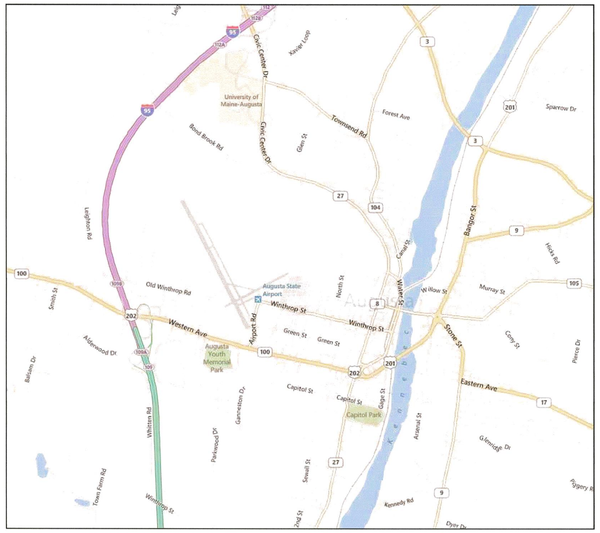
AUGUSTA STATE AIRPORT
AUGUSTA, MAINE

AIRPORT LAYOUT PLAN
DRAWING SET



VICINITY MAP

LOCATION MAP

Augusta Your Maine Connection!
STATE AIRPORT

AIRPORT SPONSOR: MAINE DEPARTMENT OF TRANSPORTATION

AIRPORT OWNERSHIP AND MANAGEMENT

The Augusta State Airport is owned by the State of Maine and operated under the management of the City of Augusta, Airport Manager, John A. Guimond.

Augusta State Airport
75 Airport Road
Augusta, ME 04330

Maine Department of Transportation
16 State House Sta.
Augusta, ME 04333

FAA AIP# 3-23-0003-027-2013

STATE GRANT # 018450.00

AIRSPACE REVIEW: NRA-XXX-XXX-XXX

OCTOBER 2013

INDEX OF DRAWINGS

PLANS PREPARED BY:

Hoyle, Tanner & Associates, Inc.

150 Dow Street | Manchester, NH 03101
Office: (603) 669-5555 | Fax: (603) 669-4168

On-Airport Buildings		
Building ID	Description	Elev. (AMSL)
1	Terminal	381.1'
2	FBO/Maine Instrument Flight	384.3'
3	FBO Maintenance Hangar	371.8'
4	Maintenance Garage/Offices - State	373.3'
5	Sand Storage - State	370.5'
6	Civil Air Patrol	361.2'
7	T-Hangars- Privately Owned	365.1'
8	T-Hangars- Privately Owned	365.7'
9	T-Hangars- Privately Owned	365.1'
10	VOR Control Building - FAA	375.0'
11	Snow Removal Equipment Storage	343.9'
12	Garage Buildings	±323.0'

-16.08056°

GRAPHIC SCALE

0' 400' 800'

MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR

REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

EXISTING AIRPORT CONDITIONS

Hoyle, Tanner & Associates, Inc.

AIP NO.:	3-23-0003-027-2013
PROJ. NO.:	306402
DRAWN:	-ZEN
DESIGN:	-ZEN/ERM
CHECKED:	-ERM/NEG
DATE:	OCTOBER 2013

SHEET 2 OF 12

Drawing name: H:\306402\data\From Zoch Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\03-4_AUG_ALP-&-TAP.dwg Dec 30, 2013 - 3:22pm

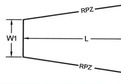
RUNWAY DATA

ITEM	RUNWAY 17/35				RUNWAY 8/26			
	EXISTING		PROPOSED		EXISTING		PROPOSED	
RUNWAY CATEGORY	AIR CARRIER / GENERAL AVIATION		SAME		GENERAL AVIATION		GENERAL AVIATAION - SMALL AIRCRAFT EXCLUSIVE	
RUNWAY DIMENSIONS (L x W)	5,001' X 100'		SAME		2,703 X 75'		2,613' x 75'	
EFFECTIVE GRADIENT (%)	0.80%		SAME		0.10%		SAME	
RUNWAY SAFETY AREA DIMENSIONS (WIDTH / LENGTH BEYOND RUNWAY END)	300' x 195' & 300' x 188' (EMAS on both ends)		SAME		120' X 150' & 120' X 240'		120' X 240' & SAME	
MAX RUNWAY ELEVATION (AMSL)	349.79'		SAME		351.10'		SAME	
PAVEMENT TYPE	ASPHALT - GROOVED		SAME		ASPHALT		SAME	
PAVEMENT STRENGTH (x 1,000 LBS.)	50.0 SINGLE WHEEL / 60.0 DUAL WHEEL		SAME		30.0 SINGLE WHEEL		SAME	
DESIGN AIRCRAFT	KING AIR 200		SAME		PIPER NAVAJO		SAME	
RUNWAY LIGHTING	HIRL		SAME		MIRL		SAME	
RUNWAY MARKING	PRECISION		SAME		NON-PRECISION / NON-PRECISION		SAME	
TAXIWAY LIGHTING	MITL		SAME		MITL		SAME	
AIRPORT REFERENCE CODE (ARC)	B-II		SAME		A-I		A-I (SMALL AIRCRAFT EXCLUSIVE)	
	RW17	RW35	RW17	RW35	RW8	RW26	RW8	RW26
TYPES OF INSTRUMENT APPROACH	ILS, GPS (LP,LNAV), VOR	GPS (LP,LNAV), VOR	SAME	SAME	GPS, VOR	VISUAL	SAME	SAME
APPROACH VISIBILITY MINIMUMS	1/2 MILE	1 MILE	SAME	SAME	1 MILE	VISUAL	SAME	SAME
NAVIGATIONAL AIDS	ILS /GPS / VOR(DME)	GPS / VOR(DME)	SAME	SAME	GPS/VOR(DME)	VISUAL	SAME	SAME
VISUAL AIDS	PAPI-4	PAPI-4	SAME	SAME	NONE	NONE	SAME	SAME
FAR PART 77 APPROACH CATEGORY	PRECISION	NON-PRECISION	SAME	SAME	NON-PRECISION	VISUAL	SAME	SAME
APPROACH SLOPE	50:1	34:1	SAME	SAME	34:1	20:1	20:1	SAME
RUNWAY END COORDINATES LAT:	44° 19' 39.57"	44° 18' 55.53"	SAME	SAME	44° 19' 02.14"	44° 19' 14.64"	44° 19' 02.56"	SAME
RUNWAY END COORDINATES LONG:	69° 48' 13.24"	69° 47' 42.11"	SAME	SAME	69° 47' 53.20"	69° 47' 20.36"	69° 47' 52.11"	SAME
RUNWAY END ELEVATION	310.5'	347.2'	SAME	SAME	349.3'	351.1'	349.4'	SAME
DISPLACED THRESHOLD COORDINATES LAT:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD COORDINATES LONG:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NOTES;
1) ALL COORDINATES PROVIDED IN NAD 83
2) ALL ELEVATIONS PROVIDED IN NAVD 88

RUNWAY PROTECTION ZONE DATA

RUNWAY END	EXISTING L (FT)	EXISTING W1 (FT)	EXISTING W2 (FT)	PROPOSED L (FT)	PROPOSED W1 (FT)	PROPOSED W2 (FT)
17	2,500	1,000	1,750	Same	Same	Same
35	2,500	1,000	1,750	Same	Same	Same
8	1,000	500	700	1,000	250	450
26	1,000	500	700	1,000	250	450



On-Airport Buildings

Building ID	Description	Elev. (AMSL)
1	Terminal	381.1'
2	FBO/Maine Instrument Flight	384.3'
3	FBO Maintenance Hangar	371.8'
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12	Garage Buildings	±323.0'

Future On-Airport Buildings

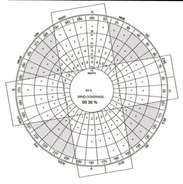
Building ID	Description
A	Executive Hangars
B	Small Box Hangars
C	SRE Lean-To Addition
D	New Terminal Building

AIRPORT DATA TABLE

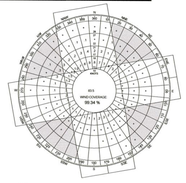
AIRPORT DATA	EXISTING	PROPOSED
Airport Elevation (MSL)	352'	Same
Airport Reference Point (NAD 83)		
Latitude	44° 19' 14.3383"	44° 19' 14.5377"
Longitude	69° 47' 50.3452"	69° 47' 49.7917"
Mean Max Temperature of Hottest Month	77°	77°
Airport & Terminal Area NAVAIDS	Seg Circle, Windsock, Beacon, VOR, ILS, GS	Same
Magnetic Variation	16.08056° w	Changing by 5.3° E per year
Date of Magnetic Variation	7/1/2013	N/A
NPIAS Service Level	Commercial Service	Same
State Service Level / Asset	Level 1 / Regional	Same
Wind Coverage:		
All Weather @ 10.5 knots	99.36%	
VFR @ 10.5 Knots	99.34%	
IFR @ 10.5 Knots	99.42%	
Airport Reference Code	B-II & A-I	Same + Small Acft (8-26)
Design Aircraft	King Air 200 & Piper Navajo	Same
Taxiway Lighting	MITL	MITL
Taxiway Marking	Centerline	Centerline

