AUGUSTA STATE AIRPORT
AUGUSTA, MAINE

AIRPORT LAYOUT PLAN
DRAWING SET

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
9B State House Shta.
Augusta, ME 04333

FAA AIP# 3-23-0003-027-2013
STATE GRANT # 018450.00
AIRSPACE REVIEW: NRA-XXX-XXX-XXX

OCTOBER 2013

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<table>
<thead>
<tr>
<th>Building ID</th>
<th>Description</th>
<th>Elev. (AMSL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Terminal</td>
<td>381.2</td>
</tr>
<tr>
<td>2</td>
<td>FBO/NAVAID Instrument Flight</td>
<td>388.7</td>
</tr>
<tr>
<td>3</td>
<td>FBO Maintenance Hangar</td>
<td>373.8</td>
</tr>
<tr>
<td>4</td>
<td>Maintenance Garage/Offices - State</td>
<td>373.3</td>
</tr>
<tr>
<td>5</td>
<td>Sand Storage - State</td>
<td>370.5</td>
</tr>
<tr>
<td>6</td>
<td>Chief Patrol</td>
<td>361.2</td>
</tr>
<tr>
<td>7</td>
<td>T-Hangers - Privately Owned</td>
<td>365.1</td>
</tr>
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<td>8</td>
<td>T-Hangers - Privately Owned</td>
<td>365.7</td>
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<td>9</td>
<td>T-Hangers - Privately Owned</td>
<td>365.1</td>
</tr>
<tr>
<td>10</td>
<td>VOR Control Building - FAA</td>
<td>375.0</td>
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<tr>
<td>11</td>
<td>Snow Removal Equipment Storage</td>
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</tr>
<tr>
<td>12</td>
<td>Garage Buildings</td>
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</table>
NO IDENTIFIED PENETRATIONS
NO OBSTRUCTIONS TO RUNWAY 8
### PART 77: OBSTRUCTION TABLE

<table>
<thead>
<tr>
<th>OBJECT #</th>
<th>OBJECT DESCRIPTION</th>
<th>IMPACT PROBABILITY</th>
<th>OBJECT HEIGHT</th>
<th>DISPOSITION</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>NO GND OBJ</td>
<td>500.0</td>
<td>N/A</td>
<td>None</td>
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<tr>
<td>2</td>
<td>POWER LINE</td>
<td>APPROACH</td>
<td>350.0</td>
<td>75.0</td>
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<tr>
<td>3</td>
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<td>APPROACH</td>
<td>350.0</td>
<td>75.0</td>
</tr>
<tr>
<td>4</td>
<td>HIGH TENSION</td>
<td>APPROACH</td>
<td>350.0</td>
<td>75.0</td>
</tr>
<tr>
<td>5</td>
<td>HIGH TENSION</td>
<td>APPROACH</td>
<td>350.0</td>
<td>75.0</td>
</tr>
<tr>
<td>6</td>
<td>HIGH TENSION</td>
<td>APPROACH</td>
<td>350.0</td>
<td>75.0</td>
</tr>
<tr>
<td>7</td>
<td>OIL TANK</td>
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<td>75.0</td>
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<td>75.0</td>
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<td>75.0</td>
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<td>15</td>
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<td>350.0</td>
<td>75.0</td>
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<td>OIL TANK</td>
<td>PRIMARY</td>
<td>350.0</td>
<td>75.0</td>
</tr>
</tbody>
</table>

**DIMENSIONS (FEET):**

- **A:** Height of object above 1000 feet above ground level (AGL) on the extended airport obstruction surface.
- **B:** Height of object above 75 feet AGL on the extended airport obstruction surface.
- **C:** Horizontal distance from the centerline of the extended airport obstruction surface to the centerline of the object.
- **D:** Vertical distance from the object to the extended airport obstruction surface.

**NOTES:**

- 100 Bars from airport center
- 200 Bars from airport center
- 0 Bars from airport center

**DRAWN:**

- Augusta State Airport
- Augusta, Maine
- Airport Layout Plan Update

**SCALE:**

- GRAPH SCALE
- 1 UNIT = 100 FEET

**SEASON:**

- Summer

**DATE:**

- June 15, 2015

**PREPARED BY:**

- Hoyle, Tanner & Associates, Inc.

**APPROVED BY:**

- October 3, 2013
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)

<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>
</tr>
</thead>
<tbody>
<tr>
<td>2014-ANE-947-NRA</td>
<td></td>
<td>AUGUSTA, ME</td>
<td>44-19-14.34N</td>
<td>69-47-50.34W</td>
<td>0</td>
<td>352</td>
</tr>
</tbody>
</table>

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 EFGL 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 specify 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 instrument operations if not properly processed and records updated.
The next master plan 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

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

To: Ralph Nicosia-Rusin (ANE-600)

Date: 9 January 2015

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

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/](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](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