

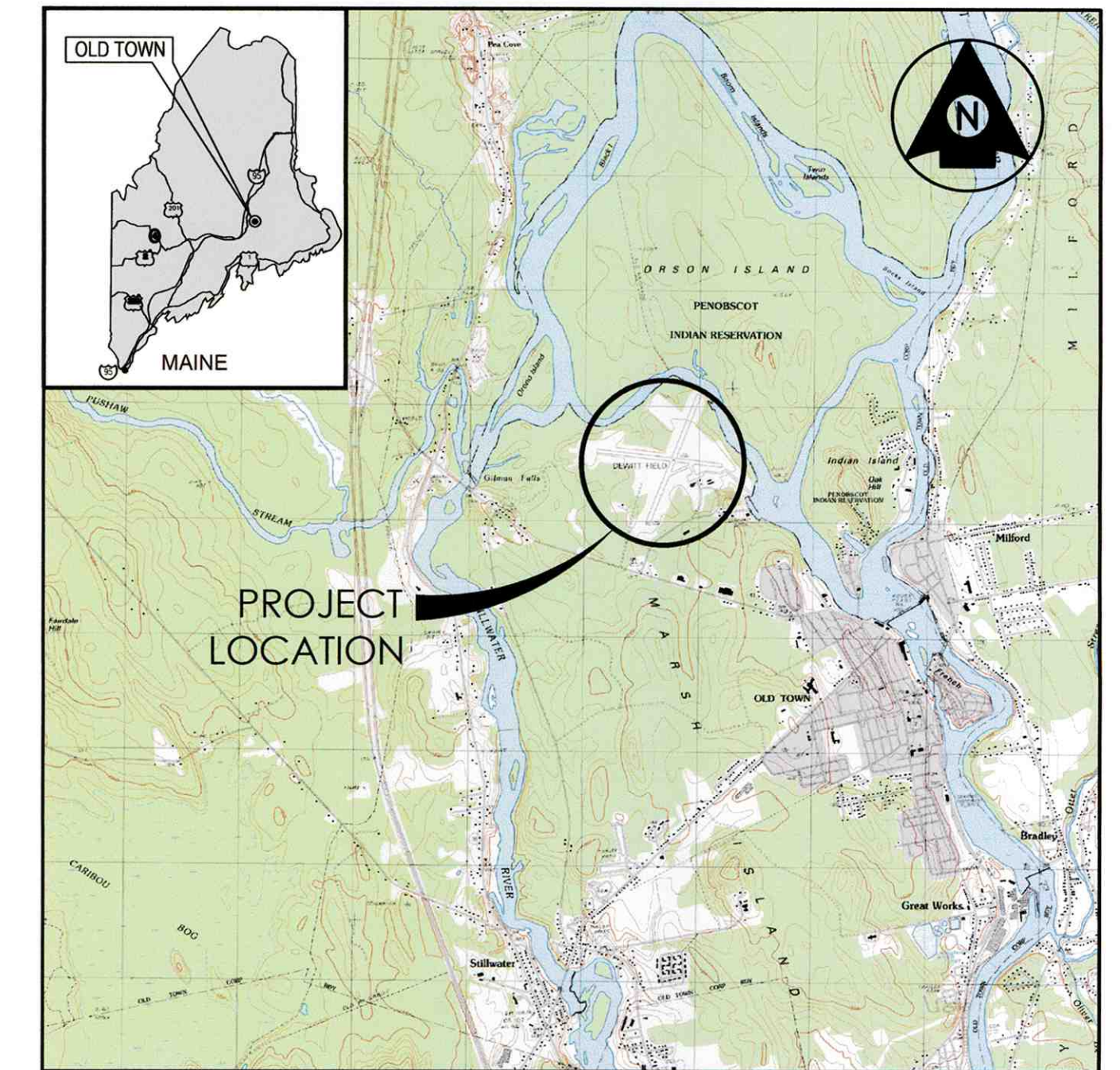


DEWITT FIELD AIRPORT (OLD) OLD TOWN, MAINE

AIRPORT MASTER PLAN UPDATE

MARCH 2015

A.I.P. Number: 3-23-0034-10-2011



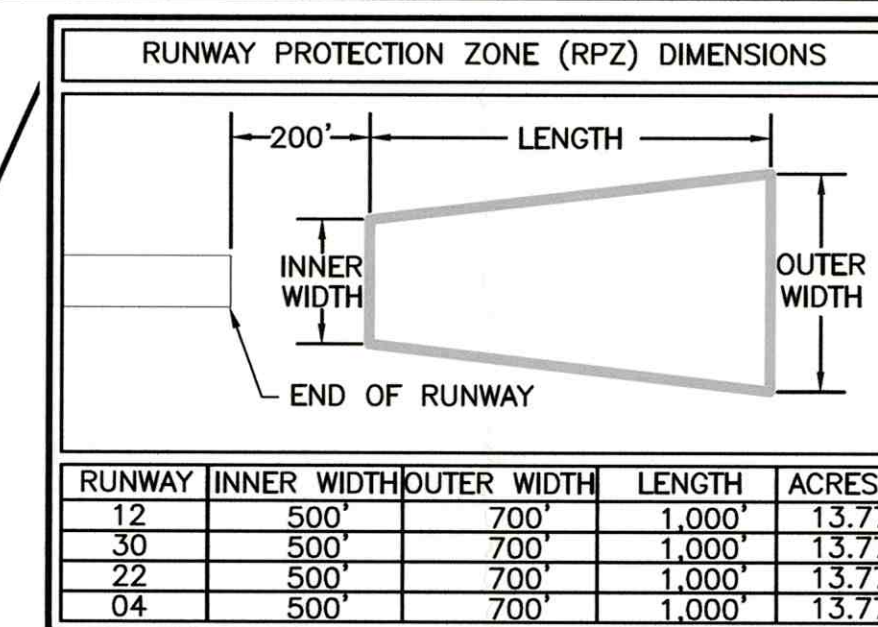
VICINITY MAP
NOT TO SCALE

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>TITLE</u>
1.	TITLE SHEET
2.	EXISTING FACILITIES PLAN
3.	AIRPORT LAYOUT PLAN
4.	TERMINAL PLAN
5.	RUNWAY PLAN AND PROFILE
6.	AIRPORT AIRSPACE PLAN
7.	AIRPORT PROPERTY MAP

