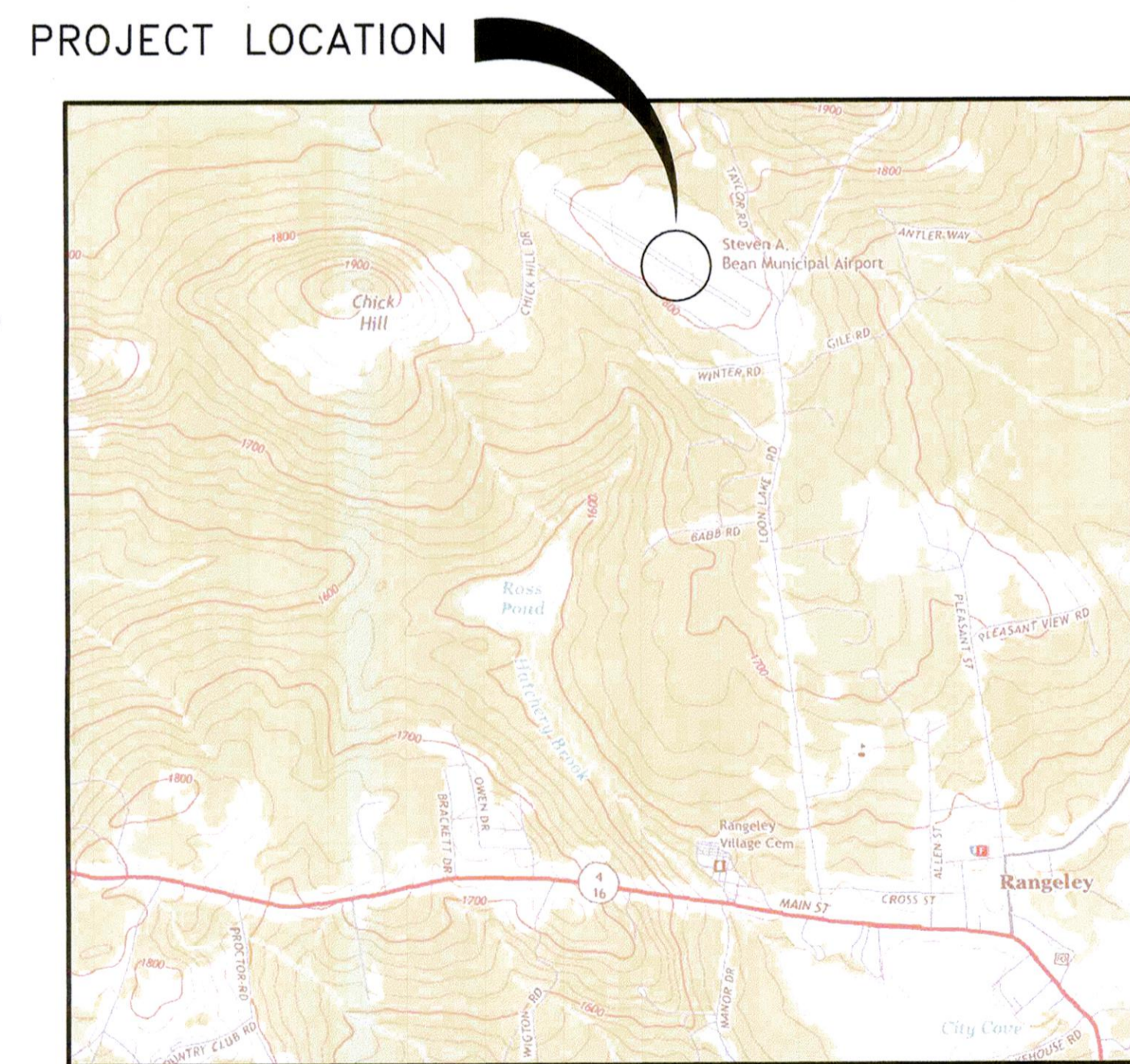
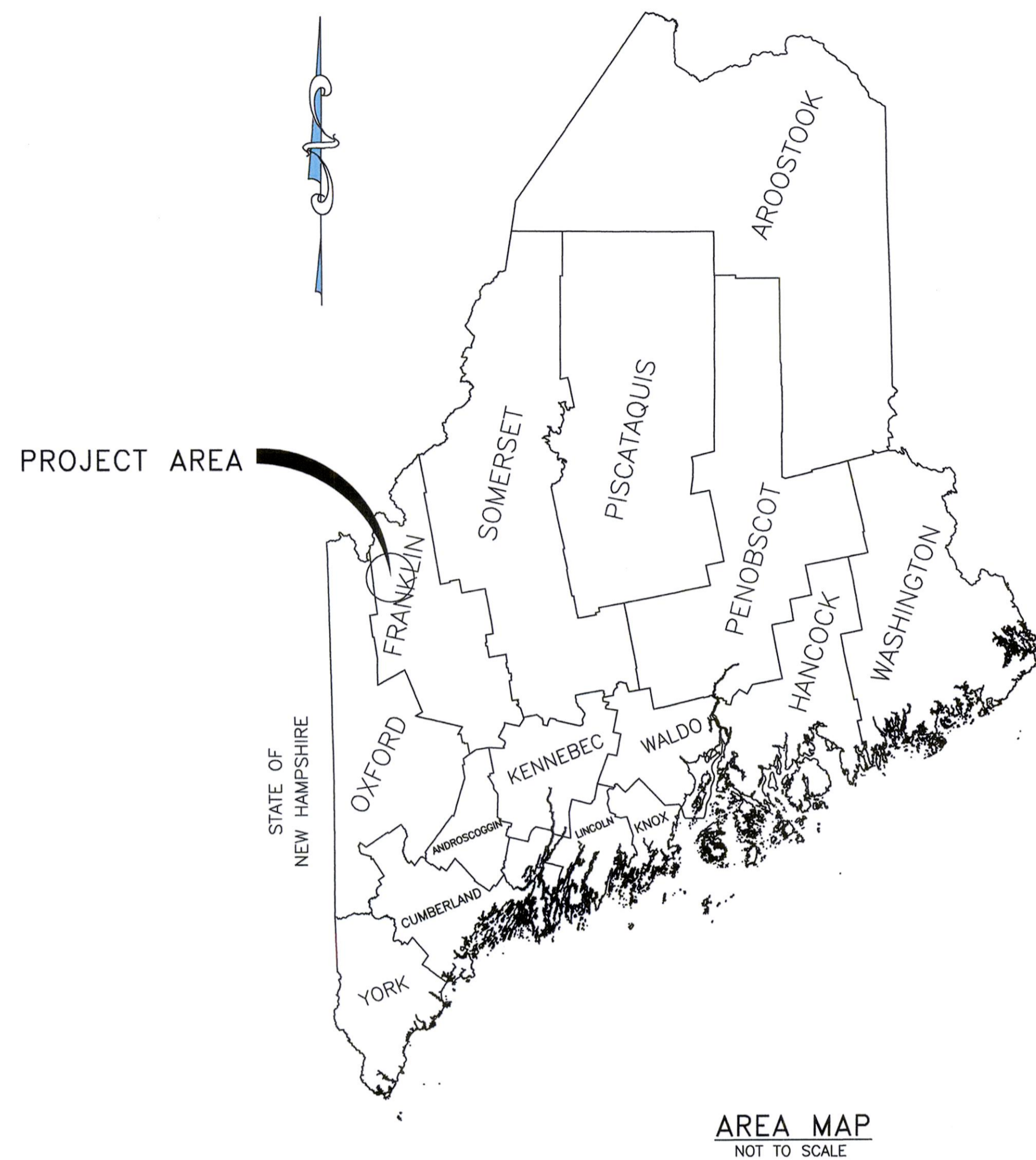


