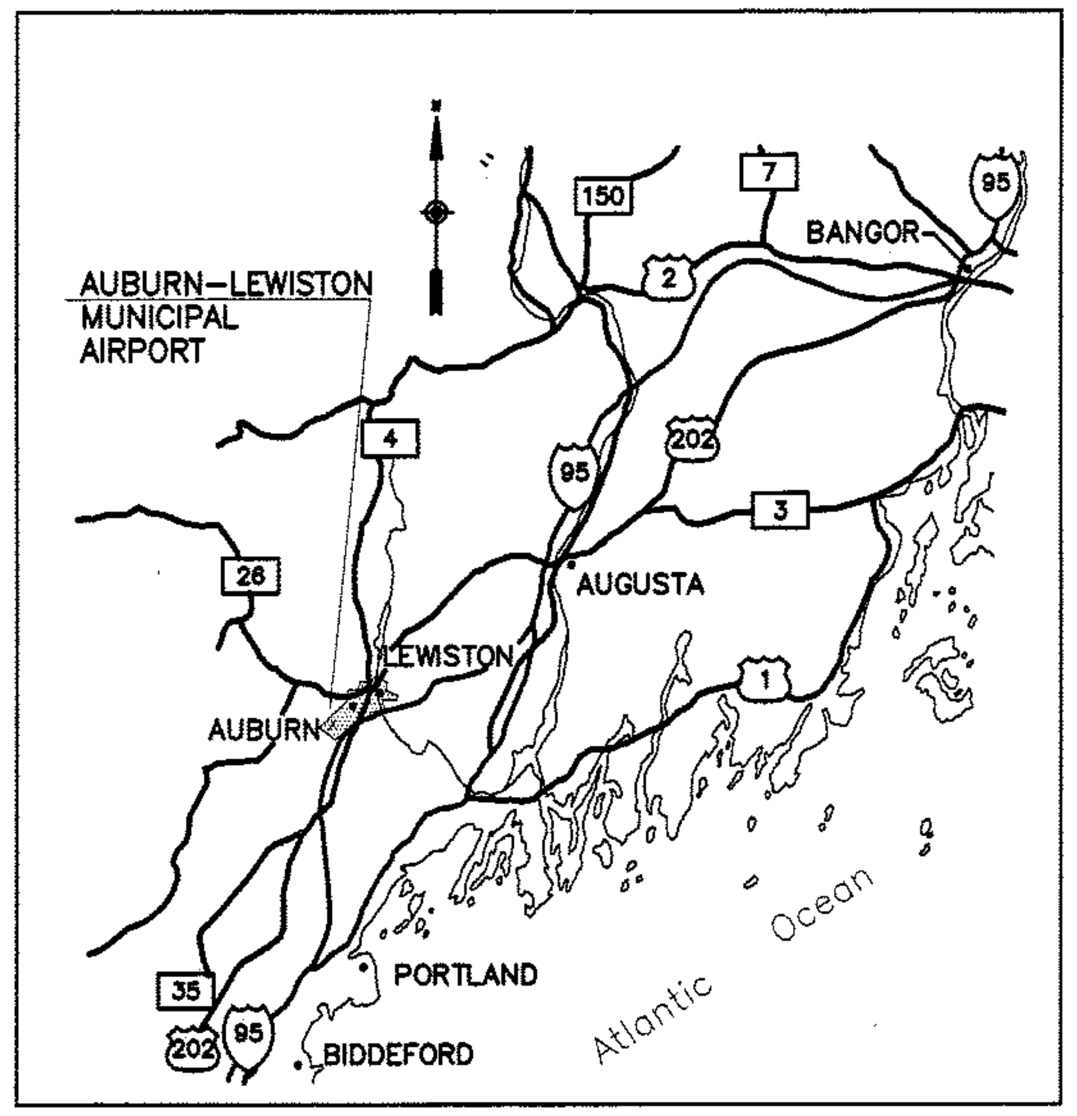
10-1-2006

Auburn-Lewiston Municipal Airport (LEW), Auburn, Maine : Master Plan Update, October 2006

