AIRPORT LAYOUT PLAN SET FOR THE UPPER CUMBERLAND REGIONAL AIRPORT

TAD NO. 93-555-0560-19

PREPARED FOR THE

UPPER CUMBERLAND REGIONAL AIRPORT BOARD

STATE OF TENNESSEE

HONORABLE BILL LEE. GOVERNOR

DEPARTMENT OF TRANSPORTATION

CLAY BRIGHT, COMMISSIONER

TENNESSEE AERONAUTICS DIVISION

MICHELLE FRAZIER, DIRECTOR
J. P. SAALWAECHTER, P.E., CHIEF ENGINEER
MICHAEL STULTZ, PROJECT MANAGER

CITY OF SPARTA

JEFF YOUNG, CITY MAYOR

CITY OF COOKEVILLE

RICKY SHELTON, CITY MAYOR

WHITE COUNTY

DENNY ROBINSON, COUNTY MAYOR

PUTNAM COUNTY

RANDY PORTER, COUNTY MAYOR

UPPER CUMBERLAND REGIONAL AIRPORT BOARD

RANDY PORTER, CHAIRMAN
JEFF YOUNG, VICE CHAIR
PETE ZIEGLER, SECRETARY
RICKY SHELTON, BOARD MEMBER
DENNY ROBINSON, BOARD MEMBER
NATE MAXWELL, BOARD MEMBER
HOYTE JONES, BOARD MEMBER
CHARLES GREENE, BOARD MEMBER
DANNY COONCE, BOARD MEMBER
DEAN SELBY, AIRPORT MANAGER







VICINITY MAP 750 AIRPORT ROAD

750 AIRPORT ROAD SPARTA, TENNESSEE 38583



LOCATION MAP

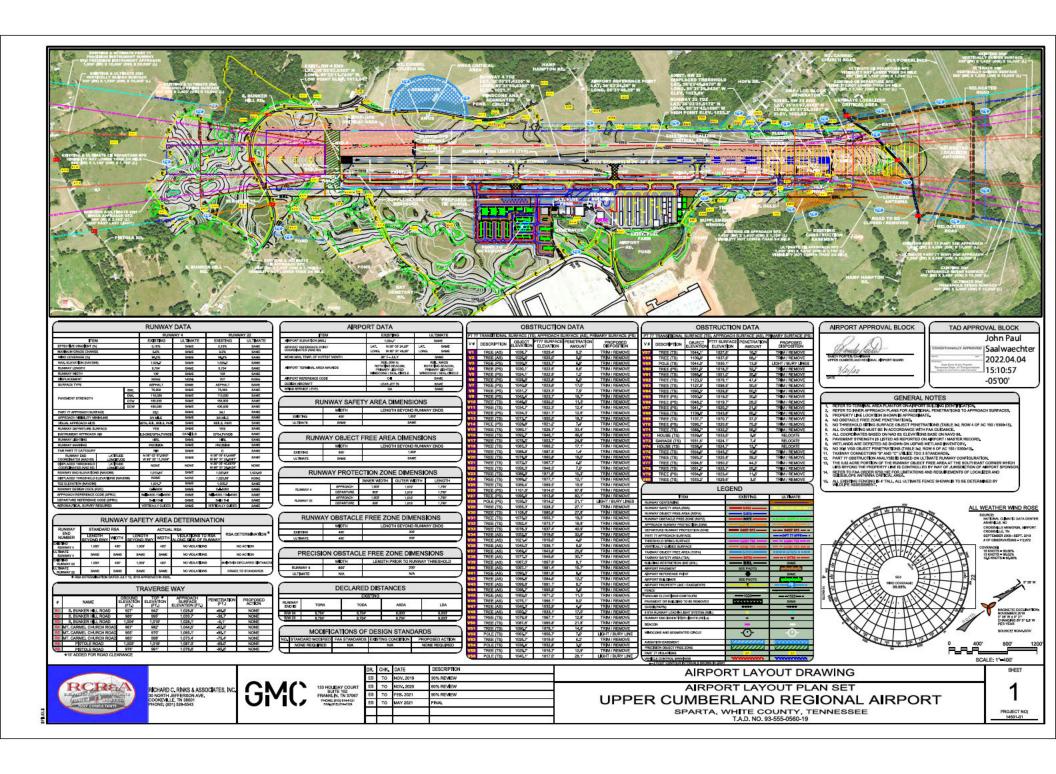


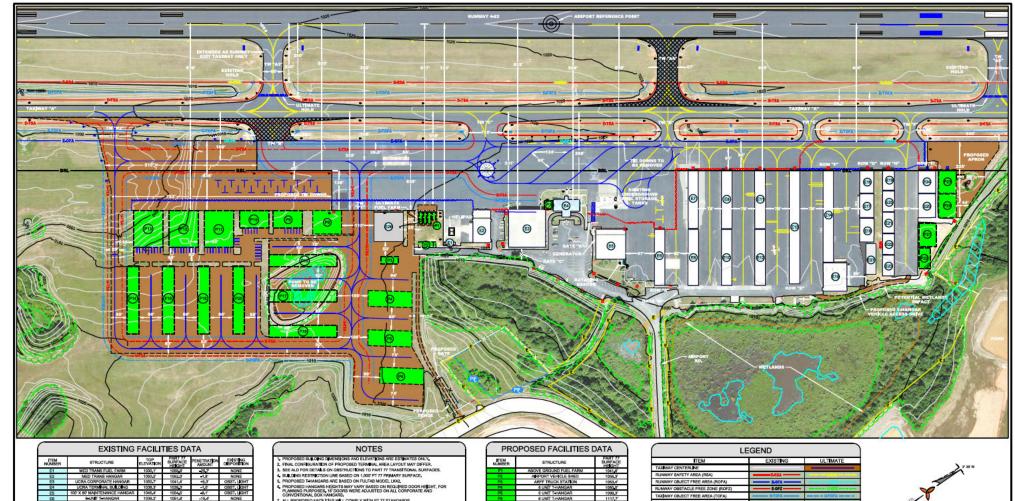
RICHARD C. RINKS & ASSOCIATES, INC. 30 NORTH JEFFERSON AVE. COOKEVILLE, TN 38501 PHONE: (931) 528-5543 **GMC**

133 HOLIDAY COURT SUITE 102 FRANLIN, TN 37067 PHONE (815) 614-0121

INDEX OF DRAWINGS

| SHEET NO. | TITLE |
|-----------|--|
| | COVER SHEET |
| 1 | AIRPORT LAYOUT DRAWING |
| 2 | TERMINAL AREA PLAN |
| 3 | AIRSPACE DRAWING |
| 3.1 | AIRSPACE DRAWING - OUTER PORTION |
| 4 | INNER APPROACH SURFACE DRAWING - RUNWAY 4 |
| 5 | INNER APPROACH SURFACE DRAWING - RUNWAY 23 |
| 6 | LAND USE MAP |
| 7 | AIRPORT CAPITAL IMPROVEMENT PLAN |
| 8 | EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP |





