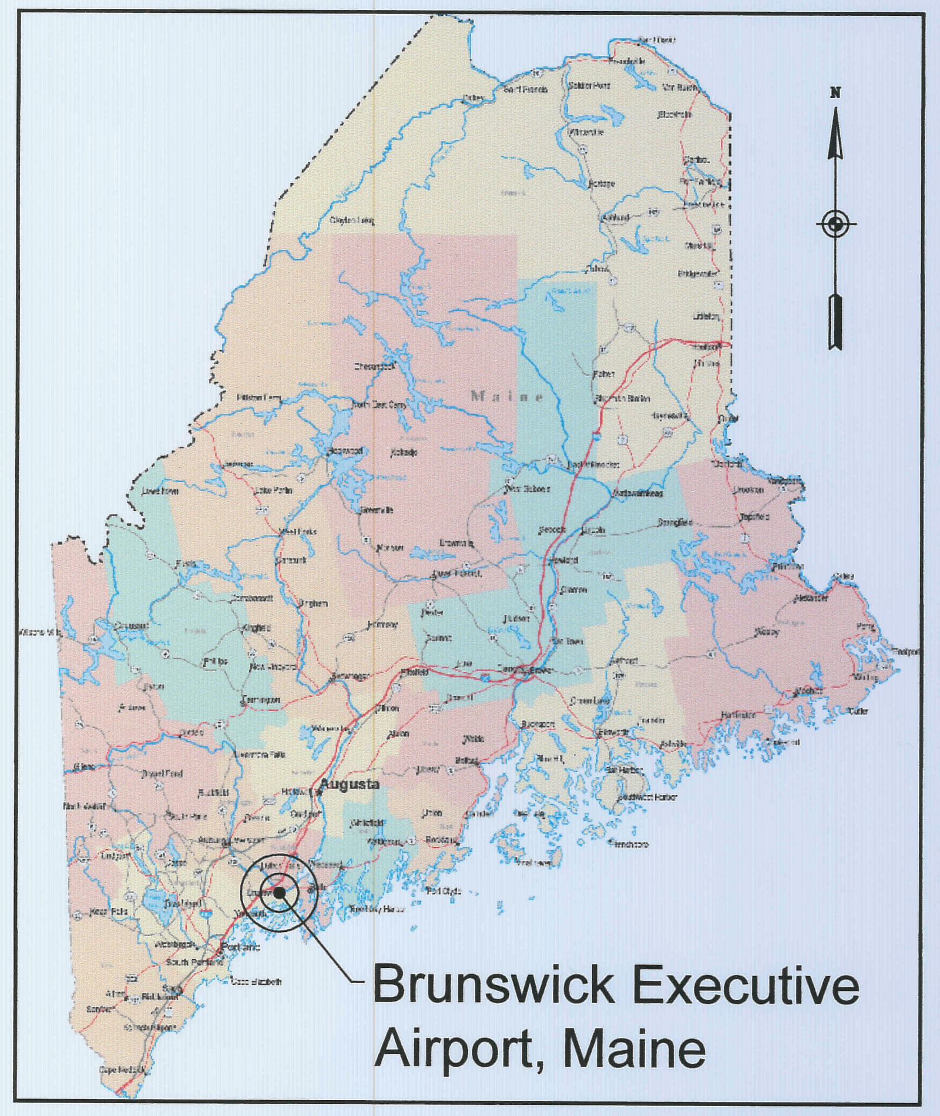


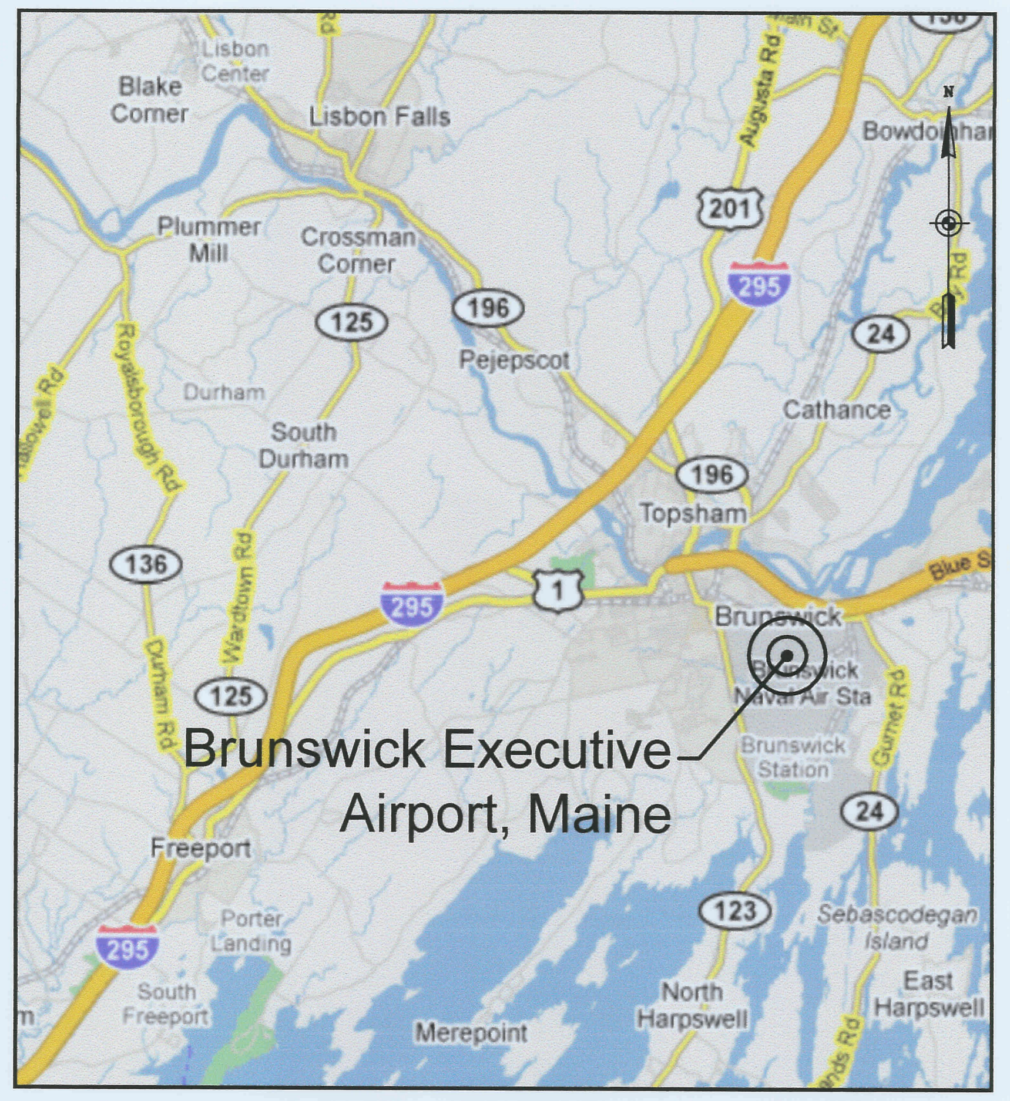
LOCATION MAP
NOT TO SCALE

MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY

MRRA
Midcoast Regional
Redevelopment Authority

BRUNSWICK EXECUTIVE AIRPORT

BRUNSWICK, MAINE



VICINITY MAP
NOT TO SCALE

BRUNSWICK EXECUTIVE AIRPORT
MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY

AIRPORT MASTER PLAN UPDATE

3-23-0056-02-2011
JUNE , 2013

Brunswick
EXECUTIVE AIRPORT

REV.	DESCRIPTION	DR. BY	CKD. BY	APPD. BY	DATE

Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101-1227
Tel 603-669-5555
Fax 603-669-4168
Web Page: www.hoyletanner.com

BRUNSWICK EXECUTIVE AIRPORT
BRUNSWICK, MAINE

TITLE SHEET

SCALE: AS SHOWN			PROJECT NO. 391107	DRAWING NO. 1
DATE: JUNE, 2013				
DES. BY ERM	DR. BY JLC	CHKD. BY ERM	SHEET 1 OF 6	

FILE: H:\391107\dwg\Contract\Masterplan\TITLE-SHEET.dwg

U.S. Department
of Transportation

**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

October 24, 2013

Midcoast Regional Redevelopment Authority
Attn: Marty McMahon
4 Admiral Fitch Avenue
Brunswick, ME 04011

Dear Mr. McMahon:

The Brunswick Executive Airport's Airport Layout Plan (ALP), prepared by Hoyle Tanner and Associates, and bearing your signature, is approved and the master plan is accepted. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2012-ANE-524-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.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and 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 proposal.

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. 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. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

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. 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 that all 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

