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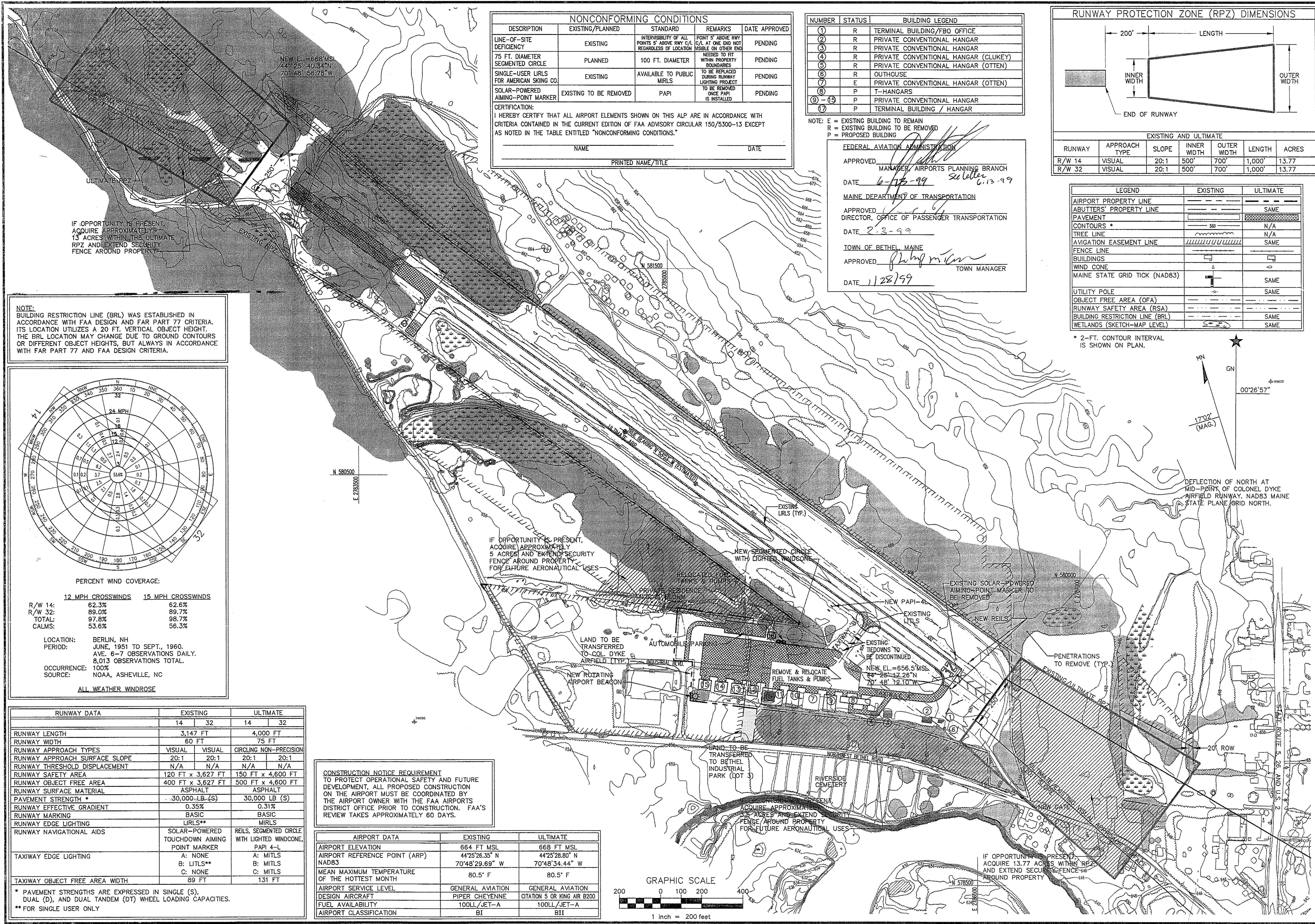
Transportation