LEGEND

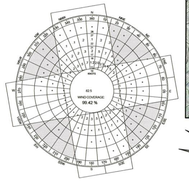
EXISTING	PROPOSED	DESCRIPTION
		AIRPORT REFERENCE POINT
PL		PROPERTY LINE
RVZ	(RVZ)	RUNWAY VISIBILITY ZONE
RSA	(RSA)	RUNWAY SAFETY AREA
ROFA	(ROFA)	RUNWAY OBJECT FREE AREA
ROFZ	(ROFZ)	RUNWAY OBJECT FREE ZONE
TOFA	(TOFA)	TAXIWAY OBJECT FREE AREA
		RUNWAY PROTECTION ZONES
20	N/A	CONTOUR LINES
		PAVED AIRFIELD SURFACES
		PUBLIC ROADS
		FENCE
		ON-AIRPORT BUILDINGS
N/A		ON-AIRPORT BUILDINGS TO BE DEMOLISHED
		THRESHOLD LIGHTS
		PAPI
		RUNWAY END IDENTIFIER LIGHT (REIL)
		WIND SOCK
		BUILDING IDENTIFICATION
		EASEMENT
X X X X		PAVEMENT CLOSED (EXIST) PAVEMENT TO BE REMOVED/CLOSED (FUTURE)
	N/A	LOCALIZER CRITICAL AREA
36	36	RUNWAY IDENTIFIER
	N/A	FWS DELINIATED WETLANDS
	N/A	APPROACH/OBSTRUCTION LIGHT



All-Weather	17-35	8-26
10.5-Knots	95.32%	89.30%
13 - Knots	97.81%	N/A
Combined	99.36%	

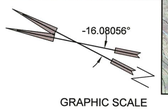


VFR	17-35	8-26
10.5-Knots	94.87%	90.12%
13 - Knots	97.58%	N/A
Combined	99.34%	



IFR	17-35	8-26
10.5-Knots	97.05%	86.23%
13 - Knots	98.69%	N/A
Combined	99.42%	

Source: KAUG
Period: 2002-2012
Observations: 90.248 / 71.336 / 18.912
Source: National Climatic Data Center, Asheville North Carolina



GRAPHIC SCALE
0' 400' 800'

MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR

State Aviation Department Approval
This Airport Layout Plan is Hereby Approved
Signature: [signature] Date: 2/20/14
Name: Scott D.W. Rollins
Title: Aviation Director

FAA Approval
This Airport Layout Plan is Hereby Approved
Signature: [signature] Date: 5-4-2015
Name: Ralph Nicosia Rush
Title: Airport Deputy Mgr.

Standard ALP Notes and Tables

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations and heights.

There are threshold siting surface object penetrations

There are no OFZ penetrations other than frangible NAVAIDs

Record #	Condition	Status	Date	Action
MOS #19	Penetration to primary surface and 20:1 approach surface R/W 8-26	Approved	1/14/1977	No Action
MOS #21	Violation of primary surface and clear zone Runway 35	Approved	2/9/1977	No Action
MOS #22	Runway/taxiway separation less than 400' - precision approach standard	Approved	2/9/1977	No Action
MOS #47	Nonstandard line-of-sight approved	Approved	8/18/1979	Extend Taxiway C to full parallel
MOS #48	1. Safety area width; 2. Parallel tway width; 3. Tway safety area; 4. tway/rwy separation; 5. rwy long. Grade; 6. Bldg. restr. Line	Approved	8/18/1979	No Action
SRE Bldg - VOR	SRE Building within limits of VOR Critical Area	Approved	1991	No Action
FAA RSA Determination	Deficient Runway Safety Areas on Runway 17-35 and Runway 8	Approved	9/5/2008	Installed EMAS pads on 17 and 35, Relocate Runway 8 Threshold 90'

REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT
AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE
AIRPORT LAYOUT PLAN

Hoyle, Tanner & Associates, Inc.

AIP NO.: 3-23-0003-027-2013
PROJ. NO.: 306402
DRAWN: -ZEN
DESIGN: -ZEN/ERM
CHECKED: -ERM/NEG
DATE: OCTOBER 2013

SHEET 3 OF 12

Drawing name: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\03-4_AUG_ALP_&-TAP.dwg Dec 30, 2013 - 3:23pm

On-Airport Buildings		
Building ID	Description	Elev. (AMSL)
1	Terminal	381.1'
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Future On-Airport Buildings	
Building ID	Description
A	Executive Hangars
B	Small Box Hangars
C	SRE Lean-To Addition
D	New Terminal Building

TAXIWAY F
(40' ASPHALT)

TAXIWAY E
(40' ASPHALT)

TAXIWAY B
(40' ASPHALT)

RUNWAY 8-26 2,703' X 75' Future 2,613' x 75')
TRUE BEARING 61° 39' 33.0468"

1,000' VOR CRITICAL AREA

250'

39.5'

50'

47'

GRAPHIC SCALE
0' 100' 200'

MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR

Drawing name: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\03-4_AUG_ALP-&-TAP.dwg Dec 30, 2013 - 3:25pm

REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

TERMINAL AREA PLAN #1
EAST TERMINAL AREA
IMPROVEMENTS

Hoyle, Tanner & Associates, Inc.

AIP NO.: 3-23-0003-027-2013
PROJ. NO.: 306402
DRAWN: -ZEN
DESIGN: -ZEN/ERM
CHECKED: -ERM/NEG
DATE: OCTOBER 2013

SHEET 4 OF 12

On-Airport Buildings		
Building ID	Description	Elev. (AMSL)
1	Terminal	381.1'
2	FBO/Maine Instrument Flight	384.3'
3	FBO Maintenance Hangar	371.8'
4	Maintenance Garage/Offices - State	373.3'
5	Sand Storage - State	370.5'
6	Civil Air Patrol	361.2'
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Future On-Airport Buildings	
Building ID	Description
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D	New Terminal Building

RUNWAY 8-26 2,703' X 75' Future 2,613' x 75'
TRUE BEARING 61° 39' 33.0488"

TAXIWAY B
(40' ASPHALT)

1,000' VOR CRITICAL AREA

VOR

TAXIWAY C
(40' ASPHALT)

ARP
Lat: 44°19'14.336"
Long: 67°47'50.345"

Future ARP
Lat: 44°19'14.033"
Long: 67°47'49.780"

RUNWAY 17-35 5,001' X 100'
TRUE BEARING 153° 42' 36.9365"

137'

25'

291'

Remote Tie-Down Apron

-16.08056°

GRAPHIC SCALE
0' 100' 200'

MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR

REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

TERMINAL AREA PLAN #2
WESTSIDE DEVELOPMENT
WINTER TIE DOWN APRON

Hoyle, Tanner & Associates, Inc.

AIP NO.:	3-23-0003-027-2013
PROJ. NO.:	306402
DRAWN:	-ZEN
DESIGN:	-ZEN/ERM
CHECKED:	-ERM/NEG
DATE:	OCTOBER 2013

SHEET 5 OF 12

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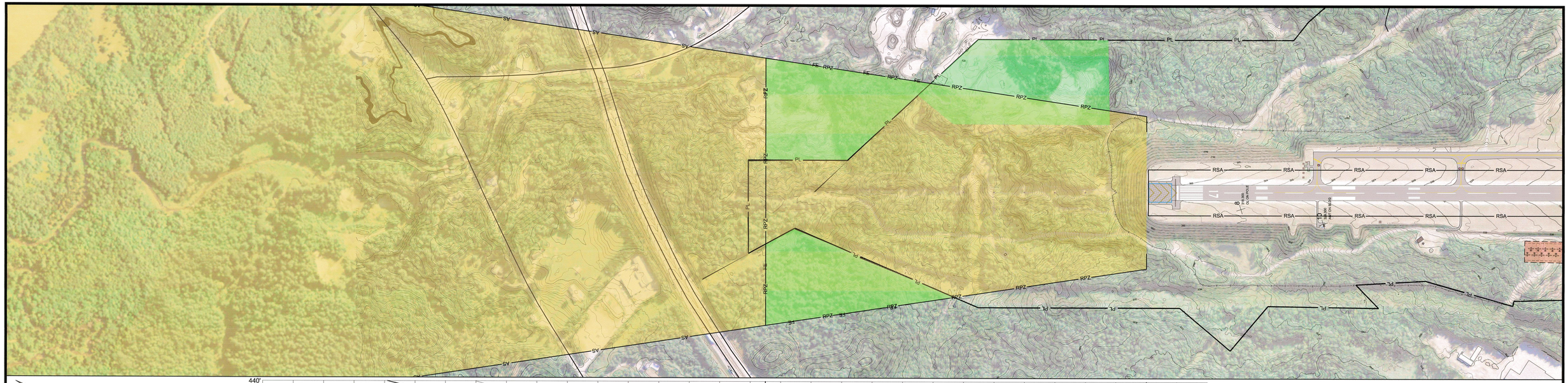

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REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

RUNWAY 17
INNER PORTION OF THE
APPROACH SURFACE
PLAN AND PROFILE DRAWING

Hoyle, Tanner & Associates, Inc.