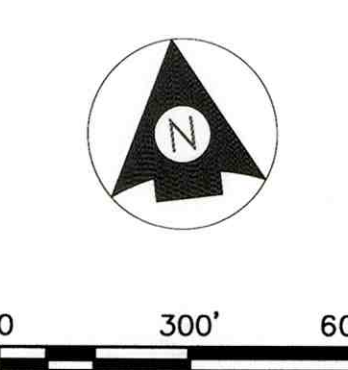
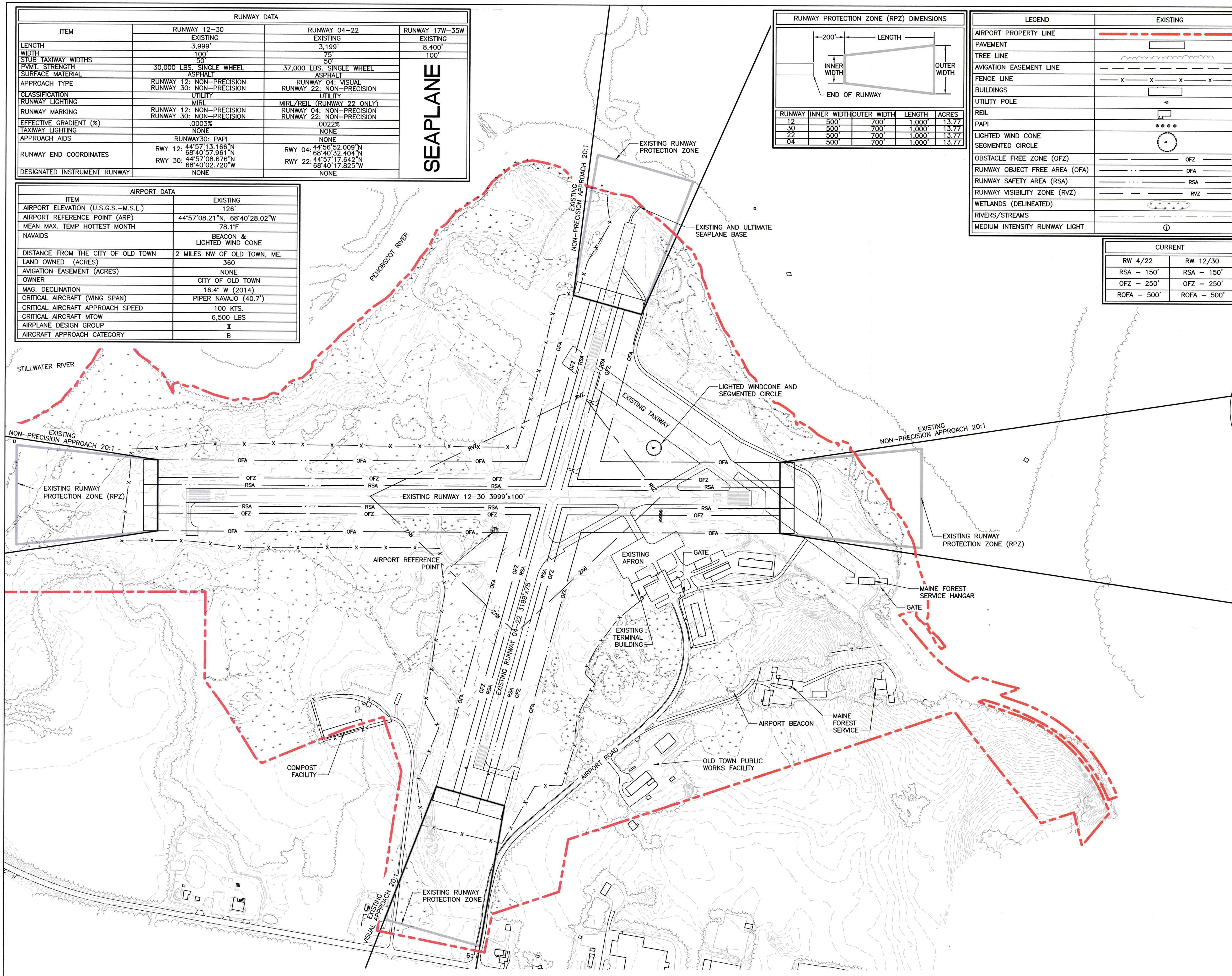
LEGEND	EXISTING
AIRPORT PROPERTY LINE	
PAVEMENT	
TREE LINE	
AVIGATION EASEMENT LINE	
FENCE LINE	
BUILDINGS	
UTILITY POLE	
REIL	
PAPI	
LIGHTED WIND CONE	
SEGMENTED CIRCLE	
OBSTACLE FREE ZONE (OFZ)	OFZ
RUNWAY OBJECT FREE AREA (OFA)	OFA
RUNWAY SAFETY AREA (RSA)	RSA
RUNWAY VISIBILITY ZONE (RVZ)	RVZ
WETLANDS (DELINEATED)	
RIVERS/STREAMS	
MEDIUM INTENSITY RUNWAY LIGHT	