Ralph Nicosia-Rusin
Airport Capacity Program Manager

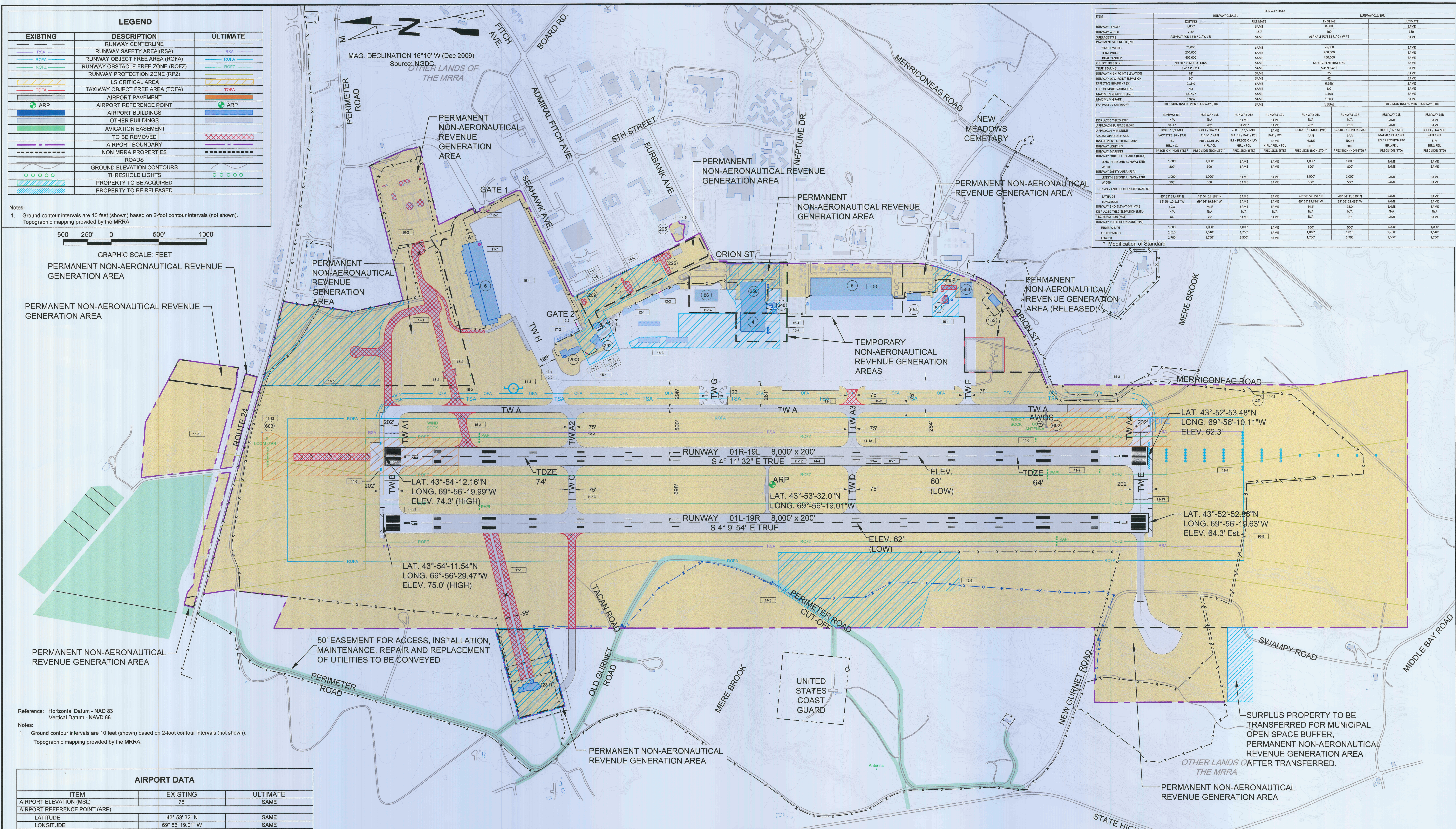
cc: Evan McDougal, HTA
Tim LeSeige, Maine DOT/Passenger Services Airport

LEGEND

EXISTING	DESCRIPTION	ULTIMATE
— — —	RUNWAY CENTERLINE	— — —
— RSA —	RUNWAY SAFETY AREA (RSA)	— RSA —
— ROFA —	RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —
— ROFZ —	RUNWAY OBSTACLE FREE ZONE (ROFZ)	— ROFZ —
- - - - -	RUNWAY PROTECTION ZONE (RPZ)	——
▨	ILS CRITICAL AREA	▨
— TOFA —	TAXIWAY OBJECT FREE AREA (TOFA)	— TOFA —
▭	AIRPORT PAVEMENT	🟧
⊕ ARP	AIRPORT REFERENCE POINT	⊕ ARP
🟦	AIRPORT BUILDINGS	🟦
▭	OTHER BUILDINGS	▭
🟩	AVIGATION EASEMENT	
	TO BE REMOVED	☒
— - —	AIRPORT BOUNDARY	— - —
■ ■ ■ ■	NON MRRA PROPERTIES	■ ■ ■ ■
═	ROADS	═
∿	GROUND ELEVATION CONTOURS	∿
○ ○ ○ ○ ○	THRESHOLD LIGHTS	○ ○ ○ ○ ○
▨	PROPERTY TO BE ACQUIRED	
▨	PROPERTY TO BE RELEASED	

Notes:

1. Ground contour intervals are 10 feet (shown) based on 2-foot contour intervals (not shown). Topographic mapping provided by the MRRA.


500' 250' 0 500' 1000'
GRAPHIC SCALE: FEET
N
MAG. DECLINATION 16°10' W (Dec 2009)
Source: NGDC
OTHER LANDS OF THE MRRA
PERIMETER ROAD
FITCH AVE.
BOARD RD.
ADMIRAL FITCH AVE
SEAHAWK AVE
5TH STREET
BURBANK AVE
NEPTUNE DR.
MERRICONEAG ROAD
NEW MEADOWS CEMETARY
ORION ST
GATE 1
GATE 2
TW H
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA (RELEASED)
TEMPORARY NON-AERONAUTICAL REVENUE GENERATION AREAS
MERE BROOK
ROUTE 24
TW G
TW F
TW A
TW A1
TW A2
TW A3
TW A4
AWOS
WIND SOCK
TW B
TW C
TW D
TW E
RUNWAY 01R-19L 8,000' x 200'
S 4° 11' 32" E TRUE
RUNWAY 01L-19R 8,000' x 200'
S 4° 9' 54" E TRUE
TDZE 74'
TDZE 64'
ARP
LAT. 43°-53'-32.0"N
LONG. 69°-56'-19.01"W
LAT. 43°-54'-12.16"N
LONG. 69°-56'-19.99"W
ELEV. 74.3' (HIGH)
LAT. 43°-52'-53.48"N
LONG. 69°-56'-10.11"W
ELEV. 62.3'
LAT. 43°-52'-52.86"N
LONG. 69°-56'-19.63"W
ELEV. 64.3' Est.
LAT. 43°-54'-11.54"N
LONG. 69°-56'-29.47"W
ELEV. 75.0' (HIGH)
ELEV. 60' (LOW)
ELEV. 62' (LOW)
TACAN ROAD
PERIMETER ROAD CUT-OFF
OLD GURNET ROAD
MERE BROOK
NEW GURNET ROAD
SWAMPY ROAD
MIDDLE BAY ROAD
UNITED STATES COAST GUARD
50' EASEMENT FOR ACCESS, INSTALLATION, MAINTENANCE, REPAIR AND REPLACEMENT OF UTILITIES TO BE CONVEYED
PERIMETER ROAD
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA
SURPLUS PROPERTY TO BE TRANSFERRED FOR MUNICIPAL OPEN SPACE BUFFER, PERMANENT NON-AERONAUTICAL REVENUE GENERATION AREA AFTER TRANSFERRED.
OTHER LANDS OF THE MRRA
STATE HIGHWAY 123

RUNWAY DATA								
ITEM	RUNWAY 01R/19L				RUNWAY 01L/19R			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY LENGTH	8,000'		SAME		8,000'		SAME	
RUNWAY WIDTH	200'		150'		200'		150'	
SURFACE TYPE	ASPHALT PCN 38 R / C / W / U		SAME		ASPHALT PCN 38 R / C / W / T		SAME	
PAVEMENT STRENGTH (lbs)								
SINGLE WHEEL	75,000		SAME		75,000		SAME	
DUAL WHEEL	200,000		SAME		200,000		SAME	
DUAL TANDEM	400,000		SAME		400,000		SAME	
OBJECT FREE ZONE	NO OFZ PENETRATIONS		SAME		NO OFZ PENETRATIONS		SAME	
TRUE BEARING	S 4° 11' 32" E		SAME		S 4° 9' 54" E		SAME	
RUNWAY HIGH POINT ELEVATION	74'		SAME		75'		SAME	
RUNWAY LOW POINT ELEVATION	60'		SAME		62'		SAME	
EFFECTIVE GRADIENT (%)	0.15%		SAME		0.14%		SAME	
LINE OF SIGHT VARIATIONS	NO		SAME		NO		SAME	
MAXIMUM GRADE CHANGE	1.68% *		SAME		1.10%		SAME	
MAXIMUM GRADE	0.97%		SAME		1.50%		SAME	
FAR PART 77 CATEGORY	PRECISION INSTRUMENT RUNWAY (PIR)		SAME		VISUAL		PRECISION INSTRUMENT RUNWAY (PIR)	
	RUNWAY 01R	RUNWAY 19L	RUNWAY 01R	RUNWAY 19L	RUNWAY 01L	RUNWAY 19R	RUNWAY 01L	RUNWAY 19R
DISPLACED THRESHOLD	N/A	N/A	SAME	SAME	N/A	N/A	SAME	SAME
APPROACH SURFACE SLOPE	34:1 *	20:1	SAME *	SAME	20:1	20:1	SAME	SAME
APPROACH MINIMUMS	300FT / 3/4 MILE	300FT / 3/4 MILE	200 FT / 1/2 MILE	SAME	1,000FT / 3 MILES (VIS)	1,000FT / 3 MILES (VIS)	200 FT / 1/2 MILE	300FT / 3/4 MILE
VISUAL APPROACH AIDS	IACC TYPE BP / PAPI	ALSF-1 / PAPI	MALSR / PAPI / PCL	PAPI / PCL	PAPI	PAPI	MALSR / PAPI / PCL	PAPI / PCL
INSTRUMENT APPROACH AIDS	ILS	PRECISION LPV	ILS / PRECISION LPV	SAME	NONE	NONE	ILS / PRECISION LPV	LPV
RUNWAY LIGHTING	HIRL / CL	HIRL / CL	HIRL / PCL	HIRL / REIL / PCL	HIRL	HIRL	HIRL/REIL	HIRL/REIL
RUNWAY MARKING	PRECISION (NON-STD) *	PRECISION (NON-STD) *	PRECISION (STD)	PRECISION (STD)	PRECISION (NON-STD) *	PRECISION (NON-STD) *	PRECISION (STD)	PRECISION (STD)
RUNWAY OBJECT FREE AREA (ROFA)								
LENGTH BEYOND RUNWAY END	1,000'	1,000'	SAME	SAME	1,000'	1,000'	SAME	SAME
WIDTH	800'	800'	SAME	SAME	800'	800'	SAME	SAME
RUNWAY SAFETY AREA (RSA)								
LENGTH BEYOND RUNWAY END	1,000'	1,000'	SAME	SAME	1,000'	1,000'	SAME	SAME
WIDTH	500'	500'	SAME	SAME	500'	500'	SAME	SAME
RUNWAY END COORDINATES (NAD 83)								
LATITUDE	43° 52' 53.479" N	43° 54' 12.162" N	SAME	SAME	43° 52' 52.858" N	43° 54' 11.539" N	SAME	SAME
LONGITUDE	69° 56' 10.113" W	69° 56' 19.994" W	SAME	SAME	69° 56' 19.634" W	69° 56' 29.466" W	SAME	SAME
RUNWAY END ELEVATION (MSL)	62.3'	74.3'	SAME	SAME	64.3'	75.0'	SAME	SAME
DISPLACED THLD ELEVATION (MSL)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TDZ ELEVATION (MSL)	64'	75'	SAME	SAME	N/A	75'	SAME	SAME
RUNWAY PROTECTION ZONE (RPZ)								
INNER WIDTH	1,000'	1,000'	1,000'	SAME	500'	500'	1,000'	1,000'
OUTER WIDTH	1,510'	1,510'	1,750'	SAME	1,010'	1,010'	1,750'	1,510'
LENGTH	1,700'	1,700'	2,500'	SAME	1,700'	1,700'	2,500'	1,700'

* Modification of Standard

Reference: Horizontal Datum - NAD 83
Vertical Datum - NAVD 88

Notes:

1. Ground contour intervals are 10 feet (shown) based on 2-foot contour intervals (not shown). Topographic mapping provided by the MRRA.