| ITEM NUMBER | STRUCTURE | TOP ELEVATION | PART 77 SURFACE HEIGHT | PENETRATION AMOUNT | EDISTING DISPOSITION |
|----------------|-------------------------------|------------------|------------------------------|-----------------------|-------------------------|
| E1 | MED TRANS FUEL FARM | 1030,1 | 1055,8 | 25.7 | NONE |
| E2 | MED TRANS HANGAR | 1050,2 | 1052,0 | -1.8" | NONE |
| E3 | UCRA CORPORATE HANGAR | 1050.7 | 1041_4" | +9.3" | OBST, LIIGHT |
| E4 | UCRA TERMINAL BUILDING | 1035.3 | 1039,3 | -1,0" | OBST, LIGHT |
| E6 | 100' X 80' MAINTENANCE HANGAR | 1045,4 | 1064,6 | 9.1 | OBST, LIGHT |
| E6 | PADINAT THANGAR | 1036.2 | 1061,6" | -15.4 | NONE |
| E7 | 6-UNIT T-HANGAR | 1038,5 | 1023,7 | +14,8" | OBST, LIGHT |
| E8 | GUNET THANGAR | 1036,4 | 1062.3 | -15.9 | NONE |
| E9 | 6-UNIT T-HANGAR | 1040.7 | 1024.1 | +16.6" | OBST, LIGHT |
| E10 | 6-UN T T-HANGAR | 1035,6 | 1052,0 | -17,0 | NONE |
| E11 | 6-UNIT T-HANGAR | 1040,6 | 1024,4" | +16.2" | OBST, UIGHT |
| E12 | 6-UNIT T-HANGAR | 1035,8 | 1063.0 | -17.2 | NONE |
| E13 | 12-UNIT T-HANGAR | 1039,2 | 1024.7 | +14,57 | OBST, LIGHT |
| E14 | 10-UNIT T-HANGAR | 1038/7 | 1025,0 | +13.0" | OBST, UIGHT |
| E16 | 80' X 80' CORPORATE HANGAR | 1047,6 | 1076,1 | -28,57 | NONE |
| E16 | 80' X 50' CORPORATE HANGAR | 1045,9 | 1030,1 | +15,8' | OBST, UIGHT |
| E17 | 80' X 50' CORPORATE HANGAR | 1045,T | 1042,0 | +4L1" | ADD OBST, LIGH |
| E18 | 80' X 50' CORPORATE HANGAR | 1047,1 | 1063_9 | -6,8' | NONE |
| E19 | 40' X 70' BOX HANGAR | 1045,9 | 1030.0 | +15.8* | OBST, LIGHT |
| E20 | 40' X 70' BOX HANGAR | 1045,1 | 1040,0" | +6.1" | ADD OBST. LIGH |
| E21 | 40' X 70' BOX HANGAR | 1045,3 | 1050,7 | -5,4 | NONE |
| E22 | 40' X 70' BOX HANGAR | 1044,3 | 1060.8 | 16.6 | NONE |
| E23 | 40' X 70' BOX HANGAR | 1044.1 | 1071.5 | -27.A | NONE |
| E24 | 60' X 80' CORPORATE HANGAR | 1047,5 | 1030,0 | +17,57 | COST, LIGHT |
| E25 | 60" X 80" CORPORATE HANGAR | 1052,3" | 1042,4 | +9.9" | ADD OBST, LIGH |
| E26 | TEPPIN HANGAR | 1048,0 | 1041,4 | +6.6" | ACC CEST, USH |
| E27 | 32 X 100 CONVENTIONAL HANGAR | 1047.0 | 1061,0 | 14.0 | NONE |

- ALL PROPOSED FACILITIES WILL COMPLY WITH PT 77 STANDARDS.

- A.L. HONORIDO PACILITIES MAL COMPLY WITH 17 TS TANDAMOS.
 A.M. HONORIDO PACILITIES NAL COMPLY WITH 17 TS TANDAMOS.
 A.MANY DISBON GROUPS MAY DEFEN HER FLEET MORE USING AREAS, REFERENCE ALP MARRATICE REPORT FOR ADDITIONAL INFORMATION OF THOS EFFECTIVES.
 TANDAMY EDGE SAFETY MARGINS AND TANDAMY SHOULDERS DUE TO SOULE OF DRAWING.
 TANDAMY EDGE SAFETY MARGINS AND TANDAMY SHOULDERS DUE TO SOULE OF DRAWING.
 TANDAMY EDGE SAFETY MARGINS AND TANDAMY SHOULDERS DUE TO SOULE OF DRAWING.
 TANDAMY EDGE SAFETY MARGINS AND TANDAMY SHOULDERS DUE TO SOULE OF DRAWING.

| TAX | TAXIWAY DATA | | | | | | |
|--------------------------------|--------------|----------|----------|--|--|--|--|
| 8 | STANDARD | EXISTING | ULTIMATE | | | | |
| TAXIMAY DESIGN GROUP | 2 | 2 | SAME | | | | |
| TAXIWAY / TAXILANE WIDTH | 39 | 407 | SAME | | | | |
| TAXIWAY EDGE SAFETY MARGIN | 7.87 | 7.5 | SAME | | | | |
| TAXIWAY SHOULDER WIDTH | 15 | 15" | SAME | | | | |
| TAXIWAY / TAXILANE SAFETY AREA | 79 | 79 | SAME | | | | |
| TAXIWAY OBJECT FREE AREA | 131' | 131' | SAME | | | | |
| TAXILANE OBJECT FREE AREA | 115 | 1157 | SAME | | | | |

| ITEM NUMBER | STRUCTURE | PART 7 SURFAC HEIGH |
|----------------|---------------------------------------|---------------------------|
| P1 | ABOVE GROUND FUEL FARM | 1041,0 |
| P2 | AFRPORT VEHICLE SHED | 1066,3 |
| P3 | ARFF TRUCK STATION | 1063.4 |
| PN | 6 UNIT T-HANGAR | 1060.0 |
| P6 | 6 UNIT THANGAR | 1009_3 |
| Pti | 6 UNIT T-HANGAR | 1117,7 |
| P7 | 30' X 30' TERMINAL BUILDING EXPANSION | 1037,2 |
| PB | 100' X 60' BOX HANGAR | 1040.2 |
| PS | 100' X 60' BOX HANGAR | 1040,0 |
| P10 | 100' X 60' BOX HANGAR | 1039,6 |
| P11 | 100" X 120" CORPORATE HANGAR | 1039,1 |
| P12 | 100' X 120' CORPORATE HANGAR | 1038_9 |
| P13 | 100' X 120' CORPORATE HANGAR | 1038,5 |
| P14 | 10 UNIT THANGAR | 1065,6 |
| P15 | 10 UNIT T-HANGAR | 1112,9 |
| P16 | 10 UNIT T-HANGAR | 1005,7 |
| P17 | 10 UNIT T-HANGAR | 1113,0 |
| P18 | 10 UNIT T-HANGAR | 1066.2 |
| P19 | 10 UNIT T-HANGAR | 1113,6 |
| P20 | 10 UNIT T-HANGAR | 1065,5 |
| P21 | 60" X 60" BOX HANGAR | 1060,1 |
| P22 | 70' X 40' BOX HANGAR | 1062.3 |
| ₹ p23 | 60' X 80' CORPORATE HANGAR | 1025.0 |
| P24 | 60' X 80' CORPORATE HANGAR | 1036.0 |

| LEGEND | | | | | |
|------------------------------------|---|---|--|--|--|
| ITEM | EXIST I NG | ULTIMATE | | | |
| TAXIMAY CENTERLINE | | - | | | |
| RUNWAY SAFETY AREA (RSA) | | | | | |
| RUNWAY OBJECT FREE AREA (ROFA) | | | | | |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | E-OFZ | | | | |
| TAX WAY OBJECT FREE AREA (TOFA) | 5-TOFA | | | | |
| TAXIWAY SAFETY AREA (TSA) | | msi | | | |
| AIRPORT PAVEMENT | SEE PHOTO | principle particular and the second | | | |
| AIRPORT BUILDINGS | SEE PHOTO | | | | |
| AIRPORT PROPERTY LINE / EASEMENTS | | | | | |
| BUILDING RESTRICTION LINE (BRL) | | | | | |
| FENCE (4 FEET TALL) | -x-x- | * * | | | |
| GROUND ELEVATIONS CONTOURS | 1025 | 1025 | | | |
| PAVEMENT OR BUILDING TO BE REMOVED | *************************************** | *************************************** | | | |
| WINDCONE | | Δ | | | |
| BEACON | 200 | 100 | | | |
| PART 77 VIOLATIONS | V# | No. | | | |
| OBSTRUCTION LIGHT | X | × | | | |
| AIRFIELD SIGNAGE | | | | | |
| TAXWAY LIGHTS | • | | | | |
| VEHICLE CONTROL MARKINGS | TOTAL COLUMN | ******** | | | |