# STEPHEN A. BEAN MUNICIPAL AIRFIELD RANGELEY, MAINE

# AIRPORT LAYOUT PLAN

OCTOBER 31, 2017



**DuBois & King inc.**

Engineering  
 Planning  
 Management  
 Development

LIST OF DRAWINGS

SHEET NO.	TITLE
1	TITLE SHEET
2	EXISTING AIRPORT LAYOUT PLAN
3	ULTIMATE AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN
5	RUNWAY 14-32 APPROACH PLAN AND PROFILE
6	49 CFR PART 77 IMAGINARY SURFACES

NO.	DATE	DESCRIPTION	BY	CHK'D
1	04-11-2018	REVISION OF LAT. AND LONG OF RUNWAY ENDS	AS	SMM

STEPHEN A. BEAN  
 MUNICIPAL AIRFIELD  
 A.I.P.  
 3-23-0041-15-2017  
 TOWN OF RANGELEY  
 MAINE

RANGELEY AIRPORT  
 RANGELEY, MAINE

SHEET TITLE  
 TITLE SHEET

DRAWN BY	DATE
AS	OCT. 2017
CHECKED BY	D&K PROJECT #
GAR	123877
PROJ. ENG.	D&K ARCHIVE #
SMM	

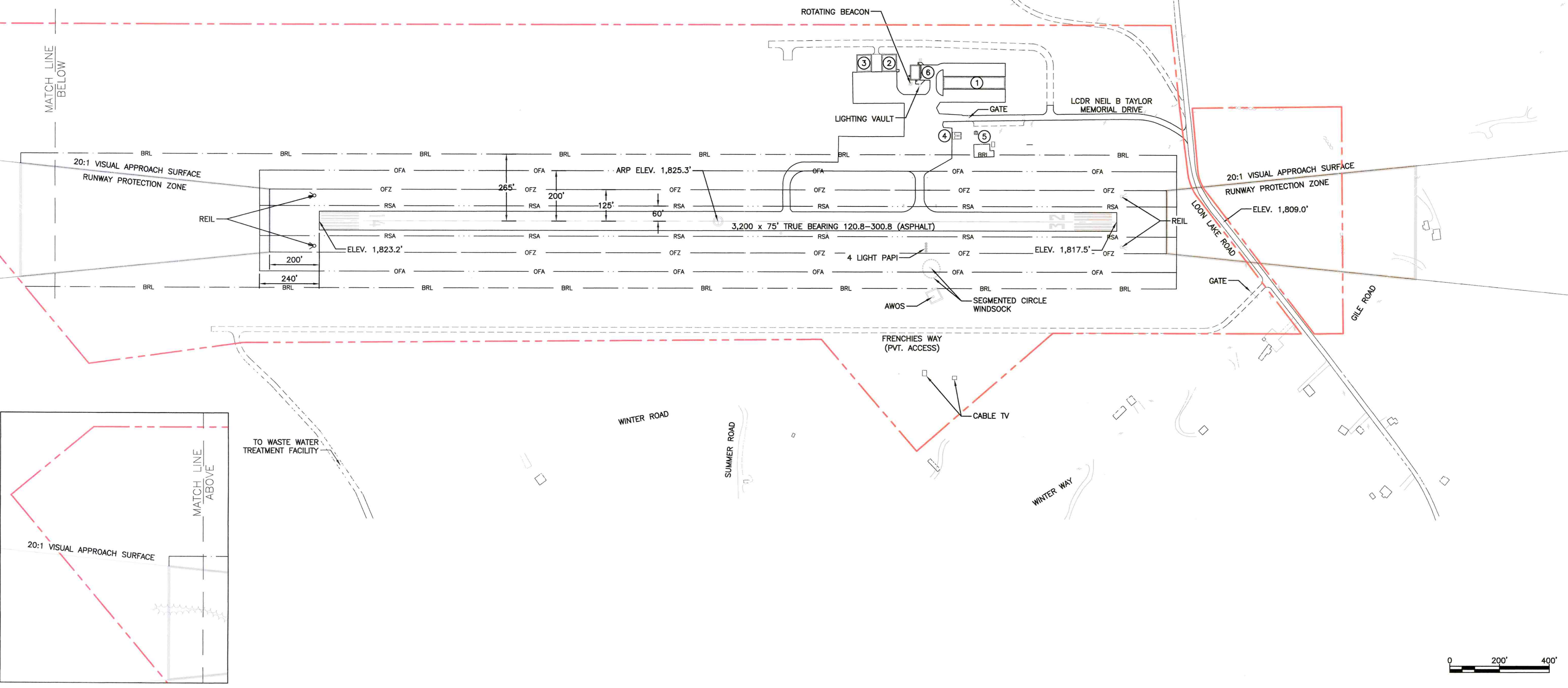
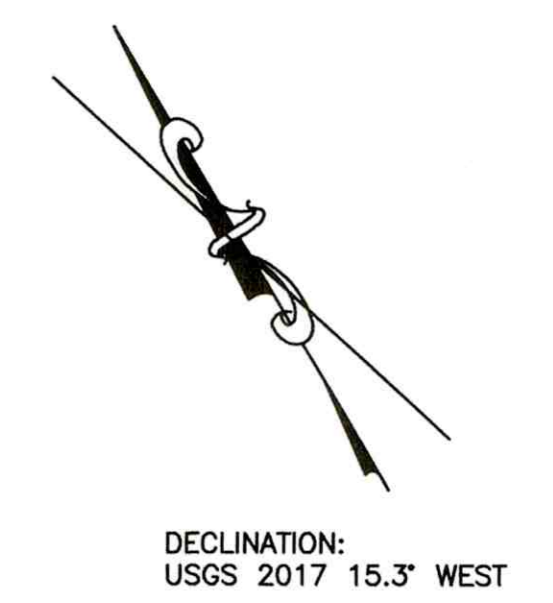
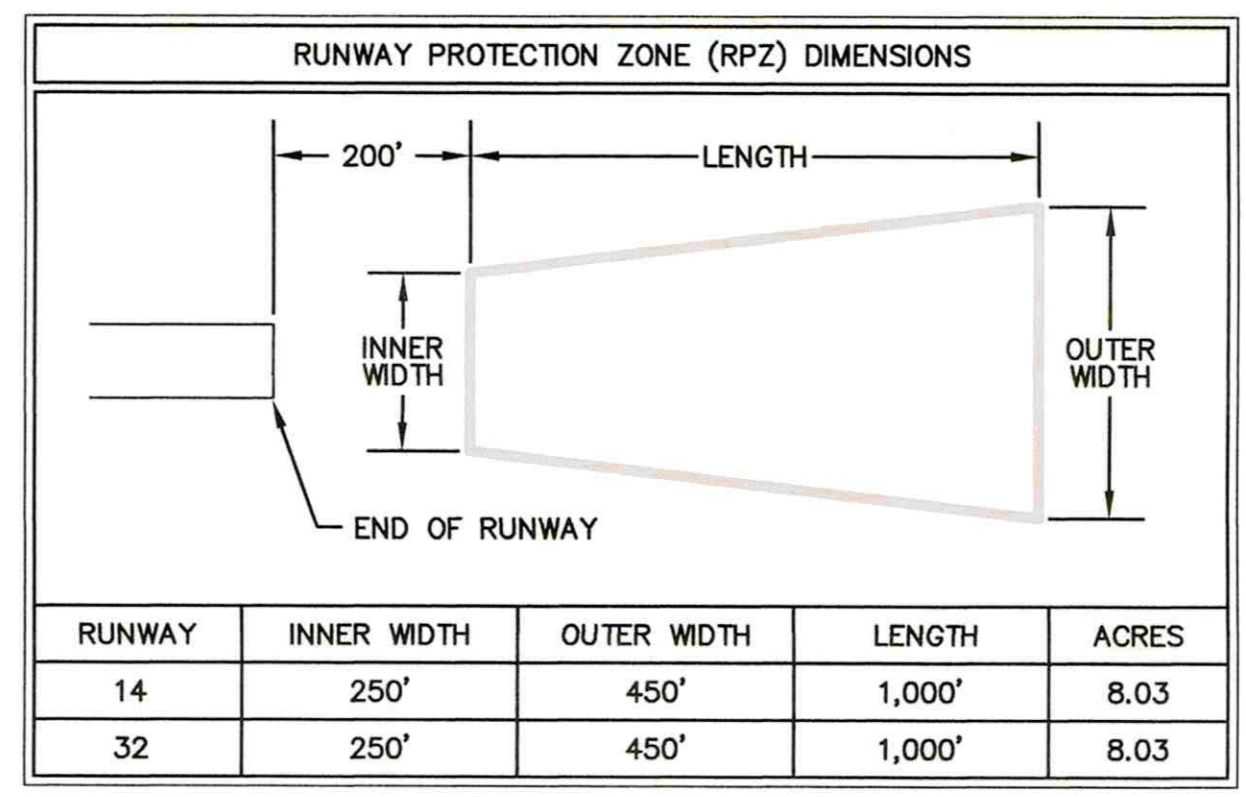
SHEET NUMBER  
**01**  
 SHEET 01 OF 06

