

VICINITY MAP

59B NEWTON FIELD JACKMAN, ME AIRPORT LAYOUT PLAN SET



LOCATION MAP

AIRPORT OWNERSHIP AND MANAGEMENT

Newton Field Airport is owned by the Town of Jackman, Maine and operated under the management of the Town of Jackman, Maine Manager, Victoria Forkus.

TOWN OF JACKMAN, MAINE
369 MAINE STREET.
JACKMAN, ME 04945

REVISIONS		
NO.	DESCRIPTION	DATE

PLANS PREPARED BY:

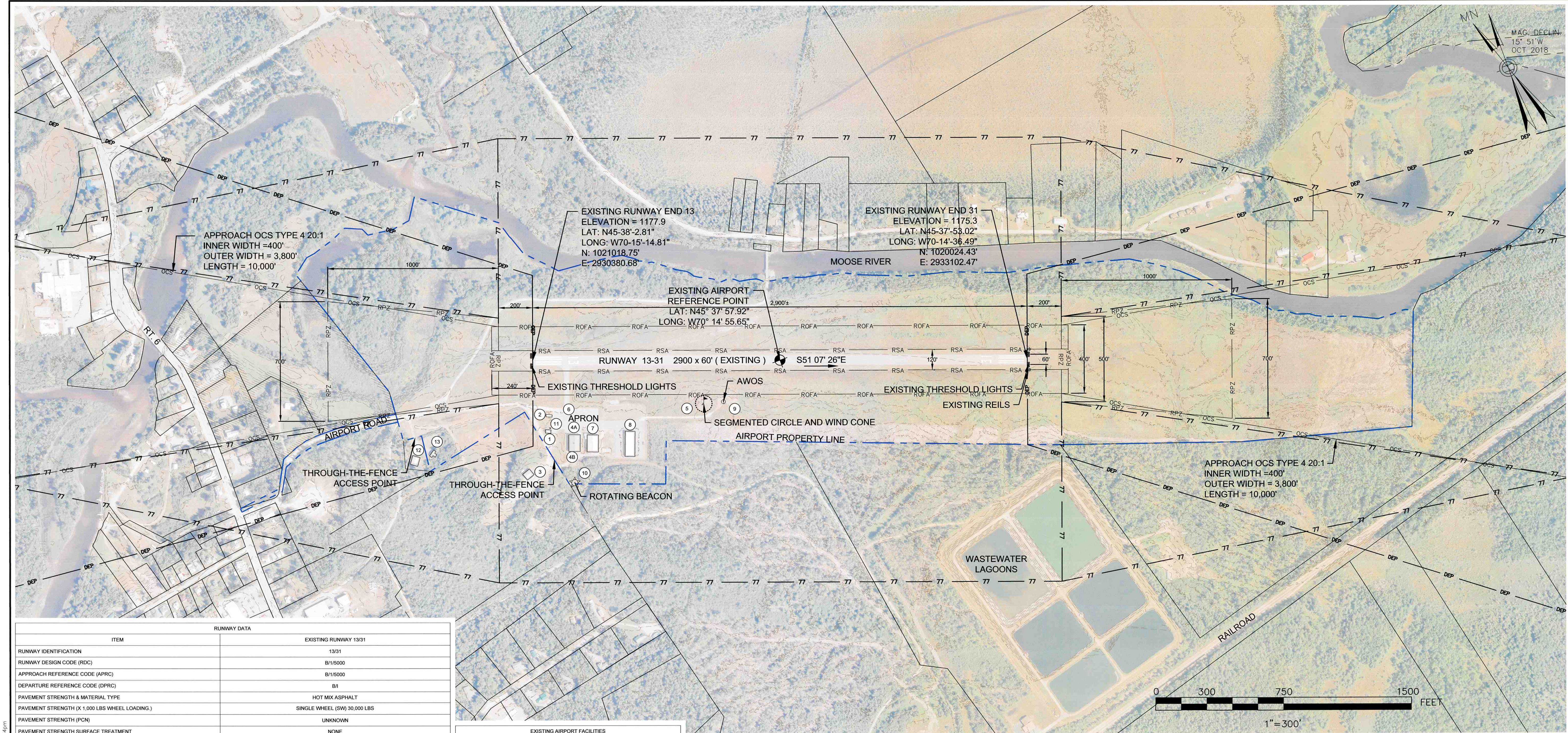
Hoyle, Tanner
& Associates, Inc.

150 DOW STREET | MANCHESTER, NH 03101
(603) 669-5555, FAX: (603) 669-4168
WEB PAGE: www.hoyletanner.com

FAA AIP# 3-23-0026-015-2018
JANUARY 2019

INDEX OF SHEETS

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- 2 EXISTING AIRPORT CONDITIONS
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- 4 TERMINAL AREA PLAN
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- 6 INNER APPROACH PLAN RUNWAY 31
- 7 AIRPORT AIRSPACE DRAWING
- 8 EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP



AP NO.	3-23-0026-015-2018
PROJ. NO.	319408
DRAWN:	ZJM
DESIGN:	PJS
CHECKED:	ERM
DATE:	JANUARY 2019
SHEET	2 OF 8

REV. NO.	DATE	DESCRIPTION

SHEET TITLE: EXISTING AIRPORT LAYOUT PLAN

NEWTON FIELD AIRPORT JACKMAN, MAINE



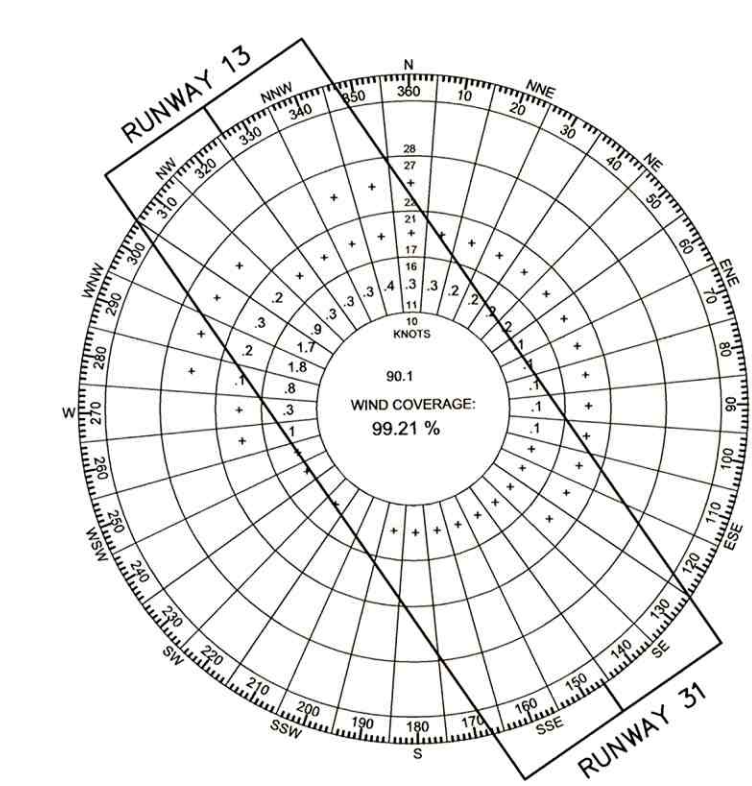
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ITEM	EXISTING RUNWAY 13/31
RUNWAY IDENTIFICATION	13/31
RUNWAY DESIGN CODE (RDC)	B1/5000
APPROACH REFERENCE CODE (APRC)	B1/5000
DEPARTURE REFERENCE CODE (DPRC)	B1
PAVEMENT STRENGTH & MATERIAL TYPE	HOT MIX ASPHALT
PAVEMENT STRENGTH (X 1,000 LBS WHEEL LOADING)	SINGLE WHEEL (SW) 30,000 LBS
PAVEMENT STRENGTH (PCN)	UNKNOWN
PAVEMENT STRENGTH SURFACE TREATMENT	NONE
EFFECTIVE RUNWAY GRADIENT (%)	0.09%
PERCENT (%) WIND COVERAGE	SEE WINDROSE
RUNWAY DIMENSIONS (L X W)	2900' X 60'
DISPLACED THRESHOLD ELEVATION	
RUNWAY SAFETY AREA DIMENSIONS	3380' X 120'
RUNWAY END COORDINATES	LAT. N 45° 38' 2.81" LONG. W 70° 15' 14.81" ELEV. 1177.9' LAT. N 45° 37' 53.02" LONG. W 70° 14' 36.49" ELEV. 1175.3'
DISPLACED THRESHOLD COORDINATES	
RUNWAY LIGHTING TYPE	MEDIUM INTENSITY RUNWAY LIGHT SYSTEM
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	APPROACH: 500' X 700' X 1000' DEPARTURE: 500' X 700' X 1000'
RUNWAY MARKING TYPE	NON-PRECISION INSTRUMENT
14 CFR PART 77 APPROACH CATEGORY	20:1
APPROACH TYPE	VISUAL
VISIBILITY MINIMUMS	VISUAL
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VG AGIS SURVEY COMPLETED IN 2015
RUNWAY DEPARTURE SURFACE	YES
RUNWAY OBJECT FREE AREA	3380' X 400'
OBSTACLE FREE ZONE	3300' X 250'
APPROACH OCS PENETRATIONS	20:1 OCS PENETRATIONS EXIST
40:1 DEPARTURE SURFACE PENETRATIONS	N/A
VISUAL AND INSTRUMENT NAVAIDS	NONE REIL 1177.9' 1175.3'
TOUCHDOWN ZONE ELEVATION	
TAXIWAY/TAXILANE WIDTH	25'
TAXIWAY/TAXILANE SAFETY AREA DIMENSIONS	49'
TAXIWAY/TAXILANE OBJECT FREE AREA	89/79'
TAXIWAY/TAXILANE SEPARATION CTL TO OBJECT	44.5/39.5'
TAXIWAY / TAXILANE LIGHTING	MILT
VERTICAL AND HORIZONTAL DATUM	HORIZONTAL: MAINE NAD83 WEST VERTICAL: NAVD 88

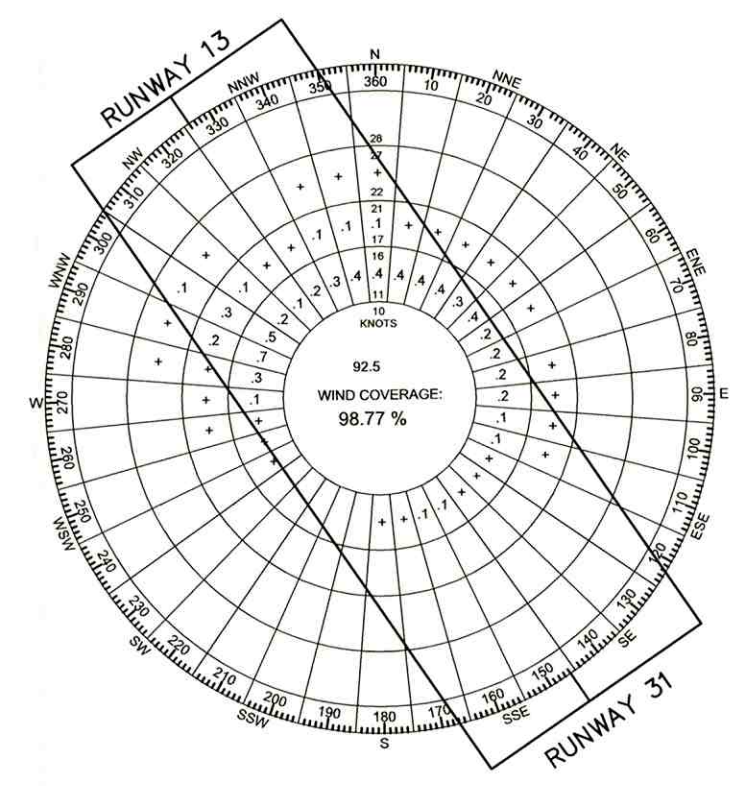
DESCRIPTION	MSL PEAK EL.
1 TERMINAL	1195.6'
2 AVGAS FUEL TANK	1190.9'
3 PVT RESIDENTIAL HANGAR - THROUGH-THE-FENCE	1223.4'
4A TOWN OWNED HANGAR/AIRCRAFT STORAGE	1215.8'
4B TOWN OWNED HANGAR/ SRE STORAGE	1215.8'
5 SEGMENTED CIRCLE AND WIND CONE	1213.3'
6 PAVED AIRCRAFT TIEDOWN APRON	1180.7'
7 PRIVATE HANGAR	1219.1'
8 TOWN OWNED 8 UNIT NESTED T-HANGAR	1205.6'
9 AWOS	1199.9'
10 ROTATING BEACON	1189.4'
11 ELECTRICAL VAULT	1191.2'
12 PVT HANGAR THROUGH-THE-FENCE	1206.7'
13 PRIVATE HANGAR	1206.7'