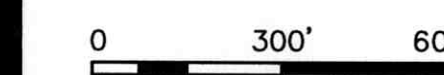
CURRENT	
RW 4/22	RW 12/30
RSA - 150'	RSA - 150'
OFZ - 250'	OFZ - 250'
ROFA - 500'	ROFA - 500'



ITEM	RUNWAY DATA		
	RUNWAY 12-30	RUNWAY 04-22	RUNWAY 17W-35W
LENGTH	EXISTING 3,999'	EXISTING 3,199'	EXISTING 8,400'
WIDTH	EXISTING 100'	EXISTING 75'	EXISTING 100'
STUB TAXIWAY WIDTHS	50'	50'	
PVMT. STRENGTH	30,000 LBS. SINGLE WHEEL	37,000 LBS. SINGLE WHEEL	
SURFACE MATERIAL	ASPHALT	ASPHALT	
APPROACH TYPE	RUNWAY 12: NON-PRECISION RUNWAY 30: NON-PRECISION	RUNWAY 04: VISUAL RUNWAY 22: NON-PRECISION	
CLASSIFICATION	UTILITY	UTILITY	
RUNWAY LIGHTING	MIRL	MIRL/REIL (RUNWAY 22 ONLY)	
RUNWAY MARKING	RUNWAY 12: NON-PRECISION RUNWAY 30: NON-PRECISION	RUNWAY 04: NON-PRECISION RUNWAY 22: NON-PRECISION	
EFFECTIVE GRADIENT (%)	.0003%	.0022%	
TAXIWAY LIGHTING	NONE	NONE	
APPROACH AIDS	RUNWAY30: PAPI	NONE	
RUNWAY END COORDINATES	RWY 12: 44°57'13.166"N 68°40'57.961"W RWY 30: 44°57'08.676"N 68°40'02.720"W	RWY 04: 44°56'52.009"N 68°40'32.404"N RWY 22: 44°57'17.642"N 68°40'17.825"W	
DESIGNATED INSTRUMENT RUNWAY	NONE	NONE	

AIRPORT DATA	
ITEM	EXISTING
AIRPORT ELEVATION (U.S.G.S.-M.S.L.)	126'
AIRPORT REFERENCE POINT (ARP)	44°57'08.21"N, 68°40'28.02"W
MEAN MAX. TEMP HOTTEST MONTH	78.1°F
NAVAIDS	BEACON & LIGHTED WIND CONE
DISTANCE FROM THE CITY OF OLD TOWN	2 MILES NW OF OLD TOWN, ME.
LAND OWNED (ACRES)	360
AVIGATION EASEMENT (ACRES)	NONE
OWNER	CITY OF OLD TOWN
MAG. DECLINATION	16.4° W (2014)
CRITICAL AIRCRAFT (WING SPAN)	PIPER NAVAJO (40.7')
CRITICAL AIRCRAFT APPROACH SPEED	100 KTS.
CRITICAL AIRCRAFT MTOW	6,500 LBS
AIRPLANE DESIGN GROUP	I
AIRCRAFT APPROACH CATEGORY	B





Revision _____ By _____ Appd. _____ YY.MM.DD

Issued _____ By _____ Appd. _____ YY.MM.DD

File Name: snt_03_dlp.dwg

Permit-Seal _____ Dwn. _____ Chkd. _____ Dgn. _____ YY.MM.DD

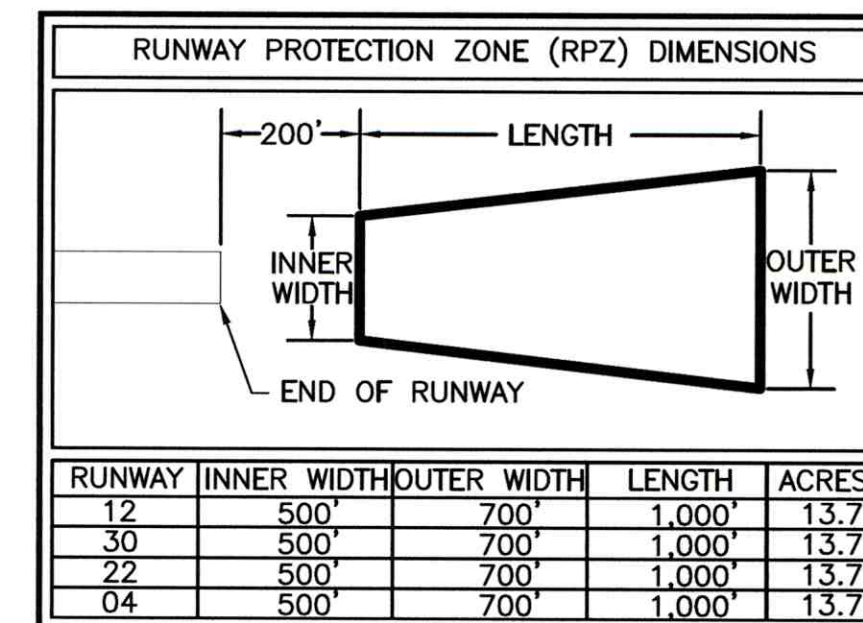
Client/Project
DEWITT FIELD AIRPORT
OLD TOWN, MAINE