8-31-1998

Bethel Regional Airport, Bethel, Maine : Ultimate Airport Layout Plan, August 31, 1998

Maine Department of Transportation

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NONCONFORMING CONDITIONS				
DESCRIPTION	EXISTING/PLANNED	STANDARD	REMARKS	DATE APPROVED
LINE-OF-SITE DEFICIENCY	EXISTING	INTERVISIBILITY OF ALL POINTS 5' ABOVE RWY C/L REGARDLESS OF LOCATION	POINT 5' ABOVE RWY C/L AT ONE END NOT VISIBLE ON OTHER END	PENDING
75 FT. DIAMETER SEGMENTED CIRCLE	PLANNED	100 FT. DIAMETER	NEEDED TO FIT WITHIN PROPERTY BOUNDARIES	PENDING
SINGLE-USER LIRLS FOR AMERICAN SKIING CO.	EXISTING	AVAILABLE TO PUBLIC MRLS	TO BE REPLACED DURING RUNWAY LIGHTING PROJECT	PENDING
SOLAR-POWERED AIMING-POINT MARKER	EXISTING TO BE REMOVED	PAPI	TO BE REMOVED ONCE PAPI IS INSTALLED	PENDING
CERTIFICATION: I HEREBY CERTIFY THAT ALL AIRPORT ELEMENTS SHOWN ON THIS ALP ARE IN ACCORDANCE WITH CRITERIA CONTAINED IN THE CURRENT EDITION OF FAA ADVISORY CIRCULAR 150/5300-13 EXCEPT AS NOTED IN THE TABLE ENTITLED "NONCONFORMING CONDITIONS."				
NAME _____		DATE _____		
PRINTED NAME/TITLE _____				

NUMBER	STATUS	BUILDING LEGEND
1	R	TERMINAL BUILDING/FBO OFFICE
2	R	PRIVATE CONVENTIONAL HANGAR
3	R	PRIVATE CONVENTIONAL HANGAR
4	R	PRIVATE CONVENTIONAL HANGAR (CLUKEY)
5	R	PRIVATE CONVENTIONAL HANGAR (OTTEN)
6	R	OUTHOUSE
7	E	PRIVATE CONVENTIONAL HANGAR (OTTEN)
8	P	T-HANGARS
9-15	P	PRIVATE CONVENTIONAL HANGAR
17	P	TERMINAL BUILDING / HANGAR