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	75'	SAME
AIRPORT REFERENCE POINT (ARP)		
LATITUDE	43° 53' 32" N	SAME
LONGITUDE	69° 56' 19.01" W	SAME
MEAN MAX TEMPERATURE (JULY)	79.9° F	SAME
AIRPORT TERMINAL AREA NAVAIDS	ROTATING BEACON	SAME
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME
STATE SERVICE LEVEL	LEVEL 1	SAME
AIRPORT REFERENCE CODE	C-III	SAME
DESIGN AIRCRAFT	B737-800	SAME
AIRPORT BOUNDARY (ACRES)	934.6	999.2

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	FAR PART 77.25 IMAGINARY SURFACES	50:1 FOR A PRECISION INSTRUMENT RUNWAY	34:1	NO ACTION	
2	AC 150/5300-13 - AIRPORT DESIGN	1.5% MAXIMUM LONGITUDINAL GRADE CHANGE (RUNWAY)	1.68% GRADE CHANGE (RUNWAY 01R/19L)	NO ACTION, COST PROHIBITED	

CAPITAL IMPROVEMENTS BY YEAR	
11-3	INSTALL SEGMENTED CIRCLE & WINDCONE
11-4	INSTALL RWY 1R MALSR
11-5	UPGRADE TW LGTS & MODIFY RWY 1R-19L LTS
11-6	UPGRADE PCL SYSTEM -PHASE 2
11-7	INSTALL NEW APRT ROTATING BEACON
11-8	INSTALL RWY 19L REILS
11-9	REPAINT AIRFIELD MARKINGS
11-10	PURCHASE NEW SRE
11-11	CONSTRUCT ELEC VAULT & DEMO BLDG 209
11-12	DEMO BLDG 49, 19 ALS, 1R/19L CENTERLINE LGTS, 19L OBS REMOVAL
11-13	INSTALL HOLD SIGNS
11-14	INSTALL UPLAND WILDLIFE FENCE
12-1	DEMO HGR 1 REMAINS, REMOVE PVMT, BUILD 10 UNIT T HGR
12-2	INSTALL AIRFIELD SIGNS & GATES
12-3	INSTALL WETLAND WILDLIFE FENCE
13-1	TERMINAL BLDG - RENOVATE BLDG
13-2	RENOVATE SRE BLDG AND CONSTRUCT ADDITION TO BLDG
13-3	HGR 5 ROOF AND BOILER REPAIR/REPLACE
13-4	CRACK SEALING AND CRACK REPAIR
14-1	ACQUIRE SRE
14-3	STORMWATER DRAINAGE IMPROVEMENTS
14-5	UTILITY METERING PROJECT/ RENOVATE FIRE SUPPRESSION
15-1	PAVEMENT REPAIRS (INCL. PARKING APRONS)
15-2	AIRFIELD PAVEMENT REMOVAL
16-1	DEMO BLDG 555 & 611
16-2	DEMOLISH FUEL FARM
16-3	NEW TIEDOWNS WITH POWER PEDESTALS
16-4	NEW ACCESS GATES AND SECURITY MONITORING
16-5	FENCE IMPROVEMENTS 0 WILDLIFE DETERRANT
16-6	CRACK SEALING AND CRACK REPAIR
16-7	RENOVATE BUILDINGS (INCLUDING HANGAR 4)
17-1	AIRFIELD PAVEMENT REMOVAL
17-2	EXPAND & REPAVE AIRPORT PARKING LOTS

FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION AIRPORTS DIVISION	MAINE DEPARTMENT OF TRANSPORTATION	MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY
APPROVED: Ralph Nicosia-Rusin	APPROVED:	APPROVED:
DATE: 10-24-2013		
REFERENCE LETTER DATED: 10-24-2013	DATE: 10/16/2013	DATE: August 28th 2013

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, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

ENGINEER'S SEAL

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101-1227
Tel 603-669-5555
Fax 603-669-4168
Web Page: www.hoyletanner.com

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DESIGNED BY	DRAWN BY	CHECKED BY
ERM	JLC	SLS

Brunswick EXECUTIVE AIRPORT

BRUNSWICK, MAINE

BRUNSWICK EXECUTIVE AIRPORT
BRUNSWICK, MAINE

ULTIMATE AIRPORT LAYOUT PLAN

SCALE: 1" = 500'
DATE: JUNE, 2013

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY
△			
△			
△			
△			

DO NOT SCALE DRAWING

PROJ. No.: 391107
FILE NAME: ULT-AIRPORT LAYOUT PLAN
AIP No.: 3-23-0056-02-2011

DRAWING NO.
2

SHEET 2 OF 6

LAST PLOTTED BY: COON, JOHN L. ON August 20, 2013
LAST SAVED BY: JLC ON August 14, 2013
H:\391107\DWG\CONTRACT\MASTERPLAN\ULT-AIRPORT LAYOUT PLAN.DWG

LEGEND

EXISTING	DESCRIPTION	ULTIMATE
— — —	RUNWAY CENTERLINE	— — —
— RSA —	RUNWAY SAFETY AREA (RSA)	— RSA —
— ROFA —	RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —
— ROFZ —	RUNWAY OBSTACLE FREE ZONE (ROFZ)	— ROFZ —
- - - -	RUNWAY PROTECTION ZONE (RPZ)	—
▨	ILS CRITICAL AREA	▨
— TOFA —	TAXIWAY OBJECT FREE AREA (TOFA)	— TOFA —
▭	AIRPORT PAVEMENT	🟧
⊕ ARP	AIRPORT REFERENCE POINT	⊕ ARP
🟦	AIRPORT BUILDINGS	🟦
▭	OTHER BUILDINGS	▭
🟩	AVIGATION EASEMENT	
	TO BE REMOVED	☒
— - —	AIRPORT BOUNDARY	— - —
■ ■ ■ ■	NON MRRA PROPERTIES	■ ■ ■ ■
═	ROADS	═
∼	GROUND ELEVATION CONTOURS	∼
○ ○ ○ ○ ○	THRESHOLD LIGHTS	○ ○ ○ ○ ○
▨	PROPERTY TO BE ACQUIRED	
▨	PROPERTY TO BE RELEASED	

CAPITAL IMPROVEMENTS BY YEAR	
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17-1	AIRFIELD PAVEMENT REMOVAL
17-2	EXPAND & REPAVE AIRPORT PARKING LOTS

BUILDINGS			
NO.	FACILITY NAME	NO.	FACILITY NAME
4	HANGAR 4	252	NON-AERO REVENUE LEASE
5	HANGAR 5		FAA TRANSMITTER SITE VHF/UHF
6	HANGAR 6	282	FORMER COMPASS ROSE
9*	(VACANT)	292	POSSIBLE SRE FACILITY
45	AIRFIELD STORAGE	295	FIRE SUPPRESSION TANKS / PUMPS
57	AIRFIELD ROTATING BEACON	553	NON-AERO REVENUE LEASE
86	NON-AERO REVENUE LEASE	554	NON-AERO REVENUE LEASE
153	NON-AERO REVENUE LEASE	555*	VACANT
200	FBO / TERMINAL BUILDING	602	GLIDE SLOPE EQUIPMENT SHELTER
209*	AIRFIELD LIGHTING VAULT	603	LOCALIZER EQUIPMENT SHELTER
225	NON-AERO REVENUE LEASE	611*	VACANT
231	FORMER CONTROL TOWER (ATCT)	648	APU SHOP
250	NON-AERO REVENUE LEASE		

* TO BE REMOVED

ENGINEER'S SEAL

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101-1227
Tel 603-669-5555
Fax 603-669-4168
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DESIGNED BY ERM
DRAWN BY JLC
CHECKED BY SLS

Brunswick
EXECUTIVE AIRPORT
BRUNSWICK, MAINE

BRUNSWICK EXECUTIVE AIRPORT
BRUNSWICK, MAINE

TERMINAL AREA PLAN

SCALE: 1" = 500'
DATE: JUNE, 2013

REV. NO.	DATE	REVISIONS DESCRIPTION	BY
△			
△			
△			
△			

DO NOT SCALE DRAWING

PROJ. No.: 391107
FILE NAME: TERMINAL AREA PLAN
AIP No.: 3-23-0056-02-2011
DRAWING NO.
3
SHEET 3 OF 6

LAST PLOTTED BY: COON, JOHN L. ON August 20, 2013
LAST SAVED BY: JLC ON August 13, 2013
H:\391107\DWG\CONTRACT\MASTERPLAN\TERMINAL AREA PLAN.DWG