Title
AIRPORT LAYOUT PLAN

Project No. 195210332 Scale AS NOTED

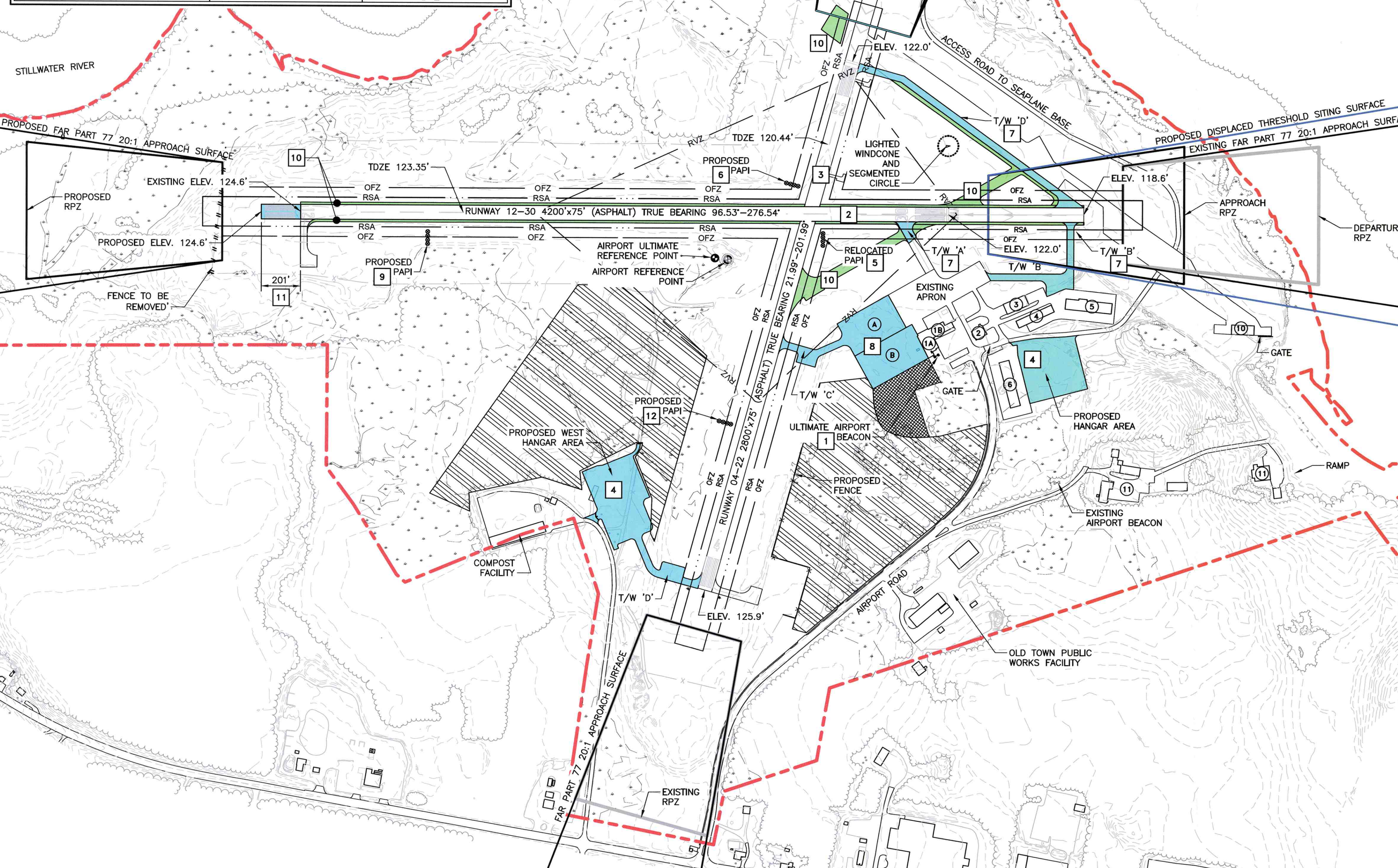
Drawing No. _____ Sheet _____ Revision _____

LEGEND	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE		
PAVEMENT		
PAVEMENT TO BE REMOVED		
AVIGATION EASEMENT LINE		
FENCE LINE		
BUILDINGS		
UTILITY POLE		
REIL		
PAPI		
LIGHTED WIND CONE		
SEGMENTED CIRCLE		
OBSTACLE FREE ZONE (OFZ)		
RUNWAY OBJECT FREE AREA (OFA)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY VISIBILITY ZONE (RVZ)		
WETLANDS (DELINEATED)		
RIVERS/STREAMS		
TREE LINE		
AREA SURPLUS FOR AVIATION USE		