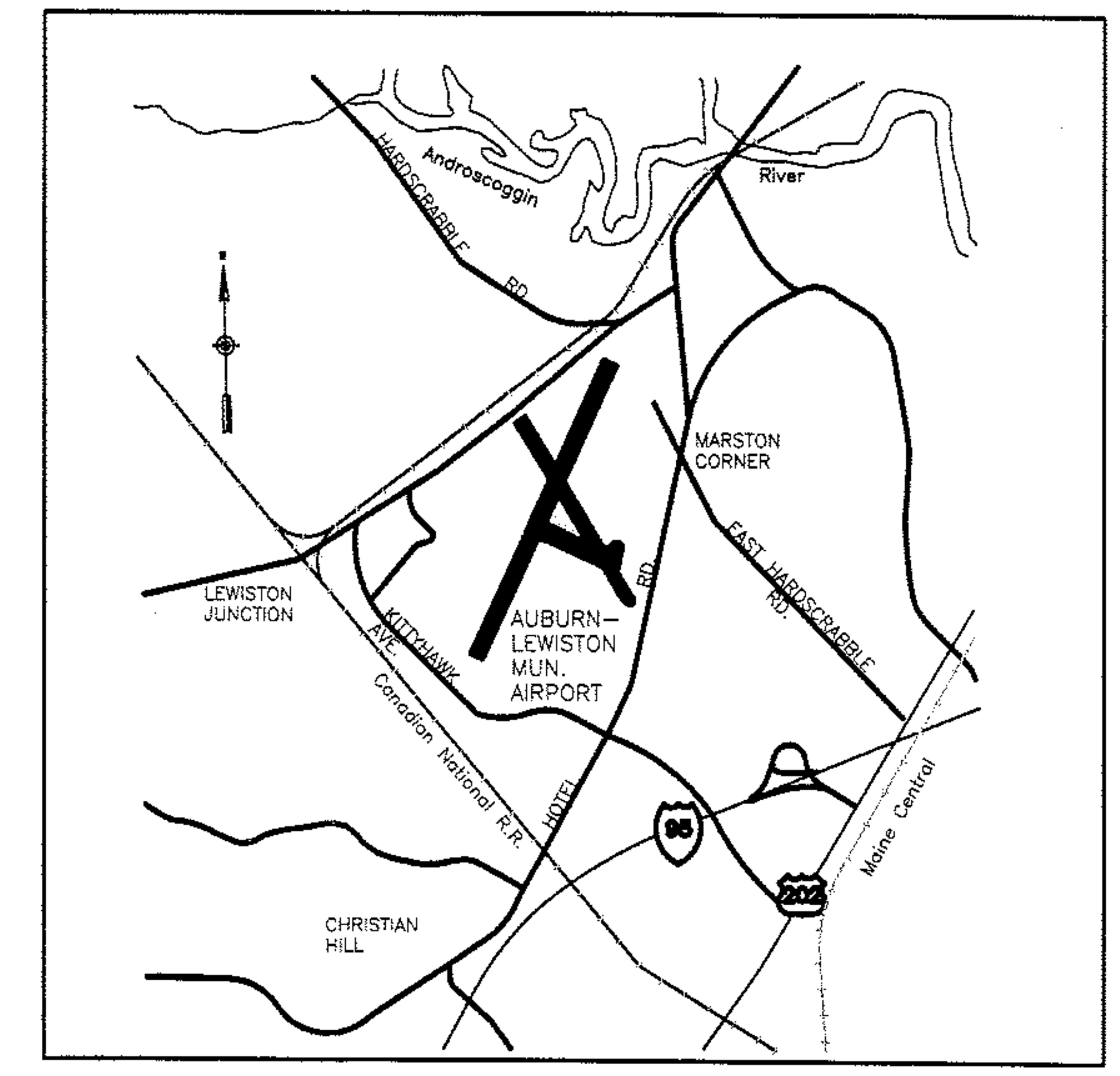
Maine Department of Transportation



VICINITY MAP
NOT TO SCALE

Auburn-Lewiston Municipal Airport (LEW)
Auburn, Maine

MASTER PLAN UPDATE



LOCATION MAP
NOT TO SCALE

HTA PROJECT NO.
030719
FEDERAL/STATE PROJECT NO.
AIP 3-23-0002-13-2005

INDEX TO DRAWINGS

1. COVER/TITLE SHEET
2. ALP (EXISTING FACILITIES)
3. ALP (ULTIMATE FACILITIES)
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5. TERMINAL AREA PLAN
6. RUNWAY 04-22 PLAN AND PROFILE
7. RUNWAY 17-35 PLAN AND PROFILE
8. FAR PART 77 AIRSPACE SURFACES
9. LAND USE AND NOISE CONTOUR PLAN

October, 2006

ENGINEER'S SEAL

PROJECT DESIGNER
HTA Consulting Engineers
150 Dow Street – Manchester, NH 03101–1227
Tel 603–669–5555, Fax 603–669–4168
Web Page: www.hta-nh.com

DESIGNED BY TLM | DRAWN BY DDS | CHECKED BY JRL

AUBURN–LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

COVER/TITLE SHEET

DATE: OCTOBER, 2006
SCALE:

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY

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PROJ. No.: 030719
FILE NAME:
AIP No.: 3–23–0002–13–2005
DRAWING NO.
1
SHEET 1 OF 9

EXISTING RUNWAY DATA		
ITEM	RUNWAY 04–22	RUNWAY 17–35
PHYSICAL LENGTH	5,001'	2,750'
WIDTH	100'	75'
PAVEMENT STRENGTH	30,000 LBS. SINGLE WHEEL	30,000 LBS. SINGLE WHEEL
SURFACE MATERIAL	BITUMINUS CONCRETE	BITUMINUS CONCRETE
CLASSIFICATION/APPROACH CATEGORY	RUNWAY 04: UTILITY/PRECISION	RUNWAY 17: UTILITY/VISUAL
	RUNWAY 22: UTILITY/NON-PRECISION	RUNWAY 35: UTILITY/VISUAL
APPROACH MINIMUMS	RUNWAY 04: NOT LOWER THAN ¾-MILE	RUNWAY 17: 3 MILES
	RUNWAY 22: NOT LOWER THAN 1-MILE	RUNWAY 35: 3 MILES
VISUAL/APPROACH AIDS	RUNWAY 04: WIND INDICATOR, SEGMENTED CIRCLE, MALSR	RUNWAY 17: WIND INDICATOR, SEGMENTED CIRCLE
	RUNWAY 22: WIND INDICATOR, REILS, SEGMENTED CIRCLE	RUNWAY 35: WIND INDICATOR, SEGMENTED CIRCLE
INSTRUMENT APPROACHES/ NAVIGATIONAL AIDS	RUNWAY 04: ILS, PAPI	RUNWAY 04: NONE
	RUNWAY 22: PAPI, REILS	RUNWAY 22: NONE
RUNWAY LIGHTING	MIRLS	NONE
RUNWAY MARKING	RUNWAY 04: PRECISION	RUNWAY 17: BASIC
	RUNWAY 22: NONPRECISION	RUNWAY 35: BASIC
CRITICAL AIRCRAFT (WING SPAN)	EMBRAER BANDEIRANTE (50.3')	EMBRAER BANDEIRANTE (50.3')
CRITICAL AIRCRAFT APPROACH SPEED	92 KTS	92 KTS
CRITICAL AIRCRAFT MTOW	13,010 LBS.	13,010 LBS.
AIRPLANE DESIGN GROUP	II	I (SMALL AIRCRAFT EXCLUSIVELY)
AIRCRAFT APPROACH CATEGORY	B	B
PARALLEL TAXIWAY	NONE	NONE
TAXIWAY LIGHTING	MITL	MITL

LEGEND	
AIRPORT EASEMENTS	
AIRPORT PAVED AREAS	
ROADS AND INTERSTATES	
CONTOURS	
AIRPORT REFERENCE POINT	
RUNWAY OBJECT FREE AREAS	ROFA
TAXIWAY OBJECT FREE AREAS	TOFA
RUNWAY SAFETY AREAS	RSA
TAXIWAY SAFETY AREAS	TSA
BUILDINGS - ON AIRPORT	
BUILDINGS - OFF AIRPORT	
MISC. PROPERTY LINES	
UNPAVED ROADS / R.O.W.'s	
WETLANDS	
PAPI's	
WINDSOCK	
FENCELINE	
TREELINE	
GLIDESLOPE CRITICAL AREA	GCA
RAILROADS	
RW OBJECT FREE ZONE	ROFZ
RW OBJECT FREE AREA-ZONE	ROFA-Z
RUNWAY VISIBILITY ZONE	RVZ
RUNWAY PROTECTION ZONE	RPZ
AIRPORT PROPERTY LINE	
LOCALIZER CRITICAL AREA	LCA

FACILITY NO.	EXISTING FACILITIES
1	HANGAR # 1 (SILVER WINGS AVIATION / WHITE HANGAR)
2	HANGAR # 2
3	HANGAR # 3 (TWIN CITIES AIR SERVICE)
4	TERMINAL BUILDING/RESTAURANT
5	EQUIP. MATERIAL STORAGE BLDG.
6	STORAGE GARAGE
7	FERNAND A. GIGUERE MAINT. / CFR BLDG.
8	T-HANGARS
9	WEST ITINERANT APRON
10	BASED AIRCRAFT TIE-DOWNS / WEST APRON
11	WINDSOCK
12	WIND TEE
13	ROTATING BEACON & WINDSOCK
14	12,000 GAL. UG JET A & 12,000 GAL. 100LL W/HYDRANTS
15	EAST ITINERANT APRON
16	LIFEFLIGHT HANGAR