LAST PLOTTED BY: COOK, JOHN L. ON August 21, 2013

LAST SAVED BY: JLC ON July 1, 2013

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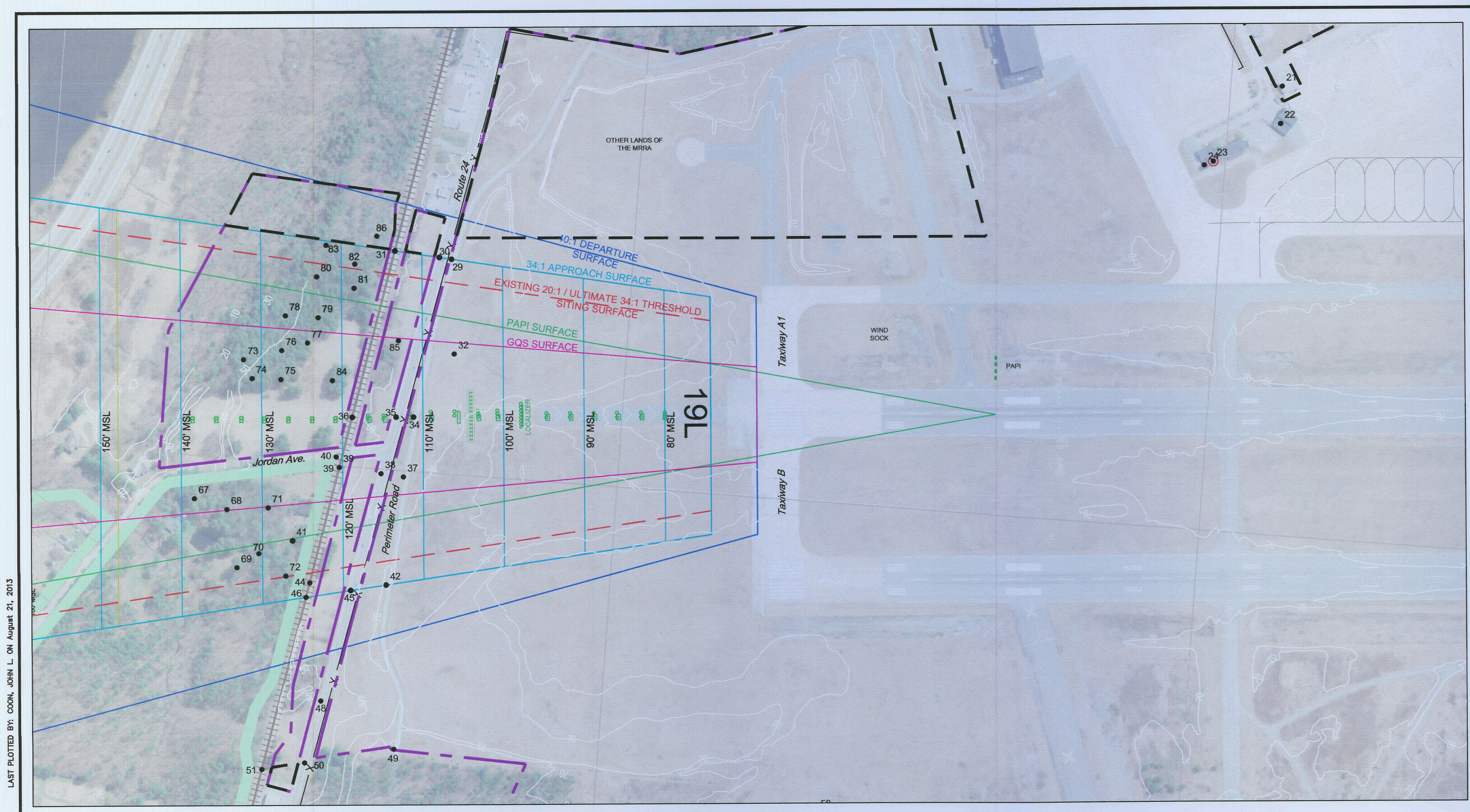
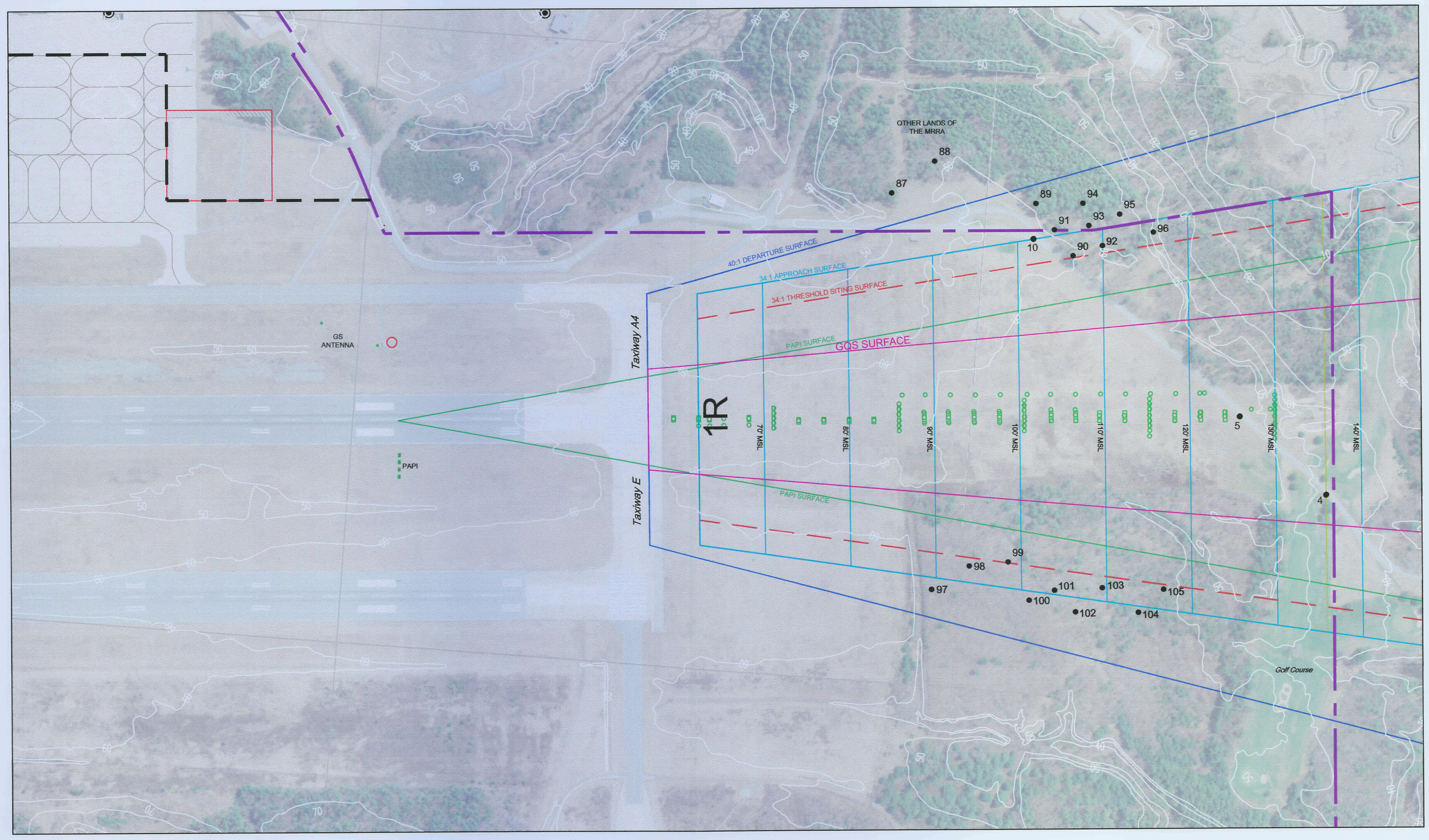
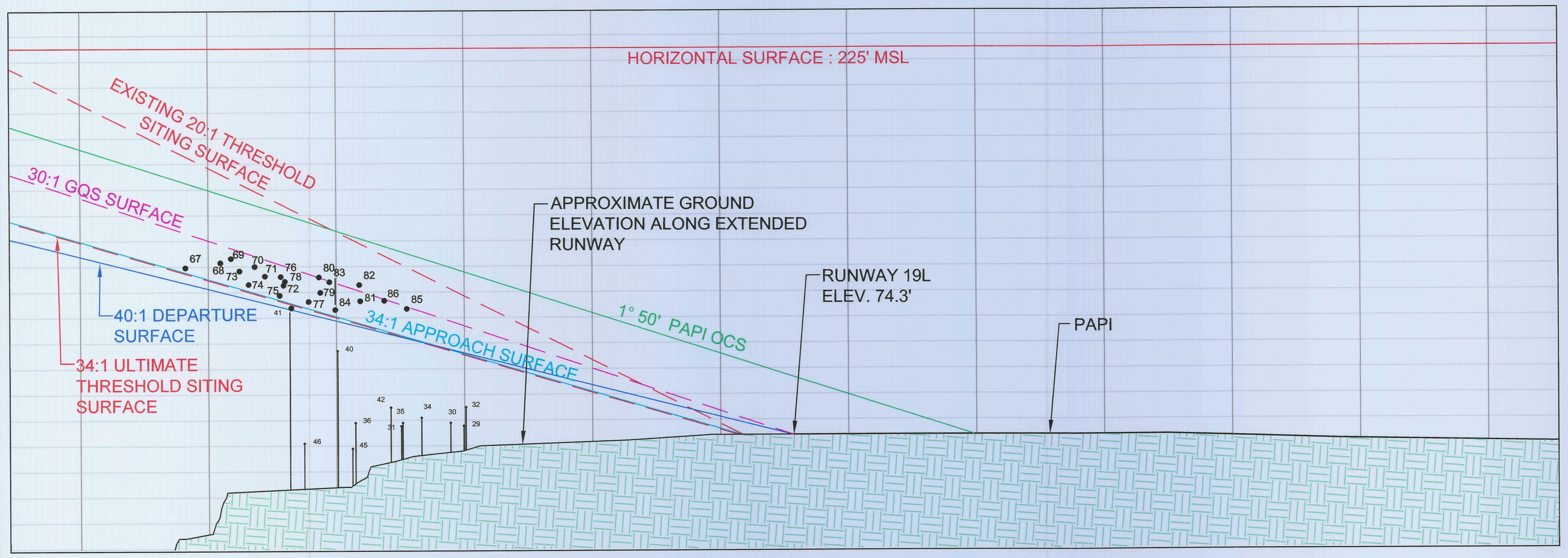


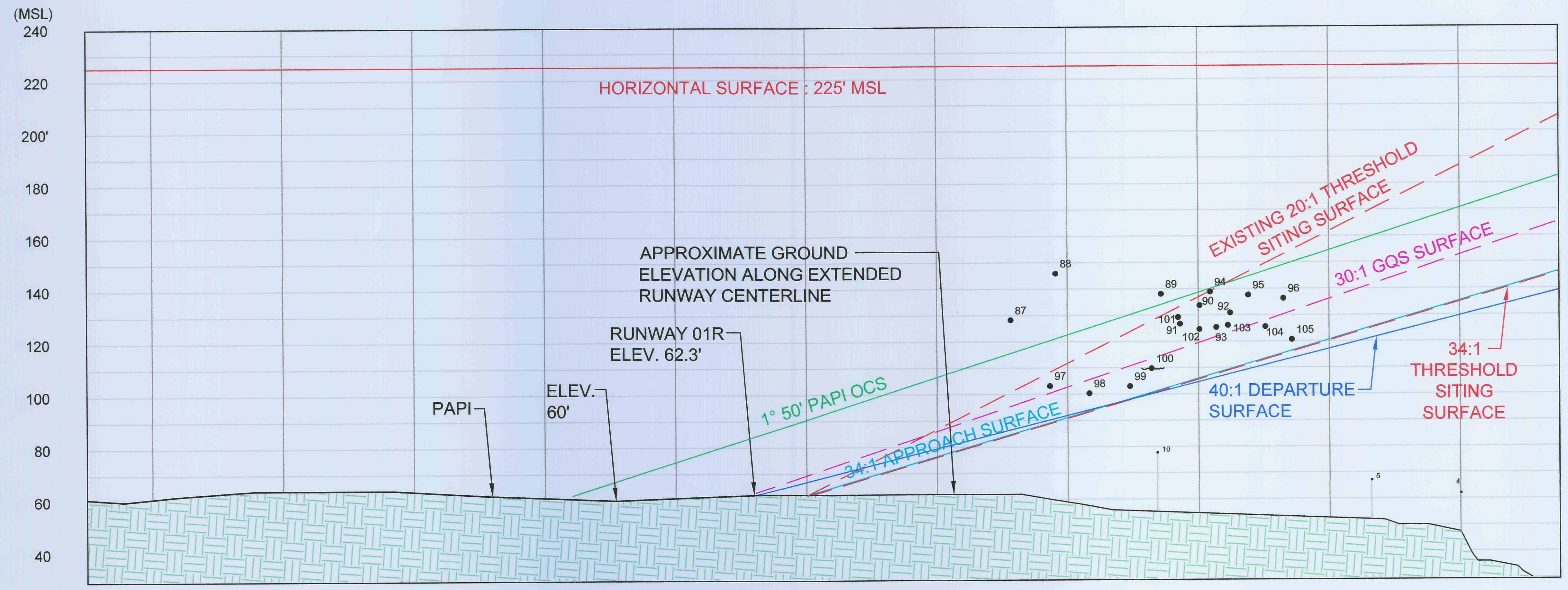
RUNWAY 19L PLAN VIEW
SCALE 1" = 400'