ITEM	RUNWAY 12-30		RUNWAY 04-22		RUNWAY 17W-35W
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING
LENGTH	3,999'	4,200'	3,199'	2,800'	8,400'
WIDTH	100'	75'	75'	75'	100'
PVT. STRENGTH	30,000 LBS. SINGLE WHEEL	SAME	37,000 LBS. SINGLE WHEEL	SAME	
SURFACE MATERIAL	ASPHALT	SAME	ASPHALT	SAME	
APPROACH TYPE	RUNWAY 12: NON-PRECISION RUNWAY 30: NON-PRECISION	SAME	RUNWAY 04: VISUAL RUNWAY 22: NON-PRECISION	SAME	
RUNWAY MARKING	RUNWAY 12: NON-PRECISION RUNWAY 30: NON-PRECISION	SAME	RUNWAY 04: NON-PRECISION RUNWAY 22: NON-PRECISION	SAME	
RUNWAY LIGHTING	MIRL/REIL	SAME	MIRL/REIL	SAME	
EFFECTIVE GRADIENT (%)	.0003%	SAME	.0022%	SAME	
APPROACH AIDS	RUNWAY 30: 4L-PAPI	RUNWAY 12: 4L-PAPI RUNWAY 30: 4L-PAPI	RUNWAY 22: 4L-VASI	RUNWAY 4: 4L-PAPI RUNWAY 22: 4R-PAPI	
RUNWAY END COORDINATES	RUNWAY 12: 44°57'13.166"N 68°41'57.961"W RUNWAY 30: 44°57'08.676"N 68°40'02.720"W	RUNWAY 12: 44°57'13.387"N 68°41'00.725"N RUNWAY 30: SAME	RUNWAY 04: 44°56'52.009"N 68°40'32.404"W RUNWAY 22: 44°57'21.37"N 68°40'15.87"W	RUNWAY 04: SAME RUNWAY 22: 44°57'17.77"N 68°40'17.825"W	
DISPLACED THRESHOLD COORDINATES	RUNWAY 12: N/A RUNWAY 30: N/A	RUNWAY 12: N/A RUNWAY 30: 44°57'9.49"N 68°40'12.4"N	RUNWAY 04: N/A RUNWAY 22: N/A	RUNWAY 04: N/A RUNWAY 22: N/A	
DISPLACED THRESHOLD ELEVATION	RUNWAY 12: N/A RUNWAY 30: N/A	RUNWAY 12: N/A RUNWAY 30: 122'	RUNWAY 04: N/A RUNWAY 22: N/A	RUNWAY 04: N/A RUNWAY 22: N/A	
RUNWAY REFERENCE CODE	B-II - 1 MI.	SAME	B-II - 1 MI.	SAME	
RUNWAY SAFETY AREA	150' X 300'	SAME	150' X 300'	SAME	
RUNWAY THRESHOLD DISPLACEMENT	RUNWAY 12 - NONE / RUNWAY 30 - 700'		RUNWAY 4 - NONE / RUNWAY 22 - NONE		

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (U.S.G.S.-M.S.L.)	126'	SAME
AIRPORT REFERENCE POINT (ARP)	44°57'08.21"N, 68°40'28.02"W	44°57'08.41"N, 68°40'28.19"W
MEAN MAX. TEMP HOTTEST MONTH	78.1°F	SAME
NAVAIDS	BEACON & LIGHTED WIND CONE	SAME
LAND OWNED (ACRES)	360	SAME
AVIGATION EASEMENT (ACRES)	151.7	SAME
MAG. DECLINATION	16°4'W (2014)	18°4'W (EST. 2034)
CRITICAL AIRCRAFT	PIPER NAVAJO	SAME
AIRPORT REFERENCE CODE	B-II	B-II



NUMBER	STATUS	BUILDINGS
(1A)	E	CONVENTIONAL HANGAR
(1B)	E	TERMINAL BUILDING
(2)	E	CONVENTIONAL HANGAR
(3)	E	CONVENTIONAL HANGAR
(4)	E	NESTED T-HANGAR
(5)	E	NESTED T-HANGAR
(6)	E	NESTED T-HANGAR
(10)	E	MAINE FOREST SERVICE
(11)	E	MAINE FOREST SERVICE

E = EXISTING
P = PROPOSED

DEVELOPMENT SCHEDULE	
PROJECT TAG	PROJECT
1	REPLACE ROTATING BEACON
2	RECONSTRUCT RUNWAY 12-30 AND DISPLACE RUNWAY 30 THRESHOLD
3	RECONSTRUCT RUNWAY 4-22 AND RELOCATE RUNWAY 22 THRESHOLD
4	CONSTRUCT NEW HANGARS
5	RELOCATE RUNWAY 22 PAPI
6	REPLACE RUNWAY 30 VASI WITH PAPI AND RELOCATE TO NEW LOCATION
7	TAXIWAYS: RECONSTRUCT EXISTING; CONSTRUCT NEW
8	EXPAND AIRCRAFT PARKING APRON
9	INSTALL PAPI RUNWAY 12
10	EXCESS PAVEMENT TO BE REMOVED
11	EXTEND RUNWAY
12	INSTALL PAPI RUNWAY 4

FEDERAL AVIATION ADMINISTRATION
APPROVED *[Signature]*
NEW ENGLAND REGION AIRPORTS DIVISION
DATE 1/4/2010

MAINE DEPARTMENT OF TRANSPORTATION
APPROVED *[Signature]*
SCOTT D.N.ROLLINS, BUREAU OF PLANNING AVIATION DIRECTOR
DATE 2/12/10