RUNWAY DATA	EXISTING	
	RUNWAY 14	RUNWAY 32
RUNWAY LENGTH	3,200'	
RUNWAY WIDTH	75'	
USABLE RUNWAY LENGTH	3,200'	
PAVEMENT SURFACE TYPE	ASPHALT	
PAVEMENT STRENGTH	12.5 SW	
APPROACH SURFACES	20:1 VISUAL	20:1 VISUAL
FAR PART 77 CATEGORY	UTILITY	UTILITY
APPROACH MINIMUMS	600-1	600-1
VISUAL APPROACH AIDS	REIL	REIL/PAPI
INSTRUMENT APPROACH AIDS	NDB, GPS	NDB, GPS
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION
RUNWAY LIGHTING	MIRL	
AMBER LENSES LAST HALF	Y	N
EFFECTIVE GRADIENT	0.18%	
MAX. GRADE CHANGE	0.49%	
WIND COVERAGE (%)	98.3%	
RUNWAY SAFETY AREA	120' WIDE x 240' BEYOND RUNWAY ENDS	
RUNWAY OBJECT-FREE AREA	400' WIDE x 240' BEYOND RUNWAY ENDS	
RUNWAY OBJECT-FREE ZONE	250' WIDE x 200' BEYOND RUNWAY ENDS	
MAX. ELEV.	1,825.3	
RUNWAY-END ELEVATIONS	1,823.2' MSL	1,817.5' MSL
RUNWAY-END COORDINATES	LAT. 44° 59' 38.9"N LONG. 70° 40' 11.78"W	LAT. 44° 59' 22.74"N LONG. 70° 39' 33.52"W

AIRPORT DATA	EXISTING
AIRPORT ELEVATION	1825.3' MSL
AIRPORT REFERENCE POINT (ARP) NAD 83 COORDINATE SYSTEM USED	LAT. 44° 59' 30.82" N LONG. 70° 39' 52.65" W
MEAN MAX. TEMP. (HOTTEST MO.)	80° F
AIRPORT & TERMINAL AREA NAVAIDS	REIL, BEACON, PAPI
NPIAS SERVICE LEVEL	GENERAL AVIATION-BASIC
STATE SERVICE LEVEL	GENERAL AVIATION-BASIC
AIRPORT REFERENCE CODE (ARC)	A-I SMALL
DESIGN AIRCRAFT	CESSNA 172
TAXIWAY LIGHTING	NONE
TAXIWAY MARKING	CENTERLINE

EXISTING	BUILDINGS	TOP ELEV.
①	T-HANGAR	1842'
②	CONVENTIONAL HANGAR	1844'
③	CONVENTIONAL HANGAR	1844'
④	FUEL TANKS	1830'
⑤	ARRIVALS BUILDING	1833'
⑥	SRE/ARRIVALS BUILDING	1845'