RUNWAY 01R PLAN VIEW
SCALE 1" = 400'


HORIZONTAL SURFACE : 225' MSL
EXISTING 20:1 THRESHOLD SITING SURFACE
30:1 GQS SURFACE
40:1 DEPARTURE SURFACE
34:1 ULTIMATE THRESHOLD SITING SURFACE
34:1 APPROACH SURFACE
1° 50' PAPI OCS
APPROXIMATE GROUND ELEVATION ALONG EXTENDED RUNWAY
RUNWAY 19L ELEV. 74.3'
PAPI

RUNWAY 19L PROFILE VIEW
VERTICAL SCALE 1" = 40'
HORIZONTAL SCALE 1" = 400'


(MSL)
240
220
200'
180
160
140
120
100
80
60
40
HORIZONTAL SURFACE : 225' MSL
EXISTING 20:1 THRESHOLD SITING SURFACE
30:1 GQS SURFACE
APPROXIMATE GROUND ELEVATION ALONG EXTENDED RUNWAY CENTERLINE
RUNWAY 01R ELEV. 62.3'
PAPI
ELEV. 60'
1° 50' PAPI OCS
34:1 APPROACH SURFACE
40:1 DEPARTURE SURFACE
34:1 THRESHOLD SITING SURFACE

RUNWAY 01R PROFILE VIEW
VERTICAL SCALE 1" = 40'
HORIZONTAL SCALE 1" = 400'

Reference: Horizontal Datum - NAD 83
Vertical Datum - NAVD 88

Notes:
1. Ground contour intervals are 10 feet (shown) based on 2-foot contour intervals (not shown). Aerial photography and topographic mapping provided by the MRRA.

Part 77 Additional Elevation
1. 17' for an Interstate Highway
2. 15' for any other public roadway
3. 23' for a Railroad

LEGEND

EXISTING	DESCRIPTION	ULTIMATE
▭	OTHER BUILDINGS	▭
— - —	AIRPORT BOUNDARY	— - —
— - - —	OTHER LANDS OF THE MRRA	— - - —
═	ROADS	- - -
┼┼┼┼	RAILROAD	┼┼┼┼
∿	GROUND ELEVATION CONTOURS	∿
▯ ▯ ▯ ▯ ▯	APPROACH LIGHT SYSTEM	▯ ▯ ▯ ▯ ▯
▭	AVIGATION EASEMENT	▭

RUNWAY 01R OBSTRUCTION DISPOSITION CHART

NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
4	MERRICONEAG ROAD	62'	135.9'	-73.9'	NO ACTION
5	MERRICONEAG ROAD	67'	125.8'	-58.8'	NO ACTION
10	MERRICONEAG ROAD	77'	101.8'	-24.8'	NO ACTION

Note: Positive values denote penetration; negative values (-) denote clearance from 34:1 Approach Surface.

RUNWAY 19L-01R OBSTRUCTION DISPOSITION CHART

NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
29	PERIMETER RD	78'	106.3'	-28.3'	NO ACTION
30	ROUTE 24	79'	107.8'	-28.8'	NO ACTION
31	RAILROAD	77'	113.4'	-36.4'	NO ACTION
32	ILS DME ANTENNA	85.86'	106.1'	-20.24'	NO ACTION
34	PERIMETER RD	81'	111.2'	-30.2'	NO ACTION
35	ROUTE 24	79'	113.3'	-34.3'	NO ACTION
36	RAILROAD	79'	118.8'	-39.8'	NO ACTION
39	RAILROAD	79'	121.1'	-42.1'	NO ACTION
40	TREES	107.4'	120.8'	-13.4'	NO ACTION
41	TREES	122.4'	126.3'	-3.9'	NO ACTION
42	PERIMETER RD	85'	114.7'	-29.7'	NO ACTION
44	RAILROAD	71'	124.9'	-53.9'	NO ACTION
45	ROUTE 24	69'	119.1'	-50.1'	NO ACTION
46	RAILROAD	71'	124.7'	-53.7'	NO ACTION

Note: Positive values denote penetration; negative values (-) denote clearance from 34:1 Approach Surface.

* Located off airport property and are not penetrations to the GQS or Threshold Siting surface and therefore FAA does not require removal

RUNWAY 19L-01R OBSTRUCTION DISPOSITION CHART

NO..	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
67	TREE	139.6	139.3	0.3	NO ACTION *
68	TREE	141.5	135.3	6.3	NO ACTION *
69	TREE	143.1	134.0	9.1	NO ACTION *
70	TREE	140.0	131.3	8.7	NO ACTION *
71	TREE	136.2	130.1	6.1	NO ACTION *
72	TREE	132.7	128.0	4.7	NO ACTION *
73	TREE	138.3	133.1	5.2	REMOVE
74	TREE	133.1	132.0	1.0	REMOVE
75	TREE	128.7	128.5	0.3	REMOVE
76	TREE	136.1	128.3	7.7	REMOVE
77	TREE	126.3	125.1	1.2	REMOVE
78	TREE	134.2	127.8	6.3	REMOVE
79	TREE	129.9	123.8	6.1	REMOVE

RUNWAY 19L-01R OBSTRUCTION DISPOSITION CHART

NO..	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
80	TREE	135.9	123.9	11.9	REMOVE
81	TREE	132.9	119.3	13.6	REMOVE
82	TREE	126.5	119.2	7.3	REMOVE
83	TREE	134.0	122.7	11.3	REMOVE
84	TREE	123.1	122.1	1.1	REMOVE
85	TREE	123.5	113.9	9.6	REMOVE
86	TREE	126.7	122.8	3.9	NO ACTION
87	TREE	128.3	124.2	4.1	NO ACTION
88	TREE	146.0	143.5	2.5	NO ACTION
89	TREE	138.1	122.4	15.7	NO ACTION
90	TREE	124.6	105.6	19.0	REMOVE
91	TREE	126.7	108.0	18.7	NO ACTION
92	TREE	130.8	109.1	21.7	REMOVE

RUNWAY 19L-01R OBSTRUCTION DISPOSITION CHART

NO..	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
93	TREE	125.4	111.4	13.9	NO ACTION
94	TREE	138.8	123.9	14.9	NO ACTION
95	TREE	137.6	118.8	18.8	NO ACTION
96	TREE	136.3	115.1	21.2	REMOVE
97	TREE	103.2	95.2	8.0	NO ACTION
98	TREE	100.3	93.2	7.1	REMOVE
99	TREE	103.0	97.8	5.2	REMOVE
100	TREE	109.7	104.7	5.0	NO ACTION
101	TREE	129.2	103.2	26.0	REMOVE
102	TREE	133.7	112.9	20.8	NO ACTION
103	TREE	126.1	108.8	17.3	REMOVE
104	TREE	125.5	115.4	10.2	NO ACTION
105	TREE	120.7	116.0	4.6	REMOVE

ENGINEER'S SEAL

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DESIGNED BY	DRAWN BY	CHECKED BY
ERM	JLC	SLS

