59B NEWTON FIELD
JACKMAN, ME
AIRPORT LAYOUT PLAN SET

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

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PLANS PREPARED BY:
Hoyle Tanner & Associates, Inc.
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, avigation easements, letters of agreement or other means. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.
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,

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