LEGEND	EXISTING
AIRPORT PROPERTY LINE	---
ABUTTERS' PROPERTY LINE	---
AIRPORT PAVEMENT	▨
BUILDINGS	▩
25' CONTOUR	---
ROADS	---
TREELINE	~ ~ ~
AIRPORT REFERENCE POINT	⊕
RUNWAY SAFETY AREA (RSA)	▨
RUNWAY OBSTACLE FREE ZONE (OFZ)	▨
RUNWAY OBJECT FREE AREA (ROFA)	▨
BUILDING RESTRICTION LINE (BRL)	---
RUNWAY PROTECTION ZONE	---



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NO.	DATE	REVISION OF LAT. AND LONG OF RUNWAY ENDS	BY	CK'D
1	04-11-2018		AS	SMM

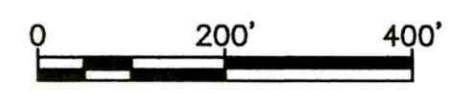
STEPHEN A. BEAN  
 MUNICIPAL AIRFIELD  
 A.I.P.  
 3-23-0041-15-2017  
 TOWN OF RANGELEY  
 MAINE

RANGELEY AIRPORT  
 RANGELEY, MAINE

SHEET TITLE  
 EXISTING AIRPORT  
 LAYOUT PLAN

DRAWN BY	AS	DATE	OCT. 2017
CHECKED BY	GAR	D&K PROJECT #	123877
PROJ. ENG.	SMM	D&K ARCHIVE #	

SHEET NUMBER  
02  
 SHEET 02 OF 06

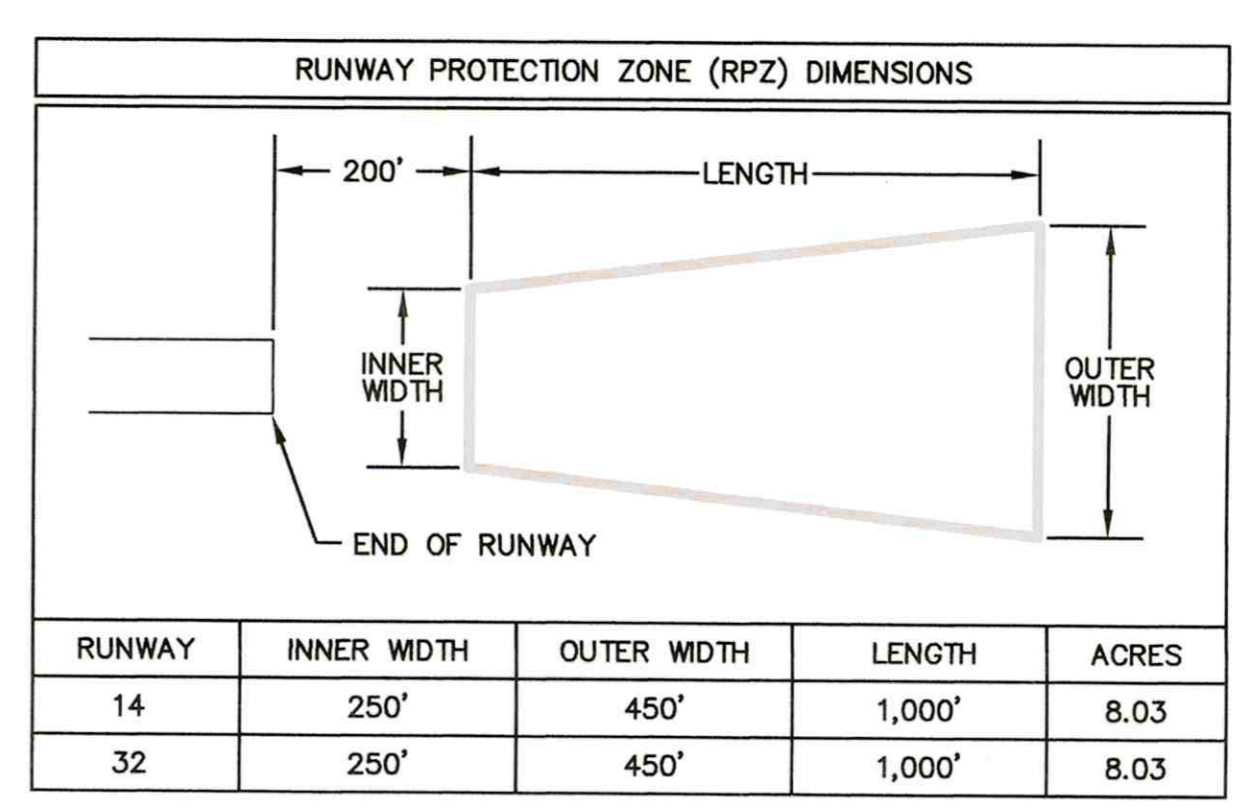


RUNWAY DATA	PROPOSED	
	RUNWAY 14	RUNWAY 32
RUNWAY LENGTH	4,300'	
RUNWAY WIDTH	75'	
USABLE RUNWAY LENGTH	4,300'	
PAVEMENT SURFACE TYPE	ASPHALT	
PAVEMENT STRENGTH	12.5 SW	
APPROACH SURFACES	34:1 NPI	20:1 NPI
FAR PART 77 CATEGORY	UTILITY	UTILITY
APPROACH MINIMUMS	600-1	600-1
VISUAL APPROACH AIDS	REIL/PAPI	REIL/PAPI
INSTRUMENT APPROACH AIDS	NDB, GPS	NDB, GPS
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION
RUNWAY LIGHTING	MIRL	
AMBER LENSES LAST HALF	Y	Y
EFFECTIVE GRADIENT	0.18%	
MAX. GRADE CHANGE	0.49%	
WIND COVERAGE (%)	98.3%	
RUNWAY SAFETY AREA	150' WIDE x 300' BEYOND RUNWAY ENDS	
RUNWAY OBJECT-FREE AREA	500' WIDE x 300' BEYOND RUNWAY ENDS	
RUNWAY OBJECT-FREE ZONE	250' WIDE x 200' BEYOND RUNWAY ENDS	
MAX. ELEV.	1,825.3	
RUNWAY-END ELEVATIONS	1,812.4' MSL	1,826.4' MSL
RUNWAY-END	LAT. 44° 59' 42.44"N	LAT. 44° 59' 20.71"N
COORDINATES	LONG. 70° 40' 19.98"W	LONG. 70° 39' 28.71"W
RUNWAY DESIGN CODE	B-II-4000	B-II-4000
RUNWAY REFERENCE CODE	B-II-4000	B-II-4000
RUNWAY DEPARTURE SURFACE Y/N	NO	NO
THRESHOLD SITING SURFACE TSS	NO TSS PENETRATIONS	NO TSS PENETRATIONS