NOTE: E = EXISTING BUILDING TO REMAIN
R = EXISTING BUILDING TO BE REMOVED
P = PROPOSED BUILDING

FEDERAL AVIATION ADMINISTRATION
APPROVED _____
MANAGER, AIRPORTS PLANNING BRANCH
DATE 6-13-99
6.13.99

MAINE DEPARTMENT OF TRANSPORTATION
APPROVED _____
DIRECTOR, OFFICE OF PASSENGER TRANSPORTATION
DATE 2-3-99

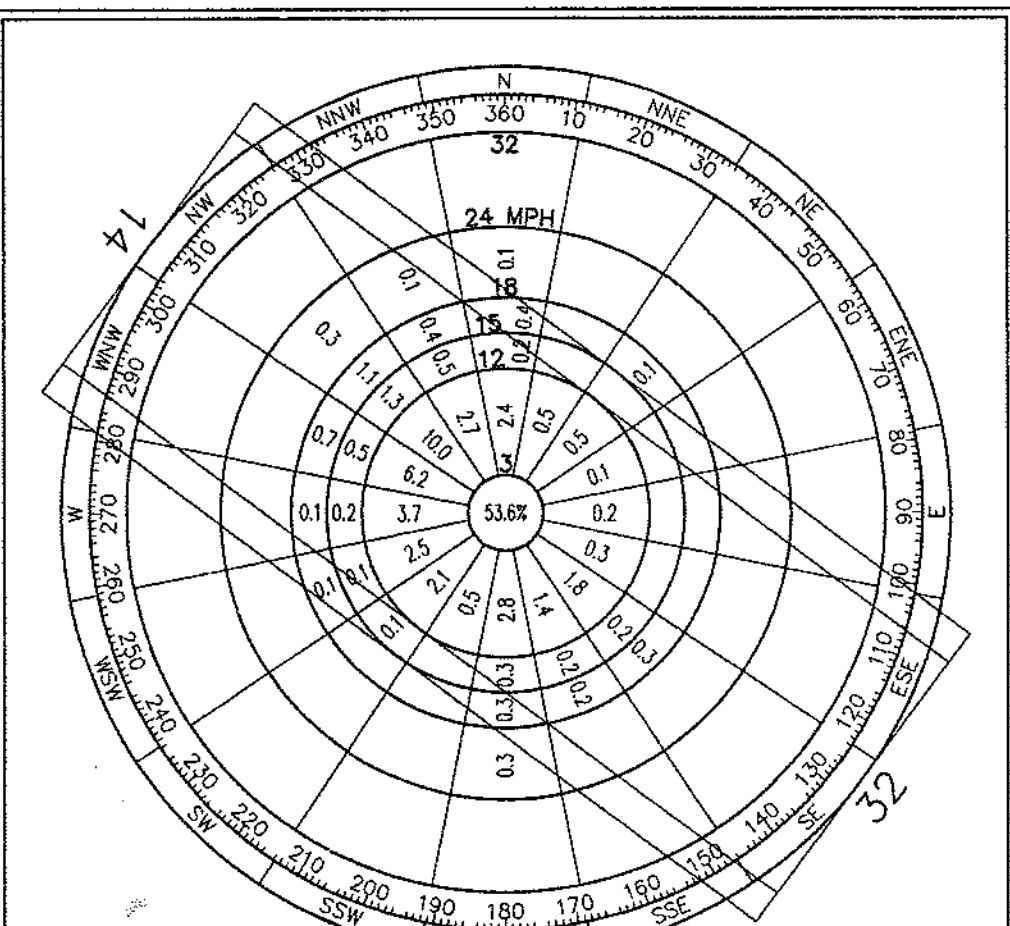
TOWN OF BETHEL, MAINE
APPROVED _____
TOWN MANAGER
DATE 1/28/99

RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS							
EXISTING AND ULTIMATE							
RUNWAY	APPROACH TYPE	SLOPE	INNER WIDTH	OUTER WIDTH	LENGTH	ACRES	
R/W 14	VISUAL	20:1	500'	700'	1,000'	13.77	
R/W 32	VISUAL	20:1	500'	700'	1,000'	13.77	

LEGEND	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
ABUTTERS' PROPERTY LINE	---	SAME
PAVEMENT	---	---
CONTOURS *	---	N/A
TREE LINE	---	N/A
AVIGATION EASEMENT LINE	---	SAME
FENCE LINE	---	---
BUILDINGS	---	---
WIND CONE	---	---
MAINE STATE GRID TICK (NAD83)	---	SAME
UTILITY POLE	---	SAME
OBJECT FREE AREA (OFA)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
BUILDING RESTRICTION LINE (BRL)	---	SAME
WETLANDS (SKETCH-MAP LEVEL)	---	SAME

* 2'-FT. CONTOUR INTERVAL IS SHOWN ON PLAN.

NOTE:
BUILDING RESTRICTION LINE (BRL) WAS ESTABLISHED IN ACCORDANCE WITH FAA DESIGN AND FAR PART 77 CRITERIA. ITS LOCATION UTILIZES A 20 FT. VERTICAL OBJECT HEIGHT. THE BRL LOCATION MAY CHANGE DUE TO GROUND CONTOURS OR DIFFERENT OBJECT HEIGHTS, BUT ALWAYS IN ACCORDANCE WITH FAR PART 77 AND FAA DESIGN CRITERIA.



