDING		307.5'	4.9'	LIGHTED
B	TREES		384.0'	61.7'	TO BE TRIMMED	L	BEACON		335.4'	3.5'	LIGHTED
C	TREES		338.3'	29.4'	TO BE TRIMMED	M	TREES		330.1'	14.6'	TO BE TRIMMED
D	TREES		367.8'	49.1'	TO BE TRIMMED	N	TREES		340.0'	34.6'	TO BE TRIMMED
E	ROAD		289.8'	8.1'	NO ACTION	O	TREES		332.5'	7.1'	TO BE TRIMMED
F	TREES		330.1'	25.9'	TO BE TRIMMED	P	TREES		325.1'	12.9'	TO BE TRIMMED
G	TREES		343.3'	13.8'	TO BE TRIMMED	Q	TREES		356.3'	46.7'	TO BE TRIMMED
H	TREES		336.5'	11.9'	TO BE TRIMMED	R	TREES		364.3'	22.7'	TO BE TRIMMED
I	WIND CONE		311.9'	22.4'	LIGHTED	S	TREES		391.1'	29.1'	TO BE TRIMMED
J	TREES		345.9'	52.8'	TO BE TRIMMED						

- APRON AREA NOTES:
- TAXIWAY AND TAXILANE OFA CALCULATED USING BEECHCRAFT BARON 58.



RUNWAY DATA TABLE			
ITEM		RUNWAY 1-19	
AIRPORT REFERENCE CODE		EXISTING	ULTIMATE
DESIGN AIRCRAFT		A-I	B-I
RUNWAY LENGTH		3,500'	3,500'
RUNWAY WIDTH		75'	75'
PAVEMENT CONSTRUCTION		ASPHALT	ASPHALT
TRUE RUNWAY BEARING		N 08°45'00.29"	N 08°45'00.29"
EFFECTIVE GRADIENT		0%	0%
MARKINGS		VISUAL	NON-PRECISION
RUNWAY LIGHTING		MIRL	MIRL
PAVEMENT STRENGTH (SWL)		25,000 lbs.	25,000 lbs.
PAVEMENT STRENGTH (DWL)		37,000 lbs.	37,000 lbs.
WIND COVERAGE (10.5 KNOTS)		95.04%	95.04%
INSTRUMENT APPROACHES	R/W 1	NONE	GPS
	R/W 19	NONE	GPS
APPROACH VISIBILITY MINIMUMS	R/W 1	VISUAL	1 MILE
	R/W 19	VISUAL	1 MILE
MINIMUM DESCENT ALTITUDE	R/W 1	N/A	≥400'
	R/W 19	N/A	≥400'
VISUAL AIDS		REILS, PAPI	REILS, PAPI
RUNWAY END ELEVATION	R/W 1	289.5'	289.5'
	R/W 19	289.5'	289.5'
RUNWAY END COORDINATES	R/W 1	LAT. 36°28'13.99"	LAT. 36°28'13.99"
		LONG. 89°20'49.23"	LONG. 89°20'49.23"
	R/W 19	LAT. 36°28'58.35"	LAT. 36°28'58.35"
		LONG. 89°20'44.17"	LONG. 89°20'44.17"

* COORDINATES BASED ON NAD '83

AIRPORT DATA			
		EXISTING	ULTIMATE
AIRPORT ELEVATION		289.5'	289.5'
AIRPORT REFERENCE POINT COORDINATES (NAD 83)		LAT. 36°28'31.17"	LAT. 36°28'31.17"
MEAN MAX. TEMP. HOTTEST MONTH		91°	91°
TERMINAL VISUAL AIDS		LIGHTED WIND CONE ROTATING BEACON	LIGHTED WIND CONE ROTATING BEACON

ROADWAY CLEARANCES			
	ROAD ELEVATION	SURFACE ELEVATION	CLEARANCE
C1	288.0'	339.4'	36.4'
C2	288.2'	326.7'	23.5'
C3	288.5'	314.1'	10.6'
C4	289.2'	304.3'	0.1'
C5	289.8'	296.7'	-8.1'
15' (TALLEST VEHICLE) IS ADDED TO ROAD ELEVATION TO DETERMINE CLEARANCE.			