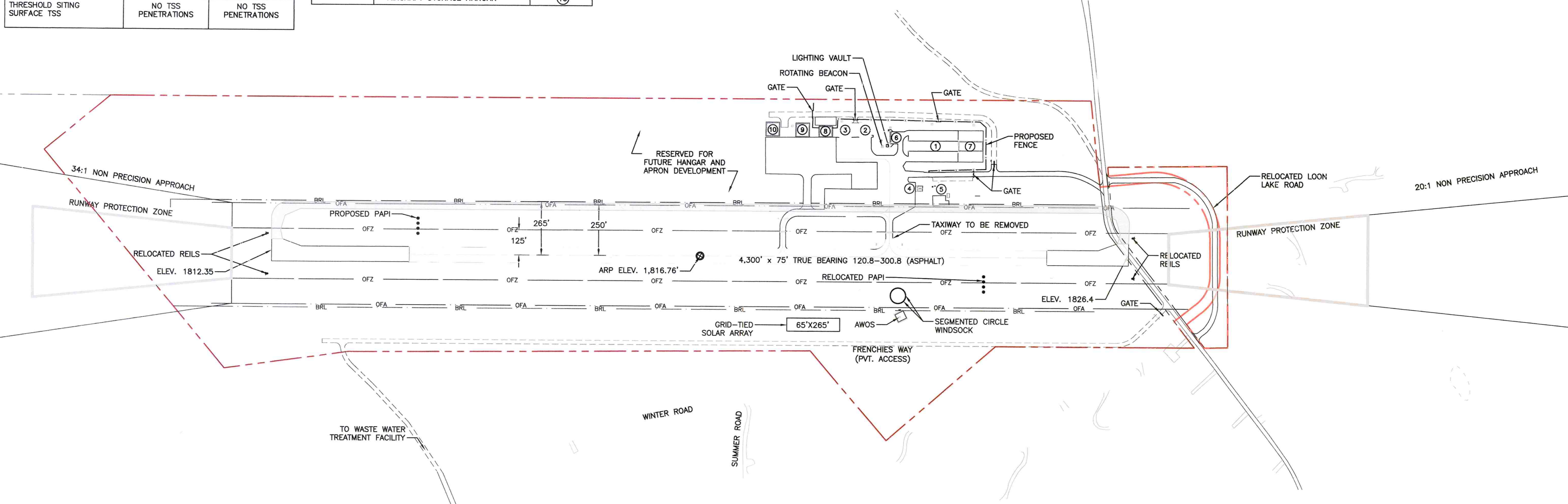
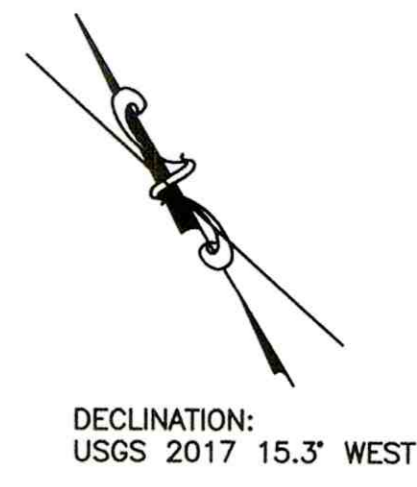
AIRPORT DATA	PROPOSED
AIRPORT ELEVATION	1825.3' MSL
AIRPORT REFERENCE POINT (ARP) NAD 83 COORDINATE SYSTEM USED	LAT. 44° 59' 31.56" N LONG. 70° 39' 54.30" W
MEAN MAX. TEMP. (HOTTEST MO.)	78° F
AIRPORT & TERMINAL AREA NAVAIDS	REIL, NDB, BEACON
NPIAS SERVICE LEVEL	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL AVIATION
AIRPORT REFERENCE CODE (ARC)	B-II SMALL
DESIGN AIRCRAFT	BEECHCRAFT KINGAIR 200
TAXIWAY LIGHTING	MIRL
TAXIWAY MARKING	CENTERLINE
TAXIWAY/TAXILANE WIDTH	35'/25'
TAXIWAY/TAXILANE SAFETY AREA WIDTH	79'
TAXIWAY/TAXILANE OBJECT FREE AREA WIDTH	131'

EXISTING	BUILDINGS	PROPOSED
①	T-HANGAR	⑦
②	CONVENTIONAL HANGAR	
③	CONVENTIONAL HANGAR	
④	FUEL TANKS	
⑤	ARRIVALS BUILDING	TO BE REMOVED
⑥	SRE/BUILDING	
	T HANGARS	⑦
	TERMINAL	⑧
	AIRCRAFT MAINTENANCE HANGAR	⑨
	AIRCRAFT STORAGE HANGAR	⑩

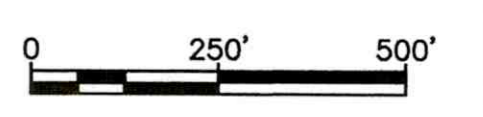
LEGEND	EXISTING	PROPOSED
AIRPORT PROPERTY LINE	---	---
ABUTTERS' PROPERTY LINE	---	---
AIRPORT PAVEMENT	▬▬▬	▬▬▬
BUILDINGS	▭	▭
25' CONTOUR	---	---
ROADS	▬▬▬	▬▬▬
TREELINE	~~~~~	~~~~~
AIRPORT REFERENCE POINT	⊙	⊙
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBSTACLE FREE ZONE (OFZ)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
RUNWAY PROTECTION ZONE	---	---



NOTE: THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV 88) COORDINATE SYSTEMS WERE USED



FEDERAL AVIATION ADMINISTRATION  
 APPROVED: *Michelle Rini*  
 DATE: 7/21/18  
 MANAGER, AIRPORTS PLANNING BRANCH  
 MAINE DEPARTMENT OF TRANSPORTATION  
 APPROVED: *M. May*  
 DATE: \_\_\_\_\_  
 Aviation Director, Bureau of Planning  
 RANGELEY, MAINE  
 APPROVED: *Heather*  
 DATE: 6/19/18  
 TOWN MANAGER



NO.	DATE	DESCRIPTION	BY	CHK'D
1	04-11-2018	REVISION OF LAT. AND LONG OF RUNWAY ENDS	AS	SMM

STEPHEN A. BEAN  
 MUNICIPAL AIRFIELD  
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 3-23-0041-15-2017  
 TOWN OF RANGELEY  
 MAINE

