July 02, 2018

TO: Town of Rangeley
Attn: Rebekah Carmichael
15 School Street
Rangeley, ME 04970
treasurer@rangeleyme.org

CC: TOWN OF RANGELEY
TOWN OFFICE
RANGELEY, ME 04970
treasurer@rangeleyme.org

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>AML (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018-ANE-66-NRA</td>
<td></td>
<td>RANGELEY, ME</td>
<td>44-59-30.82N</td>
<td>70-39-52.65W</td>
<td>0</td>
<td>1825</td>
</tr>
</tbody>
</table>

Description: Revised Airport Layout Plan Drawing Set

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 2018-02-02 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. Current IFPs are "Circling Only" and will not be impacted by extending RWY / relocating thresholds. If new approaches are to be requested initiate request 24 months prior to expected construction completion date via https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_initiation/ (*NOTE: new 18b obstacle survey data will be required)

Any requests for amended / new instrument approach development based on extended RWYs require 18-24 months lead time. Any existing obstacle survey data will be invalided once RWY thresholds are relocated. Valid obstacle survey data IAW FAA AC 150/5300-18 required for development of any straight-in instrument approaches. Submit requests for IFP amendments / new development via FAA IFP Gateway https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/

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. VISAIDS: Incorrect Lat/Long Coordinates for the proposed RWY 14-32 ends The lat/long coordinates listed in the Runway Data
Table for the proposed RWY 14-32 ends are incorrect. Revise Runway Data Table to list the correct lat/long coordinates for the proposed RWY 14-32 ends. 2. Proposed RWY 14 PAPI/ Relocated RW 14 REILs a) No object shall penetrate the Obstacle Clearance Surface (OCS) for the proposed RWY 14 PAPI. b) Future coordination will be required with the FAA National Flight Data Center (NFDC) to complete a “Pending” VGSI Data Form for the proposed RWY 14 PAPI. c) Future coordination will be required with the FAA Flight Inspection Services to flight check the proposed RWY 14 PAPI along with the relocated RWY 14 REILs. 3. Relocated RWY 32 PAPI & REILs a) No object shall penetrate the Obstacle Clearance Surface (OCS) for the relocated RWY 32 PAPI. b) Future coordination will be required with the FAA National Flight Data Center (NFDC) to submit an updated VGSI Data Form for the relocated RWY 32 PAPI. c) Future coordination will be required with the FAA Flight Inspection Services to flight check the relocated RWY 32 PAPI along with the relocated RWY 32 REILs.

WEATHER: Comments: ALP for Steven A Bean Municipal Airport shows grid tied solar array on ALP and within 500 ft. of the 8B0 AWOS, this would be a violation of the AWOS siting 6560.20. Proposed array CANNOT exceed a height of 1824 ft. AMSL, this is based on an elevation in the vicinity of AWOS of 1809 ft. A review of existing conditions near the 8B0 AWOS shows tree growth within 500 ft. of AWOS this is also a violation of siting 6560.20; trees should be removed if they have exceeded a height of 1824 AMSL or are higher than 15 ft. below AWOS wind sensor. 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 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 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.

Michelle Ricci
DivUser

Signature Control No: 355882729-369110979