AIP NO.:	3-23-0003-027-2013
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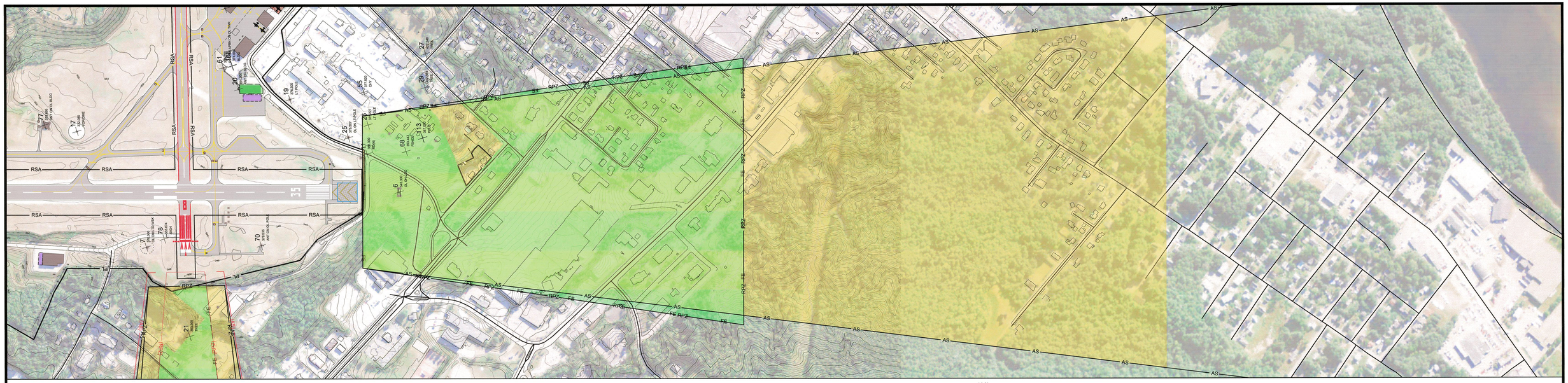
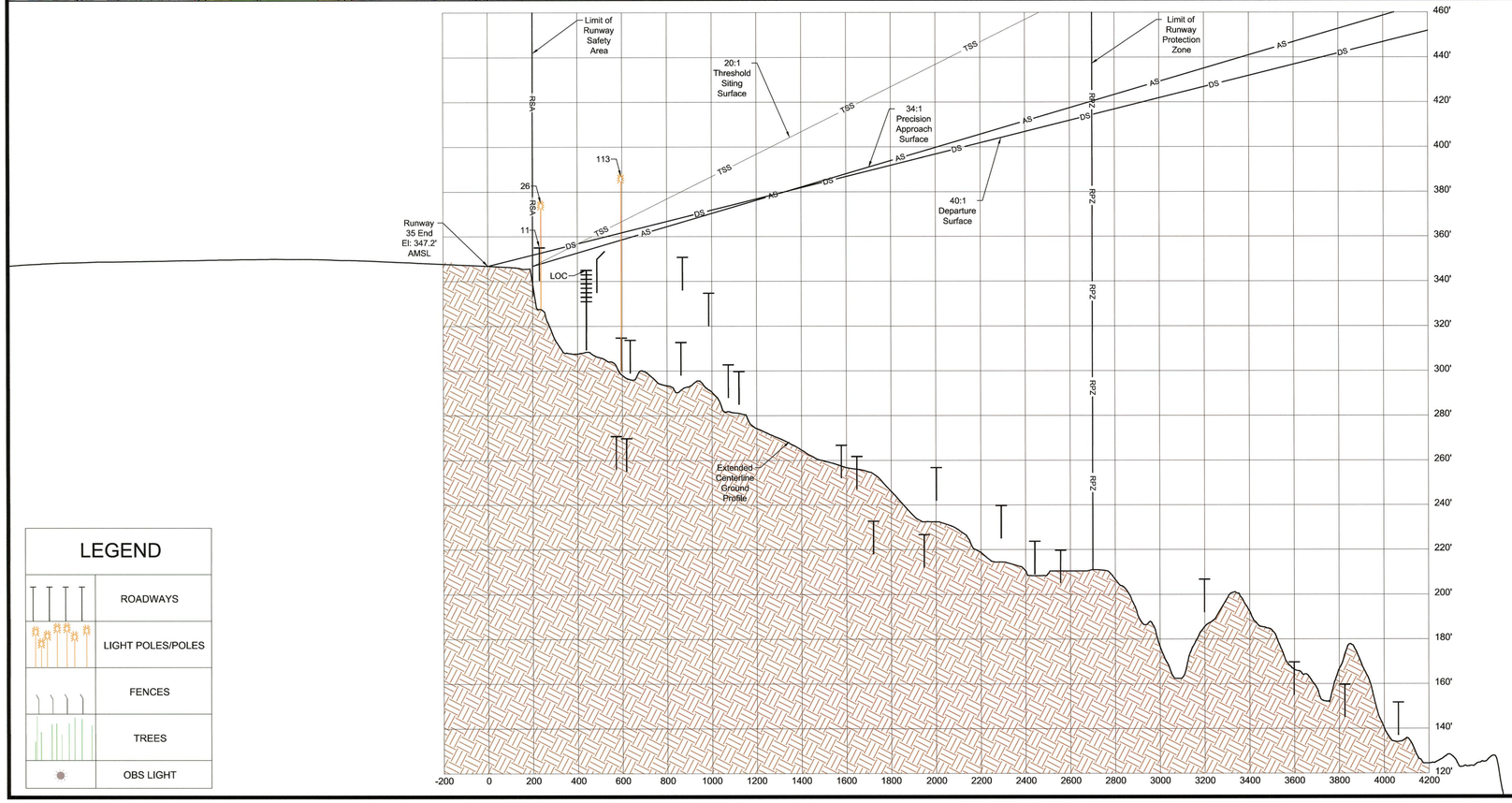
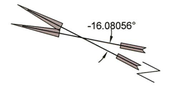
SHEET 6 OF 12







MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR

RUNWAY 35 OBSTRUCTION TABLE

KEY	DESCRIPTION	ELEVATION (AMSL)	PART 77 APPROACH SURFACE ELEVATION (AMSL)	APPROACH SURFACE PENETRATION (FT)	DISPOSITION
11	ROAD	355.300	348.0778559	7.22	Lighted
26	LT POLE	375.227	348.2716853	26.96	Lighted
113	POLE	387.000	358.7927206	28.21	Lighted

LEGEND

- ROADWAYS
- LIGHT POLES/POLES
- FENCES
- TREES
- OBS LIGHT

GRAPHIC SCALE
300' 0 600'
60' 0 30'

REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

RUNWAY 35
INNER PORTION OF THE
APPROACH SURFACE
PLAN AND PROFILE DRAWING

Hoyle, Tanner & Associates, Inc.

