

# AIRPORT LAYOUT PLAN

## BRUNSWICK EXECUTIVE AIRPORT, MAINE

### MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY 2010



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**  
January 28, 2011  
Brunswick Airport  
Airport Drive  
Brunswick, ME 04011

RE: (See attached Table 1 for referenced case(s))  
**\*\*FINAL DETERMINATION\*\***

Table 1 - Letter Referenced Case(s)					
ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	ACFT (Feet)
2009-ANB-04-NNA		BRUNSWICK, ME	43-53-32.51N	68-56-19.79W	0 0 72

Description: Draft ALP. See attached docs. NOTE: NHZ, Brunswick NAS closed in January 2010. The temporary ID 1811, Brunswick Executive Airport is the basis for Air Traffic's airspace analysis of this case and for future obstruction evaluations. It is expected this airport will be open in April 2011 with the identifier BME. R. Nicotia-Rusin 781-238-7612

The design and location of any stormwater retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/200-33, "Hazardous Wildlife Attractants on or Near Airports," and must be approved on the ALP prior to construction.

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 cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, land use planning, acquisition of property in fee or aviation easements, letters of agreement or other means.

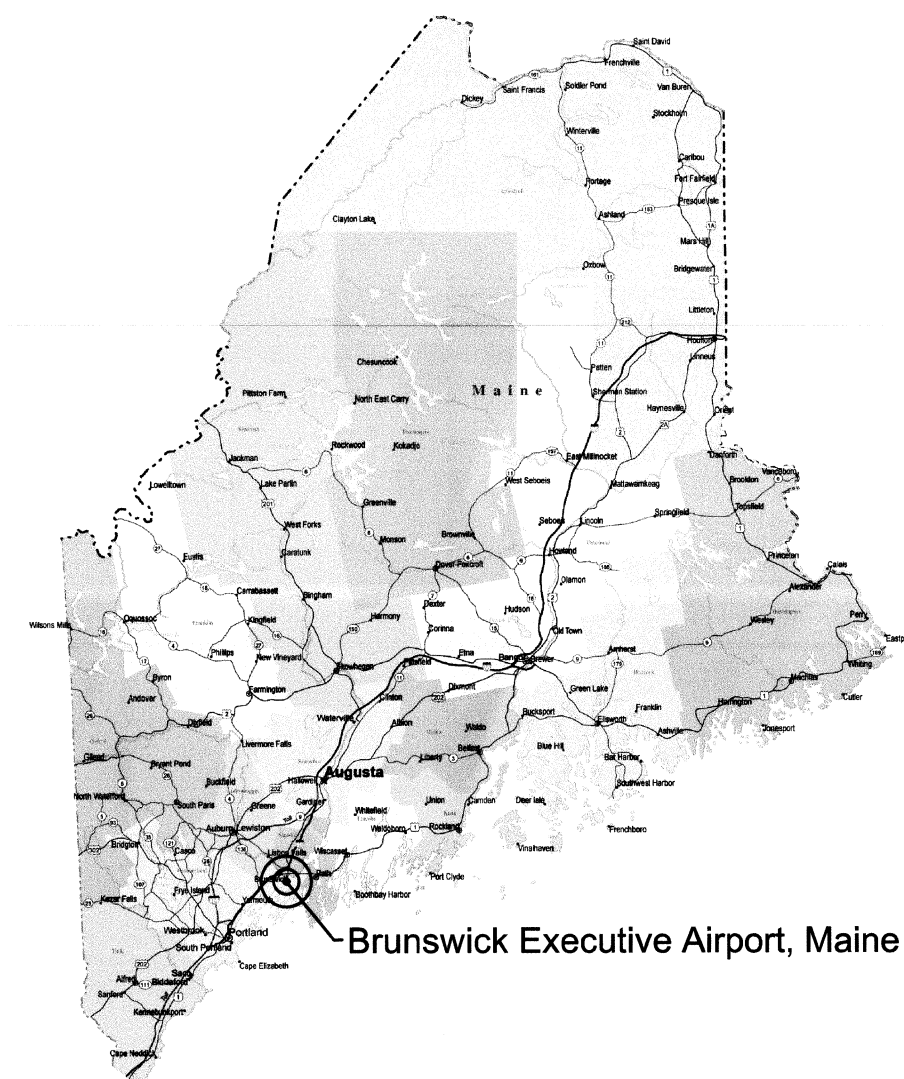
Our review and approval should not be construed as relieving the sponsor or their consultant of the responsibility for the accuracy, completeness, and technical content of the ALP documents. The ALP is a graphic depiction of the existing and future airport facilities showing the clearance and dimensional requirements to meet applicable standards. The ALP serves as a record of aeronautical requirements and is used by the FAA in its review of proposals that may affect the navigable airspace or other missions of the FAA. The ALP is an important document and should be kept up-to-date at all times with respect to existing features and future planned development.