APPROVAL DATE	AIRSPACE CASE NO.	STANDARD TO BE MODIFIED	DESCRIPTION
10/31/1991	LETTER DATED 10/31/1991	PENETRATION OF TRANSITIONAL SURFACES OF PART 77	BUFFER TREES ALONG MOOSE RIVER

ITEM	EXISTING
AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE	B-1
MEAN MAX TEMPERATURE (HOTTEST MONTH)	78°F/JULY
AIRPORT ELEVATION (NAVD88)	1178' (M.S.L.)
AIRPORT VISUAL AIDS	SPONSOR OWNED ROTATING BEACON
AIRPORT REFERENCE POINT (NAD83)	LAT. N 45° 37' 57.92" LONG. W 70° 14' 55.65"
MISCELLANEOUS FACILITIES	LIGHTED WIND INDICATOR, SEGMENTED CIRCLE, AWOS
CRITICAL AIRCRAFT	BEECH KING AIR B100 WINGSPAN: 45FT 11" APPROACH SPEED: 111 KNOTS UNDERCARRIAGE: TDG 1A
MAG. DECLINATION (www.ngdc.noaa.gov - 10/23/2018)	15° 50' W
NPIAS SERVICE LEVEL	GENERAL AVIATION
ASSET CATEGORY	BASIC



RUNWAY 13-31 ALL-WEATHER WIND ROSE
 SOURCE: MILLINOCKET MUNICIPAL AIRPORT 90,345 OBSERVATIONS JAN 2008-OCT 2018 U.S. DEPT. OF COMMERCE, NOAA



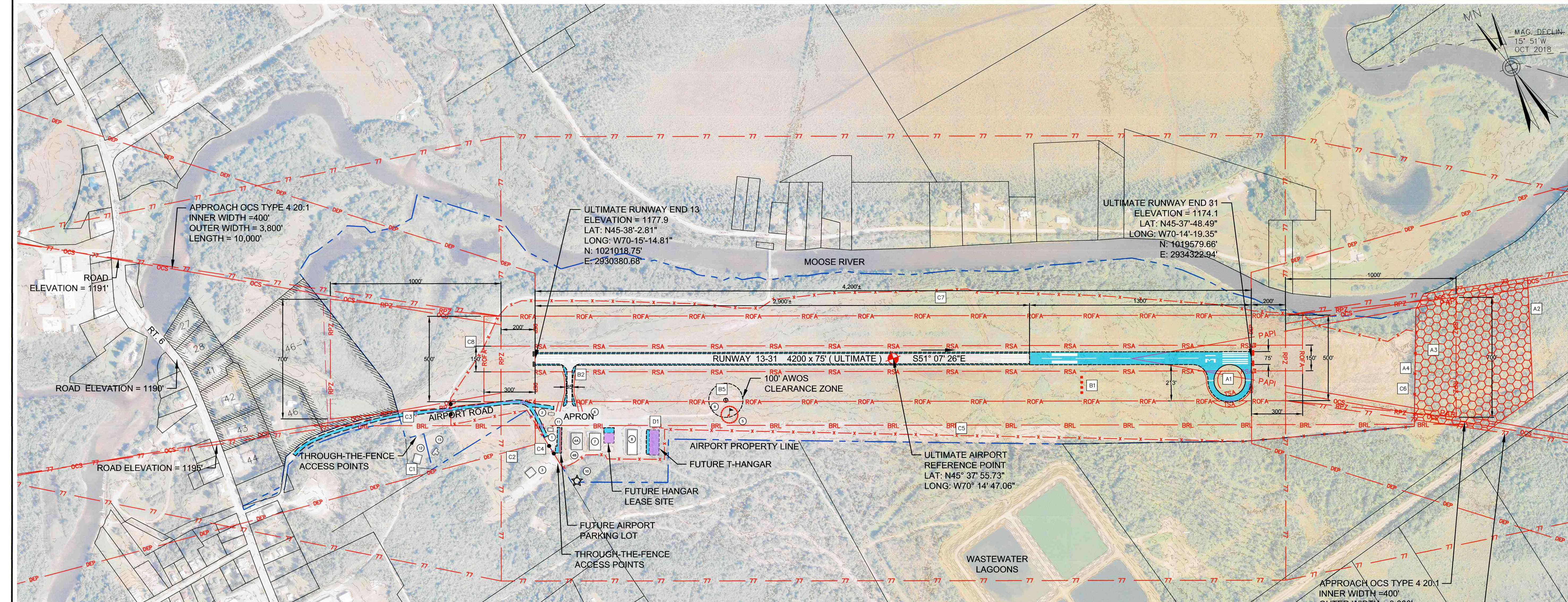
RUNWAY 13-31 IFR WIND ROSE
 SOURCE: MILLINOCKET MUNICIPAL AIRPORT 90,345 OBSERVATIONS JAN 2008-OCT 2018 U.S. DEPT. OF COMMERCE, NOAA

METEOROLOGICAL CONDITIONS	OBSERVATIONS	RUNWAY	WIND COVERAGE CROSSWIND COMPONENT (KNOTS)
ALL-WEATHER	109,555	13/31	10.5 KTS B-I RDC 13 KTS B-II RDC
VISUAL METEOROLOGICAL CONDITIONS (VMC)	76,300		97.88% 99.21%
INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)	33,975		98.15% 99.39%
			97.21% 98.77%

SOURCE: "726196 MILLINOCKET MUNICIPAL AIRPORT ANNUAL PERIOD RECORD 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018"

EXISTING	DESCRIPTION
---	PROPERTY LINE
---	RUNWAY VISIBILITY ZONE
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE AREA
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE ZONE
---	RUNWAY PROTECTION ZONE
---	TAXIWAY SAFETY AREA
---	TAXIWAY OBJECT FREE AREA
---	PAVED AIRFIELD SURFACES
---	10' WILDLIFE FENCE
---	ON AIRPORT BUILDINGS
---	AIRPORT EASEMENTS
---	THRESHOLD LIGHTS
---	AIRPORT REFERENCE POINT
---	4 LIGHT PAPI
---	RUNWAY END IDENTIFIER LIGHT (REIL)
---	ROTATING BEACON
---	WIND SOCK
---	AWOS
---	BUILDING IDENTIFICATION

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REV. NO.	DATE	DESCRIPTION

BY: [Signature]
 DRAWN: ZJM
 DESIGN: PJS
 CHECKED: ERM
 DATE: JANUARY 2019

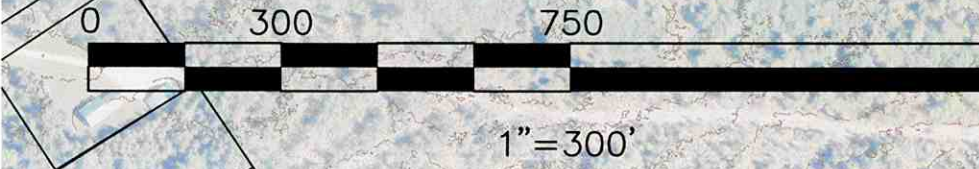
3-23-0026-015-2018
 PROJ. NO.: 319408
 AIP NO.: 319408
 MAG. DECLIN.: 15° 51' W
 OCT 2018

SHEET 3 OF 8

RUNWAY IDENTIFICATION	EXISTING		ULTIMATE	
	Runway 13-31	2900' X 60'	4200' X 75'	4200' X 75'
Runway 31	4200' X 75'	4200' X 75'	4200' X 75'	4200' X 75'

Runway	Existing IFP	Existing Minimums	Future IFP	Future Minimums
13	Visual	N/A	RNAV (GPS) RWY 13	TBD
31	Visual	N/A	RNAV (GPS) RWY 31	TBD

Runway	Existing IFP	Existing Minimums	Future IFP	Future Minimums
13	Visual	N/A	RNAV (GPS) RWY 13	TBD
31	Visual	N/A	RNAV (GPS) RWY 31	TBD



Legend	Timeframe	Proposed Development
A1	0-5 Years	Runway Extension, Turnaround and Widen Taxiway to B-II Standards
A2	0-5 Years	Environmental Mitigation for RWY Extension
A3	0-5 Years	Land or Easement Acquisition - Phase 2
A4	0-5 Years	Obstruction Removal - 31 End
B1	6-10 Years	Install Precision Approach Path Indicator (PAPI)
B2	6-10 Years	Overlay Apron
B3	6-10 Years	SRE Acquisition
B4	6-10 Years	Vegetation Management Plan
B5	6-10 Years	Replacement of AWOS
C1	11-20 Years	Parcel 49 to be acquired, if available
C2	11-20 Years	Hangar portion of Parcel 51 to be acquired, if available
C3	11-20 Years	Upgrade Airport Access Road
C4	11-20 Years	Construct Airport Parking Lot
C5	11-20 Years	Wildlife Exclusion Fencing - Phase 1
C6	11-20 Years	Wildlife Exclusion Fencing - Phase 2
C7	11-20 Years	Wildlife Exclusion Fencing - Phase 3
C8	11-20 Years	Wildlife Exclusion Fencing - Phase 4
D1	20+ Years	Construct New 6-Unit T-Hangar

Existing Airport Facilities	Description	MSL Peak El.
1	Terminal	1195.6'
2	AVGAS Fuel Tank	1190.9'
3	PVT Residential Hangar - Through-the-Fence	1223.4'
4A	Town Owned Hangar/Aircraft Storage	1215.8'
4B	Town Owned Hangar/ SRE Storage	1215.8'
5	Segmented Circle and Wind Cone	1213.3'
6	Paved Aircraft Tiedown Apron	1180.7'
7	Private Hangar	1219.1'
8	Town Owned 6 Unit Nested T-Hangar	1205.6'
9	AWOS	1199.9'
10	Rotating Beacon	1198.4'
11	Electrical Vault	1191.2'
12	PVT Hangar Through-the-Fence	1206.7'
13	Private Hangar	1206.7'

FAA Conditional Approval

FEDERAL AVIATION ADMINISTRATION

This airport layout plan is approved subject to the conditions in the attached letter dated 7/30/2019.