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SHEET 7 OF 12

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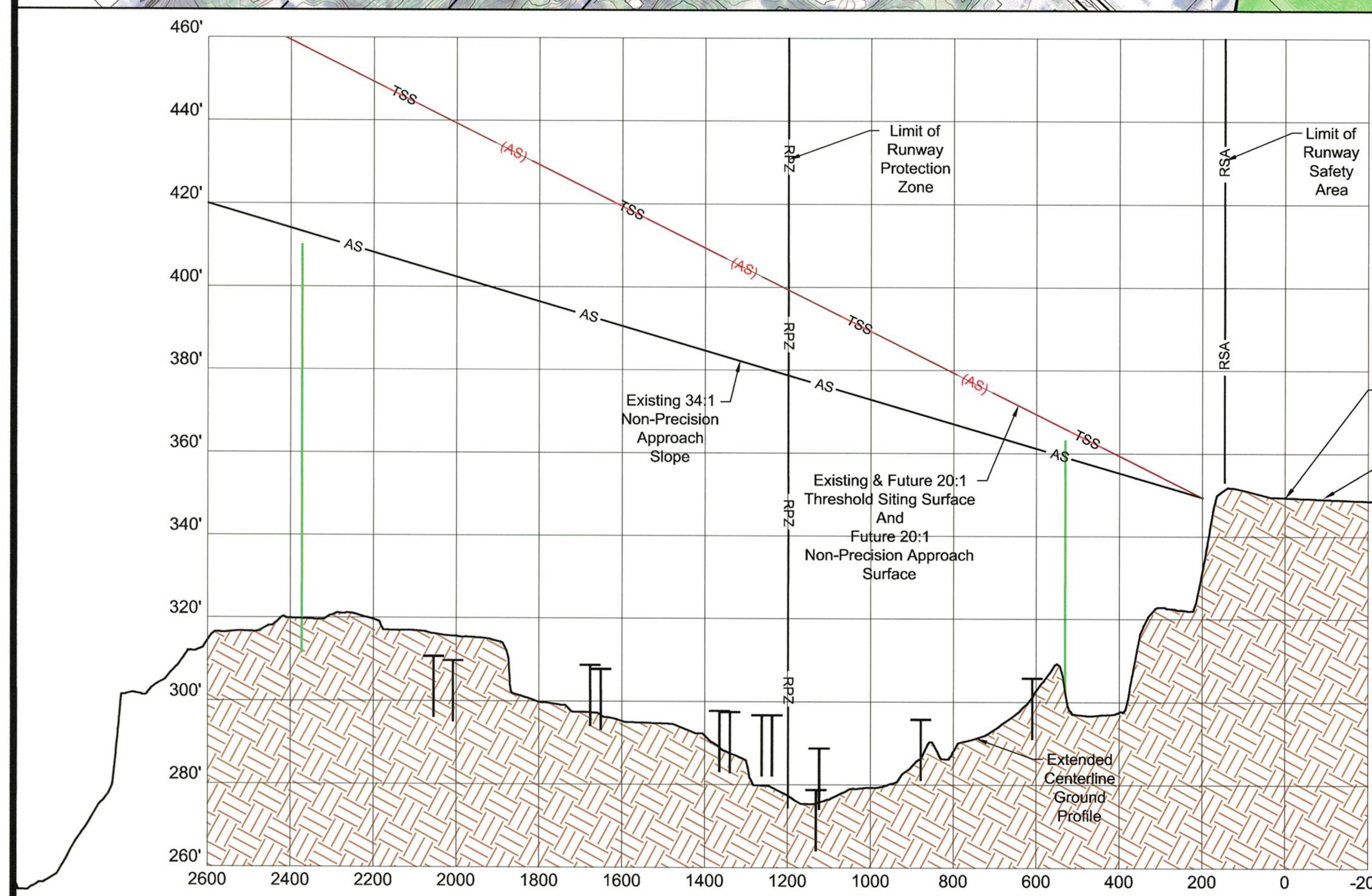
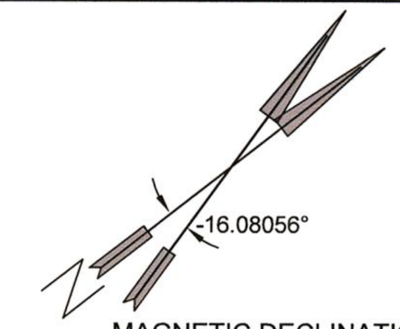
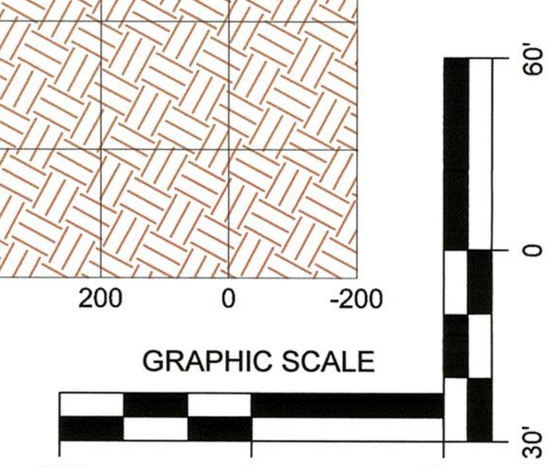
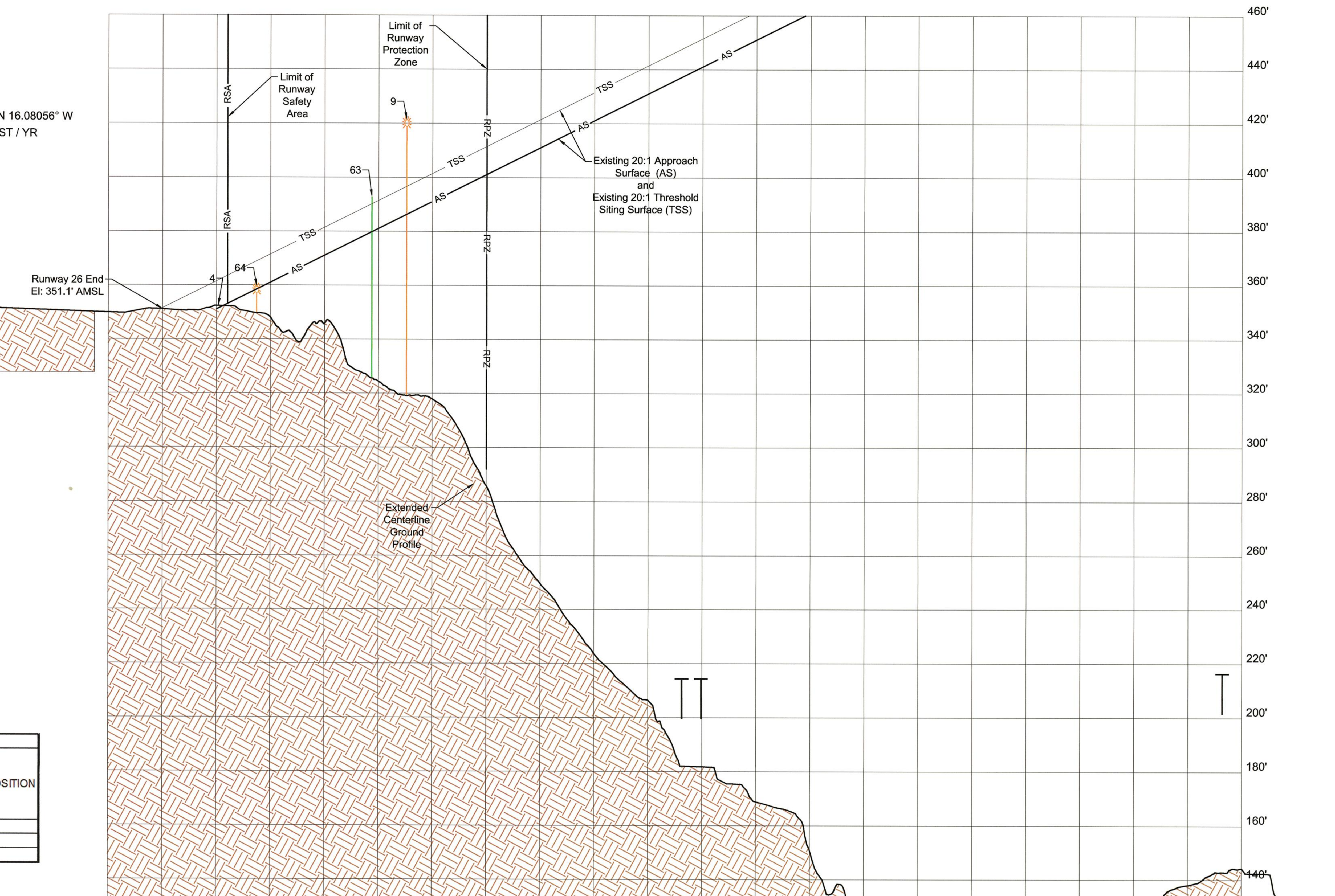




MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR





LEGEND

	ROADWAYS
	LIGHT POLES/POLES
	FENCES
	TREES
	OBS LIGHT

NO OBSTRUCTIONS TO RUNWAY 8

RUNWAY 26 OBSTRUCTION TABLE

KEY	DESCRIPTION	ELEVATION (AMSL)	PART 77 APPROACH SURFACE ELEVATION (AMSL)	APPROACH SURFACE PENETRATION (FT)	DISPOSITION
64	OL POLE	359.559	355.859	3.700	
63	TREE	392.770	368.401	24.369	
9	OL POLE	421.300	372.188	49.112	

REVISIONS	
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Augusta Your Maine Connection! STATE AIRPORT

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AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE
RUNWAY 8-26
INNER PORTION OF THE
APPROACH SURFACE
PLAN AND PROFILE DRAWING

Hoyle, Tanner & Associates, Inc.

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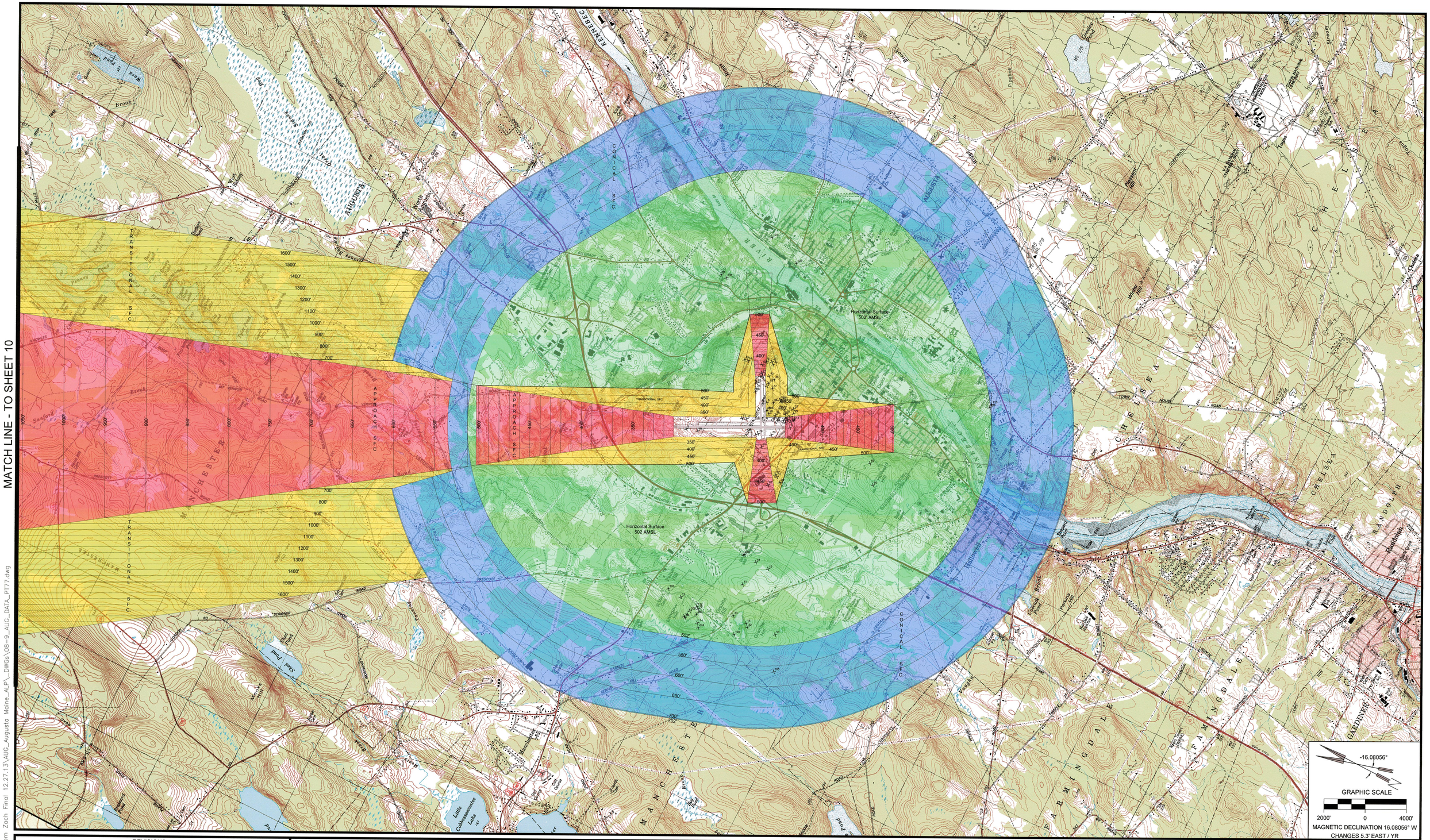
Drawing name: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\05-7_AUG_P&P.dwg Dec 30, 2013 - 3:30pm