Brunswick
EXECUTIVE AIRPORT

BRUNSWICK, MAINE

BRUNSWICK EXECUTIVE AIRPORT
BRUNSWICK, MAINE

RUNWAY 01R-19L INNER APPROACH SURFACES

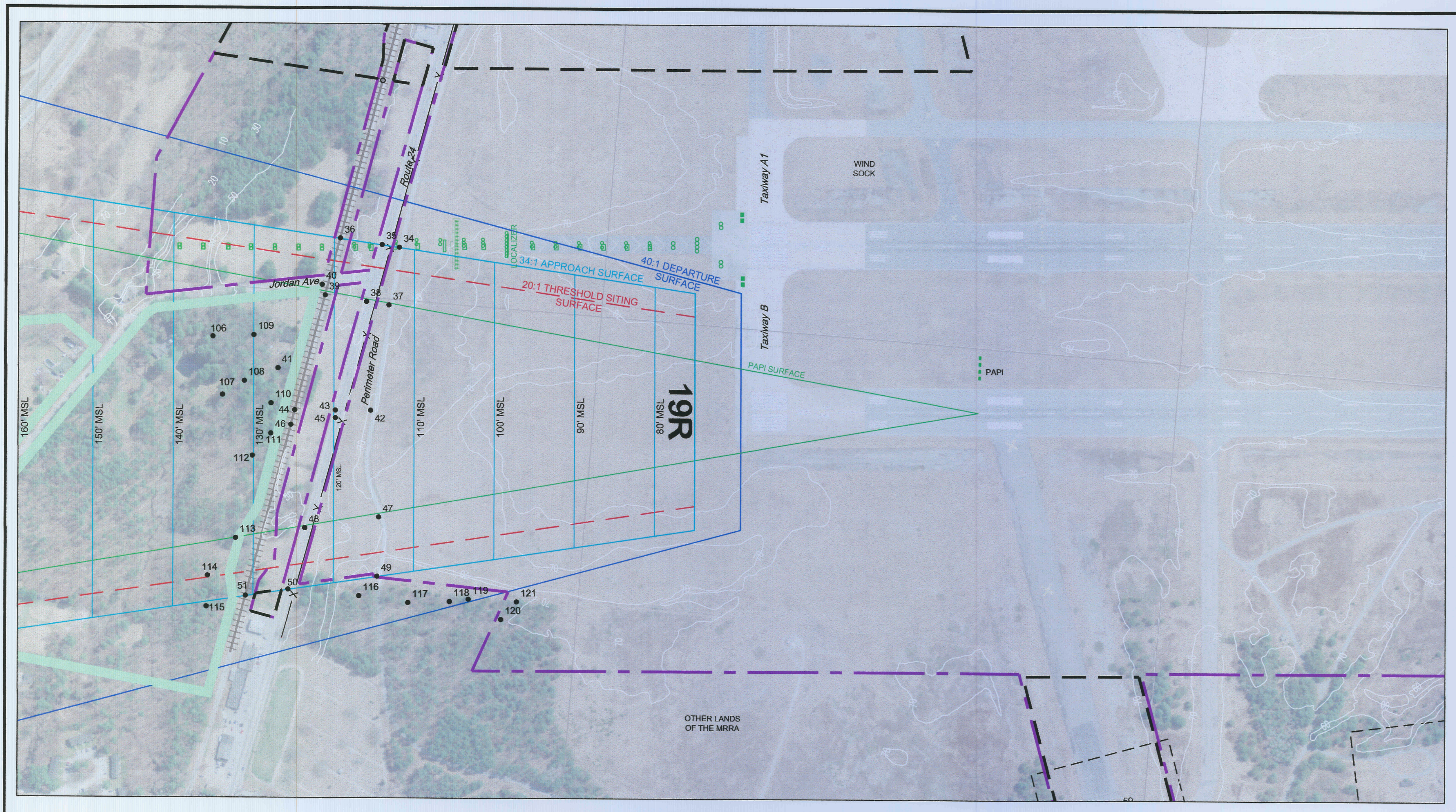
SCALE: 1" = 400'
DATE: JUNE, 2013

REVISIONS

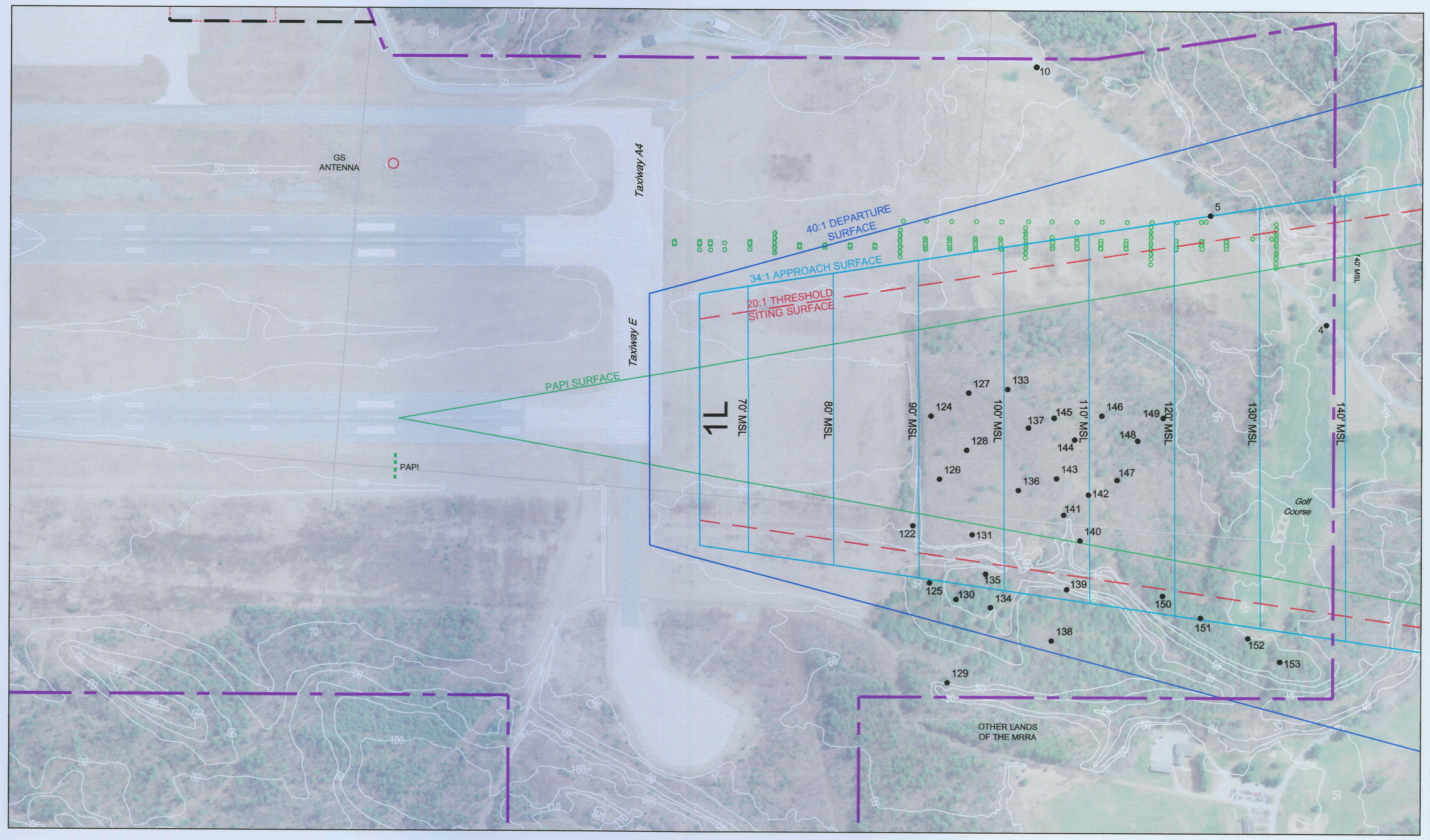
REV. NO.	DATE	DESCRIPTION	BY
△			
△			
△			
△			

DO NOT SCALE DRAWING

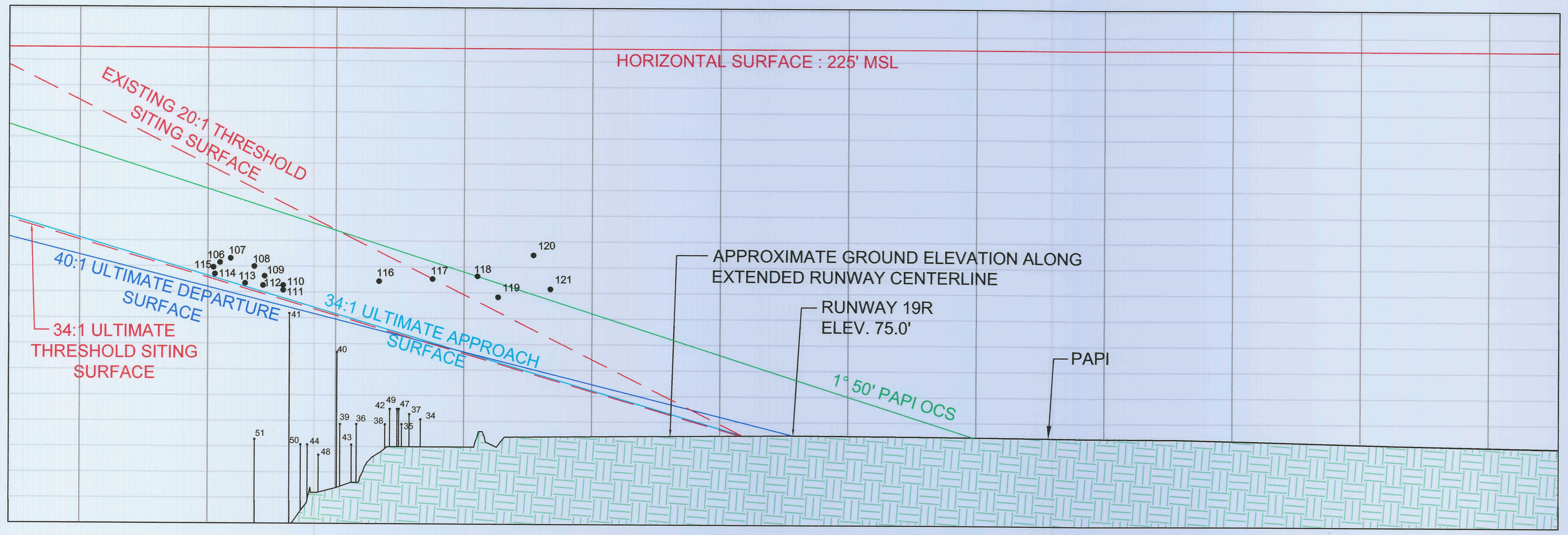
PROJ. No.: 391107
FILE NAME: RW-APP-1R-19L
AIP No.: 3-23-0056-02-2011
DRAWING NO.
4
SHEET 4 OF 6



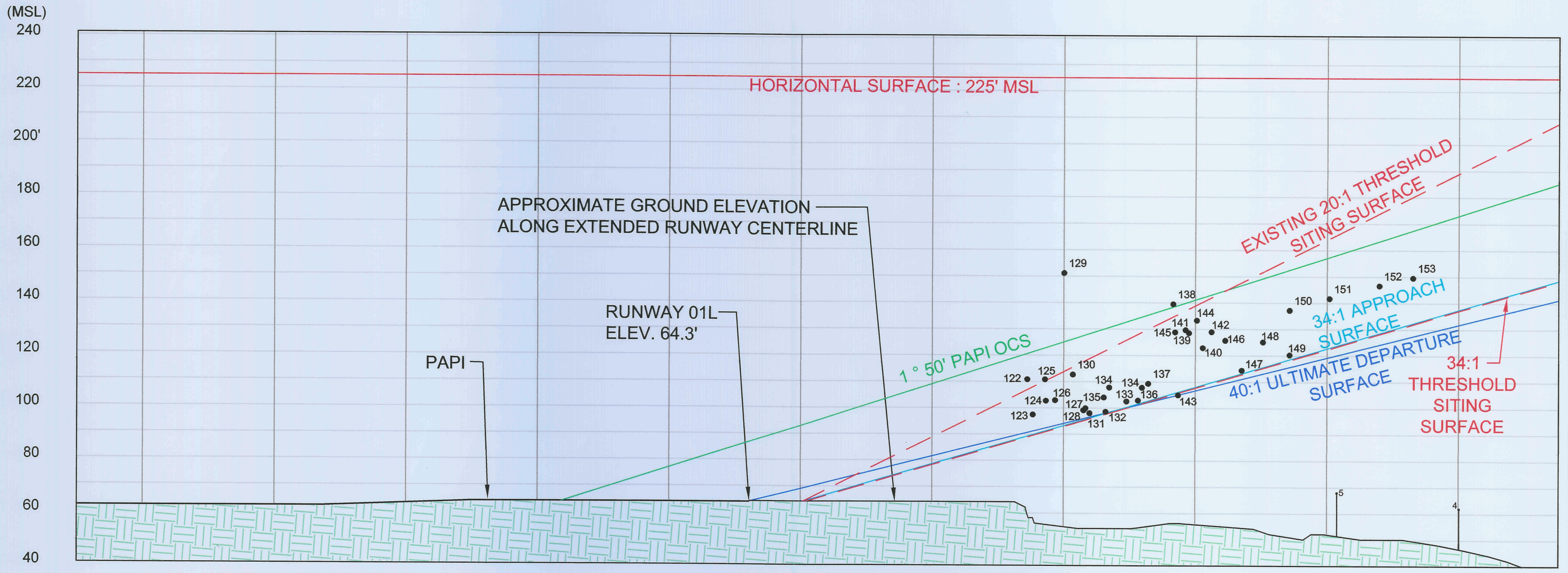
RUNWAY 19R PLAN VIEW
SCALE 1" = 400'