Ralph M. Rusin, Planner
 Ralph M. Rusin, Planner
 New England Region Airports Division
 Date: 7-30-2019

MaineDOT Approval

This Airport Layout Plan is Hereby Approved

Signature: *M. Hayes* Date: 7/22/19

Name: Mary Ann Hayes
 Title: Aviation Director

Airport Sponsor Approval

This Airport Layout Plan is Hereby Approved

Signature: *Victoria Forhus* Date: 3/25/19

Name: Victoria Forhus
 Title: Town Manager

Item	Ultimate
Airport Reference Code/Airport Design Code	B-II
Mean Max Temperature (Hottest Month)	76°F/July
Airport Elevation (NAVD88)	1176' (M.S.L.)
Airport Visual Aids	Sponsor Owned Rotating Beacon
Airport Reference Point (NAD83)	LAT: N45° 37' 55.73" LONG: W70° 14' 47.06"
Miscellaneous Facilities	Reils (RW 31), Lighted Wind Indicator, Segmented Circle, AWOS
Critical Aircraft	Beech King Air B200 WINGSPAN: 54FT 6" APPROACH SPEED: 98 KNOTS UNDERCARRIAGE: 100:1
MAG. DECLINATION - 10/23/2018	0.6° E PER YEAR
NPAS Service Level	General Aviation
Asset Category	Basic

Existing	Proposed	Description
—	—	PROPERTY LINE
—	—	RUNWAY VISIBILITY LINE
—	—	RUNWAY SAFETY AREA
—	—	RUNWAY OBJECT FREE AREA
—	—	RUNWAY OBJECT FREE ZONE
—	—	RUNWAY PROTECTION ZONE
—	—	TAXIWAY SAFETY AREA
—	—	TAXIWAY OBJECT FREE AREA
—	—	PAPI SURFACE
—	—	PAVED AIRFIELD SURFACES
—	—	10' WILDLIFE FENCE
—	—	ON-AIRPORT BUILDINGS
—	—	AIRPORT EASEMENTS
—	—	THRESHOLD LIGHTS
—	—	AIRPORT REFERENCE POINT
—	—	4 LIGHT PAPI
—	—	RUNWAY END IDENTIFIER LIGHT (REIL)
—	—	ROTATING BEACON
—	—	WIND SOCK
—	—	AWOS
—	—	BUILDING IDENTIFICATION

**NEWTON FIELD AIRPORT
 JACKMAN, MAINE**

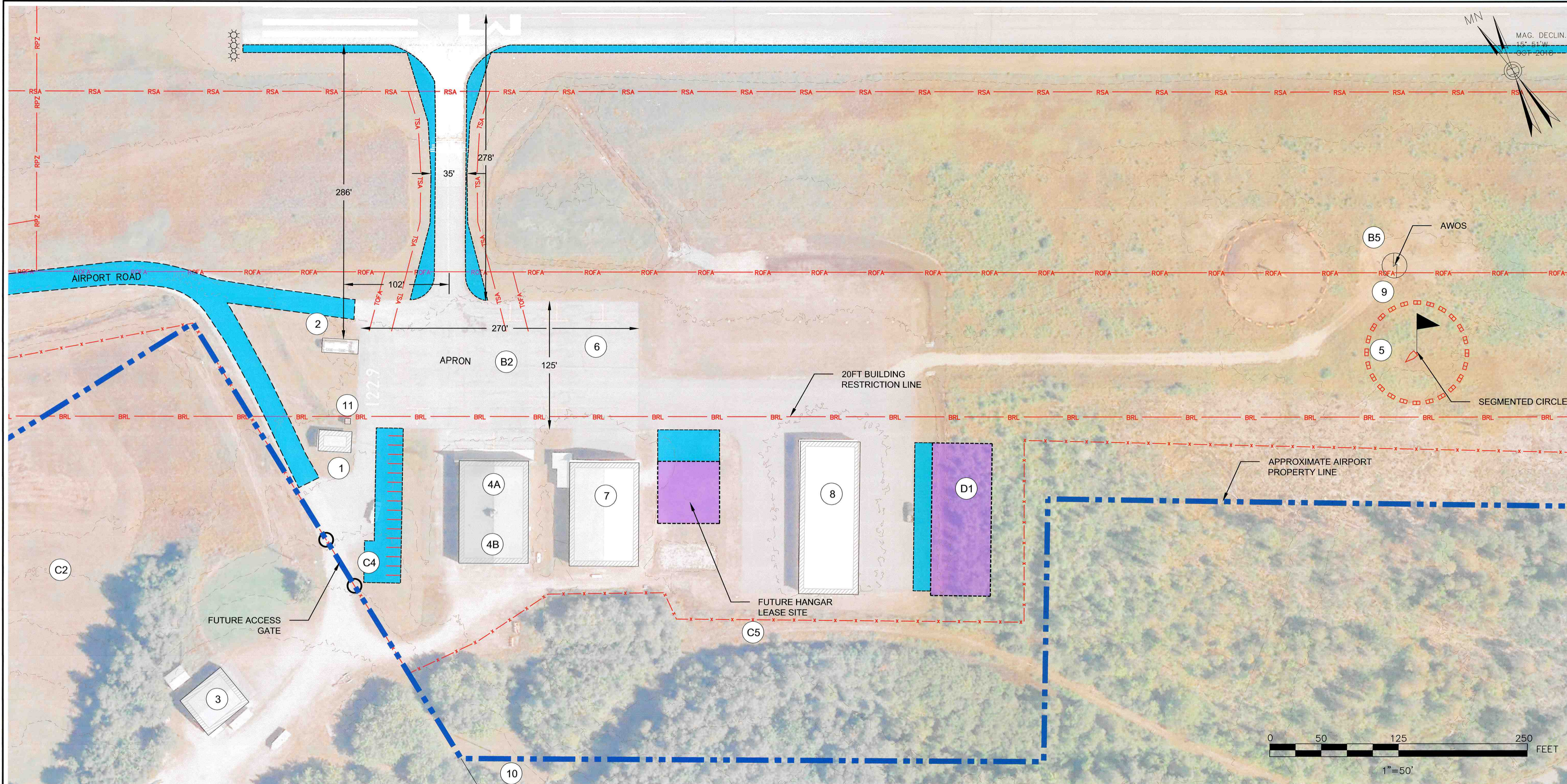


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Drawing name: H:\319408\aceman_2018\AIP\Draws\Contract\03_595\ULTIMATE_ALP.dwg Mar 19, 2019 - 4:35pm

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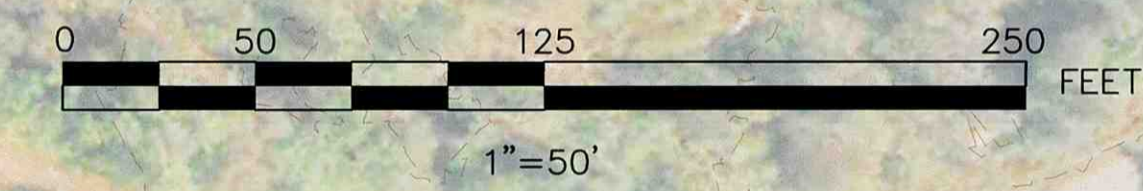
REV. NO.	DATE	DESCRIPTION	BY

AIP NO.:	319408
PROJ. NO.:	ZJM
DRAWN:	PJS
DESIGN:	ERM
CHECKED:	JANUARY 2019
DATE:	

SHEET TITLE
TERMINAL AREA LAYOUT PLAN

NEWTON FIELD AIRPORT JACKMAN, MAINE

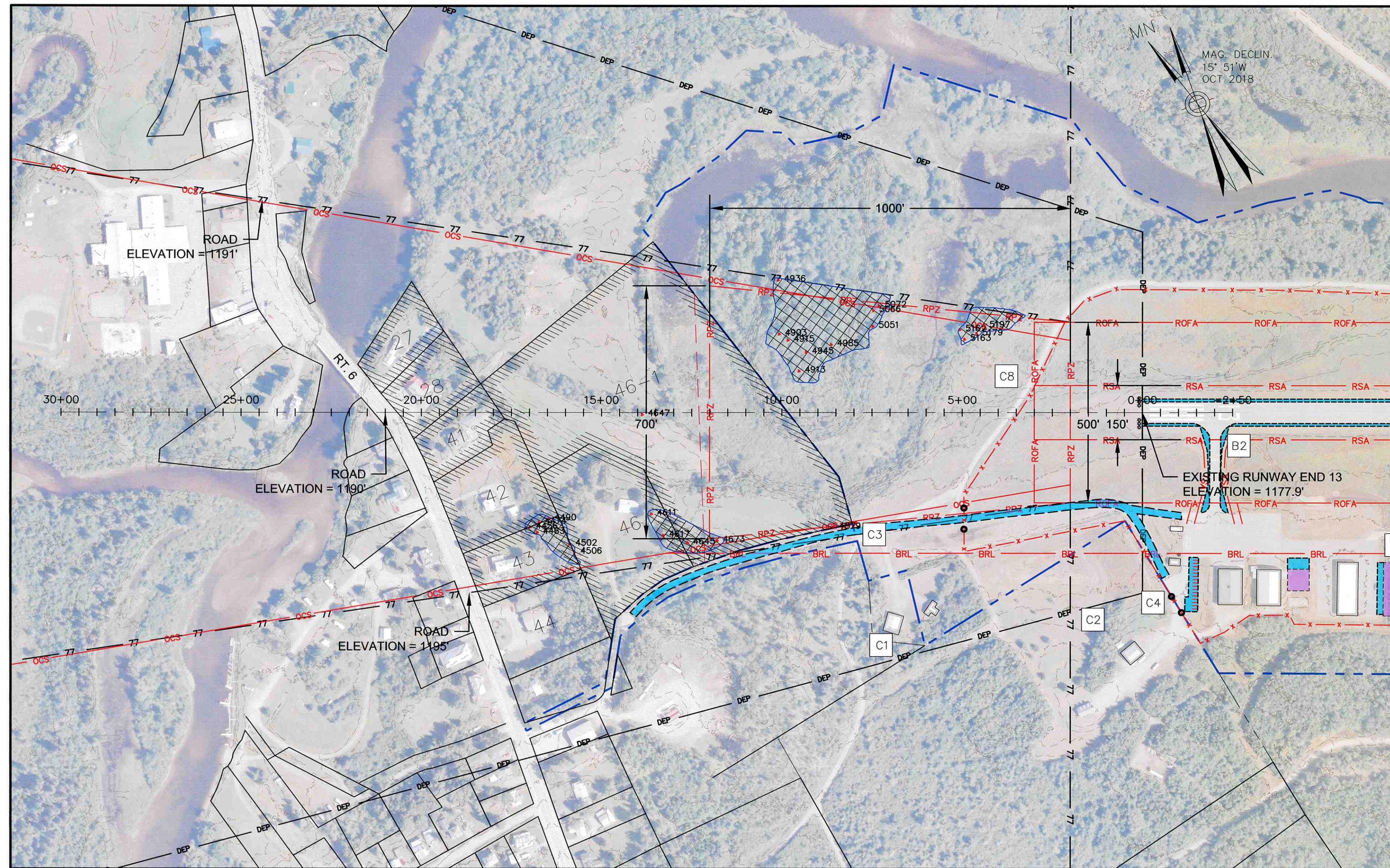
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PROPOSED DEVELOPMENT		
LEGEND	TIMEFRAME	PROPOSED DEVELOPMENT
A1	0-5 YEARS	RUNWAY EXTENSION, TURNAROUND AND WIDEN TAXIWAY TO B-II STANDARDS
A2	0-5 YEARS	ENVIRONMENTAL MITIGATION FOR RWY EXTENSION
A3	0-5 YEARS	LAND OR EASEMENT ACQUISITION - PHASE 2
A4	0-5 YEARS	OBSTRUCTION REMOVAL - 31 END
B1	6-10 YEARS	INSTALL PRECISION APPROACH PATH INDICATOR (PAPI)
B2	6-10 YEARS	OVERLAY APRON
B3	6-10 YEARS	SRE ACQUISITION
B4	6-10 YEARS	VEGETATION MANAGEMENT PLAN
B5	6-10 YEARS	REPLACEMENT OF AWOS
C1	11-20 YEARS	PARCEL 49 TO BE ACQUIRED, IF AVAILABLE
C2	11-20 YEARS	HANGAR PORTION OF PARCEL 51 TO BE ACQUIRED, IF AVAILABLE
C3	11-20 YEARS	UPGRADE AIRPORT ACCESS ROAD
C4	11-20 YEARS	CONSTRUCT AIRPORT PARKING LOT
C5	11-20 YEARS	WILDLIFE EXCLUSION FENCING - PHASE 1
C6	11-20 YEARS	WILDLIFE EXCLUSION FENCING - PHASE 2
C7	11-20 YEARS	WILDLIFE EXCLUSION FENCING - PHASE 3
C8	11-20 YEARS	WILDLIFE EXCLUSION FENCING - PHASE 4
D1	20+ YEARS	CONSTRUCT NEW 6-UNIT T-HANGAR