MATCH LINE - TO SHEET 10



REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

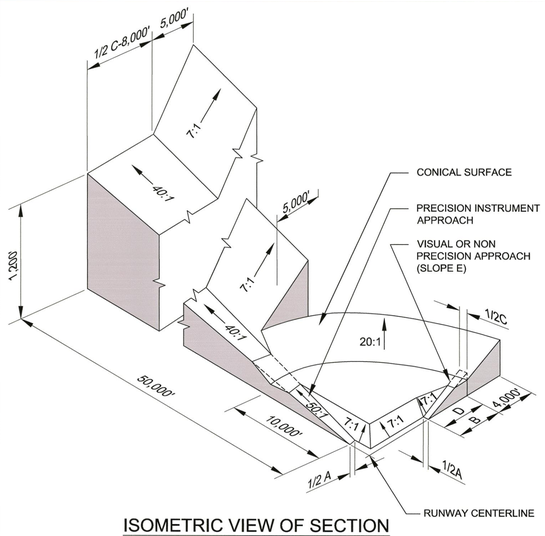
PART 77 IMAGINARY SURFACES
SHEET 1

Hoyle, Tanner & Associates, Inc.

AIP NO.:	3-23-0003-027-2013
PROJ. NO.:	306402
DRAWN:	-ZEN
DESIGN:	-ZEN/ERM
CHECKED:	-ERM/NEG
DATE:	OCTOBER 2013

SHEET 9 OF 12

DWG: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\08 - 9_AUG_DATA_PT77.dwg



ISOMETRIC VIEW OF SECTION

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B 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
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
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

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:

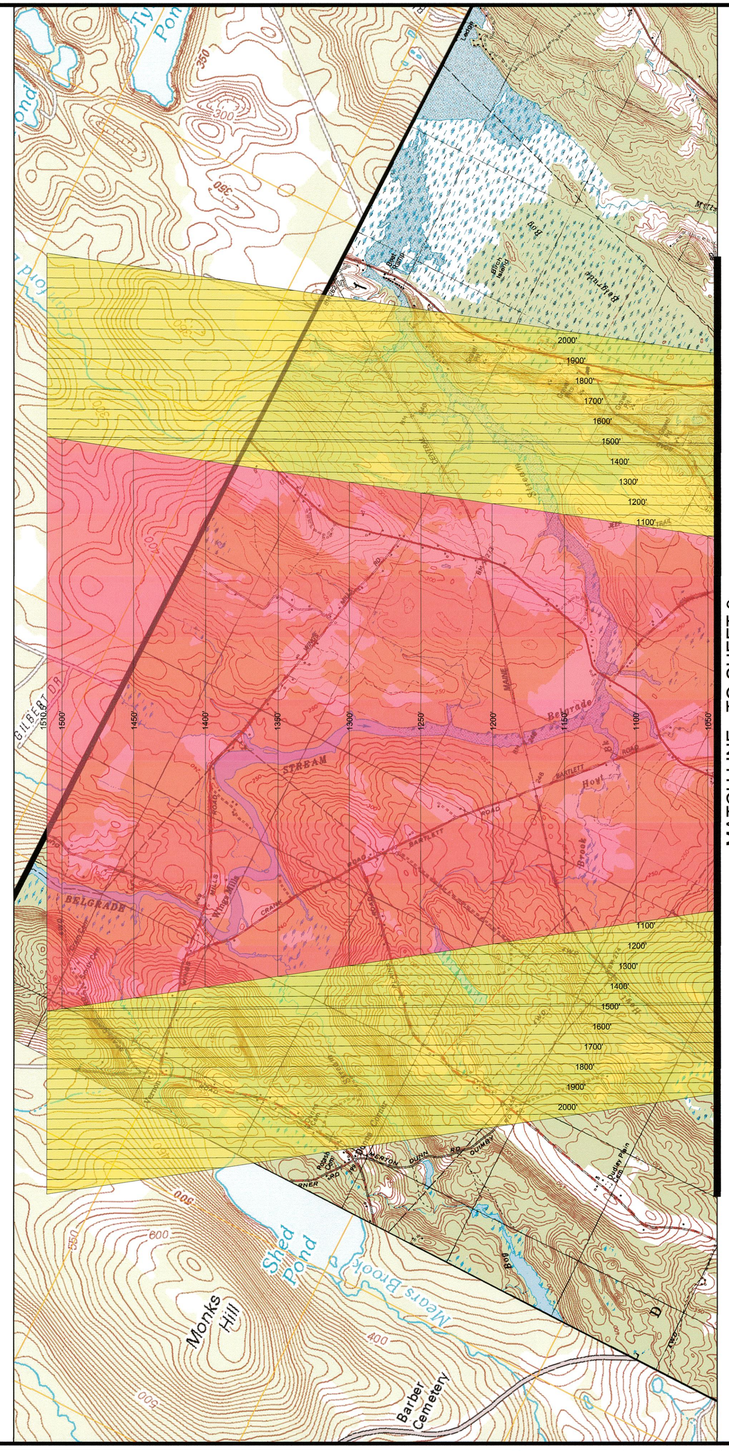
1. A HEIGHT OF FIVE HUNDRED (500) FEET ABOVE GROUND LEVEL AT THE SITE OF THE OBJECT ANYWHERE IN THE STATE.
2. A HEIGHT THAT IS TWO HUNDRED (200) FEET ABOVE GROUND LEVEL OR ABOVE THE ESTABLISHED AIRPORT ELEVATION, WHICHEVER IS HIGHER, WITHIN THREE (3) NAUTICAL MILES OF THE ESTABLISHED REFERENCED POINT 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 AUGUSTA STATE AIRPORT. THESE SURFACES ARE DEPICTED BASED UPON EXISTING AND ULTIMATE AIRPORT DEVELOPMENT.