RUNWAY 01L PLAN VIEW
SCALE 1" = 400'


HORIZONTAL SURFACE : 225' MSL
EXISTING 20:1 THRESHOLD SITING SURFACE
40:1 ULTIMATE DEPARTURE SURFACE
34:1 ULTIMATE THRESHOLD SITING SURFACE
34:1 ULTIMATE APPROACH SURFACE
APPROXIMATE GROUND ELEVATION ALONG EXTENDED RUNWAY CENTERLINE
RUNWAY 19R ELEV. 75.0'
PAPI
1° 50' PAPI OCS

RUNWAY 19R PROFILE VIEW
VERTICAL SCALE 1" = 40'
HORIZONTAL SCALE 1" = 400'


(MSL)
240
220
200'
180
160
140
120
100
80
60
40
HORIZONTAL SURFACE : 225' MSL
APPROXIMATE GROUND ELEVATION ALONG EXTENDED RUNWAY CENTERLINE
RUNWAY 01L ELEV. 64.3'
PAPI
1° 50' PAPI OCS
EXISTING 20:1 THRESHOLD SITING SURFACE
34:1 APPROACH SURFACE
40:1 ULTIMATE DEPARTURE SURFACE
34:1 THRESHOLD SITING SURFACE

RUNWAY 01L PROFILE VIEW
VERTICAL SCALE 1" = 40'
HORIZONTAL SCALE 1" = 400'

LEGEND

EXISTING	DESCRIPTION	ULTIMATE
▭	OTHER BUILDINGS	▭
— - —	AIRPORT BOUNDARY	— - —
— - - —	OTHER LANDS OF THE MRRA	— - - —
═	ROADS	- - -
┼┼┼┼	RAILROAD	┼┼┼┼
∼	GROUND ELEVATION CONTOURS	∼
🟩	AVIGATION EASEMENT	🟩

RUNWAY 01L OBSTRUCTION DISPOSITION CHART

NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
4	MERRICONEAG ROAD	62'	137.8'	-75.8'	NO ACTION
5	MERRICONEAG ROAD	68'	124.1'	-56.1'	NO ACTION

Note: Positive values denote penetration; negative values (-) denote clearance from 34:1 Approach Surface.

RUNWAY 19R-01L OBSTRUCTION DISPOSITION CHART

NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
34	PERIMETER RD	81'	111.9'	-30.9'	NO ACTION
35	ROUTE 24	79'	114.0'	-35'	NO ACTION
36	RAILROAD	79'	119.2'	-40.2'	NO ACTION
37	PERIMETER RD	83'	113.2'	-30.2'	NO ACTION
38	ROUTE 24	79'	116.0'	-37'	NO ACTION
39	RAILROAD	79'	121.1'	-42.1'	NO ACTION
40	TREES	107.4'	121.5'	-14.1'	NO ACTION
41	TREES	122.4'	127.0'	-4.6'	NO ACTION
42	PERIMETER RD	85'	115.4'	-30.4'	NO ACTION
43	ROUTE 24	71'	119.8'	-48.8'	NO ACTION
44	RAILROAD	71'	124.9'	-53.9'	NO ACTION
47	PERIMETER RD	85'	114.4'	-29.4'	NO ACTION
48	ROUTE 24	67'	123.6'	-56.6'	NO ACTION
49	PERIMETER RD	85'	114.6'	-29.6'	NO ACTION
50	ROUTE 24	71'	125.7'	-54.7'	NO ACTION
51	RAILROAD	73'	130.9'	-57.9'	NO ACTION

Note: Positive values denote penetration; negative values (-) denote clearance from 34:1 Approach Surface.
* Located off airport property and are not penetrations to the GQS or Threshold Siting surface and therefore FAA does not require removal

RUNWAY 19R-01L OBSTRUCTION DISPOSITION CHART

NO..	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
106	TREE	141.5	135.8	5.7	NO ACTION*
107	TREE	143.1	134.6	8.6	NO ACTION*
108	TREE	140.0	131.8	8.2	NO ACTION*
109	TREE	136.2	130.7	5.6	NO ACTION*
110	TREE	132.7	128.5	4.2	NO ACTION*
111	TREE	130.8	128.5	2.3	NO ACTION*
112	TREE	132.6	130.8	1.8	NO ACTION*
113	TREE	133.4	132.9	0.5	NO ACTION*
114	TREE	137.0	136.4	0.6	NO ACTION
115	TREE	139.6	139.1	0.6	NO ACTION
116	TREE	134.4	127.2	7.2	NO ACTION
117	TREE	135.3	129.5	5.8	NO ACTION
118	TREE	136.4	127.4	9.1	NO ACTION
119	TREE	128.3	125.3	3.0	NO ACTION
120	TREE	144.7	136.3	8.4	NO ACTION
121	TREE	131.5	125.2	6.4	NO ACTION

RUNWAY 19R-01L OBSTRUCTION DISPOSITION CHART

NO..	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
122	TREE	111.2	88.5	22.7	NO ACTION
123	TREE	97.9	89.2	8.7	REMOVE
124	TREE	103.2	90.6	12.5	REMOVE
125	TREE	111.2	91.8	19.5	REMOVE
126	TREE	103.3	91.7	11.7	REMOVE
127	TREE	100.3	95.1	5.3	REMOVE
128	TREE	99.6	94.8	4.8	REMOVE
129	TREE	151.5	149.0	2.5	NO ACTION
130	TREE	113.1	101.9	11.2	NO ACTION
131	TREE	98.5	95.5	2.9	REMOVE
132	TREE	99.0	97.3	1.7	REMOVE
133	TREE	103.0	99.6	3.4	REMOVE
134	TREE	108.2	107.7	0.5	NO ACTION
135	TREE	104.5	97.1	7.4	REMOVE
136	TREE	103.3	100.9	2.4	REMOVE
137	TREE	109.7	102.1	7.7	REMOVE

RUNWAY 19R-01L OBSTRUCTION DISPOSITION CHART

NO..	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
138	TREE	139.8	128.4	11.5	REMOVE
139	TREE	128.9	106.6	22.3	REMOVE
140	TREE	123.3	108.1	15.1	REMOVE
141	TREE	130.1	106.2	23.8	REMOVE
142	TREE	129.3	109.1	20.2	REMOVE
143	TREE	105.4	105.4	0.0	REMOVE
144	TREE	133.7	107.5	26.2	REMOVE
145	TREE	129.2	105.1	24.2	REMOVE
146	TREE	126.1	110.7	15.4	REMOVE
147	TREE	114.8	112.5	2.3	REMOVE
148	TREE	125.5	114.9	10.7	REMOVE
149	TREE	120.7	117.9	2.8	REMOVE
150	TREE	137.6	117.9	19.7	REMOVE
151	TREE	142.1	122.3	19.8	REMOVE
152	TREE	147.0	132.8	14.2	NO ACTION
153	TREE	150.0	147.2	2.8	NO ACTION

LAST PLOTTED BY: COON, JOHN L. ON August 21, 2013

LAST SAVED BY: JLC ON July 1, 2013

H:\391107\DWG\CONTRACT\MASTERPLAN\RW-APP-1L-19R.DWG

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ERM	JLC	SLS

Brunswick
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BRUNSWICK, MAINE

BRUNSWICK EXECUTIVE AIRPORT
BRUNSWICK, MAINE

RUNWAY 01L-19R INNER APPROACH SURFACES

SCALE: 1" = 400'
DATE: JUNE, 2013

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY
△			
△			
△			
△			

DO NOT SCALE DRAWING

PROJ. No.: 391107
FILE NAME:
RW-APP-1L-19R
AIP No.: 3-23-0056-02-2011

DRAWING NO.
5

SHEET 5 OF 6

PARCEL 1			
LINE/CURVE	LENGTH	DIRECTION/DELTA	RADIUS
L1	16.5	N31° 19' 59"W	
L2	55.26	N58° 40' 01"E	
L3	87.21	N31° 19' 59"W	
L4	118.06	N58° 40' 01"E	
L5	124.71	S31° 19' 59"E	
L6	111.79	N58° 40' 01"E	
L7	20.33	S31° 32' 42"E	
L8	40.65	N59° 24' 15"E	
C1	76.10	89°41'27"	48.61
L9	99.08	N30° 54' 18"W	
L10	76.22	S62° 19' 59"W	
L11	289.48	S62° 19' 59"W	
L12	73.62	S58° 44' 10"W	
L13	194.17	S58° 41' 32"W	
L14	58.41	S31° 21' 11"E	
L15	85.34	S58° 41' 28"W	
L16	68.19	N56° 48' 44"E	
L17	99.67	N49° 33' 29"E	
L18	34.16	N73° 15' 53"E	
L19	86.16	N85° 22' 12"E	
L20	295.91	N85° 28' 40"E	
L21	130.41	S17° 26' 02"E	
L22	130.16	S31° 37' 59"E	
L23	57.00	N59° 55' 36"E	

PARCEL AIR-3A		
LINE	LENGTH	DIRECTION
L200	761.15	N11° 40' 30"W
L201	945.32	N80° 26' 01"W
L202	103.30	S87° 10' 33"W
L203	51.80	N76° 14' 51"W

PARCEL AIR-3B		
LINE	LENGTH	DIRECTION
L300	122.06	S11° 40' 30"E
L301	1026.12	N80° 26' 01"W
L302	127.04	N10° 21' 01"E
L303	189.19	S79° 37' 23"E
L304	791.06	S79° 40' 01"E

PARCEL AIR-3C		
LINE	LENGTH	DIRECTION
L400	401.70	N79° 40' 01"W
L401	121.29	S11° 40' 30"E
L402	990.22	S80° 26' 01"E
L403	204.36	N87° 42' 18"E
L404	108.48	S57° 39' 08"E
L405	135.97	S80° 26' 01"E
L406	102.78	N09° 33' 58"E
L407	1068.49	N80° 10' 16"W