EXISTING AIRPORT FACILITIES		
DESCRIPTION	MSL PEAK EL.	
1	TERMINAL	1195.6'
2	AVGAS FUEL TANK	1190.9'
3	PVT RESIDENTIAL HANGAR - THROUGH-THE-FENCE	1223.4'
4A	TOWN OWNED HANGAR/AIRCRAFT STORAGE	1215.8'
4B	TOWN OWNED HANGAR/ SRE STORAGE	1215.8'
5	SEGMENTED CIRCLE AND WIND CONE	1213.3'
6	PAVED AIRCRAFT TIEDOWN APRON	1180.7'
7	PRIVATE HANGAR	1219.1'
8	TOWN OWNED 6 UNIT NESTED T-HANGAR	1205.6'
9	AWOS	1199.9'
10	ROTATING BEACON	1189.4'
11	ELECTRICAL VAULT	1191.2'
12	PVT HANGAR THROUGH-THE-FENCE	1206.7'
13	PRIVATE HANGAR	1206.7'

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	PROPERTY LINE
---	---	RUNWAY VISIBILITY ZONE
---	---	RUNWAY SAFETY AREA
---	---	RUNWAY SAFETY AREA
---	---	RUNWAY OBJECT FREE AREA
---	---	RUNWAY OBJECT FREE ZONE
---	---	RUNWAY PROTECTION ZONE
---	---	TAXIWAY SAFETY AREA
---	---	TAXIWAY OBJECT FREE AREA
---	---	PAPI SURFACE
---	---	PAVED AIRFIELD SURFACES
---	---	10' WILDLIFE FENCE
---	---	ON-AIRPORT BUILDINGS
---	---	AIRPORT EASEMENTS
---	---	THRESHOLD LIGHTS
---	---	AIRPORT REFERENCE POINT
---	---	4 LIGHT PAPI
---	---	RUNWAY END IDENTIFIER LIGHT (REIL)
---	---	ROTATING BEACON
---	---	WIND SOCK
---	---	AWOS
---	---	BUILDING IDENTIFICATION



RW 13 PROFILE

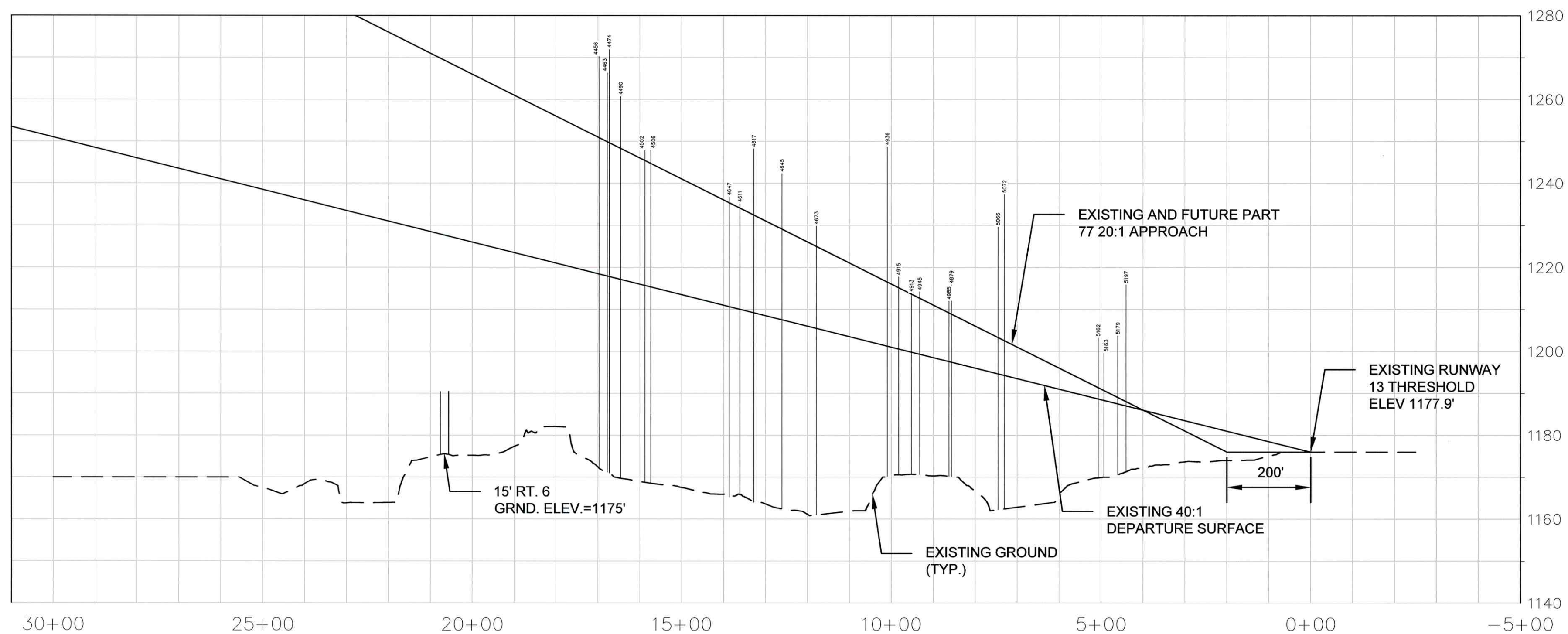


Table 3-2. Approach and Departure Standards Table 1,2

Runway Type	DIMENSIONAL STANDARDS*					Slope
	A	B	C	D	E	
1 Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night).	0 (0)	120 (37)	300 (91)	500 (152)	2,500 (762)	15:1
2 Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night).	0 (0)	250 (76)	700 (213)	2,250 (686)	2,750 (838)	20:1
3 Approach end of runway expected to serve large airplanes. (Visual runways only, day/night).	0 (0)	400 (122)	1,000 (305)	1,500 (457)	8,500 (2591)	20:1
4 Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to 3/4 statute mile. 3	200 (61)	400 (122)	3,400 (1036)	10,000 4 (3048)	0 (0)	20:1
5 Approach end of runways expected to accommodate instrument approaches having visibility minimums less than 3/4 statute mile.	200 (61)	800 (244)	3,400 (1036)	10,000 4 (3048)	0 (0)	34:1
6 5 Approach end of runways expected to accommodate instrument approaches with vertical guidance.	0 (0)	Runway width + 200 (61)	1520 (463)	10,000 4 (3048)	0 (0)	30:1
7 Departure runway ends used for any instrument operations.	0 6 (0)	See Figure 3-4.				40:1

* The letters are keyed to those shown in Figure 3-2 of AC 150/5300-13A.

OBSTRUCTION TABLE

OBSTRUCTIONS ARE TO THE PART 77 NON-PRECISION 20:1 APPROACH SURFACE

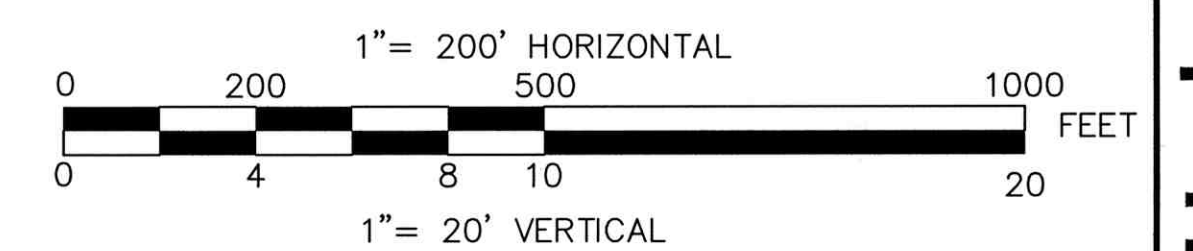
PT NO.	DESCRIPTION	OBJECT TOP ELEV. (MSL)	PART 77 SURF. PENET. (FT)	APPR. SURF. PENET. (FT)	PROPOSED MITIGATION
5197	TREE TOP	1217.83	1189.93	27.9	REMOVE
5179	TREE TOP	1205.62	1190.92	14.7	REMOVE
5163	TREE TOP	1201.48	1192.58	8.9	REMOVE
5162	TREE TOP	1205.13	1193.25	11.88	REMOVE
5072	TREE TOP	1239.28	1204.45	34.83	REMOVE
5066	TREE TOP	1231.54	1205.21	26.33	REMOVE
5051	TREE TOP	1217.94	1205.29	12.65	REMOVE
4985	TREE TOP	1213.89	1211.05	2.84	REMOVE
4945	TREE TOP	1216.14	1214.54	1.6	REMOVE
4936	TREE TOP	1250.67	1218.39	32.28	REMOVE
4915	TREE TOP	1219.69	1217.06	2.63	REMOVE
4913	TREE TOP	1215.75	1215.53	0.22	REMOVE
4903	TREE TOP	1218.44	1218.27	0.17	REMOVE
4879	TREE TOP	1217.77	1210.75	7.02	REMOVE
4673	TREE TOP	1231.80	1226.86	4.94	REMOVE
4647	TREE TOP	1238.69	1237.25	1.44	REMOVE
4645	TREE TOP	1244.29	1230.97	13.32	REMOVE
4617	TREE TOP	1250.22	1234.32	15.9	REMOVE
4611	TREE TOP	1237.07	1235.98	1.09	REMOVE
4506	TREE TOP	1249.92	1246.61	3.31	REMOVE
4502	TREE TOP	1249.82	1247.32	2.5	REMOVE
4490	TREE TOP	1262.68	1250.2	12.48	REMOVE
4474	TREE TOP	1273.87	1251.56	22.31	REMOVE
4463	TREE TOP	1268.30	1251.79	16.51	REMOVE
4456	TREE TOP	1272.21	1252.78	19.43	REMOVE

NOTES:

- OBSTRUCTION DATA SOURCED FROM FAA DATABASES BASED ON A SURVEY VERIFIED ON 04/21/2017.
- BEGINNING OF SURFACES AREA BASED ON THE ASSUMED FUTURE EXTENDED RUNWAY END ELEVATION AND ARE FOR PLANNING PURPOSES ONLY
- HORIZONTAL DATUM IS BASED ON THE MAINE STATE PLANE WEST NAD 83 US FOOT. VERTICAL DATUM IS BASED ON NAVD 88.