Enclosed for your file is 4 copy(s) of the conditionally approved ALP dated 01/29/2011. We have retained one copy of the approved ALP for the official FAA file. Add additional recipients if required.

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.nicotia-rusin@faa.gov.

*Ralph Nicotia-Rusin*  
Ralph Nicotia-Rusin  
Deputy

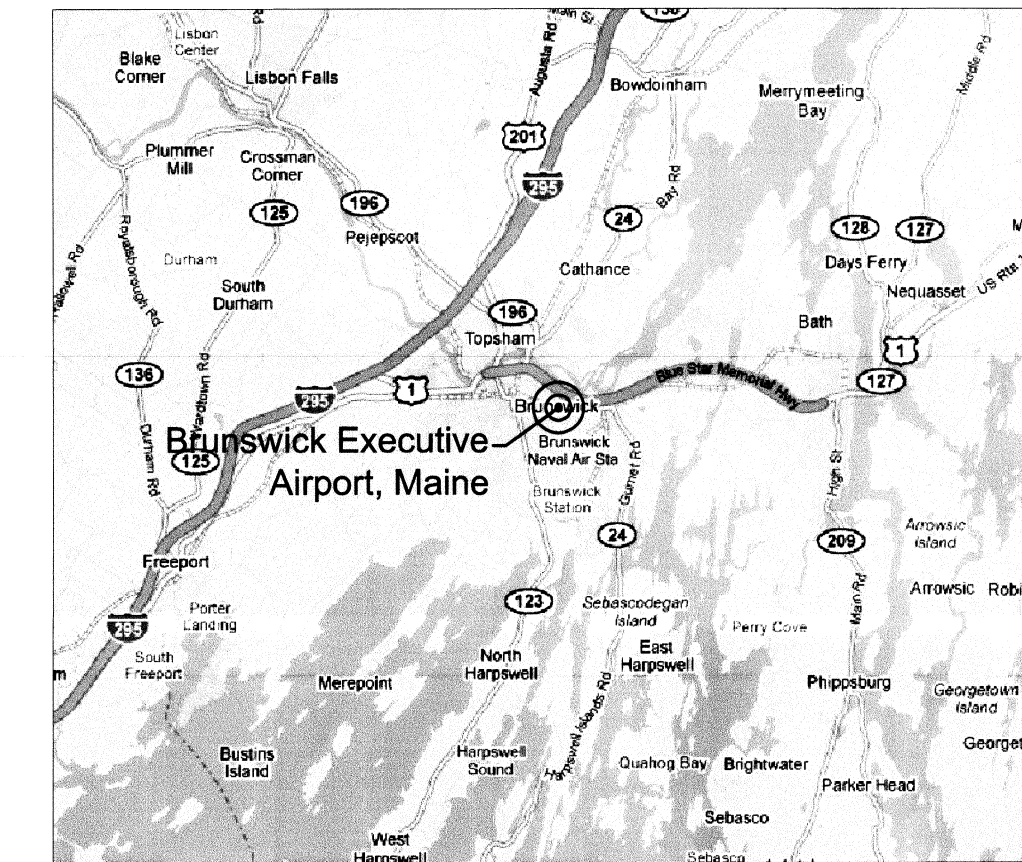
#### LOCATION MAP



#### SHEET INDEX

1. COVER SHEET
2. EXISTING AIRPORT LAYOUT PLAN
3. ULTIMATE AIRPORT LAYOUT PLAN
4. TERMINAL AREA PLAN
5. RUNWAY 01R-19L INNER APPROACH SURFACES
6. RUNWAY 01L-19R INNER APPROACH SURFACES
7. PART 77 AIRSPACE SURFACES
8. LAND USE PLAN WITH 2031 NOISE CONTOURS
9. AIRPORT PROPERTY MAP