RANGELEY AIRPORT  
 RANGELEY, MAINE

SHEET TITLE  
 ULTIMATE AIRPORT  
 LAYOUT PLAN

DRAWN BY	AS	DATE	OCT. 2017
CHECKED BY	GAR	D&K PROJECT #	123877
PROJ. ENG.	SMM	D&K ARCHIVE #	

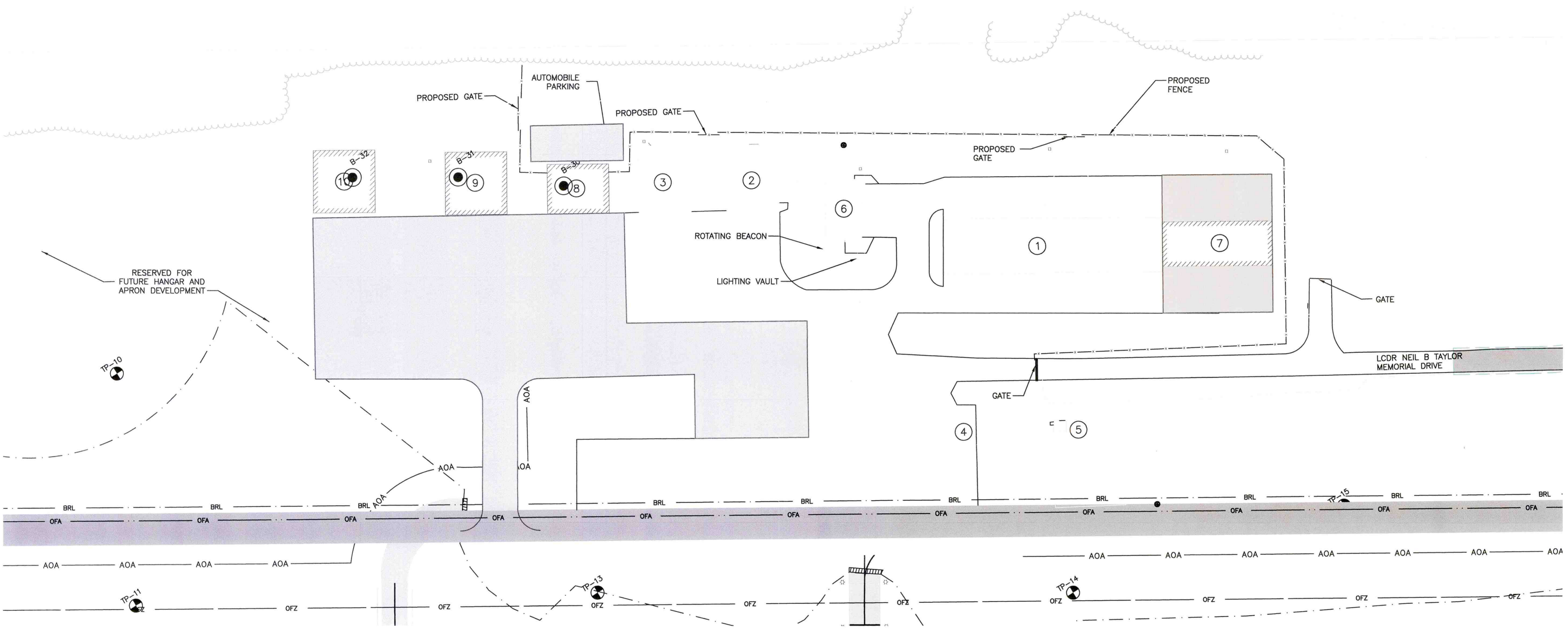
SHEET NUMBER

03

LEGEND	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		N/A
ABUTTERS' PROPERTY LINE		N/A
AIRPORT PAVEMENT		
BUILDINGS		
25' CONTOUR		N/A
ROADS		N/A
TREELINE		N/A
AIRPORT REFERENCE POINT		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBSTACLE FREE ZONE (OFZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
BUILDING RESTRICTION LINE (BRL)		
RUNWAY PROTECTION ZONE		

EXISTING	BUILDINGS	PROPOSED
①	T-HANGAR	⑦
②	CONVENTIONAL HANGAR	⑧
③	CONVENTIONAL HANGAR	
④	FUEL TANKS	
⑤	ARRIVALS BUILDING	TO BE REMOVED
⑥	SRE/BUILDING	
	T HANGARS	⑦
	TERMINAL	⑧
	AIRCRAFT MAINTENANCE HANGAR	⑨
	AIRCRAFT STORAGE HANGAR	⑩

DECLINATION:  
USGS 2017 15.3' WEST



NO.	DATE	REVISION OF LAT. AND LONG OF RUNWAY ENDS	BY	CK'D
1	04-11-2018		AS	SMM

STEPHEN A. BEAN  
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A.I.P.  
3-23-0041-15-2017  
TOWN OF RANGELEY  
MAINE

RANGELEY AIRPORT  
RANGELEY, MAINE

SHEET TITLE  
**TERMINAL AREA  
PLAN**

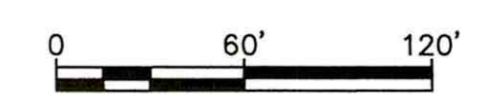
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AS	OCT. 2017
CHECKED BY	D&K PROJECT #
GAR	123877
PROJ. ENG.	D&K ARCHIVE #
SMM	

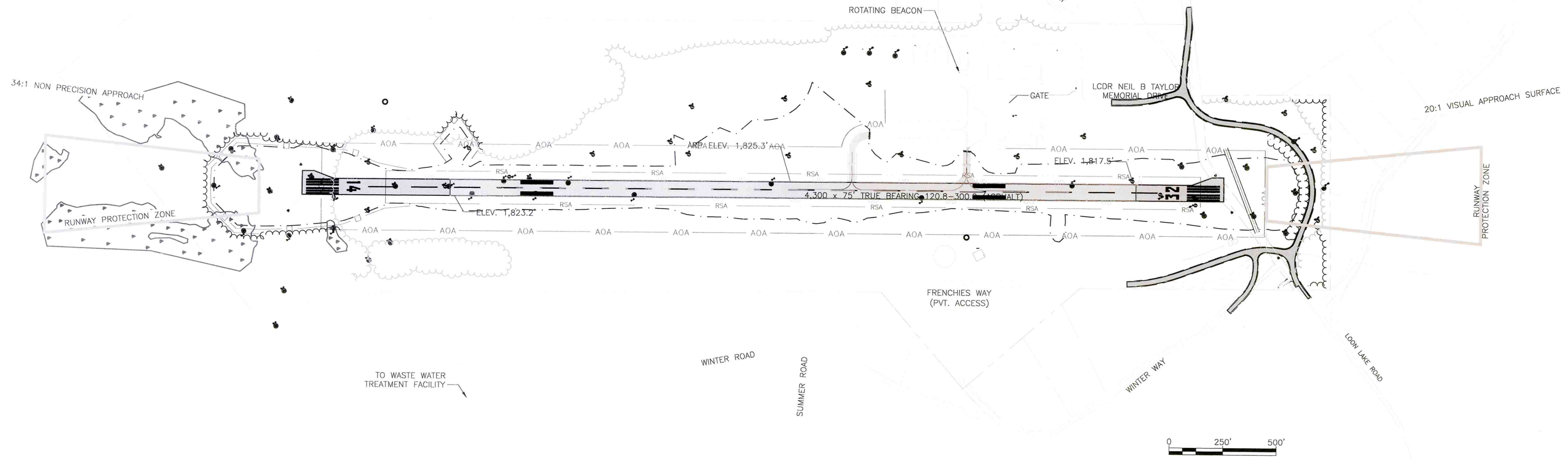
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**04**