PART 77 OBSTRUCTION TABLE

OBJECT #	OBJECT DESCRIPTION	IMPACTED PT-77 SURFACE	PT-77 ELEV (FT. AMSL)	OBJECT HEIGHT (FT. AMSL)	PENETRATION HEIGHT (FT)	DISPOSITION
1	ANT ON OL MCWV TWR	HORIZONTAL	502.0	569.0	67.0	NONE
2	FENCE	APPROACH	351.2	358.3	7.1	APPLY TSS
3	FENCE	TRANSITIONAL	360.2	358.3	-1.9	NONE
4	GRD	APPROACH	351.4	354.3	2.9	APPLY TSS
5	HGR	TRANSITIONAL	356.4	363.3	6.9	NONE
6	OL ON LOC	APPROACH	363.1	345.3	-17.8	NONE
7	OL ON LTD WSK	PRIMARY	PRIMARY	376.3	ALG Height	Fixed by Func
8	OL ON POLE	PRIMARY	PRIMARY	318.3	ALG Height	Fixed by Func
9	OL POLE	APPROACH	386.3	421.3	35.0	NONE
10	ANT ON BLDG	PRIMARY	PRIMARY	329.3	ALG Height	Fixed by Func
11	RD(N)	APPROACH	352.7	355.3	2.6	APPLY TSS
12	TREE	HORIZONTAL	502.0	585.3	83.3	NONE
13	TREE	HORIZONTAL	502.0	508.3	6.3	NONE
14	TREE	HORIZONTAL	502.0	604.3	102.3	NONE
15	TREE	HORIZONTAL	502.0	574.3	72.3	NONE
16	TREE	TRANSITIONAL	405.1	417.6	12.6	TOP
17	VOR/DME	PRIMARY	PRIMARY	372.1	ALG Height	Fixed by Func
18	OL TWR	HORIZONTAL	502.0	522.7	20.7	NONE
19	LT POLE	TRANSITIONAL	359.2	376.3	17.1	NONE
20	ANT ON BLDG	TRANSITIONAL	366.4	394.3	27.9	NONE
21	TREE	APPROACH	365.5	363.3	-2.2	NONE
24	FENCE	PRIMARY	PRIMARY	356.3	ALG Height	Fixed by Func
25	OL ON LT POLE	PRIMARY	PRIMARY	375.5	ALG Height	Fixed by Func
26	LT POLE	APPROACH	348.1	375.2	27.1	NONE
27	TREE	TRANSITIONAL	409.7	422.2	12.6	TOP
29	TREE	TRANSITIONAL	378.2	407.7	29.5	TOP
31	TREE	TRANSITIONAL	478.0	416.7	-61.3	NONE
32	TREE	TRANSITIONAL	461.9	414.2	-47.7	NONE
33	OL TWR	HORIZONTAL	502.0	664.8	162.8	NONE
35	TREE	TRANSITIONAL	369.8	391.3	21.5	TOP
36	TREE	TRANSITIONAL	351.0	364.7	13.6	TOP
38	TREE	TRANSITIONAL	410.9	426.8	15.9	TOP
40	TREE	TRANSITIONAL	509.6	419.4	-90.3	NONE
41	TREE	HORIZONTAL	502.0	524.8	22.8	NONE
42	TREE	TRANSITIONAL	402.3	442.9	40.6	TOP
43	TREE	TRANSITIONAL	380.8	408.4	27.6	TOP
44	TREE	TRANSITIONAL	409.1	440.3	31.2	TOP
45	TREE	TRANSITIONAL	429.5	419.5	-10.0	NONE
50	TREE	HORIZONTAL	502.0	514.6	12.6	NONE
51	TREE	HORIZONTAL	502.0	538.0	36.0	NONE
52	TREE	HORIZONTAL	502.0	586.6	84.6	NONE
53	TREE	HORIZONTAL	502.0	518.8	16.8	NONE
54	TREE	HORIZONTAL	502.0	610.0	108.0	NONE
55	CHY	TRANSITIONAL	369.1	377.8	8.7	NONE
56	OL TWR	HORIZONTAL	502.0	598.8	96.8	NONE
57	TREE	TRANSITIONAL	398.4	403.9	5.6	TOP
61	ROD ON APBN ON OL TWR	TRANSITIONAL	308.1	398.8	90.6	NONE
62	TREE	PRIMARY	PRIMARY	369.7	AGL Height	REMOVE
63	TREE	APPROACH	379.8	392.8	12.9	REMOVE
64	OL POLE	APPROACH	358.5	359.6	1.0	NONE
65	ANT ON TWR	TRANSITIONAL	451.4	442.7	-8.7	NONE
66	ROD ON TWR	TRANSITIONAL	401.8	398.1	-3.7	NONE
68	FENCE	APPROACH	355.4	353.4	-2.0	NONE
69	TREE	HORIZONTAL	502.0	477.1	-24.9	NONE
70	ANT ON OL POLE	PRIMARY	PRIMARY	378.5	ALG Height	Fixed by Func
77	ANT ON OL BLDG	PRIMARY	PRIMARY	378.9	ALG Height	Fixed by Func
78	SIGN	PRIMARY	PRIMARY	355.7	ALG Height	Fixed by Func
81	TREE	APPROACH	457.5	410.3	-47.3	NONE
101	TOWER	HORIZONTAL	502.0	245.0	-257.0	NONE
102	STACK	HORIZONTAL	502.0	310.0	-192.0	NONE
103	TOWER	HORIZONTAL	502.0	496.0	-6.0	NONE
104	TOWER	HORIZONTAL	502.0	589.0	87.0	NONE
105	TOWER	CONICAL	564.8	565.0	0.2	NONE
106	TOWER	OUTSIDE PT77	N/A	794.0	N/A	NONE
107	TOWER	OUTSIDE PT77	N/A	524.0	N/A	NONE
108	BLDG	TRANSITIONAL	362.5	374.0	11.5	NONE
109	BLDG	TRANSITIONAL	448.8	459.0	10.2	NONE
110	TOWER	TRANSITIONAL	459.2	439.0	-20.2	NONE
111	POLE	APPROACH	350.1	375.0	24.9	LOWER
112	TOWER	HORIZONTAL	502.0	597.0	95.0	NONE
113	POLE	APPROACH	358.7	387.0	28.3	LIGTHED
114	TOWER	HORIZONTAL	502.0	675.0	173.0	NONE
115	TOWER	CONICAL	505.8	404.0	-101.8	NONE
201	CELL TOWER	HORIZONTAL	502.0	574.1	72.1	NONE
202	CELL TOWER	N/A	N/A	1378.0	N/A	NONE
203	CELL TOWER	HORIZONTAL	502.0	511.8	9.8	NONE
204	CELL TOWER	HORIZONTAL	502.0	557.7	55.7	NONE
205	CELL TOWER	HORIZONTAL	502.0	393.7	-108.3	NONE
206	CELL TOWER	HORIZONTAL	502.0	590.6	88.6	NONE
207	CELL TOWER	HORIZONTAL	502.0	360.9	-141.1	NONE

NOTES:
000 Series from eAOC points
100 Series from Maine DOF Ponts
200 Series from Maine GIS Cell Towers File



REVISIONS

DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT
AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

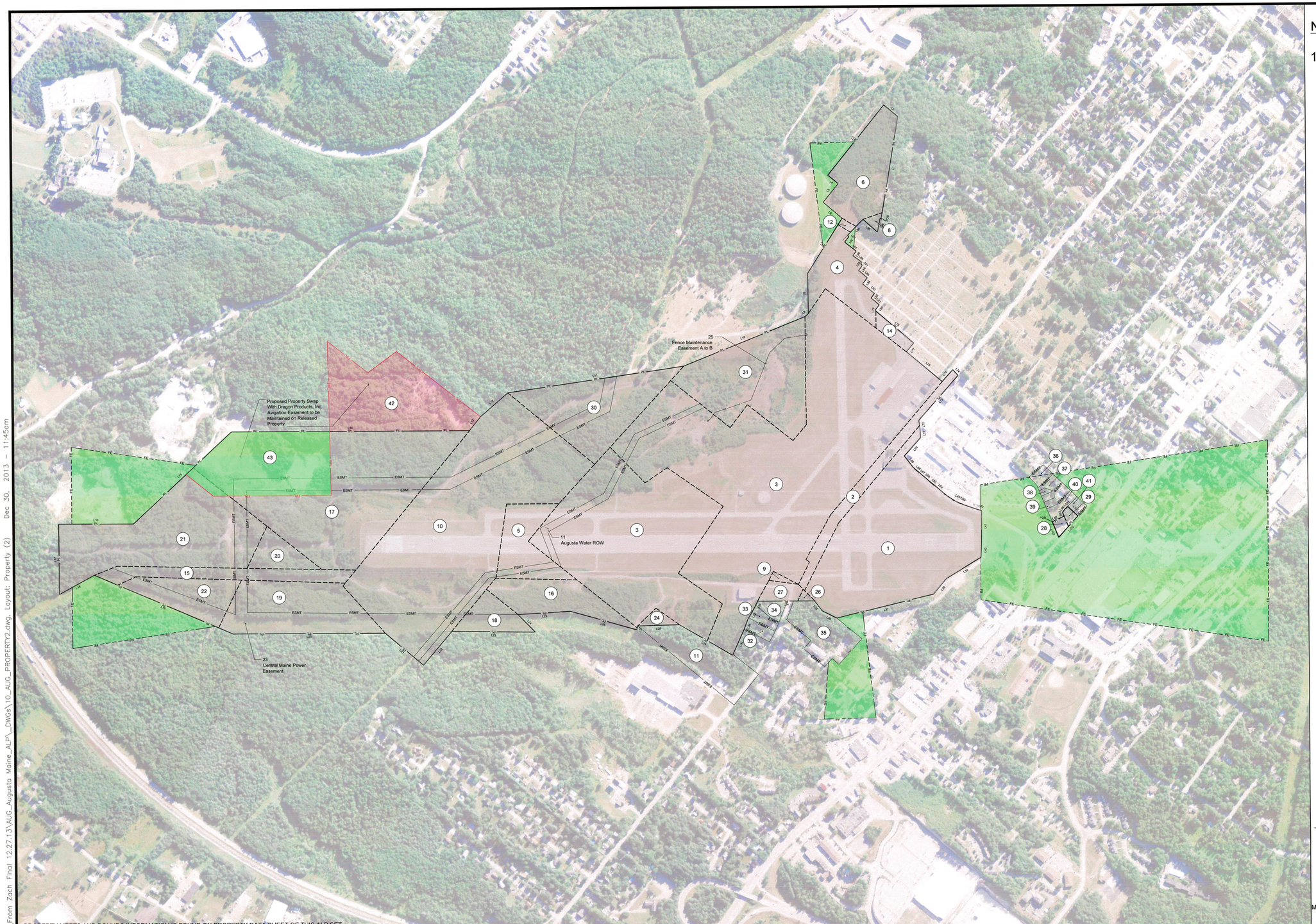
SHEET TITLE
PART 77 IMAGINARY SURFACES
SHEET 2
& OBSTRUCTION DATA

Hoyle, Tanner & Associates, Inc.

AIP NO.: 3-23-0003-027-2013
PROJ. NO.: 306402
DRAWN: -ZEN
DESIGN: -ZEN/ERM
CHECKED: -ERM/NEG
DATE: OCTOBER 2013

SHEET 10 OF 12

Drawing name: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\08-9_AUG_DATA_PT77.dwg Dec 30, 2013 - 3:28pm



NOTES:

1. The property boundary depicted here-in is not the result of a boundary survey by a licensed surveyor in the State of Maine. The meets and bounds provided on Sheet 12 of this ALP set are for informational purposes only and may not in anyway be construed as correct or accurate.

- Airport Property Boundary
- Future Airport Property
- Airport Parcels
- Existing Easement
- Future Easement
- 30 Parcel ID

-16.08056°

GRAPHIC SCALE

400' 0 400'

MAGNETIC DECLINATION 16.08056° W
CHANGES 5.3' EAST / YR

REVISIONS	
DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE

AIRPORT PROPERTY MAP
EXHIBIT-A

Hoyle, Tanner & Associates, Inc.