LEGEND

- 101 CURRENT PENETRATION TO PART 77 SURFACE/SINGLE TREE CLEARING
- AREA TO BE CLEARED
- EXISTING EASEMENT



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REV. NO.	DESCRIPTION	DATE

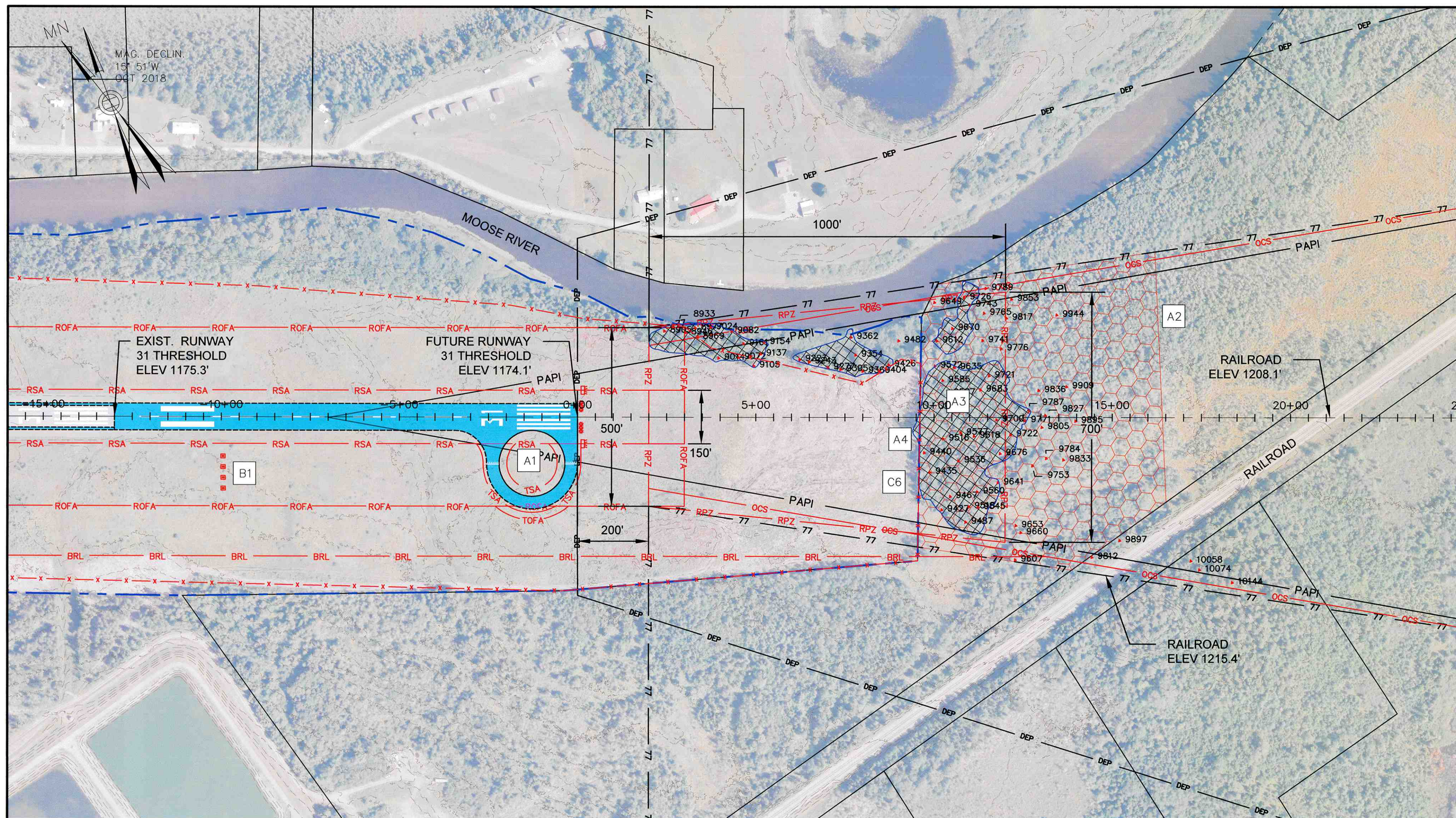
SHEET TITLE
INNER APPROACH PLAN
RUNWAY 13

NEWTON FIELD AIRPORT
JACKMAN, MAINE

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 150 DOW STREET,
 MANCHESTER, NH 03101
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AIP NO.: 3-23-0026-015-2018
 PROJ. NO.: 318408
 DRAWN: ZJM
 DESIGN: PJS
 CHECKED: ERM
 DATE: JANUARY 2019
 SHEET 5 OF 8

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RW 31 PROFILE

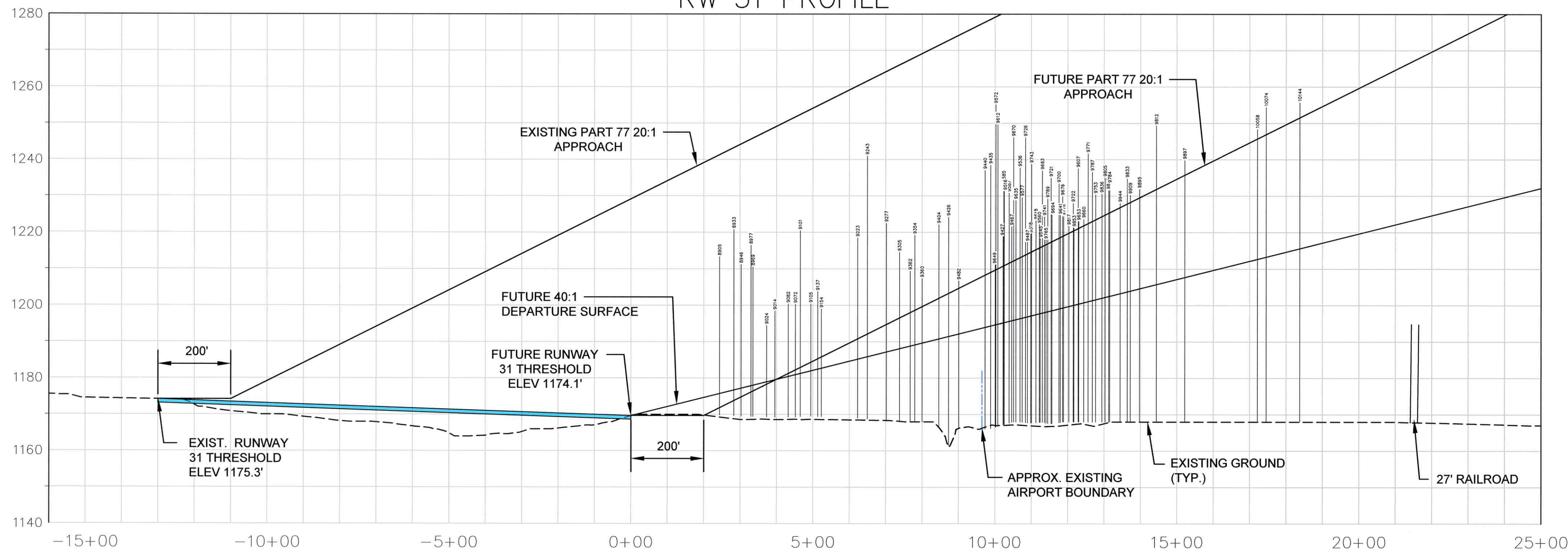


Table 3-2. Approach and Departure Standards Table 1,2

Runway Type	DIMENSIONAL STANDARDS*					Slope
	A	B	C	D	E	
1 Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night).	0 (0)	120 (37)	300 (91)	500 (152)	2,500 (762)	15:1
2 Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night).	0 (0)	250 (76)	700 (213)	2,250 (686)	2,750 (838)	20:1
3 Approach end of runway expected to serve large airplanes. (Visual runways only, day/night).	0 (0)	400 (122)	1,000 (305)	1,500 (457)	8,500 (2591)	20:1
4 Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to 3/4 statute mile. ³	200 (61)	400 (122)	3,400 (1036)	10,000 ⁴ (3048)	0 (0)	20:1
5 Approach end of runways expected to accommodate instrument approaches having visibility minimums less than 3/4 statute mile.	200 (61)	800 (244)	3,400 (1036)	10,000 ⁴ (3048)	0 (0)	34:1
6 ⁵ Approach end of runways expected to accommodate instrument approaches with vertical guidance.	0 (0)	Runway width + 200 (61)	1520 (463)	10,000 ⁴ (3048)	0 (0)	30:1
7 Departure runway ends used for any instrument operations.	0 ⁶ (0)	See Figure 3-4.				40:1

* The letters are keyed to those shown in Figure 3-2 of AC 150/5300-13A.

OBSTRUCTION TABLE

OBSTRUCTIONS ARE TO THE PART 77 NON-PRECISION 20:1 APPROACH SURFACE

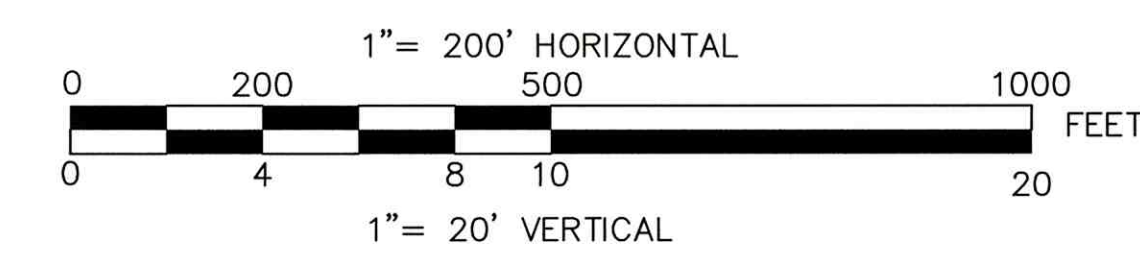
PT NO.	DESCRIPTION	OBJECT TOP ELEV. (MSL)	PART 77 SURF. PENET. (FT)	APPR. SURF. PENET. (FT)	PROPOSED MITIGATION
8882	TREE TOP	1203.17	1176.55	26.62	REMOVE
8905	TREE TOP	1218.98	1177.47	41.51	REMOVE
8933	TREE TOP	1226.46	1179.45	47.01	REMOVE
8946	TREE TOP	1216.88	1180.44	36.44	REMOVE
8969	TREE TOP	1216.19	1182.05	34.14	REMOVE
8977	TREE TOP	1222.11	1181.80	40.31	REMOVE
9014	TREE TOP	1204.10	1185.07	19.03	REMOVE
9024	TREE TOP	1200.14	1183.93	16.21	REMOVE
9072	TREE TOP	1205.96	1187.89	18.07	REMOVE
9082	TREE TOP	1206.04	1186.90	19.14	REMOVE
9243	TREE TOP	1226.12	1188.55	37.57	REMOVE
9105	TREE TOP	1206.05	1190.01	16.04	REMOVE
9137	TREE TOP	1209.41	1190.95	18.46	REMOVE
9154	TREE TOP	1204.66	1191.46	13.20	REMOVE
9223	TREE TOP	1224.15	1196.44	27.71	REMOVE
9243	TREE TOP	1246.67	1197.76	48.91	REMOVE
9277	TREE TOP	1228.19	1200.38	27.81	REMOVE
9305	TREE TOP	1220.21	1202.19	18.02	REMOVE
9354	TREE TOP	1224.91	1204.29	20.62	REMOVE
9360	TREE TOP	1213.02	1205.28	7.74	REMOVE
9362	TREE TOP	1216.06	1203.65	11.41	REMOVE
9404	TREE TOP	1227.81	1207.59	20.22	REMOVE
9426	TREE TOP	1229.89	1208.92	20.97	REMOVE
9482	TREE TOP	1212.40	1210.32	2.08	REMOVE
9572	TREE TOP	1260.81	1215.41	45.40	REMOVE
9607	TREE TOP	1243.23	1226.71	16.52	REMOVE
9612	TREE TOP	1255.30	1215.69	39.61	REMOVE
9649	TREE TOP	1216.82	1215.34	1.48	REMOVE
9653	TREE TOP	1228.71	1226.80	1.91	REMOVE
9660	TREE TOP	1227.36	1227.49	1.87	REMOVE
9670	TREE TOP	1251.77	1217.85	33.92	REMOVE
9726	TREE TOP	1251.74	1219.49	32.25	REMOVE
9741	TREE TOP	1230.02	1222.10	7.92	REMOVE
9743	TREE TOP	1244.44	1220.31	24.13	REMOVE
9753	TREE TOP	1236.06	1229.12	6.94	REMOVE
9765	TREE TOP	1223.60	1222.30	1.30	REMOVE
9776	TREE TOP	1230.07	1224.71	5.36	REMOVE
9784	TREE TOP	1238.99	1231.06	7.93	REMOVE
9789	TREE TOP	1234.92	1222.54	12.38	REMOVE
9805	TREE TOP	1240.69	1230.42	10.27	REMOVE
9812	TREE TOP	1255.00	1237.47	17.53	REMOVE
9817	TREE TOP	1227.44	1225.43	2.01	REMOVE
9827	TREE TOP	1237.21	1230.91	6.30	REMOVE
9833	TREE TOP	1240.43	1233.47	6.96	REMOVE
9836	TREE TOP	1236.29	1229.98	6.31	REMOVE
9853	TREE TOP	1226.96	1226.13	0.83	REMOVE
9895	TREE TOP	1237.55	1235.15	2.40	REMOVE
9897	TREE TOP	1245.48	1241.36	4.12	REMOVE
9909	TREE TOP	1235.96	1233.89	2.07	REMOVE
9944	TREE TOP	1233.71	1232.49	1.22	REMOVE
10058	TREE TOP	1254.05	1251.36	2.69	REMOVE
10074	TREE TOP	1260.09	1252.65	7.54	REMOVE
10144	TREE TOP	1261.40	1257.17	4.23	REMOVE