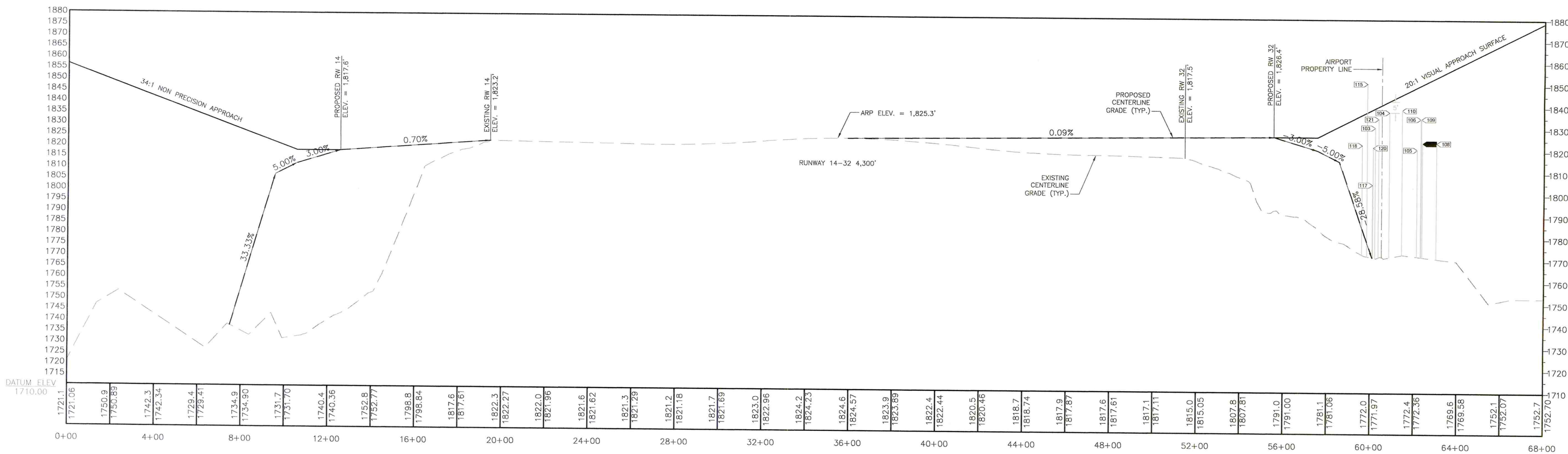
SHEET 04 OF 06

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**RUNWAY 14-32 PLAN**  
1"=250'



**RUNWAY 14-32 PROFILE**  
HORIZONTAL: 1"=250'  
VERTICAL: 1"=20'

NO.	DATE	DESCRIPTION	BY	CK'D

STEPHEN A. BEAN  
MUNICIPAL AIRFIELD  
A.I.P.  
3-23-0041-15-2017  
TOWN OF RANGELEY  
MAINE

RANGELEY AIRPORT  
RANGELEY, MAINE

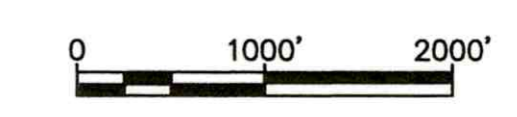
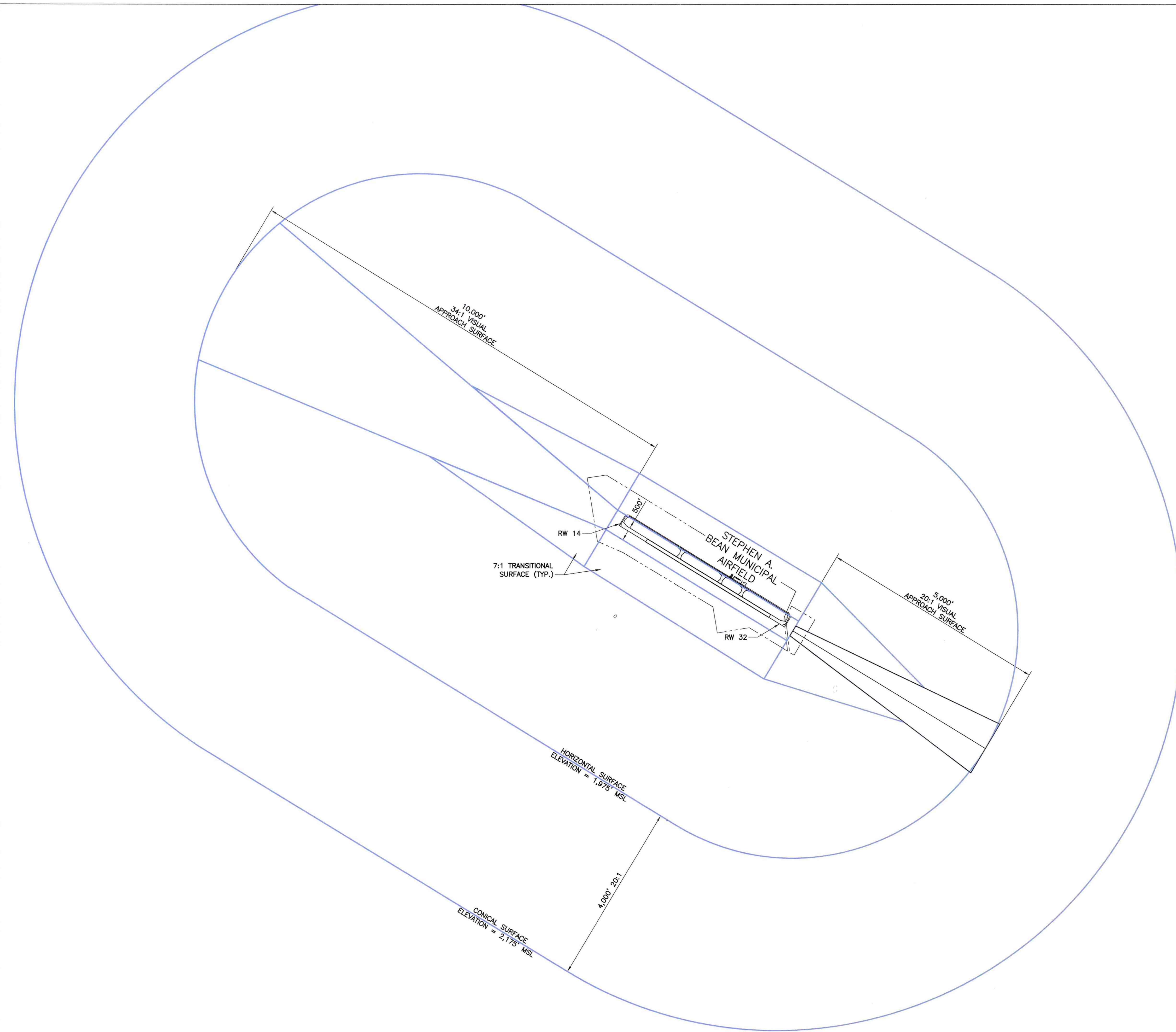
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RUNWAY 14-32  
APPROACH  
PLAN AND PROFILE

