NORTHERN AROOSTOOK REGIONAL AIRPORT
FRENCHVILLE, ME
AIRPORT LAYOUT PLAN SET

AIRPORT OWNERSHIP AND MANAGEMENT
The Northern Aroostook Regional Airport is owned by the Northern Aroostook Regional Airport Authority and operated under the management of the Northern Aroostook Regional Airport Authority, Airport Manager, David Fernard Sr.

Northern Aroostook Regional Airport Authority, 74 Airport Ave, Frenchville, ME 04745

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FAA AIP# 3-23-0021-20-2017
APRIL 2018
January 31, 2019

TO: Northern Aroostook Regional
    Airport
    Attn: Mr. Dave Fernald
    74 Airport Drive
    Frenchville, ME 04745
dafernald@yahoo.com

CC: N AROOSTOOK RGNL APT
    AUTH
    74 AIRPORT AVE
    FRENCHVILLE, ME 04745
dafernald@yahoo.com

RE: (See attached Table 1 for referenced case(s))
    ALP 7460 No Objection Letter
    **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>2018-ANE-987-NRA</td>
<td></td>
<td>FRENCHVILLE,ME</td>
<td>47-17-07.79N</td>
<td>68-18-45.92W</td>
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<td>983</td>
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Description: Airport Layout Plan Northern Aroostook Regional Airport (FVE) Frenchville, Maine

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 2018-05-23 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. 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.

1. Replace existing FAA-owned RW 32 REILs
   a) The ALP proposes to replace the existing FAA-owned RW 32 REILs.
   b) The FAA FSEP shows the existing RW 32 REILs with a commissioned/full service status.
   c) Coordination will be required with the FAA ATO Planning & Requirements (P&R) Group for any necessary agreement to replace the FAA-owned RW 32 REILs.

2. Proposed PAPI installation on RW 14
   a) The ALP proposes the installation of a 4-Box PAPI on RW 14.
   b) Coordination will be required with the FAA ATO P&R Group if the proposed RW 14 PAPI will be owned or maintained by the FAA.
   c) Coordination will be required with the FAA National Flight Data Center (NFDC) to complete a VGSI Data Form for the proposed RW 14 PAPI.
d) Coordination will be required with the proposed PAPI installer to prepare a Plan & Profile for the PAPI and to ensure that no object penetrates the PAPI OCS.
e) Revise Runway Data Table to list the proposed RW 14 PAPI.
3. Replace airport-owned RW 14 REILs with FAA REILs
   a) The ALP proposes to replace the airport-owned RW 14 REILs with FAA-owned REILs.
   b) Coordination will be required with the FAA ATO P&R Group for any necessary agreement if the proposed REILs will be owned or maintained by the FAA.
4. Proposed Runway Reconstruction
   a) Coordinate with the airport operator and the local FAA Tech OPS to ensure that there is no physical impact to the RW 32 PAPI LHAs or to the associated cable infrastructures.
   b) Coordinate with the airport operator and the local FAA Tech OPS to ensure that the runway reconstruction will not result in any out-of-tolerance change to RW 32 PAPI RRP elevation vis-à-vis the beam centers of the LHAs.
   c) Coordination will be required with the FAA ATO P&R Group for any necessary agreement to restore the RW 32 PAPI into compliance, if there is any adverse impact.
   Coordinate with the airport operator to ensure there is a clear line of sight to existing and proposed airfield vis-à-à-vis from any controlling point.

WEATHER:
In future ALP updates please denote 500 ft. radius clearance area for the FVE ASOS.
Trees within clearance area should comply with order 6560.20C.
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 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.