NOTES:

- OBSTRUCTION DATA SOURCED FROM FAA DATABASES BASED ON A SURVEY VERIFIED BY NGS ON 04/21/2017
- BEGINNING OF SURFACES AREA BASED ON THE ASSUMED FUTURE EXTENDED RUNWAY END ELEVATION AND AREA FOR PLANNING PURPOSES ONLY
- HORIZONTAL DATUM IS BASED ON THE MAINE STATE PLANE WEST NAD 83 US FOOT. VERTICAL DATUM IS BASED ON NAVD 88.

LEGEND

- CURRENT PENETRATION TO PART 77 SURFACE/SINGLE TREE CLEARING
- AREA TO BE CLEARED



REV. NO.	DESCRIPTION	DATE

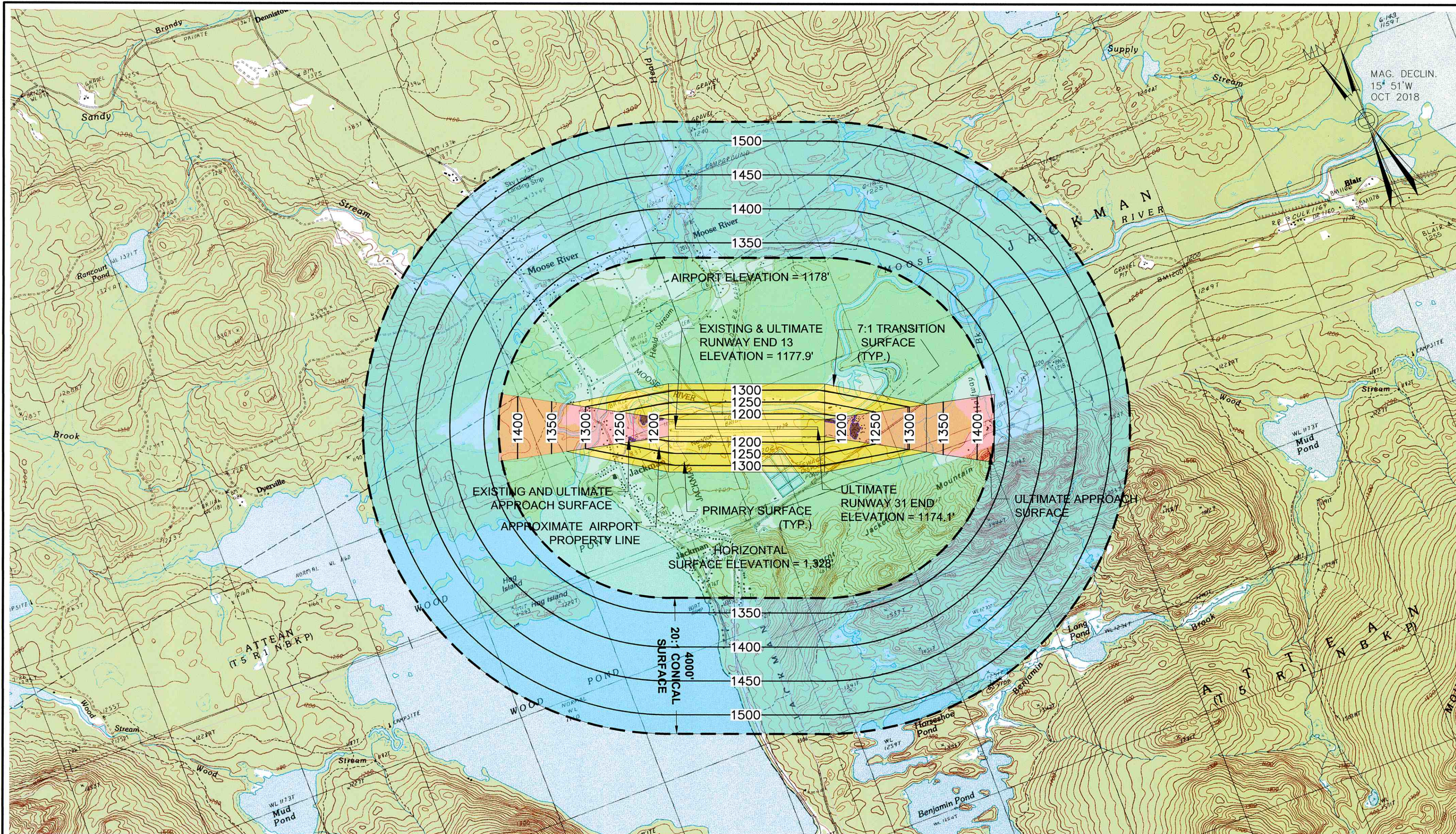
BY	AIP NO.:	3-23-0026-015-2018
	PROJ. NO.:	319408
	DRAWN:	ZJM
	DESIGN:	PJS
	CHECKED:	ERM
	DATE:	JANUARY 2019

**INNER APPROACH PLAN
RUNWAY 31**

**NEWTON FIELD AIRPORT
JACKMAN, MAINE**



Hoyle, Tanner & Associates, Inc.
 150 DOW STREET
 MANCHESTER, NH 03101
 OFFICE: 603-669-5555
 FAX: 603-669-4168
 www.hoyletanner.com



ISOMETRIC VIEW OF SECTION

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
 B - RUNWAYS LARGER THAN UTILITY
 C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILES
 D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
 E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

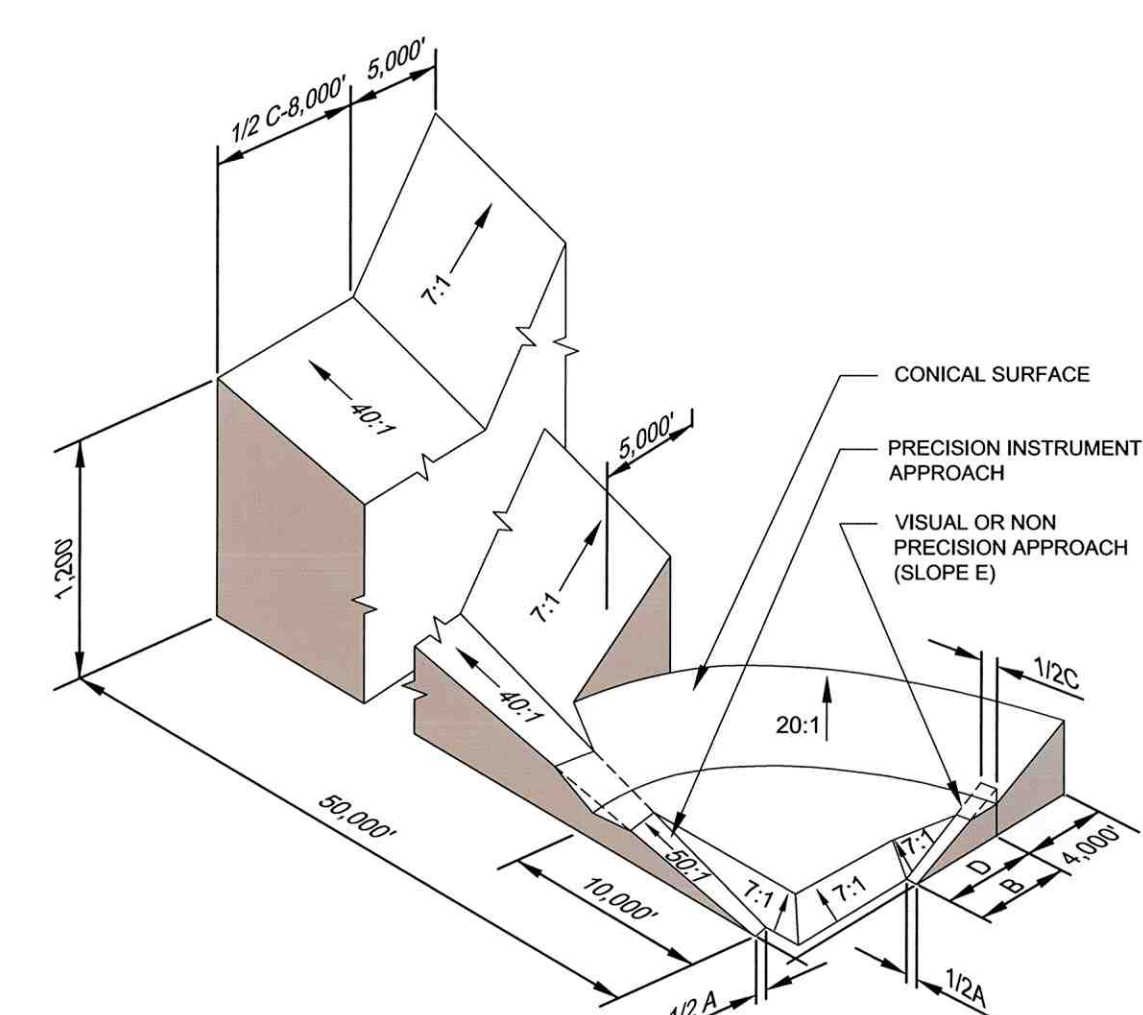
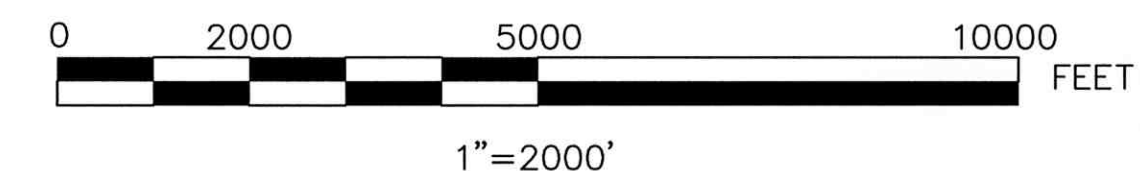


IMAGE SOURCE:
 WORLD TOPO MAP - SOURCES: ESRI, HERE, DELORME, TOMTOM, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), SWISSTOPO, MAPMYINDIA, OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY

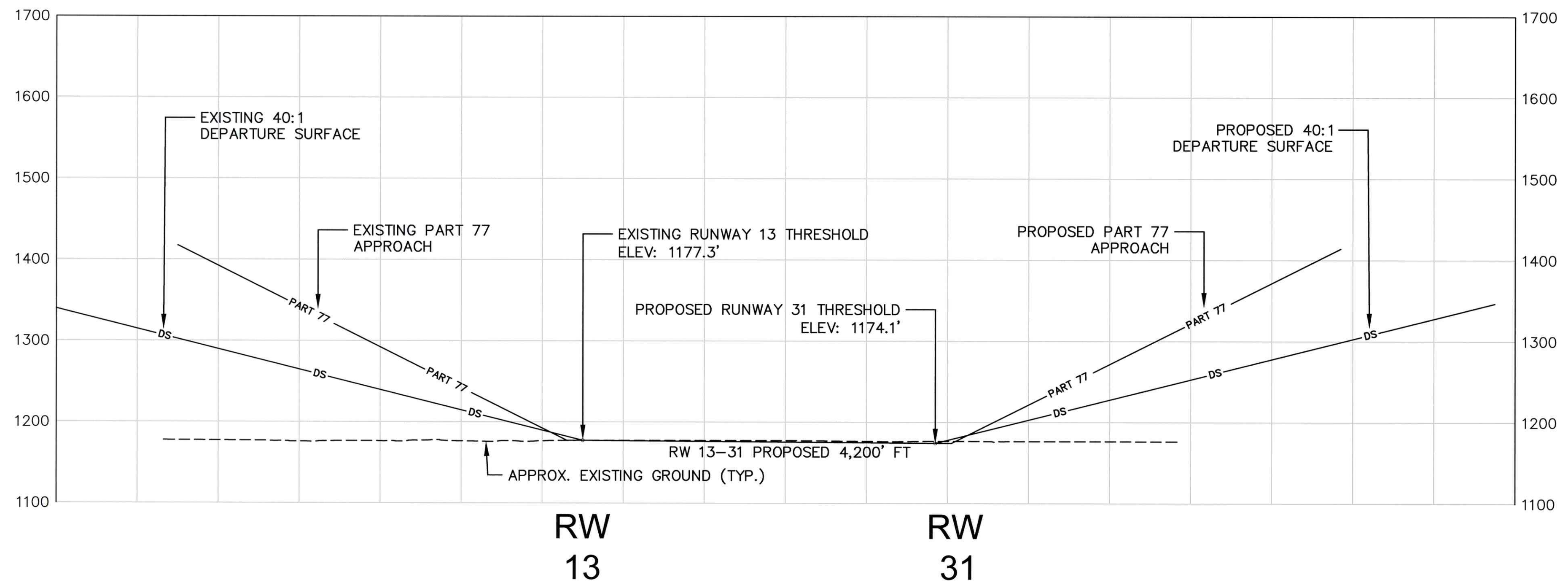
FEDERAL AVIATION REGULATIONS PART 77, STATES THAT A STRUCTURE IS PRESUMED TO HAVE A SUBSTANTIAL ADVERSE EFFECT UPON THE SAFE AND EFFICIENT USE OF NAVIGABLE AIRSPACE IF ITS HEIGHT EXCEEDS THE FOLLOWING STANDARDS:

1. A HEIGHT OF FIVE HUNDRED (500) FEET ABOVE GROUND LEVEL AT THE SITE OF THE OBJECT ANYWHERE IN THE STATE.
2. A HEIGHT THAT IS TWO HUNDRED (200) FEET ABOVE GROUND LEVEL OR ABOVE THE ESTABLISHED AIRPORT ELEVATION, WHICHEVER IS HIGHER, WITHIN THREE (3) NAUTICAL MILES OF THE ESTABLISHED REFERENCED POINT OF A PUBLIC-USE AIRPORT, EXCLUDING HELIPORTS, AND THE HEIGHT INCREASES IN THE PROPORTION OF ONE HUNDRED (100) FEET FOR EACH ADDITIONAL NAUTICAL MILE OF DISTANCE FROM THE AIRPORT UP TO A MAXIMUM OF FIVE HUNDRED (500) FEET.
3. A HEIGHT WITHIN A TERMINAL OBSTACLE CLEARANCE AREA, INCLUDING AN INITIAL APPROACH SEGMENT, A DEPARTURE AREA, AND A CIRCLING APPROACH AREA, AS DEFINED BY FEDERAL LAWS AND REGULATIONS, WHICH WOULD RESULT IN THE VERTICAL DISTANCE BETWEEN ANY POINT ON THE OBJECT AND AN ESTABLISHED MINIMUM INSTRUMENT FLIGHT ALTITUDE WITHIN THAT AREA OR SEGMENT TO BE LESS THAN THE REQUIRED OBSTACLE CLEARANCE.
4. A HEIGHT WITHIN AN EN ROUTE OBSTACLE CLEARANCE AREA, AS DEFINED BY FEDERAL LAWS AND REGULATIONS, INCLUDING TURN AND TERMINATION AREAS, OF A FEDERAL AIRWAY OR APPROVED OFF-AIRWAY ROUTE, THAT WOULD INCREASE THE MINIMUM OBSTACLE CLEARANCE ALTITUDE.
5. THE SURFACE OF A TAKEOFF AND LANDING AREA OF A PUBLIC-USE AIRPORT OR ANY IMAGINARY SURFACE AS ESTABLISHED BY FAR PART 77. HOWEVER, NO PART OF THE TAKEOFF OR LANDING AREA ITSELF WILL BE CONSIDERED TO BE AN OBSTRUCTION.

NOTE: FAR PART 77 IMAGINARY SURFACES ARE AS SHOWN ON THIS SHEET FOR NEWTON FIELD AIRPORT. THESE SURFACES ARE DEPICTED BASED UPON EXISTING AND ULTIMATE AIRPORT DEVELOPMENT.



RW13-31 PROFILE



3-23-0026-015-2018	319408	ZJM	PJS	ERM	JANUARY 2019	8
BY	DESCRIPTION	DATE	REV. NO.	DATE	DESCRIPTION	SHEET
						7

AIRPORT AIRSPACE PLAN

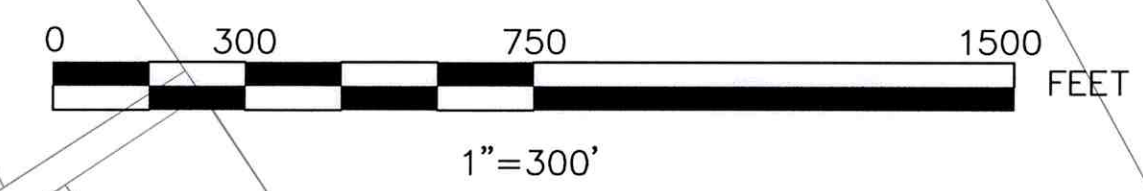
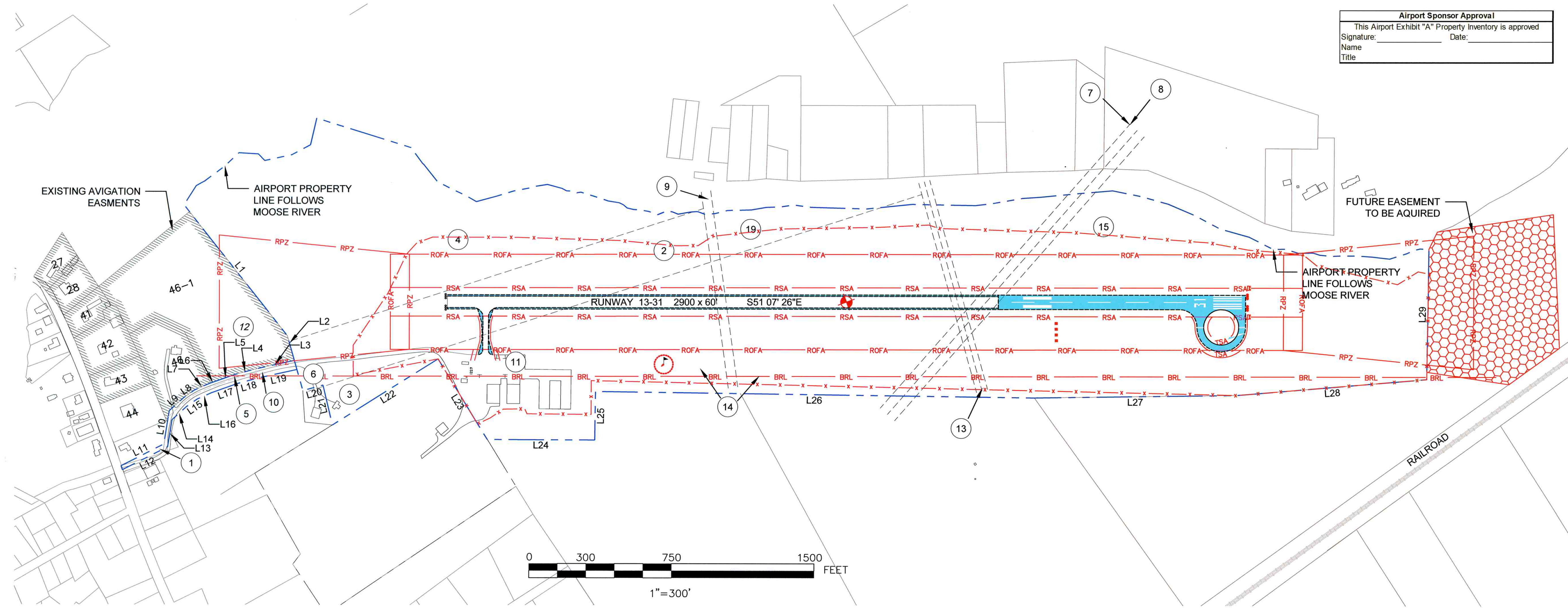
NEWTON FIELD AIRPORT
 JACKMAN, MAINE