#### VICINITY MAP



**Hoyle, Tanner  
& Associates, Inc.**

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

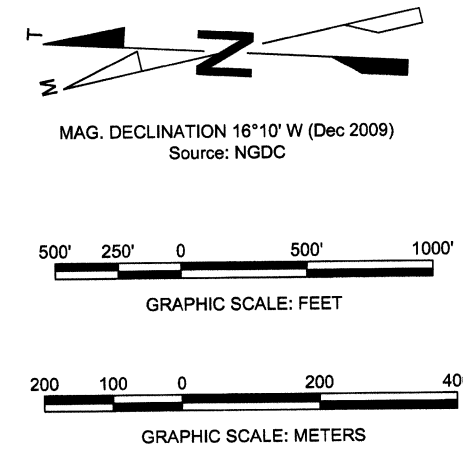
**AECOM**

1700 Market Street Suite 1600  
Philadelphia, PA 19103  
Tel: 215.399.4300  
Fax: 215.399.4350



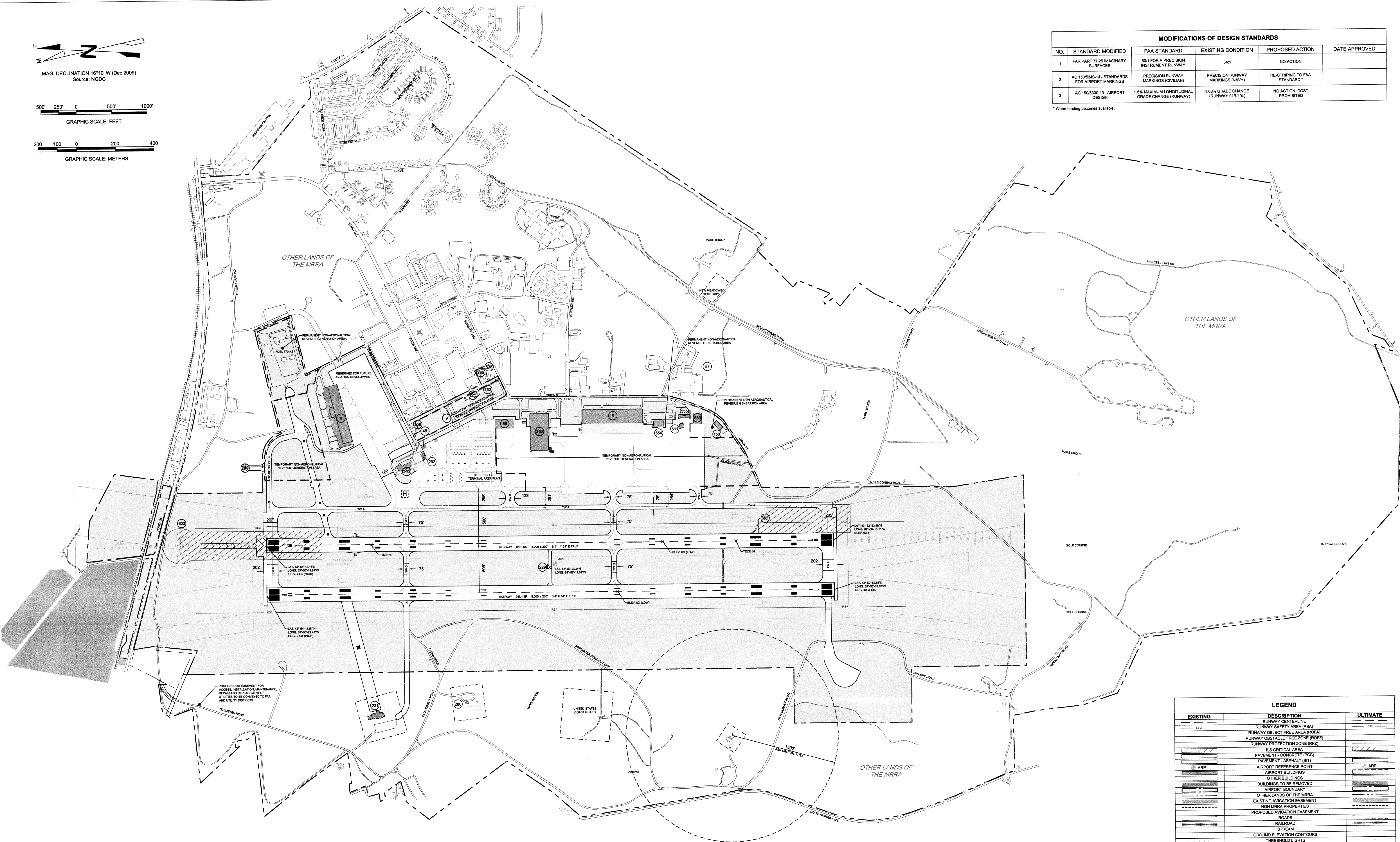






MODIFICATIONS OF DESIGN STANDARDS					
NO.	STANDARD MODIFIED	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	FAR PART 77.25 MARGINARY SURFACES	80:1 FOR A PRECISION INSTRUMENT RUNWAY	34:1	NO ACTION	
2	AC 150/5300-11, STANDARDS FOR AIRPORT MARKINGS	PRECISION RUNWAY MARKINGS (NAYT)	PRECISION RUNWAY MARKINGS (NAYT)	RE-STRIPPING TO FAA STANDARD	
3	AC 150/5300-13 AIRPORT DESIGN	1.5% MAXIMUM LONGITUDINAL GRADE CHANGE (RUNWAY)	1.6% GRADE CHANGE (RUNWAY)	NO ACTION, COST PROHIBITED	

\* When funding becomes available.