ENGINEER'S SEAL

PROJECT DESIGNER

HTA Consulting Engineers

150 Dow Street – Manchester, NH 03101-1227
Tel 603-669-5555, Fax 603-669-4168
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AUBURN-LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

EXISTING AIRPORT LAYOUT PLAN

SCALE: 1"=400' | DATE: OCTOBER, 2006

REVISIONS

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PROJ. No.: 030719
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AIP No.: 3-23-0002-13-2005

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2

SHEET 2 OF 9

FACILITY NO.	EXISTING FACILITIES
1	HANGAR # 1 (SILVER WINGS AVIATION / WHITE HANGAR)
2	HANGAR # 2
3	HANGAR # 3 (TWIN CITIES AIR SERVICE)
4	TERMINAL BUILDING
5	EQUIP. MATERIAL STORAGE BLDG.
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7	FERNAND A. GIGUERE MAINT. / CFR BLDG.
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9	WEST ITINERANT APRON
10	BASED AIRCRAFT TIE-DOWNS / WEST APRON
11	WINDSOCK
12	WIND TEE
13	ROTATING BEACON & WINDSOCK
14	12,000 GAL. UG JET A & 12,000 GAL. 100LL W/HYDRANTS
15	EAST ITINERANT APRON

LEGEND	
AIRPORT PROPERTY LINE	
AIRPORT EASEMENTS	
FUTURE PAVED SURFACES	
ROADS AND INTERSTATES	
CONTOURS	
AIRPORT REFERENCE POINT	
RUNWAY OFA	ROFA ROFA
TAXIWAY OFA	TOFA TOFA
RUNWAY SAFETY AREAS	RSA RSA
TAXIWAY SAFETY AREAS	TSA TSA
FUTURE BUILDINGS	
EXISTING BUILDINGS	
MISC. PRPERTY LINES	
UNPAVED ROADS R.O.W.'s	
EXISTING PAVED SURFACES	
WETLANDS	
PAPI's	
WINDSOCK	
FENCELINE	
TREELINE	
GLIDESLOPE CRITICAL AREA	GCA GCA
RAILROADS	
RW OBJECT FREE ZONE	ROFZ ROFZ
RUNWAY VISABILITY ZONE	RVZ RVZ
RUNWAY PROTECTION ZONE	RPZ RPZ
PROPERTY LINE	
LOCALIZER CRITICAL AREA	LCA LCA
PRESERVATION AREA BUFFER ZONE	
LAND TO BE ACQUIRED	

FUTURE AIRPORT DEVELOPMENTS	
	EXISTING GENERAL AVIATION DEVELOPMENT SCENARIO – LANDSIDE ELEMENTS
A	CONSTRUCT FOUR UNITS OF 10 BAY T-HANGARS
B	DEVELOP NEW TERMINAL SPACE THROUGH MODIFICATION/EXPANSION OF THE EXISTING TERMINAL OR INCORPORATION OF THE PROPOSED MULTI-MODAL FACILITY
C1	CONTINUE CLEARING CHRISTIAN HILL
C2	CONTINUE CLEARING AIRPORT HILL
D	REMOVAL/LIGHTING OF FAR PART 77 OBSTRUCTIONS
E	COMPLETION OF WILDLIFE/SECURITY FENCING – AIRPORT PROPERTY BOUNDARY
F	CONSTRUCT AIRPORT PERIMETER ROAD
G1-15	ESTABLISH IDENTIFICATION SYSTEM AND MARKING OF ELECTRONIC SLIDE GATES AND BUILDINGS
H	RECONSTRUCT FOUR EXISTING AUTO PARKING LOTS
I	CONSTRUCT SRE BUILDING
J	CONSTRUCT CIVIL AIR PATROL FACILITY
	EXISTING GENERAL AVIATION DEVELOPMENT SCENARIO – AIRSIDE ELEMENTS
K1	RECONSTRUCT AND EXPAND WEST ITINERANT APRON
K2	RECONSTRUCT EAST APRON
K3	RECONSTRUCT AND REDUCE WIDTH OF EXISTING TAXIWAY
K4	RECONSTRUCT WEST APRON
L	REHABILITATE RUNWAYS 04-22 AND 17-35
M	CONSTRUCT PARALLEL TAXIWAY FOR RUNWAY 04-22 (B-II CRITERIA WITH C-III SEPARATION – 400 FEET FROM RUNWAY 04-22)
N	CONSTRUCT RUN-UP/HOLDING AREA AND PARTIAL PARALLEL TAXIWAYS FOR RUNWAY END 35
O	INSTALL PAPI'S ON RUNWAY 17-35
P	FILL, GRADE, AND SEED RSA'S FOR RUNWAYS 04, 22, 17, AND 35
Q	REMOVE VEGETATION WITHIN RUNWAY 22 ROFA
R	INCORPORATE STATE PROPOSED MULTI-MODAL FACILITY AND ASSOCIATED APRON
	ENHANCED GENERAL AVIATION ELEMENTS
S	CONSTRUCT EAST AND WEST CORPORATE HANGARS AND APRONS
T	FBO EXPANSION (TWIN CITIES AIR SERVICE AND SILVER WINGS)
U	900' RUNWAY 04-22 EXTENSION WITH B-II CRITERIA (600 FOOT RSA'S)
V	RESERVED FOR MIXED AVIATION AND NON-AVIATION DEVELOPMENT
W	RESERVED FOR NON-AVIATION DEVELOPMENT AREAS
X	PRESERVATION AREA / BUFFER ZONE
	AIR CARGO ELEMENTS
Y	1,000 SQUARE YARD CARGO APRON
Z	DEDICATED AIR CARGO FACILITY
	PASSENGER SERVICE ELEMENTS
AA	USE THE STATE'S MULTI-MODAL FACILITY AS THE FUTURE TERMINAL FACILITY, IF BUILT, THOUGH ONLY FOR CARRIER SERVICE FOR NON-PART 139 OPERATIONS
	OTHER ELEMENTS
BB	ROUNDY-THEBERGE PROPERTY ACQUISITION

NON-CONFORMING CONDITIONS	
	DESCRIPTION
1	CHRISTIAN HILL PENETRATES INTO FAR PART 77's APPROACH SURFACE SLOPE OF 50:1. THE HILL IS CURRENTLY UNDERGOING EXCAVATION TO MEET CRITERIA.
2	AIRPORT HILL PENETRATES INTO FAR PART 77's TRANSITION SURFACE. THE AIRPORT'S ROTATING BEACON IS LOCATED ON TOP OF THE HILL. EXCAVATION OF THE HILL IS PLANNED IN THE FUTURE.
3	EXISTING AND FUTURE PENETRATION INTO FAR PART 77's PRIMARY SURFACE – RUNWAY 22 END.

FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION AIRPORTS DIVISION	MAINE DEPARTMENT OF TRANSPORTATION OFFICE OF PASSENGER TRANSPORTATION	CITIES OF AUBURN/LEWISTON
APPROVED: Ralph Marie Rizzi	APPROVED:	APPROVED: BOARD CHAIR
DATE: 7-30-2007	DATE: 5-24-07	DATE:

ENGINEER'S SEAL

PROJECT DESIGNER

HTA Consulting Engineers
150 Dow Street – Manchester, NH 03101-1227
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DATE: OCTOBER, 2006

AUBURN-LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

ULTIMATE AIRPORT LAYOUT PLAN

SCALE: 1"=400'

REVISIONS

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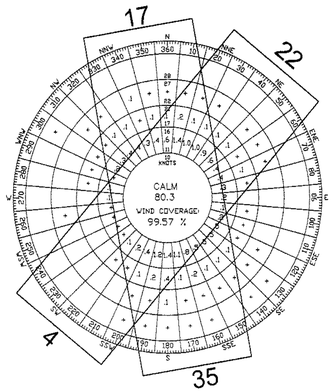
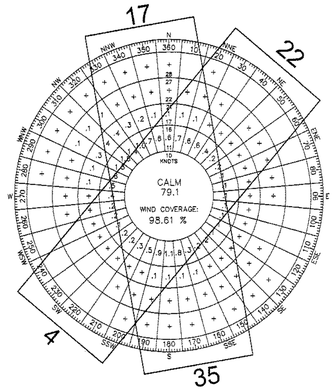
3

SHEET 3 OF 9



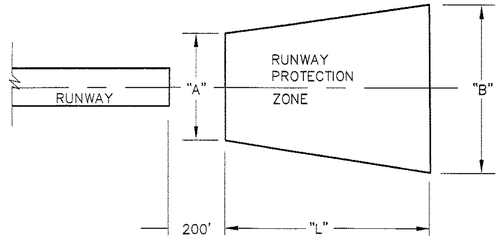
IFR

WIND DATA SUMMARY			
CROSSWIND COMPONENT (KNOTS)	R/W 4-22	R/W 17-35	R/W 4-22 & 17-35
13.0	96.75%	97.95%	99.57%
STATION:		BANGOR, MAINE #72608	
SOURCE:		NATIONAL CLIMATIC DATA CENTER/NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	
PERIOD OF OBSERVATION:		1991-2000	
OBSERVATIONS:		10,506	



ALL WEATHER

WIND DATA SUMMARY			
CROSSWIND COMPONENT (KNOTS)	R/W 4-22	R/W 17-35	R/W 4-22 & 17-35
13.0	93.2%	96.85%	98.61%
STATION:		BANGOR, MAINE #72608	
SOURCE:		NATIONAL CLIMATIC DATA CENTER/NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	
PERIOD OF OBSERVATION:		1991-2000	
OBSERVATIONS:		10,506	



RUNWAY PROTECTION ZONE DATA					
	RUNWAY	APPROACH CATEGORY	"L"	"A"	"B"
ULTIMATE	4	PRECISION INSTRUMENT	2,500	1,000	1,750
	22	NON-PRECISION	SAME	SAME	SAME
	17	VISUAL	SAME	SAME	SAME
	35	VISUAL	SAME	SAME	SAME
EXISTING	4	PRECISION INSTRUMENT	1,700	1,000	1,510
	22	NON-PRECISION	1,000	500	700
	17	VISUAL	1,000	250	450
	35	VISUAL	1,000	250	450

RUNWAY DATA				
ITEM	RUNWAY 04-22		RUNWAY 17-35	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
LENGTH	5001'	5,900'	2,750'	SAME
WIDTH	100'	SAME	75'	SAME
TRUE BEARING	RUNWAY 04: 024	SAME	RUNWAY 17: 148	SAME
	RUNWAY 22: 204	SAME	RUNWAY 35: 328	SAME
PAVEMENT STRENGTH	30,000 LBS. SINGLE WHEEL	SAME	30,000 LBS. SINGLE WHEEL	SAME
SURFACE MATERIAL	BITUMINOUS CONCRETE	SAME	BITUMINOUS CONCRETE	SAME
EFFECTIVE GRADIENT (%)	0.20%	SAME	1.20%	SAME
CLASSIFICATION/APPROACH CATEGORY	RUNWAY 04: UTILITY/PRECISION	SAME	RUNWAY 17: UTILITY/VISUAL	SAME
	RUNWAY 22: UTILITY/NON-PRECISION	SAME	RUNWAY 35: UTILITY/VISUAL	SAME
APPROACH MINIMUMS	RUNWAY 04: NOT LOWER THAN ¾-MILE	LOWER THAN ¾-MILE	RUNWAY 17: 3 MILES	SAME
	RUNWAY 22: NOT LOWER THAN 1-MILE	SAME	RUNWAY 35: 3 MILES	SAME
VISUAL/APPROACH AIDS	RUNWAY 04: WIND INDICATOR, SEGMENTED CIRCLE, MALSR	SAME	RUNWAY 17: WIND INDICATOR, SEGMENTED CIRCLE	SAME
	RUNWAY 22: WIND INDICATOR, SEGMENTED CIRCLE	SAME	RUNWAY 35: WIND INDICATOR, SEGMENTED CIRCLE	SAME
INSTRUMENT APPROACHES/ NAVIGATIONAL AIDS	RUNWAY 04: ILS, PAPI	SAME	RUNWAY 17: NONE	PAPI
	RUNWAY 22: PAPI, REILs	SAME	RUNWAY 35: NONE	PAPI
RUNWAY LIGHTING	MIRLS	SAME	NONE	SAME
RUNWAY MARKING	RUNWAY 04: PRECISION	SAME	RUNWAY 17: BASIC	SAME
	RUNWAY 22: NONPRECISION	SAME	RUNWAY 35: BASIC	SAME
CRITICAL AIRCRAFT (WNG SPAN)	EMBRAER BANDEIRANTE (50.3')	SAME	EMBRAER BANDEIRANTE (50.3')	SAME
CRITICAL AIRCRAFT APPROACH SPEED	92 KTS	SAME	92 KTS	SAME
CRITICAL AIRCRAFT MTOW	13,010 LBS.	SAME	13,010 LBS.	SAME
AIRPLANE DESIGN GROUP	II	SAME	I, SMALL AIRCRAFT EXCLUSIVELY	SAME
AIRCRAFT APPROACH CATEGORY	B	SAME	B	SAME
PARALLEL TAXIWAY	NONE	5,900' X 35'	NONE	PARTIAL PARALLEL, APPROX. 500' LONG x 35' WIDE AT 35 END
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME

BASIC AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (U.S.G.S. - M.S.L.)	288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 44-02.908367N LONG. 070-17.010450W	LAT: 44-02.925150N LONG: 070-16.990617W
MEAN MAX TEMPERATURE HOTTEST MONTH	80°F	SAME
DISTANCE FROM CITY OF AUBURN	4 MILES SOUTHWEST	SAME
LAND OWNED (ACRES)/AIRPORT AREA FEE	547	556
AIRPORT AREA EASEMENTS (ACRES)	27.6	30.6
OWNER	CITIES OF AUBURN AND LEWISTON	SAME
OPERATIONAL ROLE (NPIAS)	GA	SAME
MAG. DECLINATION: (1995)	17°W	VARIES
AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE	R/W 04-22: B-II	SAME
	R/W 17-35: B-I, SMALL AIRCRAFT EXCLUSIVELY	SAME

AIRPORT DESIGN CRITERIA										
DESIGN ELEMENT	B-II					B-I SMALL AIRCRAFT EXCLUSIVELY				
	DESIGN CRITERIA (FT)	RUNWAY 04		RUNWAY 22		DESIGN CRITERIA (FT)	RUNWAY 17		RUNWAY 35	
RUNWAY		EXISTING	FUTURE	EXISTING	FUTURE		EXISTING	FUTURE	EXISTING	FUTURE
LENGTH		5,001	5,900	5,001	5,900		2,750	SAME	2,750	SAME
WIDTH	100	100	100	100	100	60	75	SAME	75	SAME
RUNWAY SAFETY AREA (RSA)										
WIDTH	300	150	300	150	300	120	120	SAME	120	SAME
LENGTH BEYOND RUNWAY END	600	300	600	300	600	240	240	SAME	240	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)										
WIDTH	400	400	SAME	400	SAME	250	250	SAME	250	SAME
LENGTH BEYOND RUNWAY END	200	200	SAME	200	SAME	200	200	SAME	200	SAME
RUNWAY OBSTACLE FREE AREA (ROFA)										
WIDTH	800	500	800	500	800	250	250	SAME	250	SAME
LENGTH BEYOND RUNWAY END	600	300	600	300	600	240		SAME	240	SAME
TAXIWAY/TAXILANE										
WIDTH	35	75	35	75	35	25	75	35	75	35 (2)/25
TAXIWAY SAFETY AREA (TSA)	79	79	SAME	79	SAME	49	79	SAME	79	SAME (2)/49
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	131	131	SAME	131	SAME	89	131	SAME	131	SAME (2)/89
TAXILANE OBJECT FREE AREA WIDTH	115	115	SAME	115	SAME	79	115	SAME	115	SAME (2)/79
RUNWAY SEPARATION STANDARDS										
RUNWAY CENTERLINE TO TAXIWAY/TAXILANE CENTERLINE	300	N/A	400 (1)	240	400 (1)	150	240	SAME	240	SAME (2)/150
RUNWAY CENTERLINE TO AIRCRAFT PARKING AREA	400	250	400	400	SAME	125	250	SAME	250	SAME (2)/125
TAXIWAY/TAXILANE SEPARATION STANDARDS										
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	105	105	SAME	105	SAME	69	N/A	N/A	N/A	N/A
TAXIWAY CENTERLINE TO A FIXED OR MOVABLE OBJECT	65.5	65.5	SAME	65.5	SAME	44.5	65.5	SAME	65.5	SAME(2)/44.5

NOTES:
(1) PROPOSED RUNWAY 04-22 PARALLEL TAXIWAY DESIGNED TO MEET C-III SEPARATION CRITERIA OF 400 FEET. SEE DISCUSSION IN CHAPTER 3 OF AIRPORT MASTER PLAN TECHNICAL REPORT.
(2) B-II CRITERIA WILL CONTINUE TO APPLY TO EXISTING TAXIWAY. PROPOSED TAXIWAY ON THE EAST SIDE OF R/W END 35 DESIGNED TO MEET B-I SMALL AIRCRAFT EXCLUSIVELY CRITERIA.

APPROACH SLOPE DATA			
	RUNWAY	APPROACH CATEGORY	APPROACH SLOPE
FUTURE	04	PRECISION INSTRUMENT	SAME
	22	NON-PRECISION	SAME
EXISTING	04	PRECISION INSTRUMENT	50:1 then 40:1(1)
	22	NON-PRECISION	34:1
FUTURE	17	VISUAL	SAME
	35	VISUAL	SAME
EXISTING	17	VISUAL	20:1
	35	VISUAL	20:1

NOTE:
1) FEDERAL AVIATION REGULATION PART 77'S APPROACH SURFACE STANDARDS REQUIRE A HORIZONTAL DISTANCE OF 10,000 FEET AT A SLOPE OF 50 FEET HORIZONTALLY TO 1-FOOT (VERTICALLY) WITH AN ADDITIONAL 40,000 FEET AT A SLOPE OF 40 FEET TO 1-FOOT FOR ALL PRECISION INSTRUMENT RUNWAYS, SUCH AS RUNWAY 04. HOWEVER, MANY NEW ENGLAND AIRPORTS CANNOT MEET THE 50:1 SLOPE REQUIREMENTS DUE TO THE MOUNTAINOUS TERRAIN. THEREFORE, A SLOPE OF 34:1 IS ACCEPTABLE, ALTHOUGH THE AIRPORT SHOULD STRIVE TO MEET THE 50:1 REQUIREMENT WHERE POSSIBLE.

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AUBURN-LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

DATA SHEET

DATE: OCTOBER, 2006
SCALE: N/A

REVISIONS

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PROJ. No.: 030719
FILE NAME:
AIP No.: 3-23-0002-13-2005

DRAWING NO.
4

SHEET 4 OF 9

STATE PROPOSED MULTIMODAL FACILITY
SRE BUILDING
STORAGE GARAGE
FLIGHT LINE DRIVE
FLIGHT LINE DRIVE
AVIATION AVENUE
OMNI CIRCLE
AIRPORT DRIVE
MIXED AVIATION & NON-AVIATION DEVELOPMENT AREA
EXISTING AUTO PARKING LOT
HANGAR #2
EXISTING HANGAR
ULTIMATE AIR CARGO FACILITY
ULTIMATE TERMINAL EXPANSION
FBO EXPANSION
ULTIMATE EXPANDED WEST ITINERANT APRON
PERIMETER ROAD
R/W 17 ELEV. 255.5'
FERNAND A. GIGUERE EQUIPMENT STORAGE BUILDING
EXISTING HANGAR
STATE PROPOSED MULTIMODAL FACILITY APRON
CAP FACILITY
ULTIMATE AIR CARGO APRON
EXISTING WEST APRON
HANGAR # 3
EXISTING FUEL HYDRANTS
EXISTING TERMINAL BUILDING
EXISTING WEST ITINERANT APRON
ULTIMATE PARALLEL TAXIWAY (B-II CRITERIA W/ C-III SEPARATION 400' FROM R/W 04-22)
EXISTING & ULTIMATE RW 17-35 2750' x 75'
EXISTING TAXIWAY
ULTIMATE R/W 04-22 5,900' x 100'
EXISTING R/W 04-22 5,001' x 100'
ARP
ARP ULTM
100 0 100
1"=100'

LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	PROPOSED NEW PAVEMENT	TSA	TAXIWAY SAFETY AREA
	EXISTING PAVEMENT	TOFA	TAXIWAY OBJECT FREE AREA
230	EXISTING CONTOUR (TYP)	RSA RSA	RUNWAY SAFETY AREA
	WETLANDS	ROFZ ROFZ	RUNWAY OBJECT FREE ZONE
	EXISTING BUILDINGS	PL PL	AIRPORT PROPERTY LINE
	PROPOSED BUILDINGS		HYDRANTS
	OFF-AIRPORT BUILDINGS		UTILITY POLES
			CATCH BASIN

NOTE:
SEE SHEET 3 OF 11 FOR ALL PROPOSED AIRPORT DEVELOPMENT.

ENGINEER'S SEAL

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Tel 603-669-5555, Fax 603-669-4168
Web Page: www.hta-nh.com

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AUBURN-LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

TERMINAL AREA PLAN

DATE: OCTOBER, 2006
SCALE: 1"=100'

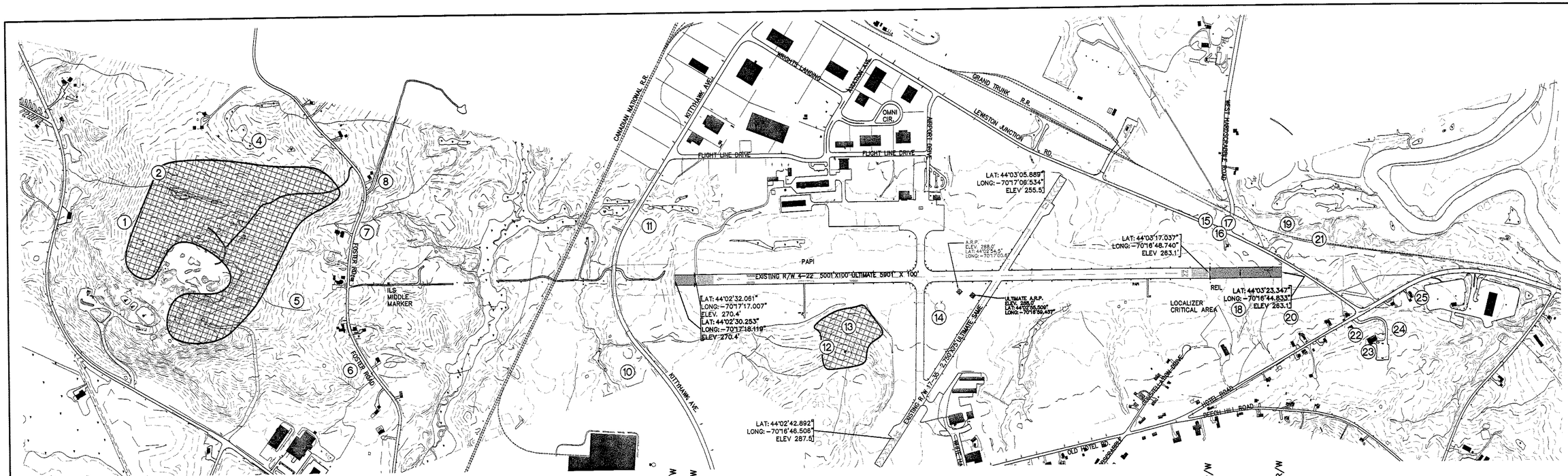
REVISIONS

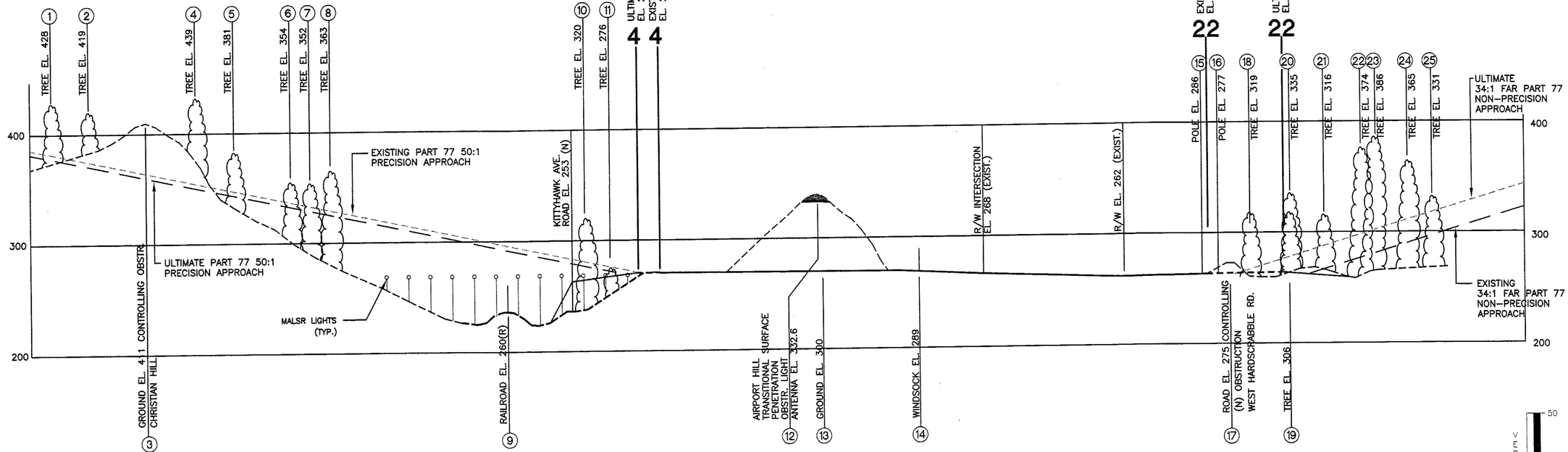
REV. NO.	DATE	DESCRIPTION	BY

DO NOT SCALE DRAWING

PROJ. No.: 030719
FILE NAME:
AIP No.: 3-23-0002-13-2005

DRAWING NO.
5
SHEET 5 OF 9





PROFILE

SCALE: HORIZ. 1"=500'
VERT. 1"=50'

NOTE: OBSTRUCTION DATA OBTAINED FROM "AIRPORT OBSTRUCTION CHART, AUBURN-LEWISTON MUNICIPAL AIRPORT, AUBURN, MAINE"; PUBLISHED JAN. 1984 AND AS-BUILT DRAWINGS OF AIP PROJECT NO. 3-23-0002-05, 1990.