CITY OF OLD TOWN, MAINE
APPROVED *[Signature]*
WILLIAM J. MAYO, CITY MANAGER
DATE 3/6/10

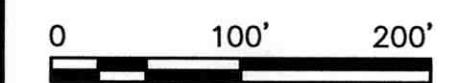
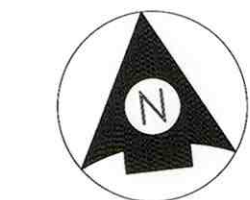
AVAILABLE RUNWAY				
RUNWAY	4	22	12	30
TORA	2,800	2,800	4,200	4,200
TODA	2,800	2,800	4,200	4,200
ASDA	4,000	2,800	4,200	4,200
LDA	2,800	2,800	4,200	3,565

Consultants

Legend

- PROPOSED PAVEMENT
- PAVEMENT TO BE REMOVED
- PROPOSED FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING UTILITY POLE
- EXISTING WETLAND
- EXISTING FENCE

Notes



Revision	By	Appd.	YY.MM.DD

Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

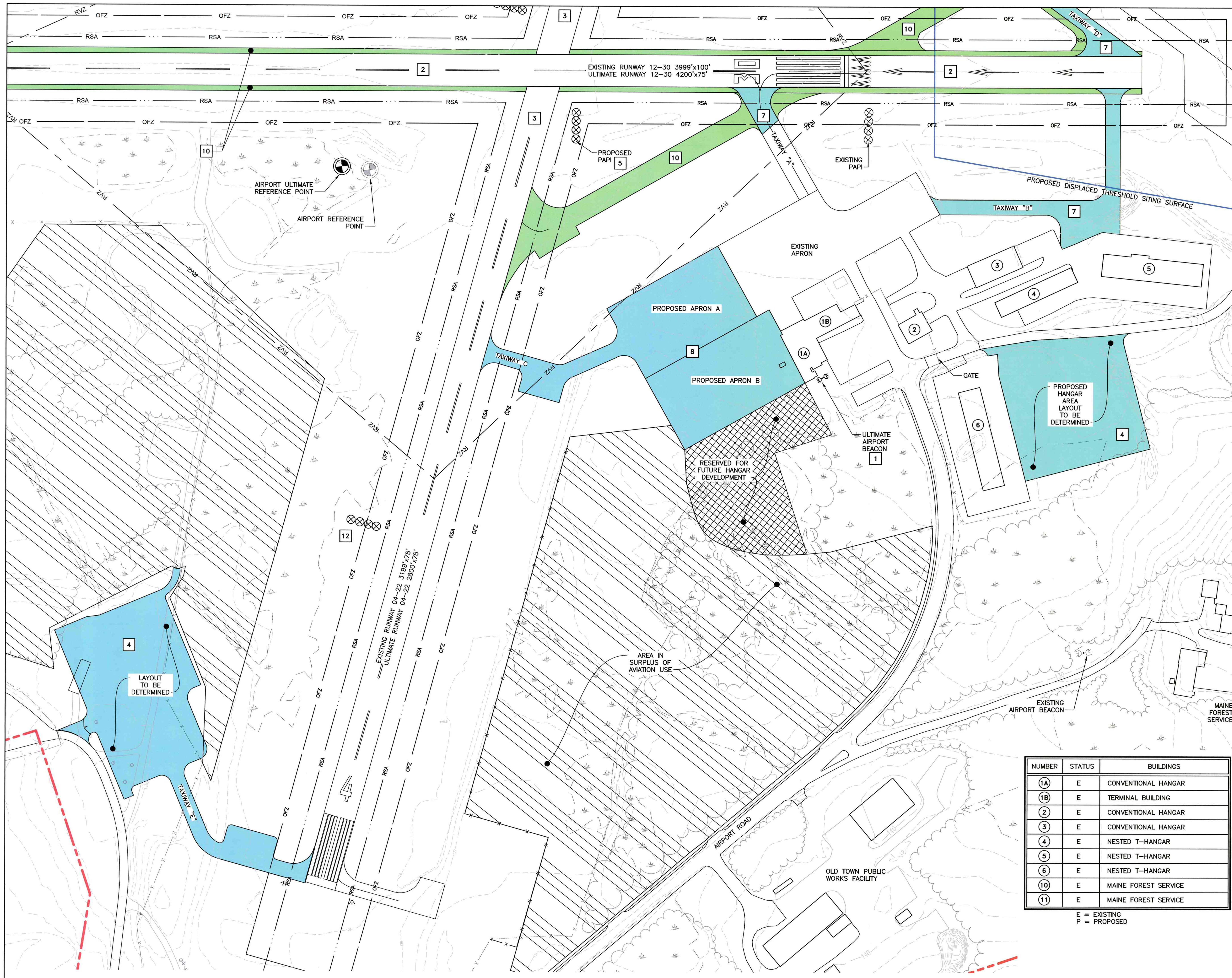
File Name: shi_04_terminal_arkr.dwg Dwn. Chkd. Dgnr. YY.MM.DD