LAND ACQUISITIONS, LEASE AND EASEMENTS

KEY	GRANTOR	GRANTEE	INSTRUMENT	RECORDED					Remarks
				DATE	BOOK	PAGE	ACREAGE	SUBPARCEL/AC	
①	US GOVERNMENT	MRRA	PUBLIC BENEFIT CONVEYANCE DEED	MARCH 28, 2011	CCRD 28607	1	714.53		US NAVY TO MRRA
(1a)	US GOVERNMENT	MRRA	PUBLIC BENEFIT CONVEYANCE DEED	AUGUST 16, 2011	CCRD 28908	1	0.98		US NAVY TO MRRA - NEW FUEL FARM PARCEL
②	US GOVERNMENT	MRRA	PUBLIC BENEFIT CONVEYANCE DEED	MARCH 14, 2012	CCRD 29438	1	192.46	AIR 2A / 49.09 AIR 2B / 70.61 AIR 4 / 34.13 AIR 5 / 18.16 AIR 6 / 17.34 AIR 7 / .55 AIR 9 / 2.58	US NAVY TO MRRA
③	US GOVERNMENT	MRRA	PUBLIC BENEFIT CONVEYANCE DEED	MARCH 14, 2012	CCRD 29438	172	26.25	AIR-3A 20.45 AIR-3B 2.8 AIR-3C 3.4	US NAVY TO MRRA
⑫	US GOVERNMENT	MRRA	EASEMENT	MARCH 28, 2011	CCRD 28607	1	27.2	U4/8 PARCEL 12	PERPETUAL EASEMENT CONTAINING 27.20 ACRES, FILED APRIL 9, 1986, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS.
⑭	US GOVERNMENT	MRRA	EASEMENT	MARCH 28, 2011	CCRD 28607	1	0.339	PARCEL 14	PERPETUAL EASEMENT OF 0.339 ACRES, RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS, AT BOOK 6685, PAGE 124.
⑮	US GOVERNMENT	MRRA	EASEMENT	MARCH 28, 2011	CCRD 28607	1	0.738	U4/9 PARCEL 15	PERPETUAL EASEMENT OF 0.738 ACRES, FILED APRIL 9, 1986, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 07158, PAGE 245.
⑯	US GOVERNMENT	MRRA	Easement	MARCH 28, 2011	CCRD 28607	1	0.327	U4/9A PARCEL 16	PERPETUAL EASEMENT OF 0.327 ACRES AND AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 7741, PAGE 212
⑰	US GOVERNMENT	MRRA	EASEMENT	MARCH 28, 2011	CCRD 28607	1	0.448	U4/9B PARCEL 17	PERPETUAL EASEMENT OF 0.448 ACRES, RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 7741, PAGE 205.
⑱ ⑲	US GOVERNMENT	MRRA	EASEMENT	MARCH 28, 2011	CCRD 28607	1	3.028 2.12	U4/12 PARCEL 18 & 19	PERPETUAL EASEMENT OF 3.028 ACRES (PARCEL 18) AND 2.12 ACRES (PARCEL 19), AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 6944, PAGE 112.
⑳	US GOVERNMENT	MRRA	EASEMENT	MARCH 28, 2011	CCRD 28607	1	0.19	U4/10 PARCEL 20	PERPETUAL EASEMENT OF 0.19 ACRES, RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK 6241, PAGE 200.
㉑	MRRA	VILLAGE GREEN VENTURES	LEASE	T.B.D.			3.47		RELEASED FROM SURPLUS PROPERTY DEED BY FAA DATE __/__/__

△3 △2

NOTES:

1. PLAN REFERENCE(S):

a) PLAN ENTITLED, "BOUNDARY SURVEY – BRUNSWICK NAVAL AIR STATION", DATED 1997, BY SEBAGO TECHNICS, RECORDED IN PB 197, PGs 457–466.

b) VARIOUS PLANS FOR THE FEDERAL AVIATION ADMINISTRATION ON PARCELS CONVEYED OR TO BE CONVEYED, WHICH LIE WESTERLY OF THE AIRFIELD SHOWN HEREON.

c) PLANS FOR AREAS WHICH LIE EASTERLY OF THE AIRFIELD SHOWN HEREON, ADJACENT TO THE FORMER SERVICE STATION, THE SMALL ARMS RANGE, AND THE FIELD HOUSE.

2. AREA INFORMATION:

AREA OF ALL PROPOSED CONVEYANCE IS 42,037,213 SQ. FT. OR 965.04 ACRES±.

3. BASIS OF BEARINGS:

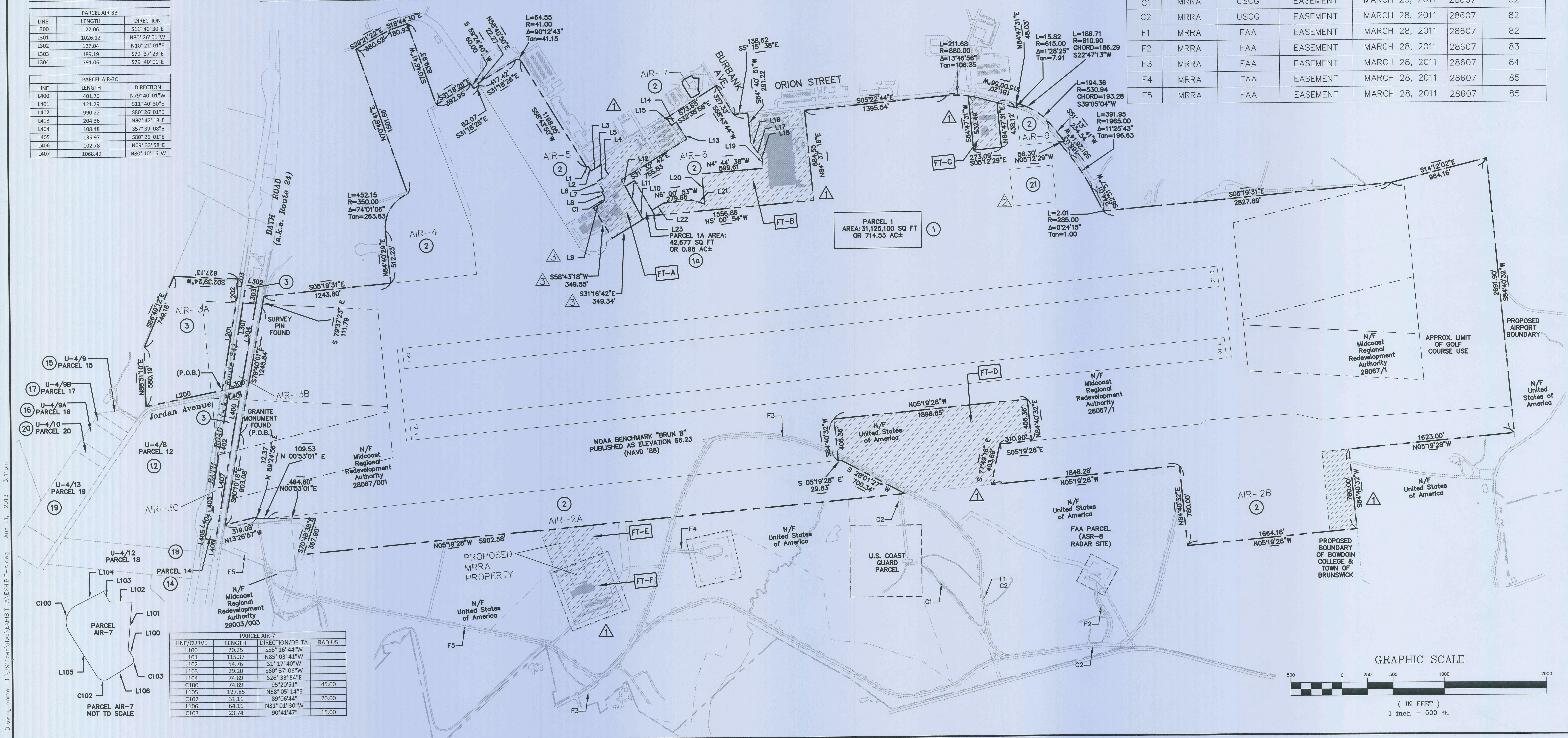
BEARINGS ARE BASED ON BEARINGS DEPICTED ON SURVEY WORK BY SEBAGO TECHNICS REFERENCED ABOVE.

4. ROAD INFORMATION:

BATH ROAD IS PER PLANS REFERENCED IN NOTE 2(a) ABOVE. LOCATION IS BASED ON EVIDENCE FOUND.

ACCESS, EGRESS, AND UTILITY EASEMENTS

KEY	Grantor	Grantee	Instrument	Recorded		
				DATE	BOOK	PAGE
C1	MRRA	USCG	EASEMENT	MARCH 28, 2011	28607	82
C2	MRRA	USCG	EASEMENT	MARCH 28, 2011	28607	82
F1	MRRA	FAA	EASEMENT	MARCH 28, 2011	28607	82
F2	MRRA	FAA	EASEMENT	MARCH 28, 2011	28607	83
F3	MRRA	FAA	EASEMENT	MARCH 28, 2011	28607	84
F4	MRRA	FAA	EASEMENT	MARCH 28, 2011	28607	85
F5	MRRA	FAA	EASEMENT	MARCH 28, 2011	28607	85



PARCEL AIR-7			
LINE/CURVE	LENGTH	DIRECTION/DELTA	RADIUS
L100	20.25	S58° 16' 44"W	
L101	115.37	N85° 03' 41"W	
L102	54.76	S1° 17' 40"W	
L103	29.20	S60° 37' 06"W	
L104	74.89	S26° 33' 54"E	
C100	74.89	95°20'51"	45.00
L105	127.85	N58° 05' 14"E	
C102	31.11	89°06'44"	20.00
L106	64.11	N31° 01' 30"W	
C103	23.74	90°41'47"	15.00

GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)
1 inch = 500 ft.

ENGINEER'S SEAL

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101–1227
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DESIGNED BY ERM | DRAWN BY JLC | CHECKED BY ERM

BRUNSWICK EXECUTIVE AIRPORT BRUNSWICK, MAINE

EXHIBIT–A

SCALE: 1"= 500'
DATE: MAY, 2011

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY
△			
△3	06/05/13	FOST AIR-14 ADDED TO BOUNDARY	JLC
△2	05/21/13	ADD LEASE AREA FOR KEY 21	JLC
△1	05/09/13	REVISED MRRA BOUNDARY	JLC

DO NOT SCALE DRAWING

PROJ. No.: 3911GEN
FILE NAME: EXHIBIT–A
AIP No.:

DRAWING NO.
1
SHEET 1 OF 1

Drawing name: H:\3911gen\dwg\EXHIBIT-A\EXHIBIT-A.dwg Aug 21, 2013 – 3:11pm