AIP NO.: 3-23-0003-027-2013
PROJ. NO.: 306402
DRAWN: -ZEN
DESIGN: -ZEN/ERM
CHECKED: -ERM/NEG
DATE: OCTOBER 2013

SHEET 11 OF 12

Drawing name: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\10_AUG_PROPERTY2.dwg, Layout: Property (2) Dec 30, 2013 - 11:45am

INVENTORY OF PARCELS

PARCEL NUMBER	GRANTOR	GRANTEE	INSTRUMENT	TOTAL ACREAGE	ACQUISITION DATE	K.C.R.D. BOOK/PAGE	REMARKS
1	C.N. Mulliken	State of Maine	Fee	30.5	6/11/1889	375/570	See note 1, 3
2	City of Augusta	State of Maine	Cert. of Discontinuance		8/18/1936		Winthrop Street discontinued, see note 3
3	A.B. Newhert	State of Maine	Fee	41.45	6/17/1941	777/210	See note 3
4	City of Augusta	State of Maine	Fee	5.4	6/17/1941	777/208	See note 3
5	W.S. Wyman	State of Maine	Fee	5.3	6/28/1941	779/294	See note 3
6	F. Robbins	State of Maine	Fee	7.22	07/14/1941	777/426	1/2 Interest in parcel shared with C.M. Pierce, See note 3
	C.M. Pierce	State of Maine	Fee	7.22	07/15/1941	777/352	1/2 Interest in parcel shared with F. Robbins, See note 3
7	City of Augusta	State of Maine	Fee	86	7/21/1941	777/410	See note 3
8	N.M. Katsikas	State of Maine	Fee	0.5	8/16/1941	796/342	See note 1, 3
9	G. Calzolari	State of Maine	Fee	0.3	8/14/1942	790/438	See note 3
10	Eastern Investment Co.	State of Maine	Fee	49.2	7/26/1951	914/269	FAAP 9-17-003-202, See note 1
11	State of Maine	Augusta Water District	Right of Way		12/11/1952	930/454	50' right of way
12	State of Maine	Augusta Water District				362/333	66' right of way
13	State of Maine	Cumberland Securities Corp.	Quitclaim	7.25	9/3/1957	1089/498	"Outsale", See note 3, FAA approval 4/18/1957
14	City of Augusta	State of Maine	Fee	1	2/20/1962		Plan Book 26- Page 16
15	Central Maine Power	State of Maine	Fee	4.69	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 1
16	Central Securities Corp.	State of Maine	Fee	6.68	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 2
17	V.E. Dunn and Son	State of Maine	Fee	43.66	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 1, Mineral Rights Reserved to Grantor
18	V.K. and S.R. Peachey	State of Maine	Fee	2.63	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 2
19	V.K. and S.R. Peachey	State of Maine	Fee	0.75	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 1
20	V.K. and S.R. Peachey	State of Maine	Fee	3.44	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 1
21	W.I. Arnold	State of Maine	Fee	21.29	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 1
22	W.I. Arnold	State of Maine	Fee	4.66	5/27/1980	2296/94	ADAP 6-23-0003-07, Part 1
23	State of Maine	Central Maine Power	Easement Rights		9/7/1981	2421/257	
24	Cumberland Securities Corp	State of Maine	Fee	0.72	10/28/1987	3263/132	ADAP 6-23-0003-07, Part 2
25	City of Augusta	State of Maine	Easement		8/21/1989	3603/288	City of Augusta, maintenance easement of fence points A to B
26	Meadow Park Dev. Corp.	State of Maine	Fee	0.2	11/28/1989	3663/249	Acquired under AIP Project No. 3-23-0003-16-2007
27	Meadow Park Dev. Corp.	State of Maine	Fee	0.75	11/28/1989	3663/249	Acquired under AIP Project No. 3-23-0003-16-2007
28	City of Augusta	State of Maine	Fee	13.55	11/5/1993	4566/301	
29	City of Augusta	State of Maine	Fee	15.55	11/5/1993	4566/301	
30	Maine Home for Little Wanders	State of Maine	Fee	0.27	8/14/2007	9464/0091	AIP Project No. 3-23-0003-16-2007
31	William Pieske	State of Maine	Fee	0.29	8/15/2007	9464/0089	AIP Project No. 3-23-0003-16-2007
32	Heirs of John G. Burns and Mary F. Burns	State of Maine	Condemnation	0.57	7/14/2011	10824/282	AVIGATION EASEMENT AIP 3-23-003-25-2012
33	Gloria E. Pelletier	State of Maine	Condemnation	0.58	7/14/2011	10824/282	AVIGATION EASEMENT AIP 3-23-003-25-2012
34	MPDC IV, Inc.	State of Maine	Condemnation	0.75	7/14/2011	10824/282	AVIGATION EASEMENT AIP 3-23-003-25-2012
35	MPDC III, Inc.	State of Maine	Condemnation	4.6	7/14/2011	10824/282	AVIGATION EASEMENT AIP 3-23-003-25-2012
36	E. Bruce & Kathleen B Kirkham	State of Maine	Condemnation	0.44	4/29/2013	11367/33	AVIGATION EASEMENT AIP 3-23-003-28-2013
37	Sally C. Munroe	State of Maine	Condemnation	0.52	4/29/2013	11367/33	AVIGATION EASEMENT AIP 3-23-003-28-2013
38	Greater Augusta Utility District	State of Maine	Condemnation	0.09	4/29/2013	11367/33	AVIGATION EASEMENT AIP 3-23-003-28-2013
39	Joshua Nadel	State of Maine	Condemnation	0.63	4/29/2013	11367/33	AVIGATION EASEMENT AIP 3-23-003-28-2013
40	John A. Reny & Robert St. Onge	State of Maine	Condemnation	0.91	4/29/2013	11367/33	AVIGATION EASEMENT AIP 3-23-003-28-2013
41	Jeannette A. Lagace	State of Maine	Condemnation	0.33	4/29/2013	11367/33	AVIGATION EASEMENT AIP 3-23-003-28-2013
42	Dragon Products Company, Inc	State of Maine		15.17			Property Swap - FAA Approval
43	State of Maine	Dragon Products Company, Inc		13.95			Property Swap - FAA Approval - Avigation Easement Retained

Notes:
1. Total acreage for this parcel was developed by use of a polar planimeter.
2. Parcel subject to the right of the State to pass across for aeronautical purposes.
3. AP-4 agreement surrendering leasehold to State of Maine, 03/19/1951.

Source: Maine Department of Transportation

POB N542643.45,E1138262.15
NAD83(HARN) / Maine CS2000 West

Point	Bearing	Distance (ft)	Point	Bearing	Distance (ft)
L1	S72° 54' 00"W	895.88	L49	S04° 45' 41"E	22.97
L2	S13° 10' 36"W	156.52	L50	S03° 10' 32"E	4.82
L3	S78° 18' 27"E	781.2	L51	S01° 13' 21"E	19.28
L4	N11° 35' 04"E	117.03	L52	S01° 44' 11"W	9.61
L5	S77° 55' 06"E	208.45	L53	S02° 05' 47"W	9.67
L6	N13° 13' 49"E	215.54	L54	S03° 45' 16"W	22.33
L7	S84° 55' 04"E	565.36	L55	S05° 12' 44"W	19.03
L8	N62° 18' 09"E	348.87	L56	S07° 28' 57"W	10.59
L9	S69° 57' 30"E	40.7	L57	S08° 01' 44"W	14.77
L10	S49° 09' 28"E	1138.84	L58	S09° 42' 55"W	14.39
L11	S35° 34' 27"E	1548.03	L59	S10° 25' 18"W	8.05
L12	S68° 20' 09"E	314.95	L60	S11° 24' 40"W	16.11
L13	S78° 18' 14"E	155.81	L61	S12° 23' 55"W	8.05
L14	S27° 15' 54"E	2070.45	L62	S13° 03' 12"W	8.05
L15	S70° 04' 21"E	1168.84	L63	S14° 23' 59"W	16.11
L16	S27° 09' 11"E	650	L64	S13° 09' 03"W	81.87
L17	N62° 37' 21"E	611.95	L65	S12° 54' 45"W	55.91
L18	N55° 47' 27"W	347.63	L66	S12° 27' 02"W	74.2
L19	N04° 01' 32"W	1310.44	L67	S14° 21' 53"W	45.68
L20	N27° 16' 13"W	1322.57	L68	S13° 08' 06"W	60.79
L21	N12° 57' 01"E	433.51	L69	S24° 52' 26"W	127.6
L22	N77° 01' 22"W	383.69	L70	N75° 37' 10"W	217.15
L23	N26° 21' 54"W	727.27	L71	S59° 05' 43"W	66.8
L24	S18° 19' 58"W	215.14	L72	S53° 35' 42"W	81.13
L25	N30° 28' 08"W	458.61	L73	N75° 53' 01"W	520.7
L26	N11° 23' 16"W	597.01	L74	S19° 53' 58"W	66.62
L27	S74° 40' 34"W	33.17	L75	S75° 27' 55"E	136.24
L28	N28° 47' 07"W	363.18	L76	S12° 36' 59"W	405.82
L29	N02° 43' 50"E	533.13	L77	N77° 00' 35"W	100.12
L30	S87° 14' 43"W	236.33	L78	S13° 06' 04"W	429.83
L31	S83° 38' 21"W	99.77	L79	S65° 06' 59"W	17.9
L32	N87° 07' 07"W	120.98	L80	N78° 16' 22"W	47.02
L33	S88° 15' 03"W	59.27	L81	S13° 08' 14"W	93.72
L34	N27° 16' 24"W	497.9	L82	N79° 06' 42"W	48.65
L35	N26° 23' 22"E	107.33	L83	S12° 05' 02"W	132.19
L36	N01° 03' 57"W	142.72	L84	N79° 21' 31"W	66.71
L37	N40° 50' 10"W	866.41	L85	S13° 18' 53"W	98.7
L38	N77° 31' 20"W	176.36	L86	N82° 21' 38"W	54.67
L39	N58° 27' 53"W	351.02	L87	S21° 26' 28"W	17.87
L40	S65° 20' 52"W	133.78	L88	N79° 37' 42"W	16.25
L41	S63° 17' 24"W	273.5	L89	S09° 11' 24"W	98.82
L42	S14° 49' 49"E	14.94	L90	N79° 43' 37"W	48.04
L43	S11° 28' 44"E	21.38	L91	S11° 15' 33"W	126.44
L44	S07° 37' 26"E	24.65	L92	N79° 23' 38"W	60.84
L45	S08° 00' 25"E	42.61	L93	S15° 25' 48"W	17.39
L46	S08° 00' 47"E	47.98	L94	N72° 32' 07"W	194.26
L47	S06° 39' 39"E	18.06	L95	N14° 21' 52"E	166.89
L48	S05° 39' 30"E	18.06	L96	S73° 50' 38"W	122.83