DRAWN BY AS	DATE OCT. 2017
CHECKED BY GAR	D&K PROJECT # 123877
PROJ. ENG. SMM	D&K ARCHIVE #

SHEET NUMBER

**05**

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 www.dubois-king.com  
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 SPRINGFIELD, VT  
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NO.	DATE	DESCRIPTION	BY	CK'D
1	04-11-2018	REVISION OF LAT. AND LONG. OF RUNWAY ENDS	AS	SMM

STEPHEN A. BEAN  
 MUNICIPAL AIRFIELD  
 A.I.P.  
 3-23-0041-15-2017  
 TOWN OF RANGELEY  
 MAINE

RANGELEY AIRPORT  
 RANGELEY, MAINE

SHEET TITLE  
 49 CFR PART 77  
 IMAGINARY  
 SURFACES PLAN

DRAWN BY	DATE
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GAR	123877
PROJ. ENG.	D&K ARCHIVE #
SMM	

SHEET NUMBER  
**06**  
 SHEET 06 OF 06



Federal Aviation Administration

July 02, 2018

TO: Town of Rangeley  
Attn: Rebekah Carmichael  
15 School Street  
Rangeley, ME 04970  
treasurer@rangeleyme.org

CC: TOWN OF RANGELEY  
TOWN OFFICE  
RANGELEY, ME 04970  
treasurer@rangeleyme.org

RE: (See attached Table 1 for referenced case(s))  
ALP 7460 No Objection Letter  
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2018-ANE-66-NRA		RANGELEY,ME	44-59-30.82N	70-39-52.65W	0	1825

Description: Revised Airport Layout Plan Drawing Set

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 2018-02-02 00:00:00.0 has been reviewed under the authority of Part 77 and under the requirements of the Terms and Conditions of Accepting Airport Improvement Program Grants dated September 1, 1999. This review has considered the safety and utility of aircraft operations and planned navigational aids as related to this proposal.

The proposal does not exceed any federal obstruction standard, however the following conditions need to be met for the Federal Aviation Administration (FAA) to have no objections to the proposed development. Current IFPs are "Circling Only" and will not be impacted by extending RWY / relocating thresholds. If new approaches are to be requested initiate request 24 months prior to expected construction completion date via [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/ifp\\_initiation/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_initiation/) (\*NOTE: new 18b obstacle survey data will be required)

Any requests for amended / new instrument approach development based on extended RWYs require 18-24 months lead time. Any existing obstacle survey data will be invalidated once RWY thresholds are relocated. Valid obstacle survey data IAW FAA AC 150/5300-18 required for development of any straight-in instrument approaches. Submit requests for IFP amendments / new development via FAA IFP Gateway [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/ifp\\_form/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/)

Airport Layout Plans (ALPs) are long term planning initiatives and limited in scope, therefore conceptual in nature. ALP approval does not constitute blanket approval of new structures given the absence of detailed structure information required for comprehensive review. All new structures require separate aeronautical study submissions with detailed building plans for independent study. Ensure appropriate Notice of Construction/ Alteration, FAA 7460-1, is filed for review of all permanent and temporary structures. VISAIDS: Incorrect Lat/Long Coordinates for the proposed RWY 14-32 ends The lat/long coordinates listed in the Runway Data

Table for the proposed RWY 14-32 ends are incorrect. Revise Runway Data Table to list the correct lat/long coordinates for the proposed RWY 14-32 ends. 2. Proposed RWY 14 PAPI/ Relocated RW 14 REILs a) No object shall penetrate the Obstacle Clearance Surface (OCS) for the proposed RWY 14 PAPI. b) Future coordination will be required with the FAA National Flight Data Center (NFDC) to complete a "Pending" VGSI Data Form for the proposed RWY 14 PAPI. c) Future coordination will be required with the FAA Flight Inspection Services to flight check the proposed RWY 14 PAPI along with the relocated RWY 14 REILs. 3. Relocated RWY 32 PAPI & REILs a) No object shall penetrate the Obstacle Clearance Surface (OCS) for the relocated RWY 32 PAPI. b) Future coordination will be required with the FAA National Flight Data Center (NFDC) to submit an updated VGSI Data Form for the relocated RWY 32 PAPI. c) Future coordination will be required with the FAA Flight Inspection Services to flight check the relocated RWY 32 PAPI along with the relocated RWY 32 REILs. WEATHER: Comments: ALP for Steven A Bean Municipal Airport shows grid tied solar array on ALP and within 500 ft. of the 8B0 AWOS, this would be a violation of the AWOS siting 6560.20. Proposed array CANNOT exceed a height of 1824 ft. AMSL, this is based on an elevation in the vicinity of AWOS of 1809 ft. A review of existing conditions near the 8B0 AWOS shows tree growth within 500 ft. of AWOS this is also a violation of siting 6560.20; trees should be removed if they have exceeded a height of 1824 AMSL or are higher than 15 ft. below AWOS wind sensor. Flight Services Coordination: For AVN flight inspection, POC is Georgia Hines, Flight Inspection Services, 405-954-8545 FAA ATO Planning & Requirements (P&R) POC is Tim Wheeler, 404-305-7307

It should be noted that this study did not consider the height of construction equipment. This information needs to be coordinated with this office via an "Airspace Study Checklist" before construction begins.

This study did not evaluate the plans for operational safety during construction. Those plans should be submitted to this office for coordination and review prior to construction.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained to prior to construction of this proposal.

This determination does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization. Furthermore, the design and location of any stormwater retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

We look forward to working with you in the continued development of your airport. If you have any questions, please contact me at (781)238-7631, michelle.ricci@faa.gov.



Michelle Ricci  
DivUser

**Signature Control No: 355882729-369110979**