Permit-Seal

Client/Project
 DEWITT FIELD AIRPORT
 OLD TOWN, MAINE

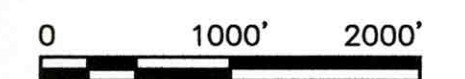
Title
 TERMINAL PLAN

Project No. 195210532	Scale AS NOTED
Drawing No.	Sheet Revision



NUMBER	STATUS	BUILDINGS
(1A)	E	CONVENTIONAL HANGAR
(1B)	E	TERMINAL BUILDING
(2)	E	CONVENTIONAL HANGAR
(3)	E	CONVENTIONAL HANGAR
(4)	E	NESTED T-HANGAR
(5)	E	NESTED T-HANGAR
(6)	E	NESTED T-HANGAR
(10)	E	MAINE FOREST SERVICE
(11)	E	MAINE FOREST SERVICE

E = EXISTING
 P = PROPOSED



Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

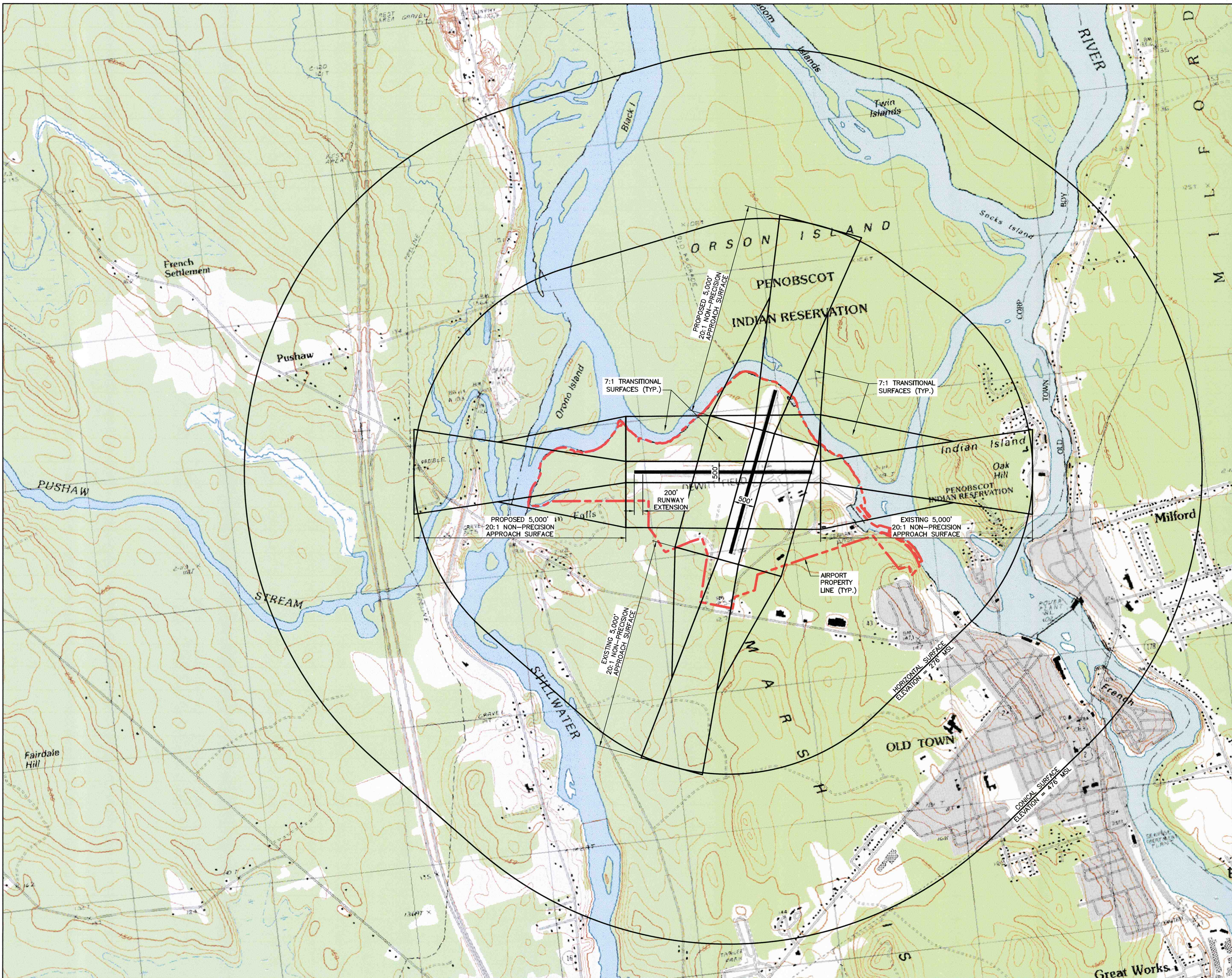
File Name:	shf_06_airport_airspace_plan.dwg	Dwn.	Chkd.	Dgn.	YY.MM.DD