GMC 133 HOLDAY COURT SUITE 102 FRANKIN, TN 37057 FRANKIN, TN 37057 FRANKIN, TN 37057 FRANKIN TH 37057 FRANKI

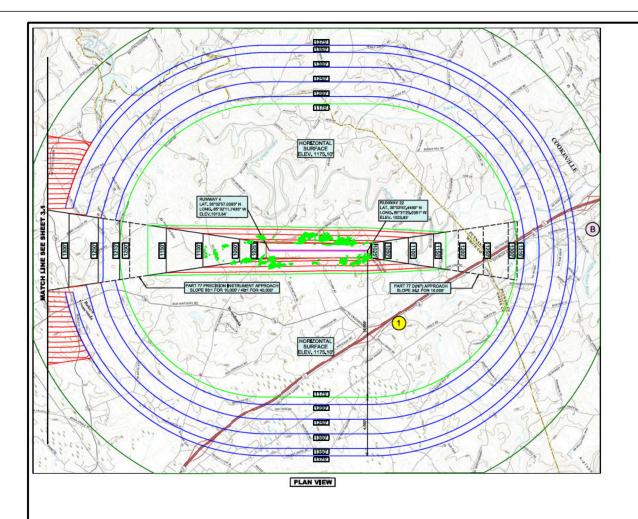
| | DR. | CHK. | DATE | DESCRIPTION |
|---|-----|------|-----------|-------------|
| | ES | TO | NOV. 2019 | 30% REVIEW |
| 1 | ES | то | NOV. 2020 | 60% REVIEW |
| | ES | TO | FEB, 2021 | 90% REVIEW |
| | ES | TO | MAY 2021 | FINAL |
| | г | | | |
| | | | 1 | |

TERMINAL AREA PLAN

AIRPORT LAYOUT PLAN SET UPPER CUMBERLAND REGIONAL AIRPORT

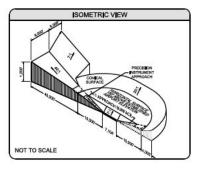
SPARTA, WHITE COUNTY, TENNESSEE TA.D. NO. 93-555-0560-19

PROJECT NO: 14501-01





- GRID BASE, U.S.G.S. TOPOGRAPHIC MAPS, 20' CONTOUR INTERVAL. DATE OF MAP COMPILED 2019.
- SEE ALD AND APPROACH PLANS FOR OBSTRUCTIONS WITHIN PRIMARY SURFACE, TRANSITIONAL SURFACES, APPROACH SURFACES, AND HORIZOTRA'S SURFACE WITHIN THE LIMITS OF THE AFRIML SURVEY).
 DATE OF OBSTRUCTION SURVEY USED: JUNE, 2019.
- 4. DATE OF TOWER SEARCH COMPLETED SEPTEMBER 21, 2020.
- AIRPORT CURRENTLY HAS AIRSPACE HEIGHT ZONING CORDINANCE IN PLACE IN BOTH WHITE AND PUTNAM COUNTY, WHICH WAS UPDATED IN 2020.
- 8. DASHED LINES ON AIRSPACE REPRESENT AREAS OF APPROACH SURFACE WHICH RISE ABOVE HORIZONTAL SURFACE.



| PART 77 OBSTRUCTION | | | | | | | | |
|---------------------|-------------|------------------|------------------|------------------|---------------------|---------------------|-------------|-------------------------|
| * | DESCRIPTION | LATTIUDE | LONGITUDE | TOP ELEVATION | GROUND ELEVATION | STRUCTURE HEIGHT | PENETRATION | DISPOSITION |
| 1 | TOWER | 36" 03' 42,56" N | 85° 30' 22,48° W | 1,150 | 980' | 170* | -24.9' | ADD / MAINTAIN LIGHTING |
| 2* | TOWER | 35" 58' 04.56" N | 85" 37" 40,64" W | 1,249 | 1,056 | 194" | -626' | ADD / MAINTAIN LIGHTING |
| 3 * | TOWER | 35" 57" 31,09" N | 85° 37° 14,38° W | 1,221" | 1,022" | 199' | -729' | ADD / MAINTAIN LIGHTING |

* SHOWN ON SHEET 3.1

| | | | | OBSTACL | ES | | ^ |
|----|-------------|------------------|--------------------|------------------|---------------------|------------|-------------------|
| - | | m | MS WITHIN VICINITY | OF AIRPORT WITH | NO PENETRATION | TO PART 77 | 2 |
| * | DESCRIPTION | LATITUDE | LONGITUDE | TOP ELEVATION | GROUND ELEVATION | STRUCTURE | DESPOSITION |
| A* | TOWER | 35° 57' 42.20" N | 85° 38′ 55,30° W | 1,303' | 1,038' | 265' | MAINTAIN LIGHTING |
| В | TOWER | 36" 06' 04,59" N | 85° 29' 59,29" W | 1,170' | 1,036" | 134' | MAINTAIN LIGHTING |
| | | | 4 | | - | | |
| | | | 49 | | | | |

* SHOWN ON SHEET 3.1

| LEGEND | | | | |
|------------------------------|----------|--|--|--|
| DESCRIPTION | ULTIMATE | | | |
| APPROACH SURFACE | | | | |
| RUNWAY | _ | | | |
| IOREDATAL SURFACE | | | | |
| CONSCAL SURPACE | | | | |
| RANSTIONAL SURFACE | | | | |
| PENARY SURFACE | | | | |
| TREE CESTRUCTIONS TO PT 77 | 0.00 | | | |
| TOWER WITHIN LIMITS OF PT 77 | 0 | | | |
| DESTACLES OUTSIDE OF PT 77 | 0 | | | |



RICHARD C. RINKS & ASSOCIATES, INC.



| ES | | | | |
|----|----|-----------|------------|-----|
| | TO | NOV. 2019 | 30% REVIEW | - 1 |
| ES | то | NOV. 2020 | 60% REVIEW | |
| ES | то | FEB, 2021 | 90% REVIEW | |
| ES | TO | MAY 2021 | FINAL | l l |

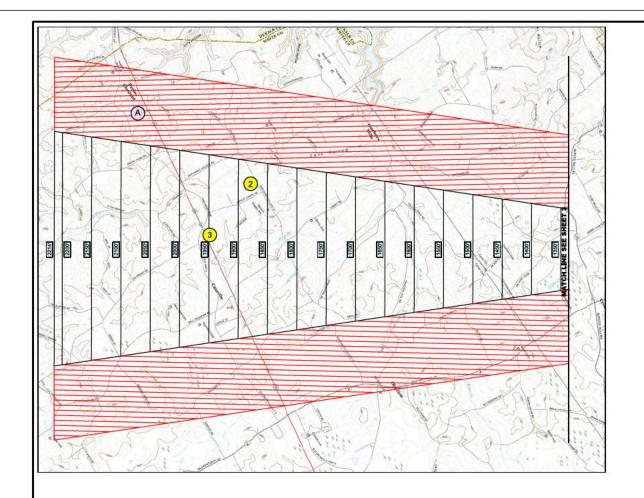
AIRSPACE DRAWING

AIRPORT LAYOUT PLAN SET

UPPER CUMBERLAND REGIONAL AIRPORT

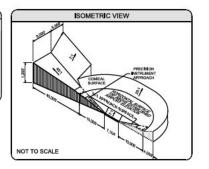
SPARTA, WHITE COUNTY, TENNESSEE TA.D. NO. 93-555-0560-19

PROJECT NO: 14501-01





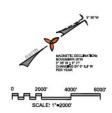
- GRID BASE, U.S.G.S. TOPOGRAPHIC MAPS, 20' CONTOUR INTERVAL. DATE OF MAP COMPLED 2018.
- DATE OF OBSTRUCTION SURVEY USED: JUNE, 2019.
 DATE OF TOWER SEARCH COMPLETED SEPTEMBER 21, 2020.