POB N540115.29,E1136585.43
NAD83(HARN) / Maine CS2000 West

Point	Bearing	Distance (ft)
L97	S52° 09' 02"E	114.48
L98	N40° 24' 14"E	35.82
L99	S82° 48' 52"E	25.96
L100	S71° 54' 11"E	42.81
L101	S15° 51' 00"W	119.84
L102	N75° 22' 16"W	249.70
L103	N40° 09' 20"E	146.19

NOTE:
The property boundary depicted on the preceding sheet is not the result of a boundary survey by a licensed surveyor in the State of Maine. The metes and bounds provided are for informational purposes only and may not in anyway be construed as correct or accurate.

REVISIONS

DATE	DESCRIPTION

Augusta Your Maine Connection! STATE AIRPORT

PROJECT
AUGUSTA STATE AIRPORT
AUGUSTA, MAINE
AIRPORT LAYOUT PLAN UPDATE

SHEET TITLE
AIRPORT PROPERTY MAP
DATA SHEET

Hoyle, Tanner & Associates, Inc.

AIP NO.: 3-23-0003-027-2013
PROJ. NO.: 306402
DRAWN: -ZEN
DESIGN: -ZEN/ERM
CHECKED: -ERM/NEG
DATE: OCTOBER 2013

SHEET 12 OF 12

Drawing name: H:\306402\data\From Zach Final 12.27.13\AUG_Augusta Maine_ALP_DWGs\10_AUG_PROPERTY2.dwg, Layout: Property (2) Dec 30, 2013 - 11:45am

U.S. Department
of Transportation

Federal Aviation Administration

May 04, 2015

TO:
State of Maine
Attn: John Guimond
16 State House Station
Augusta, ME 04333
john.guimond@augustamaine.gov

RE: *(See attached Table 1 for referenced case(s))*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2014-ANE-947-NRA		AUGUSTA, ME	44-19-14.34N	69-47-50.34W	0	352

Description: Update to Airport Layout Plan to develop additional hangar development sites, apron parking, and revised Rwy 8 threshold for standard RSA. Change in ARP. See attached plan.

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 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. Please make the following corrections in the next ALP revision.

NAVAIDS 1) Omission: The end-fire glide slope critical area is NOT depicted on the ALP. Please ensure the glide slope critical area is depicted in accordance with FAA Order 6750.16E Siting Criteria for Instrument Landing Systems (ILS), Figure 1-4. End-Fire Glide Slope Critical Area. 2) Omission: When the EFGS critical area is clearly depicted on the ALP, as per FAA Order 6750.16E Siting Criteria for Instrument Landing Systems (ILS), Figure 1-4 End-Fire Glide Slope Critical Area, it will need to be listed in the ALP legend. 3) Error: The Airport Data Table (upper right-hand corner) under the existing column for the Airport & Terminal Area NAVAIDS is incorrect. It should specifiy LOC NOT ILS. Please correct and replace ILS with LOC.

See the attached comments from Flight Procedures Office regarding specific concerns future projects could have on maintaining instrumnet operations if not properly processed and records updated.

The next master plkan study needs to review all nonconforming conditions and modification to standards. In particular, the parallel taxiway requirements for Runway 17-35 need to be evaluated. Our written records indicate the airport was going to complete the taxiway to connect to Runway 17.

We look forward to working with you in the continued development of your airport. If you have any questions, please contact me at (781) 238-7612 ralph.nicosia-rusin@faa.gov.

Ralph Nicosia-Rusin
DivUser

U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: ACTION:
Augusta State (KAUG)
Augusta, ME
Re: ALP Review(2014-ANE-947-NRA)

Date: 9 January 2015

From: Eastern Flight Procedures Team (EFPT), AJV-E24

Reply to Attn. of: Shawn L. Reddinger (404) 305-5948

To: Ralph Nicosia-Rusin (ANE-600)

THE EASTERN FLIGHT PROCEDURES TEAM (FPT) has evaluated the effects of the planned future airport improvements as outlined in 2014-ANE-947-NRA which includes plans to develop additional hangar sites, apron parking, revise Rwy 8 threshold for standard RSA, change in ARP, etc. The IFR effect of these construction plans are contained within this response letter, and the outlined construction phases shown below:

1. **IFR EFFECT (TEMPORARY DISPLACED THRESHOLD).** Any planned displaced threshold during construction to either runway ends will require FDC NOTAM actions all instrument procedures published to the runway will be impacted. The straight-in minimums for the RNAV and VOR/DME procedures become Not Authorized (NA) when the runway end is relocated, even if only temporarily.

2. **IFR EFFECT (RUNWAY 8 EXTENSION).** When the approach end of runway 8 is extended by 90FT, the threshold relocation exceeds the Gold Standard for runway threshold parameter changes outlined in 8260.19, clarified as follows:

   +/- 50 ft or less longitudinally
   +/- 10 ft or less laterally
   +/- 3 ft or less vertically

   a. **RNAV (GPS) RWY 8.** This procedure will require amendment to support the proposed relocation of the threshold. Proponent must work with the Airport District Office (ADO) to ensure required obstacle survey data is available to support this new runway configuration.

b. **VOR/DME RWY 8.** This procedure will require amendment to support the proposed relocation of the threshold. Proponent must work with the Airport District Office (ADO) to ensure required obstacle survey data is available to support this new runway configuration. NOTE: In the interim, FDC Minimums required, noting Straight-in Minimums are Not Authorized (NA).

c. **TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE.** Because the departure (40:1) surface begins at the departure ends of the runway, the departure procedure will require amendment to support the new extended runway end. Runway 26 will require amendment due to the 40:1 surface origination changing.

2. **Notification Requirement.** During the construction phase, the EASTERN FPT must be notified by the Airport District Office (ADO) or the airport authority at 404-305-5948 at least 5 days prior to any temporary displacement and/or relocation of the thresholds. Proponent must provide the latitude/longitude and elevation of the displaced thld location. (Notification time necessary for issuance of FDC NOTAMS).

3. **SUBMIT PROPOSED NEW AIRPORT DATA (ASIS/IAPA FORM).** Prior to amendments being planned for Runway 8 approaches updated obstacle survey data will need to be received.

4. **REQUIRED EQUIPMENT SUBMISSION.** Proponent must provide the proposed new and/or relocated equipment data in accordance with FAA Order JO 7900.2, which can be found at http://www.faa.gov/regulations policies/orders notices/ All equipment site selection data must be submitted and/or amended (i.e. ILS System, lighting, PAPI, AWOS, etc.) This data must be coordinated with the data branch POC: Glenn King, Ph. (405) 954-8927 (glenn.h.king@faa.gov), for development purposes. Please include a "cc" to EFPT (Shawn.Reddinger@faa.gov) if submitting data directly to the databranch.

5. **AIRPORT DATA FORM.** Once a publication/project completion date is established, the National Flight Data Center (NFDC) must be notified of the new runway configuration via the NFDC web portal located at http://nfdc.faa.gov . The FPT does not notify NFDC for the sponsor. This is official action that the airport must do themselves, though, it's possible they may be required to go through the ADO before submitting airport change data.

6. **FAA Form 5010-1.** Recommend FAA Form 5010-1 is updated to reflect the updated runway changes once they are reconfigured.

7. **Adding Obstruction Data.** Review of this ALP does not result in newly identified obstructions being added to the obstruction database.

8. **Removing obstruction Data.** Removal of obstructions from the database require a letter be submitted to EASTERN FPT by the airport manager or ADO, identifying the obstruction (lat/lon/hgt, state code if known,etc), and what action was taken (i.e. tree cut, tower dismantled, etc). In turn, this information will be forwarded to the Obstruction office for processing. If any tree removal is planned please ensure the boundary of the tree removal area is documented via definable coordinates to ensure the database can be purged of the removed trees. A new survey, after tree removal will not automatically remove the trees that no longer exist. Each survey "adds" more obstructions to the database and does NOT automatically remove old ones that no longer exist.

NOTE: Noting on the ALP that an obstruction will be removed and/or reduced in height does not constitute an official request that the obstruction has been removed. If it is noted that a bldg had been identified as a penetration, but, it will be removed later, this action must be followed-up on, and a confirmation letter sent that the building(s) have actually been removed.

//signed//

Shawn L. Reddinger
Eastern FPT/AJV-E24
Ph 404-305-5948