Permit-Seal

Client/Project
 DEWITT FIELD AIRPORT
 OLD TOWN, MAINE

Title
 AIRPORT AIRSPACE PLAN

Project No.	Scale	
195210532	AS NOTED	
Drawing No.	Sheet	Revision



Consultants

Legend

Notes

Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

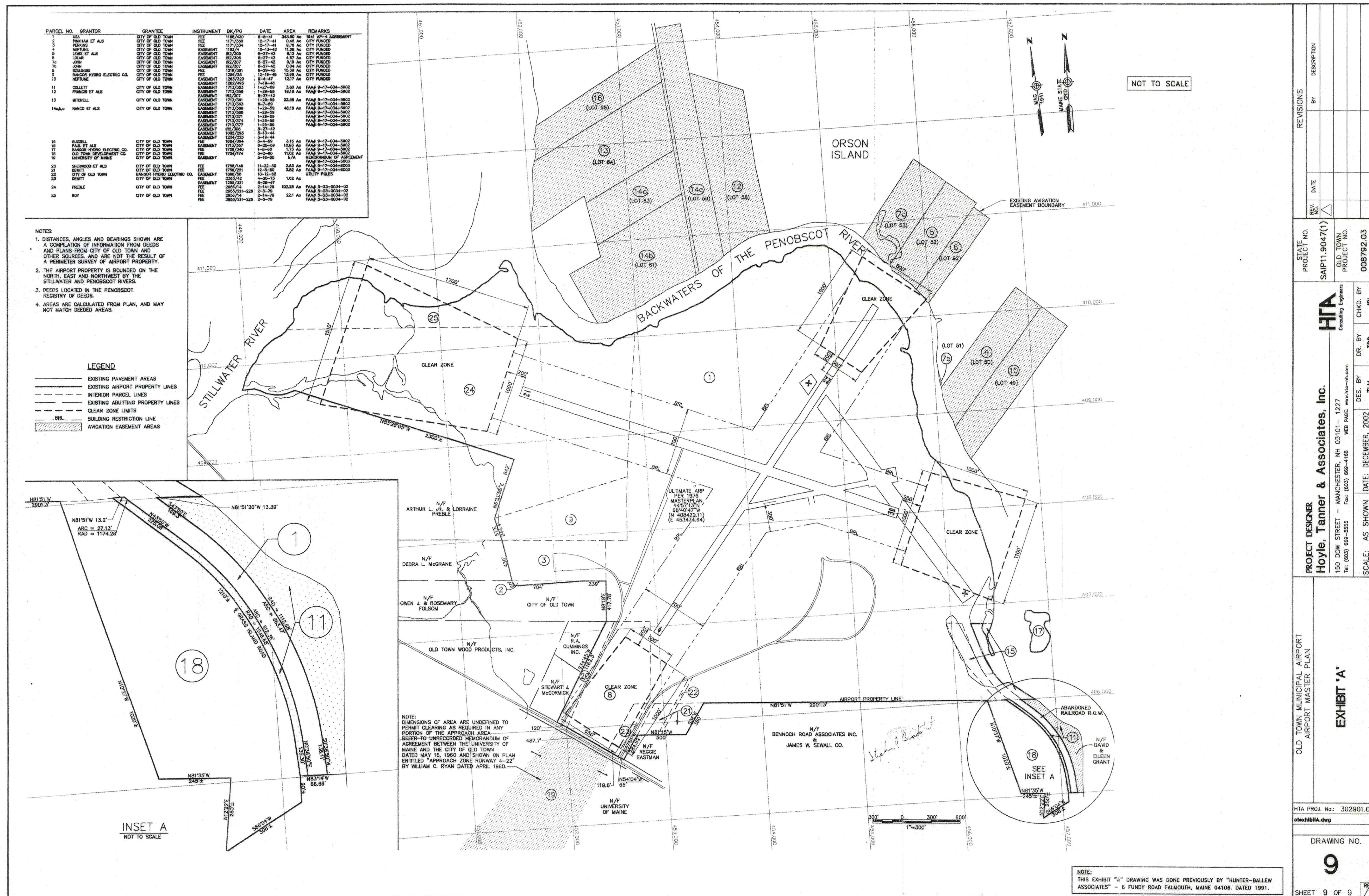
File Name: shi_07_aprt_propr_map.dwg

Permit-Seal	Dwn.	Chkd.	Dsgn.	YY.MM.DD

Client/Project
DEWITT FIELD AIRPORT
OLD TOWN, MAINE

Title
AIRPORT PROPERTY MAP

Project No. 195210532	Scale AS NOTED
Drawing No.	Sheet Revision





U.S. Department
of Transportation

**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

January 6, 2020

Mr. Bill Mayo
City Manager
City of Old Town
265 Main Street
Old Town, ME 04468

Dear Mr. Mayo:

This is a record of FAA's conditional approval of your existing Airport Layout Plan signed by the City on March 6, 2015.

Please accept my apologies for the oversight in providing this approval. It had been delivered and stored away while I was on a one year detail to another FAA facility. My appreciation to Maine DOT engineer, Tim LeSiege, for bringing this to my attention.

An airport layout plan represents FAA concurrence with the depiction of existing facilities and property lines and the planned location of future facilities on the airport. It is conditioned by the following requirements:

- The project design details are submitted for airspace review prior to any construction on the airfield.
- Projects must be consistent with FAA design standards including any revisions that have occurred since the approval of the ALP or changes in design aircraft.
- Projects must be evaluated in accordance with the National Environmental Protection Act and related regulations.

Approval of your airport layout plan is not a commitment of funding or project eligibility.

Your ALP designates the critical design aircraft to be B-II. FAA Traffic Flow Management System Count (TFMSC) database does not show any regular use of aircraft more demanding than small A-I aircraft. Regular use is defined by FAA AC 150/5000-17 as 500 or more annual operations. This could potentially affect the layout of future improvements and may ultimately support a more efficient airfield in terms of maintenance costs. I will be happy to consider any more accurate data that you have on airport activity. Our office will advise of any project specific modifications that should be considered in light of this finding.

Sincerely,



Ralph Nicosia-Rusin