| | PART 77 OBSTRUCTION | | | | | | | |
|-----|---------------------|------------------|------------------|------------------|--------|---------------------|-------------|-------------------------|
| ŧ | DESCRIPTION | LATTTUDE | LONGITUDE | TOP ELEVATION | GROUND | STRUCTURE HEIGHT | PENETRATION | DISPOSITION |
| 1 | TOWER | 36" 03" 42,56" N | 85° 30' 22,48° W | 1,150 | 980' | 170" | -24,0' | ADD / MAINTAIN LIGHTING |
| 2 * | TOWER | 35" 58' 04.56" N | 85° 37' 40.64" W | 1,249 | 1,065 | 194" | -626' | ADD / MAINTAIN LIGHTING |
| 3* | TOWER | 35" 57" 31,09" N | 85° 37° 14.38° W | 1,221 | 1,022 | 199" | -729 | ADD / MAINTAIN LIGHTING |

| | | | | OBSTACL | ES | | |
|---|-------------|------------------|------------------|------------------|---------------------|---------------------|-------------------|
| ITEMS WITHIN VICINITY OF AIRPORT WITH NO PENETRATION TO PART 77 | | | | | | | |
| * | DESCRIPTION | LATTTUDE | LONGITUDE | TOP ELEVATION | GROUND ELEVATION | STRUCTURE HEIGHT | DISPOSITION |
| | TOWER | 35" 57" 42,20" N | 86° 38' 55.30° W | 1.303' | 1,038" | 286 | MAINTAIN LIGHTING |
| A* | | | | | | | |

| LEGEND | |
|------------------------------|-------|
| DESCRIPTION | ULT |
| APPROACH SURFACE | |
| RUNWAY | |
| HOREZONTAL SURFACE | |
| CONTONL BURFACE | |
| TRANSPHONAL SURFACE | |
| PRIMARY GURFACE | |
| TREE OBSTRUCTIONS TO PT 77 | GP0P0 |
| TOWER WITHIN LIMITS OF PT 77 | 0 |
| CRETACLES OUTSIDE OF PT 77 | 0 |







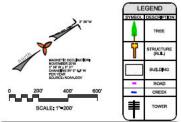
| DR. | CHK. | DATE | DESCRIPTION | |
|-----|---------------|-----------|-------------|-----|
| ES | TO | NOV. 2019 | 30% REVIEW | 11 |
| 88 | то | NOV. 2020 | 60% REVIEW | |
| ES | TO | FEB, 2021 | 90% REVIEW | - 3 |
| ES | TO | MAY 2021 | FINAL | L. |
| г | $\overline{}$ | | | |
| _ | _ | | | |

AIRSPACE DRAWING

AIRPORT LAYOUT PLAN SET

UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE TA.D. NO. 93-555-0560-19



| LEGE | ND | |
|----------------------------------|----------------|----------------------|
| TEM | EXISTING | ULTMATE |
| RUNWAY CENTERLINE | | 200 |
| RUNWAY SAFETY AREA (RSA) | | |
| RUNWAY OBJECT FREE AREA (ROFA) | - 1474 | the same billion |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | 1-072 | manus page |
| APPROACH RUNWAY PROTECTION ZONE | - F500 H2 | |
| DEPARTURE RUNWAY PROTECTION ZONE | 120 WI | |
| PART 77 APPROACH SURFACE | | MARKET TO ARE |
| THRESHOLD SITING SURFACE | 201gt 188 | |
| VERTICALLY GUIDED SURFACE | | were and Printed Add |
| TAXIWAY OBJECT FREE AREA (TOFA) | GATOFA | MANY SZORA |
| TAXIWAY SAFETY AREA (TSA) | E-TSA | |
| NNER APPROACH OBSTACLE FREE ZONE | EU APPR OFZ | SAME |
| PRECISION OBSTACLE FREE ZONE | 11111 | SAME |
| AIRPORT PAVEMENT | | |
| AIRPORT PROPERTY LINE | - 1 | (5) |
| FENCE (HEIGHT VARIES) | X | —x— |
| 10' GROUND ELEVATION CONTOURS * | 1025 | 1025- |
| AVIGATION EASEMENT | TATIBETH SHA | |
| PART 77 VIOLATIONS | V14 | V14 |
| RUNWAY LEAD IN LIGHT SYSTEM | | |
| NAVAID CRITICAL AREA | 00000000000000 | BE 18111311914 |

| | | OBST | RUCTION | DATA | |
|------|-----------------|---------------------|-------------------|-----------------------|-------------------------|
| T 77 | - 7-1 TRANSTION | NAL SURFACE (| TS), 50;1 APPR | DACH SURFAC | E (A5) |
| * | DESCRIPTION | OBJECT ELEVATION | SURFACE HEIGHT | PENETRATION AMOUNT | PROPOSED DISPOSITION |
| 26 | TREE (PS) | 1101,9 | 1014,0" | 87,8" | TRIM / REMOVE |
| 7 | TREE (PS) | 1095,9 | 1013,8 | 82,1' | TRIM / REMOVE |
| 5 | TREE (TS) | 1055,3" | 1028,2" | 27,1 | TRIM / REMOVE |
| 90 | TREE (TS) | 1108,6" | 1090,8" | 27.8 | TRIM / REMOVE |
| п | TREE (TS) | 1075.0 | 1065,7" | 19.3' | TRIM / REMOVE |
| F | TREE (TS) | 1092,4" | 1073,7 | 18,8" | TRIM / REMOVE |
| ь | TREE (TS) | 1078,3 | 1037A | 40,9' | TRIM / REMOVE |
| и | TREE (AS) | 1052,5 | 1019,6" | 32,8" | TRIM / REMOVE |
| 15 | TREE (AS) | 1021,4" | 1016.5' | 4.9 | TRIM / REMOVE |
| 16 | TREE (AS) | 1045,0" | 1036.1" | 8.8' | TRIM / REMOVE |
| 77 | TREE (AS) | 1068,4" | 1043,8 | 25,6' | TRJM / REMOVE |
| n | TREE (AS) | 1077,3 | 1046,6" | 30,7 | TRIM / REMOVE |
| 10 | TREE (AS) | 1067,0" | 1057.9' | 9.1' | TRIM / REMOVE |
| 9 | TREE (AS) | 1097,1 | 1081,4" | 15.7 | TRIM / REMOVE |
| ij | TREE (AS) | 1090,3" | 1081,9' | 8.4 | TRIM / REMOVE |
| R | TREE (AS) | 1096# | 1984,6" | 12,2' | TR M / REMOVE |
| F. | TREE (AS) | 1039_8" | 1091,1 | 8.7 | TRIM / REMOVE |
| п | TREE (AS) | 1096,7 | 1095.9' | 0.8' | TRIM / REMOVE |
| 15 | TREE (AS) | 1082,5' | 1071.2" | 11.3' | TRIM / REMOVE |
| 16 | TREE (AS) | 1075.1 | 1066,1" | 940' | TRIM / REMOVE |
| 7 | TREE (AS) | 1040.3* | 1035,9' | 4.4" | TRIM / REMOVE |
| n | TREE (AS) | 1050.2 | 1033,1" | 17,0 | TRIM / REMOVE |
| 19 | TREE (TS) | 1079_9* | 1067.1" | 12.8' | TRIM / REMOVE |
| 0 | TREE (TS) | 1087.6" | 1065.81 | 21.8* | TRIM / REMOVE |
| H | TREE (TS) | 1090,7 | 1076,1 | 14.6' | TRIM / REMOVE |
| 12 | POLE (TS) | 1053,7 | 1056.7 | 7.0 | REMOVE / BURY LI |

PART 77 VIOLATIONS SHOWN ARE NOT ALL CONSIDERED OBSTRUCTIONS AND DO NOT ALL NEGATIVELY EFFECT RUNWAYS ESTABLISHED APPROACHES.