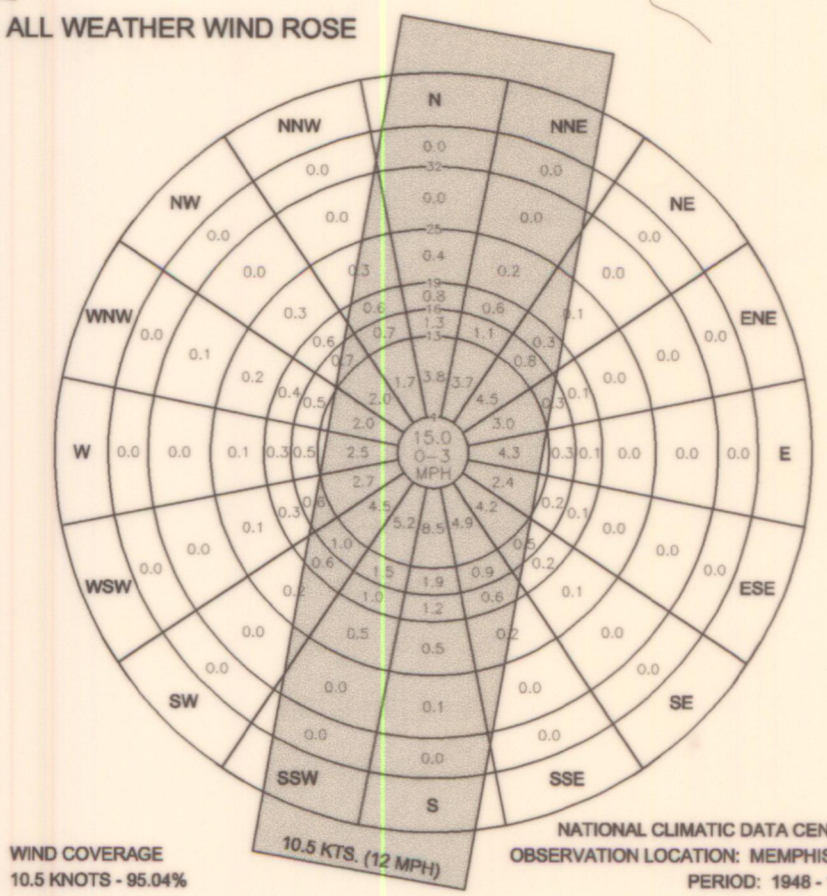
AIRPORT BUILDINGS				
		EXISTING	ULTIMATE	TOP ELEV.
1	TERMINAL	X		307.5'
2				

- NOTES:
- THERE ARE NO OBSTACLE FREE ZONE PENETRATIONS.
 - TREES OBSTRUCT THE THRESHOLD SITING SURFACE TO RUNWAY 1.
 - TREES OBSTRUCT THE THRESHOLD SITING SURFACE TO RUNWAY 19.

RUNWAY SAFETY AREA DIMENSIONS			
	WIDTH	LENGTH BEYOND RUNWAY ENDS	
EXISTING	120'	240'	
ULTIMATE	120'	240'	

RUNWAY PROTECTION ZONE DIMENSIONS				
		INNER WIDTH	OUTER WIDTH	LENGTH
RUNWAY 1	EXISTING	250'	450'	1,000'
	ULTIMATE	250'	450'	1,000'
RUNWAY 19	EXISTING	250'	450'	1,000'
	ULTIMATE	250'	450'	1,000'

LEGEND		
ITEM	EXISTING	ULTIMATE
PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
CONTOUR		
AIRPORT PROPERTY LINE		
EASEMENT		
SAFETY AREA		
OBJECT FREE AREA		
RUNWAY PROTECTION ZONE		
PART 77 APPROACH		
BUILDING RESTRICTION LINE		
FENCING		
FUEL SYSTEM		
BEACON		
PAVED ROADS		
GRAVEL ROADS		
VEGETATION		
TREES		
AIRPORT REFERENCE POINT		
REILS		
RUNWAY MARKINGS		



APPROVAL BLOCK	
AIRPORT SPONSOR	DATE
REVISION	DATE
ORIGINAL ISSUE	5/1/2000
TENNESSEE DEPARTMENT OF TRANSPORTATION AERONAUTICS DIVISION	
ENGINEERING DRAWING	
REELFOOT LAKE AIRPARK	
HAWORTH, MEYER & BOLEYN, INC.	
ENGINEERS ARCHITECTS PLANNERS FRANKFORD, KY NASHVILLE, TN JEFFERSONVILLE, IN MONTGOMERY, AL CHARLESTON, WV	
SCALE 1" = 300'	DWN. BY WDS
DESIGNER WDS	CHECKED BY WDS
SHEET NO. 1 of 1	