Hancock County
Bar Harbor Airport (BHB)
Trenton, Maine

MASTER PLAN
UPDATE

FEDERAL/STATE PROJECT NO.
AIP 3-23-0006-30-2010
HOYLE, TANNER PROJECT NO. 030340

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12. EXHIBIT A - PROPERTY MAP

May, 2011
RE: (See attached Table 1 for referenced case(s))
**FINAL DETERMINATION**

Table 1 - Letter Referenced Case(s)

<table>
<thead>
<tr>
<th>ASN</th>
<th>Prior ASN</th>
<th>Location</th>
<th>Latitude (NAD83)</th>
<th>Longitude (NAD83)</th>
<th>AGL (Feet)</th>
<th>AMSL (Feet)</th>
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<td>2011-ANE-375-NRA</td>
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<td>BAR HARBOR, ME</td>
<td>44-26-59.17N</td>
<td>68-21-41.64W</td>
<td>0</td>
<td>83</td>
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The proposed change to your currently approved Airport Layout Plan (ALP) submitted, has been reviewed under the authority of Federal Aviation Regulation (FAR) 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. [All construction of pavement, buildings, or other facilities must submit FAA form 7460 at least 90 days prior to construction.]

All development must review current environmental requirements prior to construction or placement of the Airport Capital Improvement Plans.

1-Runway 4/22 The proposed 300’ extension will require the glide slope (GS) and collocated ASOS facility to be relocated forward approximately the same distance. Additionally, the associated critical area will need to be re-established based on new Runway 22 GS location. The extension to Runway 4/22 will require new approaches. Please plan and coordinate with Flight Procedures at least 18 months in advance. Upgrading MALSF to MALSR may improve visibility from 3/4 to 1/2 mile as long as the 34:1 and 20:1 surfaces are clear. 2- Runway 35- RNAV(GPS) will require vertical guidance (VG) survey for determining the feasibility and minima for a LPV/RNAV-VNAV approach. This survey can be requested to be performed by FAA when submitting the request for the development of the approach.

The proposed development is consistent with the known existing and forecasted future needs of the airport. Approval of the ALP does not include or imply FAA approval of federal funding for any of the proposed development.
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 FAR, 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) 238-7612, ralph.nicosia-rusin@faa.gov.

ALP approved by

Ralph Nicosia-Rusin
DivUser