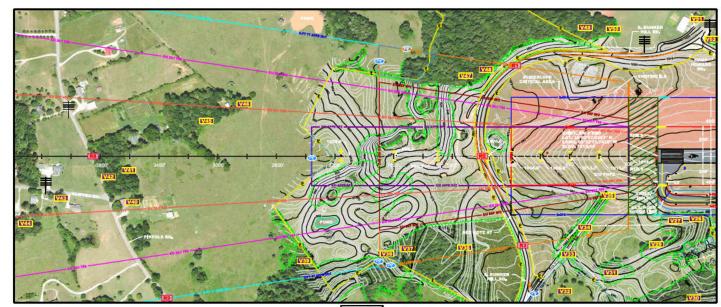
| \cap | т | RAVERSE | WAY VI | OLATION | s | - 3 |
|--------|---------------------|------------------------------|-----------------------------|------------------------------------|----------------------|--------------------|
| 4 | NAME | GROUND ELEVATION (FT.) | * TOP ELEVATION (FT.) | APPROACH SURFACE ELEV, (FT.) | PENETRATION (FT.) | PROPOSED ACTION |
| Rt- | S, BUNKER HILL ROAD | 927 | 942' | 1,028,8 | -86,8" | NONE |
| R2 | S, BUNKER HLL ROAD | 560, | 995" | 1,033,7 | -38,7" | NONE |
| R3 | S. BUNKER HILL ROAD | 1,004" | 1,019 | 1,028,1 | -9.1 | NONE |
| AB: | PISTOLE ROAD | 1,003" | 1,016' | 1,087,0" | 69.0 | NONE |
| (R9) | PISTOLE ROAD | 976' | 991" | 1,076,6" | 95.6 | NONE _ |

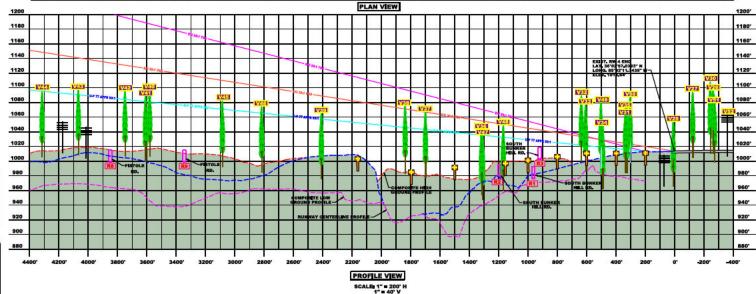
* 16' ADDED FOR ROAD CLEARANCE

NOTES

- 1. SEE SHEET 1 FOR ADDITIONAL PART 77 VIOLATIONS TO TRANSITIONAL SURFACES. Add obstruction survey commerce junit, 2019
 Add obstruction survey commerce junit, 2019
 Osstruction to part 77 surpaces are not limited to violations listed.
 PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
 NO THRESHOLD STING SURFACE VIOLATIONS.

- one interconduction outwace would not be formed by the are shown at top of clearance limit, 7. The size aggregation of the running object free area at the southeast corner which lies deviate the already property line is controlled by way of jurisdiction of already spending.







RICHARD C. RINKS & ASSOCIATES, INC.



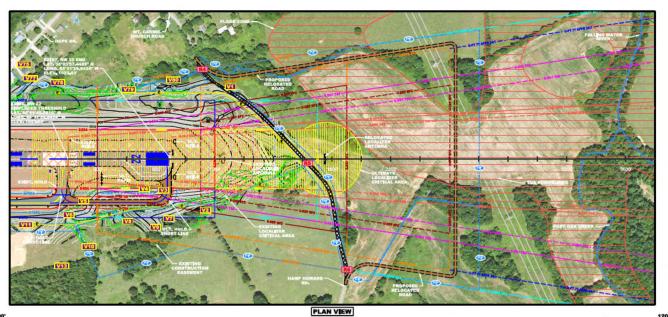
| | DR. | CHK. | DATE | DESCRIPTION |
|---|-----|------|-----------|-------------|
| | ES | TO | NOV. 2019 | 30% REVIEW |
| T | ES | то | NOV. 2020 | 00% REVIEW |
| 7 | ES- | TO | FEB, 2021 | 90% REVIEW |
| | ES | TO | MAY 2021 | FINAL |
| | г | | | |
| | | | | |

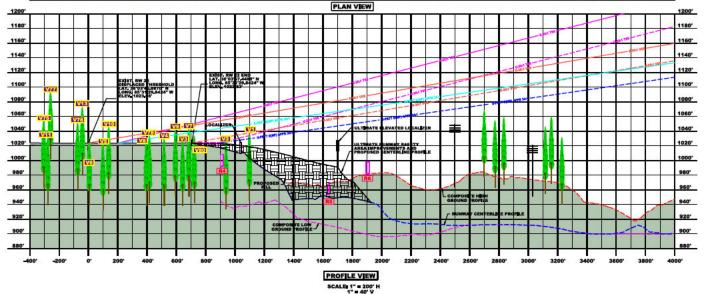
INNER APPROACH SURFACE DRAWING - RUNWAY 4

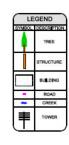
AIRPORT LAYOUT PLAN SET

UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE T.A.D. NO. 93-555-0560-19









| ITEM | EXISTING | ULTIMATE |
|----------------------------------|---|---|
| RUNWAY CENTERLINE | | _ |
| RUNWAY SAFETY AREA (RSA) | tan | the state (\$400) and the |
| RUNWAY OBJECT FREE AREA (ROFA) | 54/A | Control (III) |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | - BOFZ | THE RESERVE THE PERSON NAMED IN |
| APPROACH RUNWAY PROTECTION ZONE | | |
| DEPARTURE RUNWAY PROTECTION ZONE | - FOR 165 | U-00P RFE |
| PART 77 APPROACH SURFACE | | DAT 77 APPR |
| THRESHOLD STING SURFACE | BON 198 | 9004 795 |
| VERTICALLY GUIDED SURFACE | Prick Alle | 0.00g yes- |
| TAXIWAY OBJECT FREE AREA (TOFA) | BOWA | NAME OF TAXABLE |
| TAXIWAY SAFETY AREA (TSA) | | - sex |
| AIRPORT PAVEMENT | | |
| ARPORT PROPERTY LINE | | |
| FENCE (HEIGHT VARIES) | × | —-× |
| 10' GROUND ELEVATION CONTOURS * | | |
| AVIGATION EASEMENT | BRAGRABERA | 2022 2022 202 |
| PART 77 VIOLATIONS | VARI | PAC: |
| RUNWAY LEAD IN LIGHT SYSTEM | The second second | Secretary of the Control |
| NAVAID CRITICAL AREA | 0.0000000000000000000000000000000000000 | SS 111011111111111111111111111111111111 |