FOR LEGEND SEE SHEET 3 OF 9.

(N) 15 FEET ADDED TO ROAD ELEVATION PER FAR PART 77.
(R) 23 FEET ADDED TO RAILROAD ELEVATION PER FAR PART 77.

ENGINEER'S SEAL

PROJECT DESIGNER
HTA
Consulting Engineers
150 Dow Street - Manchester, NH 03101-1227
Tel 603-669-5555, Fax 603-669-4168
Web Page: www.hta-nh.com

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AUBURN-LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

RUNWAY 04-22
PLAN & PROFILE

SCALE: AS SHOWN
DATE: OCTOBER, 2006

REVISIONS

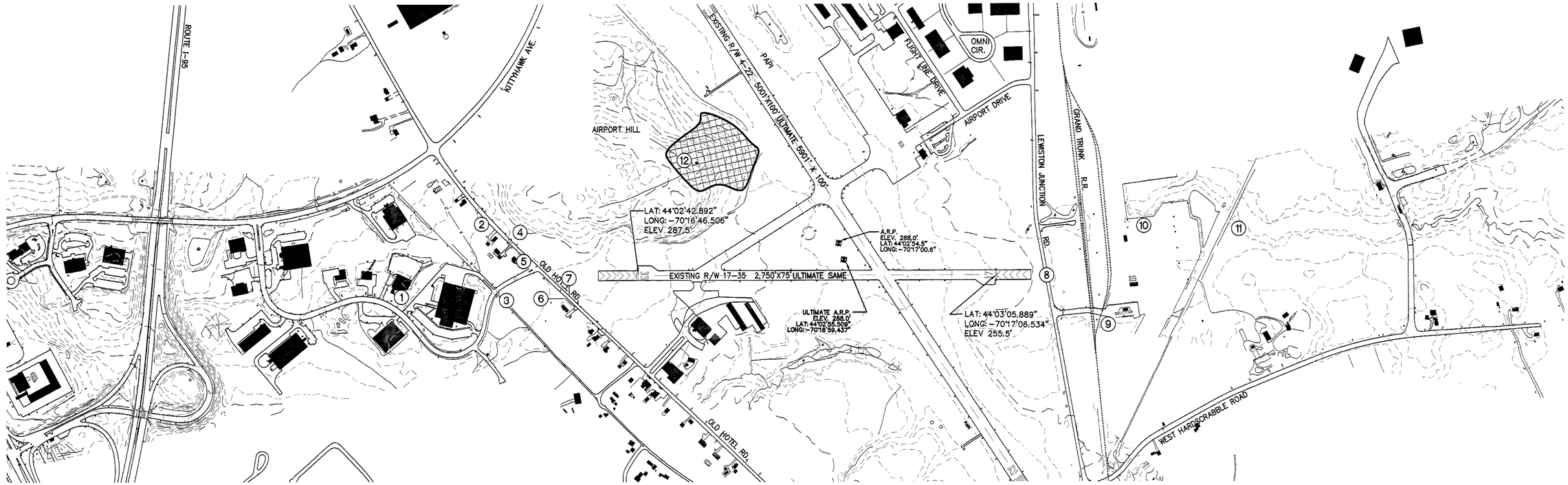
REV. NO.	DATE	DESCRIPTION	BY

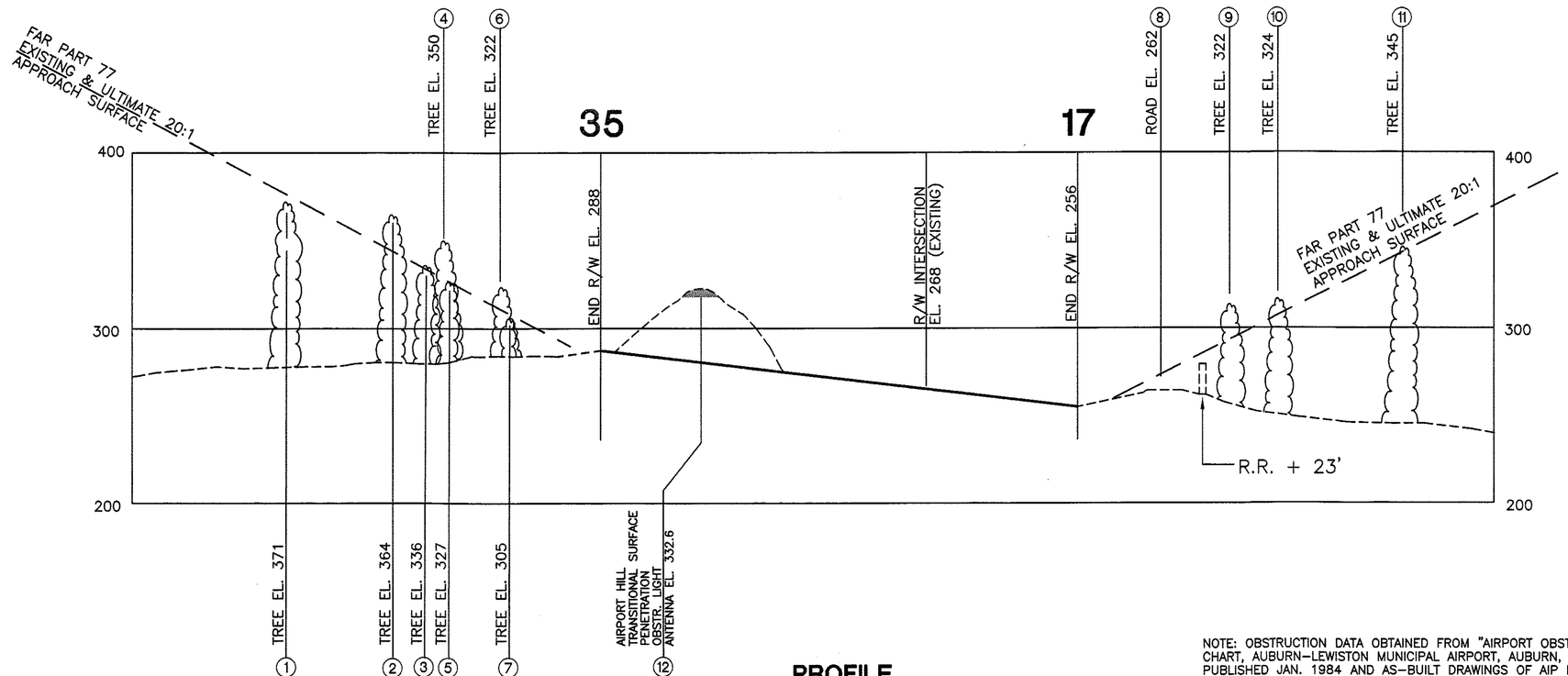
DO NOT SCALE DRAWING

PROJ. No.: 030719
FILE NAME:
AIP No.: 3-23-0002-13-2005

DRAWING NO.
6

SHEET 6 OF 9





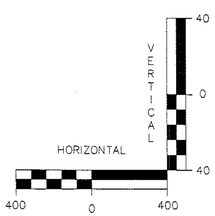
PROFILE

SCALE: HORIZ. 1"=400'
VERT. 1"=40'