PERCENT WIND COVERAGE:	
12 MPH CROSSWINDS	15 MPH CROSSWINDS
R/W 14: 62.3%	62.6%
R/W 32: 89.0%	89.7%
TOTAL: 97.8%	98.7%
CALMS: 53.6%	56.3%

LOCATION: BERLIN, NH
PERIOD: JUNE, 1951 TO SEPT., 1960.
AVE. 6-7 OBSERVATIONS DAILY.
8,013 OBSERVATIONS TOTAL.
OCCURRENCE: 100%
SOURCE: NOAA, ASHEVILLE, NC

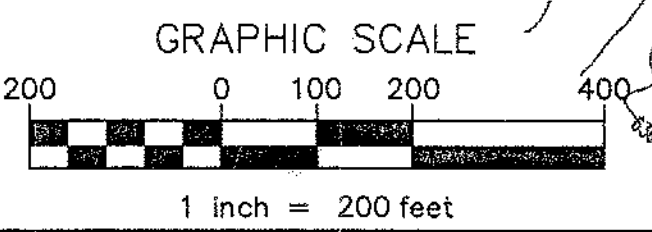
ALL WEATHER WINDROSE

RUNWAY DATA		EXISTING	ULTIMATE
RUNWAY LENGTH		14 32	14 32
RUNWAY WIDTH		3,147 FT	4,000 FT
RUNWAY APPROACH TYPES		60 FT	75 FT
RUNWAY APPROACH SURFACE SLOPE		VISUAL	CIRCLING NON-PRECISION
RUNWAY THRESHOLD DISPLACEMENT		20:1	20:1
RUNWAY SAFETY AREA		N/A	N/A
RUNWAY OBJECT FREE AREA		120 FT x 3,627 FT	150 FT x 4,600 FT
RUNWAY SURFACE MATERIAL		400 FT x 3,627 FT	500 FT x 4,600 FT
PAVEMENT STRENGTH *		ASPHALT	ASPHALT
RUNWAY EFFECTIVE GRADIENT		30,000-LB. (S)	30,000 LB (S)
RUNWAY MARKING		0.35%	0.31%
RUNWAY EDGE LIGHTING		BASIC	BASIC
RUNWAY NAVIGATIONAL AIDS		LIRLS**	MIRLS
TAXIWAY EDGE LIGHTING		SOLAR-POWERED TOUCHDOWN AIMING POINT MARKER	REILS, SEGMENTED CIRCLE WITH LIGHTED WINDCONE, PAPI 4-L
TAXIWAY OBJECT FREE AREA WIDTH		A: NONE B: LIRLS** C: NONE	A: MITLS B: MITLS C: MITLS

* PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE (S), DUAL (D), AND DUAL TANDEM (DT) WHEEL LOADING CAPACITIES.
** FOR SINGLE USER ONLY

CONSTRUCTION NOTICE REQUIREMENT
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

AIRPORT DATA		EXISTING	ULTIMATE
AIRPORT ELEVATION		664 FT MSL	668 FT MSL
AIRPORT REFERENCE POINT (ARP) NAD83		44°25'26.35" N 70°48'29.69" W	44°25'28.80" N 70°48'34.44" W
MEAN MAXIMUM TEMPERATURE OF THE HOTTEST MONTH		80.5° F	80.5° F
AIRPORT SERVICE LEVEL		GENERAL AVIATION	GENERAL AVIATION
DESIGN AIRCRAFT		PIPER CHEYENNE	CITATION 5 OR KING AIR B200
FUEL AVAILABILITY		100LL/JET-A	100LL/JET-A
AIRPORT CLASSIFICATION		BI	BII



22 Free Street
Portland, Maine
04101-3900
TEL (207) 775-3211
FAX (207) 775-6434

Client No. 8160084
Proj. Manager CLN/JEG
Proj. Designer JEG
Drawn By MRS
Checked By JEG
Scale 1"=200'
Approved DCD
Date 08-31-98

COLONEL DYKE AIRFIELD
A.I.P. PROJECT NO. 3-23-0008-05
ULTIMATE AIRPORT LAYOUT PLAN

BETHEL

Sheet 3 of 7