| | 7:1 TRANSITION | Out SOLID-YOR | (18), 3411 APPRO | DACH SURFACE | (A3) |
|------------------|----------------|---------------|-------------------|-----------------------|-------------------------|
| ve | DESCRIPTION | OBJECT | SURFACE HEIGHT | PENETRATION AMOUNT | PROPOSED DISPOSITION |
| /1 | TREE (AS) | 1038,7 | 1029.4 | 8.3 | TRIM / REMOVE |
| /2 | TREE (AS) | 1025.6 | 1025,0" | 0,67 | TRIM / REMOVE |
| 2 | TREE (PS) | 1030.5 | 1023,7" | 6,8" | TRIM / REMOVE |
| V4 | TREE (PS) | 1030.1 | 1023.6" | 6.6" | TRIM / REMOVE |
| V5 | TREE (PS) | 1024.1" | 1022.9" | 1.2" | TRIM / REMOVE |
| 4 | TREE (PS) | 102848 | 1022.6" | 6.0" | TRIM / REMOVE |
| 4 | TREE (PS) | 1040.8 | 1023,8" | 17,0 | TRIM / REMOVE |
| 4 | TREE (PS) | 1031,2" | 1023,3" | 7,9 | TRIM / REMOVE |
| 9 | TREE (PS) | 1042.4" | 1023.7 | 18,7" | TRIM / REMOVE |
| 110 | TREE (TS) | 1046.6" | 1035.3 | 11.3" | TRIM / REMOVE |
| ī | TREE (TS) | 1034,7 | 1022,3" | 12.4' | TRIM / REMOVE |
| 113 | TREE (TS) | 1073.7 | 1055,5" | 18,37 | TRIM / REMOVE |
| 775 | TREE (TS) | 1054,0 | 1043,2 | 10,8 | TRIM / REMOVE |
| \boldsymbol{m} | TREE (TS) | 1094,5" | 1050.2 | 44.3' | TRIM / REMOVE |
| 178 | TREE (TS) | 1051_2" | 1025.7 | 25 <i>.5</i> ′ | TRIM / REMOVE |
| 79 | TREE (PS) | 1034_9" | 1023.4" | 11.57 | TRIM / REMOVE |
| 80 | TREE (TS) | 1033.2 | 1029,6" | 3.5 | TRIM / REMOVE |

| | | TRAVER | SE WAY | VIOLATIO | ONS | |
|----|------------------------|------------------------------|-----------------------------|-----------------------------------|----------------------|--------------------|
| r | NAME | GROUND ELEVATION (FT.) | * TOP ELEVATION (FT.) | APPROACH SURFACE ELEV.(FT.) | PENETRATION (FT.) | PROPOSED ACTION |
| R4 | MT, CARMEL CHURCH ROAD | 967 | 982' | 1,044,57 | 67.5 | NONE |
| R5 | MT, CARMEL CHURCH ROAD | 956" | 970 | 1,085,1 | -95,1 | NONE |
| 86 | MT. CARMEL CHURCH ROAD | 963" | 996' | 1,073.4 | ·75.4' | NONE |

*15' ADDED FOR ROAD CLEARANCE

NOTES

- SEE SHEET 1 FOR ADDITIONAL PART 77 YOU.ATIONS TO TRANSITIONAL SURFACES.

 2. AGIS GESTRUCTION SURVEY COMPLETED JUNE, 2019

 3. ORISTRUCTION TO PARM 77 SURFACES ARE NOT JUNTIED TO VIOLATIONS LISTED.

 4. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.

 4. NO THRESHOLD SITING SURFACE VIOLATIONS.

 5. TRANSFRIE WAY POWTS DEPICTED ON PROFILE VIEW ARE SHOWN AT TOP OF CLEARANCE LIMIT.



RICHARD C. RINKS & ASSOCIATES, INC. 30 NORTH JEFFERSON AVE. COOKEVILLE, TH 38501 PHONE; (931) 528-5843



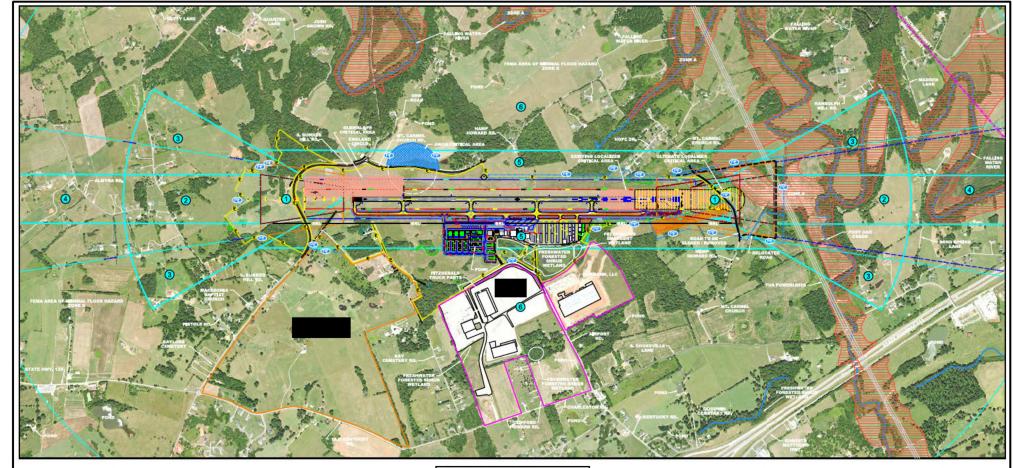
| DR | CHK. | DATE | DESCRIPTION |
|----|------|-----------|-------------|
| ES | TO | NOV. 2019 | 30% REVIEW |
| 65 | то | NOV. 2020 | 00% REVIEW |
| 85 | TO | FEB, 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |
| | | | |
| _ | | | |

INNER APPROACH SURFACE DRAWING - RUNWAY 22

AIRPORT LAYOUT PLAN SET

UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE T.A.D. NO. 93-555-0560-19



AIRPORT LAND USE

NOTES

| LAND USE LEGENI |) |
|--|----------|
| ITEM | EMBITINO |
| AIRPORT PROPERTY (CITY GENERAL INCUSTRIAL) | |
| WHITE COUNTY LAND USE ZOMING | NONE |
| FEMA FLOOD HAZARD ZONE "A" | |
| U.S.F.W. KNOWN WETLANDS | |
| ARPORT IMPACT ZONES LIMITS | |

| | AIRPORT IMPACT ZONES |
|----------|---------------------------------------|
| 1 | RUNWAY PROTECTION ZONE |
| 2 | DIMER SAFETY ZONE |
| 3 | INNER TURNING ZONE (80 DEGREE SECTOR) |
| 4 | OUTER SAFETY ZOME |
| 5 | SIDELINE SAFETY ZONE |
| 6 | TRAFFIC PATTERN ZONE |

| | EXISTING | ULTIMATE |
|-----------------------------------|---|---|
| TAXBRAY CENTERLINE | | |
| HUNWAY SAFETY AREA (RSA) | 15414 | · Committee (Cathonical Committee) |
| RUNWAY OBJECT FREE AREA (ROFA) | | |
| RUNINXY OBSTACLE FREE ZONE (RDFZ) | G-GFZ- | |
| DEPARTURE RUMWAY PROTECTION ZONE | E DEP 1972 | U SEP RFZ |
| APPROACH RUNWAY PROTECTION ZONE | - SAMBAN - | |
| PART 77 APPROACH SURFACE | STATISTICS. | U-FT 77 AFFE |
| TAXIWAY OBJECT FREE AREA (TOTA) | STORA | C. STREET, STREET, ST. |
| TAXIWAY SAFETY AREA | _ MH _ | BTSA |
| BUILDING RESTRICTION LINE (BRL) | | SAVE |
| AIRPORT PAVEMENT | | |
| ARPORT BUILDINGS | SEE PHOTO | |
| Alterost Property LINE | | MARKET (E) SHOWING |
| FENCE | | - K |
| AVIGATION EASEMENT | CARRELLA CAR | # 5000000000000000000000000000000000000 |
| CONSTRUCTION EASIEMENT | 100000000000000000000000000000000000000 | 100000000000000000000000000000000000000 |
| DRANAGE EASEMENT | 100000000000000000000000000000000000000 | d Programmer and the |
| NAVAD CRETICAL AREAS | 100000000000000000000000000000000000000 | |





RICHARD C. RINKS & ASSOCIATES, INC. 30 NORTH JEFFERSON AVE. COOKEVILLE, TN 385601 PHONE: (831) 528-5843



| DR. | CHK. | DATE | DESCRIPTION |
|-----|------|-------------|-------------|
| ES | TO | NOV. 2019 | 90% REVIEW |
| 68 | то | NOV. 2020 | 60% REVIEW |
| E8 | TO | F,659/30091 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |

LAND USE MAP

AIRPORT LAYOUT PLAN SET

UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE TA.D. NO. 93-555-0560-19

6 PROJECT NO: 14501-01



| FUEL FARM REPLACEMENT, PHASE 3 AND PHASE 4 \$490,000 | 1 PERIMETER FENCING \$735,440 | |
|---|--|--|
| PHABE 3. REPLACE AVIGAS AND JET A TANK WITH ABOVE GROUND TAN MADAGORD THE ESTIMATED COST OF 2. X21K GALLON JET AT TANKS AS WELL AS 1.X TAK GALLON AVIGAS TANK. THE ESTIMATED COST OF 1.X SELECTION OF PROSERTY AND WOULD LIKE TO PROSERTIZE AVIGAN FAUNDATION OF THE SELECTION OF THE | THAT ALLOWS ANIMALS ACCESS TO THE RUNWAY THIS WILL FUND THE USDA WILDLIFE DETERMINATION SO THAT WORK CAN BEGIN TO INSTALL FENCE TO DETER WILDLIFE FROM ACCESSING AIRPORT GROUNDS UPON COMPLETION OF WILDLIFE ASSESSMENT, PHASE I | |
| ② UPGRADE ELEVATED APPROACH LIGHTS \$15,000 | O COMMUNITY HANGAR \$500,000 | SOUTH APRON EXPANSION \$1,500,00 |
| THE DISTING THRESHOLD APPROACH LIGHTS ARE CURRENTLY MICANDESICET PARI 58, WHEN HEY WERE CONSTRUCTED, THERE WASH'S ALAPPROVED LEG LIGHT FOR THAT APPLICATION, KNOW, THE WASH'S AND APPLICATION, KNOW, THE SHOW MADE WANNINGE, THE WALL SHIPTON THE SYSTEM OVER TO LED SALENG GROWN DOAT ELECTRICITY COSTS AND BE A SERVICABLE USER ALD INCLUDES BRIMWAY QUAND LIGHTS. | WE CURRENTLY HAVE ALL THANGARS AND BOX HANGARS FULL HANGARS ADOMANING HANGARS, BY FLEE TO SAPACITY AND DUR HANGARS. ADOMANING HANGARS, BY FLEE TO SAPACITY AND DUR ATTEMPTED TO HELP AS MUCH AS PROSSIBLE BY LOCALLY FUNCTION OF EXHANGARS, WE ARROUGH WITH A CONTROL OF THE CONSTRUCTION OF EXHANGARS, WAS AND WORSHOW WITH A CONTROL OF THE CO | THE PROJECT ET DEPAND THE SOUTH APRON FOR ADDITIONAL HARADRICH OPHERS HAVE AND APPLICATE THE CHOWN PRINCIPLE. THE CHOWN PRINCIPLE THE RECOMPAULATION OF THE PROJECT WILL ALSO INCLUDE THE RECOMPAULATION OF THE RULINARY TO TANIANY CONNECTION THAT ARE HARADRICALL AS THE TUNKING THE APRON CONNECTOR THE VIELL BE CHESTION THE CONNECTOR THE WILL BE CHESTION THE CONNECTOR SHOWN AT THE CONNECTOR THE VIEL BY THE LIBE OF THE CONNECTOR THE CONNE |
| 3 SOUTH HANGAR DEVELOPMENT TAXBLANE \$2,000,00 | (1) EXPAND EXISTING 1997 TERMINAL BUILDING \$200,000 | 3 T-HANGAR CONSTRUCTION \$4,000,00 |
| AS THE LICEA SERVICE AREA CONTINUES TO GROW AT A RAPID DATE. THE AIRPORT HAS A DESANDE TO ABSTITIONAL HANDRASS, AS THE AIRPORTS CURRENT FOOT PHINT IS RESIDED CAPACITY. THE WOLLD BE FOR THE DESIGN AND CONSTRUCTION OF A TOTAL ME, WHICH AIR PROVIDE ADDITIONAL LOCATIONS FOR THANNOARS AND CORPORATE BOX HANDARS TO SE CONSTRUCTED. | MORE CONFIRM NEARITHMS BRACE IS NEEDED FOR AVAITON TRAFFIC UT INSWIT THE ARROYS SELECT FOR APPROXIMATELY \$150.000 WITH 95% LOCAL AND 50% STATE FUNDS. AND THE STATE FUNDS. THE EXPANSION IS NEEDED TO SERVE THE COMMUNITY NEEDS. | THE BESON THE CONSTRUCTION OF ADDITIONAL THANGARS, WHICH ARE RESERVED TO ADDRESSA A GROWNING WITTER LEST THANGARS AND DOOR THAN WE CHILD THAN A STATE OF THE PARKARS AND DOOR HANDARS BY COUNTY HAVE HE WITTEN AND THE ADDRESSA AS AND THAN A POSSENSE BY LOCALLY FUNDING THE CONSTRUCTION OF THANKARS TO CONTRIBUTION OF THANKARS TO CONTRIBUTION OF THANKARS THOSE THAN A DOOR THAN A PARTILL JEST OF A COMPRESIMENT PLAN TO ADDRESSA SERVING CONTRIBUTION OF THE BUILD. |
| REPLACE LOCAL PERDME \$800,000 | (4) HERL REPLACEMENT WITH LED \$450,000 | RELOGATION OF MT, CARMEL CHURCH RD \$2,000,00 |
| THE LIS B INTERING ITS IND OF LIFE, THE UNIT WAS ADDE BY AS HAVE AND ON OF THE THAT THE UNIT WAS ADDE BY AS HAVE AND | PROJECT PURPOSE E TO REPLACE EXISTING INEFFICIENT HIGH INTENSITY REMAYAL BASTS WITH IN SWY AT TESTED BY THE PRESENCE APPROVE HAS HAD THE RUNWAY CROCKET TESTED BY THE PRESENCE TIME, THE SYSTEM WILL HAVE REACHED ITS USEFUL LIFE. | PROJECT IS FOR RELOCATION OF MT, CAMMEL CHARCH IND OUTSIDE OF THE LITTURE RELIANCE AS APPROACH RELIANCY PROTECTION ZONE AS DEPOTED ADOVE, THE IS NEEDED PRIOR TO THE CONSTRUCTION CONSTRUCTION OF THE RELIANCE OF THE REMOVAL OF THE CONSTRUCTION OF THE REMOVAL |
| REPLACE GLIDESLOPE PHASE ILS \$400,000 | (3) AIRPORT FIRE STATION \$450,000 | RUNWAY SAFETY AREA PAPROVEMENTS \$9,000,00 |
| THES IS PHASE TWO OF THE CAT 2 LS PROJECT, THE LS IS ENTERING ITS END OF LIFE-THE BUSIN TWAS MADE BY AS WHO HAS SEED OUT OF BUSINESS FOR SEVERAL THANK, BY HAVE MANY LISER OF THIS ASSOCIATION THAN TOTAL PROJUME LS BY SETTING THAN TO CONTINUE TO MANY THANK THAN THANK OPERATION MAY BE ASSOCIATED WITH THE LS, WE WISH TO BREAK THE INTO TWO PROJECTS PER REQUEST OF TOOT ASHO TO MAINTAINE SCONOWING INPACTS. | OUR TO THE DRITHINGS TO FREE AND RESCUE COMBINED WITH THE MEED FOR A PRESENTATION THE BMEEDINGS HEAR, A FIRE STATION AS OPENIONED FOR A PRESENTATION AS OPENIONED ON GUALAPON THE SOUTH SIDE OF CURRENT TO SOUTHWEST THE RES | THIS PROJECT IS FOR THE RUNWAY SAFETY AREA IN PROVEMENTS REQUIRED TO MEET CHESING ISTANDARDS, IN ADDITION, THE RECOURSE OF THE RECOURSE HEADY TO THE RECOURSE HEADY. PAPER, RELS, AND COMPLETION OF A RUSHIT CHESIC AND APPROACH DEVISION OF THE RUNWAY ALL OF THE CHESING AND APPROACH DEVISION OF THE RUNWAY ALL OF THE CHESING OF THE RUNWAY BY |
| T-HANGAR CONSTRUCTION \$500,000 | ARFF TRUCK \$600,000 | PARALLEL TAXBWAY CONSTRUCTION \$3,000,000 |
| THIS IS FOR THE CONSTRUCTION OF ADDITIONAL T-HANGARS, WHICH ARE NEEDED TO ADDRESS A GROWING WAITING LIST | DUE TO THE DISTANCE TO FIRE AND RESCUE COMBINED WITH THE NEED FOR A FIRE STATION IN THE IMMEDIATE AREA, AN ARR FIRE TRUCK AS EXPLAINED IN THE MARRATIVE REPORT IS NEEDED TO | THIS PROJECT WILL EXTEND THE EXISTING RUNWAY 22 PARALLEL TAXIMAY TO THE ULTIMATE RUNWAY THRESHOLD LOCATED AT THE END OF THE EXISTING PAVEMENT, THIS PROJECT WILL ALSO EXTEND THE WITL. |
| FOR HANGAR BRACE AT UCRA, WE CURRENTLY HAVE ALL THANGARES AND COMMENTIONALEDS HANGARE FULL, WE HAVE ATTEMPTED TO HELP AS MUCH AS POSSIBLE BY LOCALLY FUNDING THE CONSTRUCTION OF \$ THANGARS, TOGETHER, THE IS CHLY A PARTIAL FIX OF A COMPREHENSIVE PLAN TO ADDRESSES A SPECIAL CAPACITY ISSUE. | SUPPORT THE ARROCKT DURING PUTLINE PART 139 OPERATIONS, AS WELL AS THE SURROUNDING COMMUNITY, | THE MITL. |