NOTE: OBSTRUCTION DATA OBTAINED FROM "AIRPORT OBSTRUCTION CHART, AUBURN-LEWISTON MUNICIPAL AIRPORT, AUBURN, MAINE"; PUBLISHED JAN. 1984 AND AS-BUILT DRAWINGS OF AIP PROJECT 3-23-0002-05, 1990.

FOR LEGEND, SEE SHEET 2 OF 9.

(N) 15 FEET ADDED TO ROAD ELEVATION PER FAR PART 77.
(R) 23 FEET ADDED TO RAILROAD ELEVATION PER FAR PART 77.



ENGINEER'S SEAL

PROJECT DESIGNER

HTA
Consulting Engineers
150 Dow Street - Manchester, NH 03101-1227
Tel 603-669-5555, Fax 603-669-4168
Web Page: www.hta-nh.com

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AUBURN-LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

RUNWAY 17-35
PLAN & PROFILE

SCALE: AS SHOWN | DATE: OCTOBER, 2006

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY

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PROJ. No.: 030719
FILE NAME:
AIP No.: 3-23-0002-13-2005

DRAWING NO.
7

SHEET 6 OF 9

Part 77 Airspace Surfaces / Auburn–Lewiston Municipal Airport								
	Runway 04		Runway 22		Runway 17		Runway 35	
Airport Data	Existing	Ultimate	Existing	Ultimate	Existing	Ultimate	Existing	Ultimate
Runway Classification	Precision Instrument	Same	Non–Precision	Same	Visual	Same	Visual	Same
Visibility Minimums	> ¾ MILE	< ¾ MILE	1 mile	Same	3 miles	Same	3 miles	Same
Airport Elevation	288' MSL							
Airport Imaginary Surfaces	Existing	Ultimate	Existing	Ultimate	Existing	Ultimate	Existing	Ultimate
Horizontal Surface:								
Horizontal Surface Elevation	438' MSL							
Horizontal Surface Radius	10,000'	Same	10,000'	Same	5,000'	Same	5,000'	Same
Conical Surface:								
Conical Surface Elevation	638' MSL							
Horizontal Distance	4,000'	Same	4,000'	Same	4,000'	Same	4,000'	Same
Slope	20: 01	Same	20: 01	Same	20: 01	Same	20: 01	Same
Primary Surface:								
Length beyond runway end	200'	Same	200'	Same	200'	Same	200'	Same
Width	1,000'	Same	500'	Same	250'	Same	250'	Same
Approach Surface:								
Inner Edge Width	1,000'	Same	500'	Same	250'	Same	250'	Same
Outer Edge Width	16,000'	Same	3,500'	Same	1,250'	Same	1,250'	Same
Horizontal Distance	10,000' then 40,000' (1)	Same	10,000'	Same	5,000'	Same	5,000'	Same
Slope	50:1, 40:1 (1)	Same	34:1	Same	20:1	Same	20:1	Same
Transitional Surfaces:	7:1	Same	7:1	Same	7:1	Same	7:1	Same

Source: FAR Part 77, Objects Affecting Navigable Airspace
Note: 1.
Federal Aviation Regulation Part 77's approach surface standards require a horizontal distance of 10,000 feet at a slope of 50 feet (horizontally) to 1–foot (vertically) with an additional 40,000 feet at a slope of 40 feet (horizontally) to 1–foot (vertically) for all precision instrument runways, such as Runway 04. However, many airports within New England cannot meet the 50:1 slope requirements due to the mountainous terrain. Therefore, a slope of 34:1 is acceptable but the airport should strive to meet the 50:1 requirement if reasonably possible. Where the 50:1 standard cannot be met, an FAA modification to standards from 50:1 should be obtained.

LEGEND

GROUND PENETRATIONS

MATCHLINE A-A

MATCHLINE A-A

CONICAL SURFACE ELEV: = 638'

HORIZONTAL SURFACE ELEV: = 438'

ANTENNA TOWER
199' (AGL)
700' (AMSL)
LATITUDE: 44°05'28.4800"
LONGITUDE: -70°17'52.9400"
GRID N:458528.8098
GRID E:2918234.4721

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ENGINEER'S SEAL

PROJECT DESIGNER

HTA
Consulting Engineers

150 Dow Street – Manchester, NH 03101–1227
Tel 603–669–5555, Fax 603–669–4168
Web Page: www.hta–nh.com

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AUBURN–LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

PART 77
AIRSPACE SURFACES

SCALE: 1"=2000' | DATE: OCTOBER, 2006

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY

DO NOT SCALE DRAWING

PROJ. No.: 030719
FILE NAME:
AIP No.: 3-23-0002-13-2005

DRAWING NO.
8

SHEET 8 OF 9

Drawing name: H:\030719\dwg\CONTRACT\Master Plan\part777.dwg Oct 05, 2006 - 10:52am

LEGEND

- INDUSTRIAL
- RURAL INDUSTRIAL
- AGRICULTURAL/ RESOURCE PROTECTED
- GENERAL BUSINESS
- SUBURBAN RESIDENTIAL
- PL —— PL —— AIRPORT PROPERTY LINE
- — — — — EXISTING DNL NOISE CONTOURS (INTEGRATED NOISE MODEL)
- — — — — ULTIMATE DNL NOISE CONTOURS (INTEGRATED NOISE MODEL)

ENGINEER'S SEAL

PROJECT DESIGNER

HTA Consulting Engineers
150 Dow Street – Manchester, NH 03101–1227
Tel 603–669–5555, Fax 603–669–4168
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AUBURN–LEWISTON MUNICIPAL AIRPORT
AUBURN, MAINE

LAND USE PLAN WITH NOISE CONTOURS

SCALE: 1"=1000' | DATE: OCTOBER, 2006

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY

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PROJ. No.: 030719
FILE NAME:
AIP No.: 3–23–0002–13–2005

DRAWING NO.

9

SHEET 9 OF 9