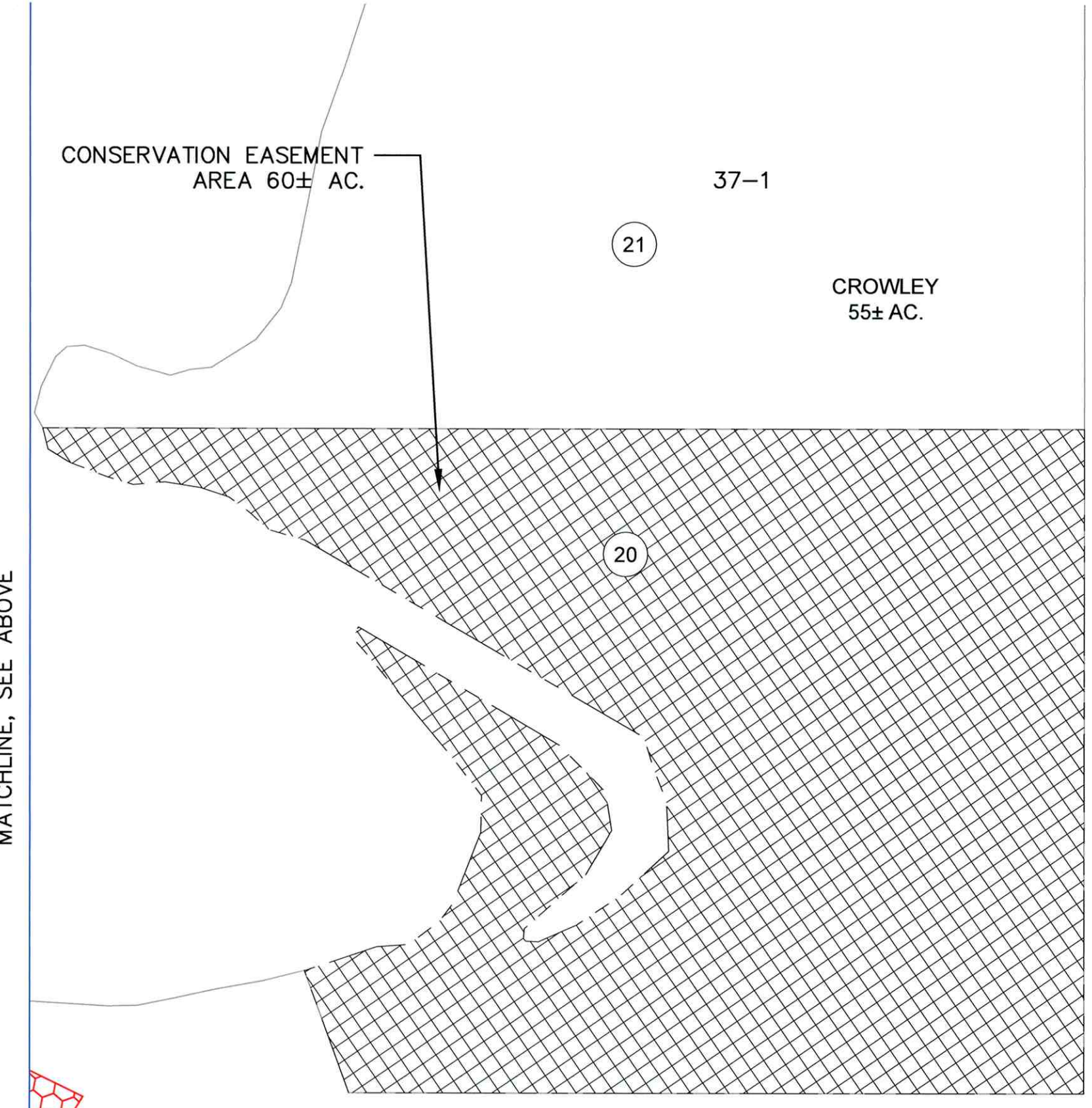
Hoyle, Tanner & Associates, Inc.
 150 DOW STREET,
 MANCHESTER, NH 03101
 OFFICE: 603-669-5555
 FAX: 603-669-4168
 www.hoyletanner.com

Drawing name: H:\319408 Jackman 2018 AMP\A\Draws\Contract\07_598_AIRPORT_AIRSPACE.dwg Mod: 18_2019 - 4:38pm

Airport Sponsor Approval
 This Airport Exhibit "A" Property Inventory is approved
 Signature: _____ Date: _____
 Name: _____ Title: _____



Tag #	Length	Direction
L1	876.71'	S00° 11' 85"E
L2	299.32'	S22° 39' 23"W
L3	208.35'	S63° 46' 16"E
L4	116.47'	S63° 23' 28"E
L5	98.09'	S70° 54' 06"E
L6	43.77'	S70° 54' 06"E
L7	81.36'	S75° 23' 15"E
L8	70.09'	N86° 10' 04"E
L9	100.18'	S86° 39' 28"E
L10	159.67'	S47° 45' 52"E
L11	252.84'	S78° 14' 56"E
L12	267.00'	N78° 14' 55"W
L13	144.66'	S47° 45' 52"W
L14	100.18'	S86° 39' 28"W
L15	70.09'	N86° 10' 04"W
L16	81.36'	N75° 23' 15"W
L17	141.86'	N70° 54' 06"W
L18	116.47'	N66° 23' 28"E
L19	208.35'	N63° 46' 16"W
L20	110.00'	S66° 47' 18"E
L21	214.00'	S66° 47' 18"E
L22	653.39'	S83° 17' 42"E
L23	495.30'	N6° 56"E
L24	565.00'	S51° 07"E
L25	254.60'	N38° 53"E
L26	2302.40'	S51° 07"E
L27	1072.60'	S51° 07"E
L28	1000.00'	S56° 50"E
L29	682.00'	N38° 53"E



INVENTORY OF PARCELS								
PARCEL NUMBER	GRANTOR	GRANTEE	INSTRUMENT	ACREAGE	ACQUISITION DATE	SOMERSET COUNTY R.D. BOOK/PAGE	FAA PROJECT NUMBER	REMARKS
1	Henry L. Holden	Town of Jackman	Warranty	0.2	01/15/37	435/520		
2	Percy L. and Agnes M. Colby	Town of Jackman	Warranty Deed	14.9	06/03/47	504/263		
3	Percy L. Colby	Town of Jackman	Warranty	1.7	08/28/64	702/241		
4	Percy L. Colby	Town of Jackman	Warranty	34.9	06/04/71	806/1026		
5	Paul and Inga Bartley	CMP and NET	Easement	710 Sq. Ft.	08/13/74	844/84		
6	Paul Bartley	Town of Jackman	Warranty	0.38	10/20/77	884/534		
7	James, Gary and Darryl Day	Central Maine Power	Perpetual Easement	3.3	01/15/79	903/549		1/2 interest in and to this easement
8	Marlin and Consolo Stuckey	Central Maine Power	Perpetual Easement	3.3	01/15/79	903/552		1/2 interest in and to this easement
9	Bald Mountain Company	Town of Jackman	Fee	1.2	01/06/86	1235/140	3-23-0026-03	
10	Paul and Inga Bartley	Town of Jackman	Warranty Covenants	0.82	03/19/86	1245/58	3-23-0026-03	
11	Paul and Inga Bartley	Town of Jackman	Warranty Covenants	10.1	03/19/86	1245/58	3-23-0026-03	
12	Ann Margaret Hall	Town of Jackman	Avigation Easement	3.4	04/14/86	1249/145	3-23-0026-03	
13	Jackman Sewer District	Town of Jackman	Permanent Easement	1.2	04/14/86	1249/151	3-23-0026-03	50 ft., centered on outfall sewer
14	Jackman Sewer District	Town of Jackman	Warranty Covenants	34	04/14/86	1249/151	3-23-0026-03	
15	Louis and Gloria Seidel	Town of Jackman	Warranty Covenants	46	05/12/86	1255/144	3-23-0026-03	Excepting easements, see parcels 7 and 8
16	A. and D. Szarka Town of Jackman	Town of Jackman A. and D. Szarka	Easement	0.5	01/15/87 3/7/2008	1324/109	3-23-0026-03	Easement for beacon site Easement released 2008-ANE-60-OE
17	Jackman Sewer District Town of Jackman	Town of Jackman Jackman Sewer District	Easement	550 Sq. Ft.	02/05/87 3/7/2008	1322/329	3-23-0026-03	Easement for power line Easement released 2008-ANE-60-OE
18	S. and G. Smith Town of Jackman	Town of Jackman S. and G. Smith	Easement	1	02/05/87 3/7/2008	1322/329	3-23-0026-03	Easement for beacon access road Easement released 2008-ANE-60-OE
19	William J. Eliot	Town of Jackman	Warranty	5.6	12/12/92	591/316		
20	S. Wayne Crowley	Town of Jackman	Warranty	55	11/9/2012	4591/114	3-23-0026-012-2011	Conservation Easement
21	S. Wayne Crowley	Town of Jackman	Warranty	60	11/10/2012	4591/115	3-23-0026-012-2012	Future Wetland Mitigation
27	The Bridge Church of the Naz	Town of Jackman	Avigation Easement	1.08	10/15/2018	1315/5340/2	3-23-0026-016-2018	Avigation Easement
28	G & D Holdings, LLC	Town of Jackman	Avigation Easement	0.5	10/15/2018	13149/5339/354	3-23-0026-016-2018	Avigation Easement
41	Francis & Linda Dubois	Town of Jackman	Avigation Easement	0.62	10/15/2018	13153/5340/14	3-23-0026-016-2018	Avigation Easement
42 & 46-1	Gary & David Hall	Town of Jackman	Avigation Easement	8.76	10/15/2018	13152/5340/9	3-23-0026-016-2018	Avigation Easement
43	Raymond & Lora Beth Steven	Town of Jackman	Avigation Easement	1.02	10/15/2018	13151/5340/5	3-23-0026-016-2018	Avigation Easement
46	Robert & Nancy Devoe	Town of Jackman	Avigation Easement	2.38	10/18/2018	14682/5353/7	3-23-0026-016-2018	Avigation Easement

NOTES:
 1. Metes and bounds description for parcels 1, 2, 3, 4, 6, and 19 are from survey of 'Newton Airport' by Smith Land Surveys, Inc., dated August, 1985.
 2. Acreage for parcels 1, 2, 3, 4, 6, and 19 were developed by polar planimeter.

- LEGEND**
- AVIGATION EASEMENT
 - RPZ — RUNWAY PROTECTION ZONE (RPZ)
 - RSA — RUNWAY SAFETY AREA (RSA)
 - ROFA — RUNWAY OBJECT FREE AREA (ROFA)
 - PART77 — PART77 SURFACE (PART77)
 - 1 — PARCEL NUMBER
 - PARCEL BOUNDARY
 - CONSERVATION EASEMENT
 - EASEMENTS TO BE ACQUIRED

AIP NO.: 3-23-0026-015-2018
 PROJ. NO.: 319408
 DRAWN: ZJM
 DESIGN: PJS
 CHECKED: ERM
 DATE: JANUARY 2019
 SHEET 8 OF 8

SHEET TITLE
EXHIBIT "A"
AIRPORT PROPERTY
INVENTORY MAPS

NEWTON FIELD AIRPORT
JACKMAN, MAINE

Hoyle Tanner
 Associates, Inc.
 150 DOW STREET,
 MANCHESTER, NH 03101
 OFFICE: 603-669-5555
 FAX: 603-669-4168
 www.hoyletanner.com

Drawing name: H:\319408\Jackman_2018_Airport\Draws\Contract\08_598_EXHIBIT_A.DWG Mar 19, 2019 - 4:35pm

MATCHLINE, SEE ABOVE

MATCHLINE, SEE DETAIL BELOW



U.S. Department
of Transportation

**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

July 30, 2019

Victoria Forkus, Town Manager
Town of Jackman
369 Main Street
Jackman, ME 04945

Dear Ms. Forkus:

The Airport Layout Plan (ALP) for Newton Field Airport (59B), Jackman, Maine, prepared by Hoyle Tanner Associates, and bearing your signature, is approved and the master plan is accepted. A signed copy of the approved ALP is enclosed.

Airspace Review

An aeronautical study (no.2018-ANE-1936 -NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. Our comments from our review of this airspace case and the master plan report were previously provided to you by letter of May 22, 2019.

In making this determination, the FAA has considered matters such as the effects the existing and proposed ultimate development would have on:

- existing or planned traffic patterns of neighboring airports,
- existing airspace structure and projected programs of the FAA, and
- the safety of persons and property on the ground.

The FAA also evaluated the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposed improvements. While **the ultimate runway extension is not required by the approved forecast for Jackman**, FAA has accepted the ultimate location of the Runway 31 threshold as a plan on file to be considered in evaluating airspace impacts of nearby construction.

Environmental Review

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development.

Compatible Land Use

This ALP approval is also conditioned on acceptance of the plan under local land use laws. The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan



U.S. Department
of Transportation

**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

Project Funding

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

Notice Requirement for On-Airport Construction

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely,

A handwritten signature in black ink that reads "Ralph Nicosia-Rusin". The signature is written in a cursive style with a large initial 'R'.

Ralph Nicosia-Rusin
Airport Capacity Program Manager
New England Region Airports Division