STAGE II - YEAR 4-6

| LEGEND | | | | |
|---------------------------------------|---|---|--|--|
| SHE SALESSAN STORY | EXISTING | ULTIMATE | | |
| RUNWAY CENTERLINE | | (1) (1) | | |
| RUNWAY SAFETY AREA (RSA) | | CONTRACTOR OF THE PARTY OF THE | | |
| RUNWAY OBJECT FREE AREA (ROFA) | E-OFA | | | |
| DEPARTURE RUNWAY PROTECTION ZONE | - E-DEP RFZ - | U-DEP RPZ | | |
| APPROACH RUNWAY PROTECTION ZONE | S-APPR RPZ | U-APPR RPZ | | |
| PART 77 APPROACH SURFACE | - STITISTS | U-PT APPR | | |
| THRESHOLD SITING SURFACE | 5-20rf T85 | (H20)1 T35 | | |
| VERTICALLY GUIDED SURFACE | E-3141 VISA | U-20H VGS | | |
| TAXINAY OBJECT FREE AREA (TOFA) | E-TOFA- | HARRY WTOFARERS | | |
| TAXIMAY SAFETY AREA (TSA) | —— B-TSA —— | | | |
| 35' BUILDING RESTRICTION LINE (BRL) | | SAME | | |
| ARPORT PAVEMENT | | | | |
| AIRPORT REFERENCE POINT | 0 | SAME | | |
| APPORT BUILDINGS | SEE PHOTO | | | |
| APPORT PROPERTY LINE / EASEMENTS | | PP | | |
| FENCE | | | | |
| GROUND ELEVATIONS CONTOURS | 1020 | 1020 | | |
| PAVEMENT OR BUILDING TO BE REMOVED | 000000000000000000000000000000000000000 | SAME | | |
| GVGSI (PAPI's) | -0000- | 2 1 27 | | |
| RUNWAY END INDENTIFIER LIGHTS (REILs) | - | D | | |
| SUPPLEMENTAL WINDCONE | | Δ | | |
| BEACON | 100 | 101 | | |
| WINDCONE AND SEGMENTED CIRCLE | 0 | \diamond | | |
| AVIGATION EASEMENT | 100000000000 | E statatatatatatata | | |

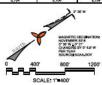
| N | 0 | T | E | S | |
|---|---|---|---|---|--|
| | | | | | |

| AV I ATI | ION. | ACTIVIT | Y SUMMARY - 202 | 20 | |
|--|------|-------------|---|-----------------|------------------------|
| VALIDATED BASED AIRCR | RAFT | | OPERATIO: | NS | |
| SINGLE ENGINE | | 73 | AIR TAX | | 10,585 |
| MULTI ENGINE | | 13 | GA LOCAL | | 10,95 |
| TURB I NE | | 3 | GA INTINERANT | - 2 | 8,760 |
| OTHER 4 TOTAL: 83 T-HANGAR WAITING LIST 47 (5/2022) CRITICAL AIRCRAFT LEARLET 75 | | - 4 | MLTARY | - 3 | 1,095 |
| | | 83 | TOTAL | | 31,390 2,284 424 |
| | | 47 (5/2022) | INSTRUMENT OPERATIONS (TFMSC) CRITICAL AIRCRAFT OPS | | |
| | | VRJET 75 | | | |
| ULTIMATE CRITICAL AIRCRAFT | LEA | RJET 75 | *ULTIMATE CRITICAL AIRCRAFT OPS (C-II | | 612 |
| 3550 | 6 | - 3 | EXISTING | ULTIMA | TE. |
| RUNWAY DESIGN CODE APPROACH REFERENCE CODE DEPARTURE REFERENCE CODE | | | C-8-4000 | CHH00 | 0. |
| | | | B-E-4009 / D-E-4000 B-E-40 | | 4000 |
| | | | B-17/D-1 | 8 -1 1/D | |

* ULTIMATE CRITICAL AIRCRAFT OPERATIONS DERIVED FROM C-II FLEET MIX OPERATIONS PROVIDED BY THE AIRPORT AUTHORITY, SEE APPENDIX C FOR BREAKDOWN OF OPS.

| | MODIFICATIONS OF DESIGN STANDARDS | | | | | | |
|----|-----------------------------------|---------------|--------------------|-----------------|---------------|--|--|
| Ö, | STANDARD MODIFIED | FAA STANDARDS | EXISTING CONDITION | PROPOSED ACTION | APPROVAL DATE | | |
| _ | NONE REQUIRED | NA | N/A | NONE REQUIRED | N/A | | |
| _ | | | | | | | |
| _ | | | | | | | |
| - | | | | | | | |

| | D | ECLARED DIS | TANCES | |
|-------------------|-------|-------------|--------|-------|
| EXISTING | | | | |
| FILNWAY END ID | TORA | TODA | ASDA | LDA |
| R/W 04 | 6,754 | 6,704" | 4,000 | 6,007 |
| RW 22 | 6,754 | 6,704' | 6,704 | 6,003 |





STAGE I - YEAR 0-3

RICHARD C, RINKS & ASSOCIATES, INC.
30 NORTH JEFFERSON AVE,
COOKEN LE. TN 36501
PRAMS LK. TN 37082
PRAMS LK. TN 37082
PRAMS LK. TN 37082
PRAMS PRAM

| DR. | CHK. | DATE | DESCRIPTION |
|-----|------|-----------|-------------|
| ES | TO | NOV. 2019 | 30% REVIEW |
| 88 | то | NOV. 2020 | 00% REVIEW |
| ES | то | FEB, 2021 | 90% REVIEW |
| ES | TO | MAY 2021 | FINAL |
| | | | |
| | | | |

STAGE = YEAR 7+

AIRPORT CAPITAL IMPROVEMENT PLAN

AIRPORT LAYOUT PLAN SET UPPER CUMBERLAND REGIONAL AIRPORT

SPARTA, WHITE COUNTY, TENNESSEE TA.D. NO. 93-555-0560-19