LEGEND		
EXISTING	DESCRIPTION	ULTIMATE
[Symbol]	RUNWAY CENTERLINE	[Symbol]
[Symbol]	RUNWAY SAFETY AREA (RSA)	[Symbol]
[Symbol]	RUNWAY OBSTACLE FREE ZONE (ROFZ)	[Symbol]
[Symbol]	RUNWAY PROTECTION ZONE (RPZ)	[Symbol]
[Symbol]	IS CRITICAL AREA	[Symbol]
[Symbol]	PAVEMENT - CONCRETE (PCC)	[Symbol]
[Symbol]	PAVEMENT - ASPHALT (BIT)	[Symbol]
[Symbol]	AIRPORT REFERENCE POINT	[Symbol]
[Symbol]	AIRPORT BUILDINGS	[Symbol]
[Symbol]	OTHER BUILDINGS	[Symbol]
[Symbol]	BUILDINGS TO BE REMOVED	[Symbol]
[Symbol]	AIRPORT BOUNDARY	[Symbol]
[Symbol]	OTHER LANDS OF THE MRRRA	[Symbol]
[Symbol]	EXISTING AVIGATION EASEMENT	[Symbol]
[Symbol]	NON MRRRA PROPERTIES	[Symbol]
[Symbol]	PROPOSED AVIGATION EASEMENT	[Symbol]
[Symbol]	ROADS	[Symbol]
[Symbol]	RAILROAD	[Symbol]
[Symbol]	STREAM	[Symbol]
[Symbol]	GROUND ELEVATION CONTOURS	[Symbol]
[Symbol]	THRESHOLD LIGHTS	[Symbol]

ITEM	RUNWAY 01R/19L		RUNWAY 01L/19R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH	3,000	3,000	3,000	3,000
RUNWAY WIDTH	150	150	150	150
PAVEMENT SURFACE	ASPHALT PCH 38 R/C/W/U	SAME	ASPHALT PCH 38 R/C/W/U	SAME
SURFACE TYPE	ASPHALT	SAME	ASPHALT	SAME
QUAL. INDEX	75.000	SAME	75.000	SAME
DUAL/TANDEM	400,000	SAME	400,000	SAME
OBSTACLE FREE ZONE	NO OFF PENETRATIONS	SAME	NO OFF PENETRATIONS	SAME
TRAIL BEARING	5° 41' 13" E	SAME	5° 41' 13" E	SAME
RUNWAY HIGH POINT ELEVATION	74'	SAME	74'	SAME
RUNWAY LOW POINT ELEVATION	62'	SAME	62'	SAME
EFFECTIVE GRADE (%)	1.58%	SAME	1.58%	SAME
LINE OF SIGHT OBSTRUCTIONS	N/A	SAME	N/A	SAME
MAXIMUM GRADE CHANGE	1.58%	SAME	1.58%	SAME
MAXIMUM GRADE	0.37%	SAME	0.37%	SAME
FAA PART 77 CATEGORY	PRECISION INSTRUMENT RUNWAY (PIR)	SAME	PRECISION INSTRUMENT RUNWAY (PIR)	SAME
DISPLACED THRESHOLD	N/A	SAME	N/A	SAME
APPROACH SURFACE SLOPE	34:1*	SAME	34:1*	SAME
APPROACH MINIMUMS	200FT / 1.2 MILE	SAME	200FT / 1.2 MILE	SAME
VISUAL APPROACH AID	MC/TYPED 60' PAPER	SAME	MC/TYPED 60' PAPER	SAME
INSTRUMENT APPROACH AID	LS	SAME	LS	SAME
RUNWAY MARKING	MRL, COL, TOL, FIEL, PRECISION (NON-BTD)*	SAME	MRL, FIEL, FPC, PRECISION (NON-BTD)*	SAME
RUNWAY OBJECT FREE AREA (NOFA)	1,000'	SAME	1,000'	SAME
LENGTH BEYOND RUNWAY END	800'	SAME	800'	SAME
RUNWAY SAFETY AREA (RSA)	1,000'	SAME	1,000'	SAME
LENGTH BEYOND RUNWAY END	1,000'	SAME	1,000'	SAME
RUNWAY END COORDINATES (NAD 83)		SAME		SAME
LATITUDE	43° 52' 53.99" N	SAME	43° 52' 53.99" N	SAME
LONGITUDE	69° 58' 10.13" W	SAME	69° 58' 10.13" W	SAME
EFFECTIVE GRADE (MEL)	74.3'	SAME	74.3'	SAME
OBSTACLE FREE ELEVATION (MEL)	N/A	SAME	N/A	SAME
TOE ELEVATION (MEL)	64'	SAME	64'	SAME
RUNWAY PROTECTION ZONE (RPZ)	84'	SAME	84'	SAME
INNER WIDTH	1,000'	SAME	1,000'	SAME
OUTER WIDTH	1,700'	SAME	1,700'	SAME
LENGTH	2,500'	SAME	2,500'	SAME

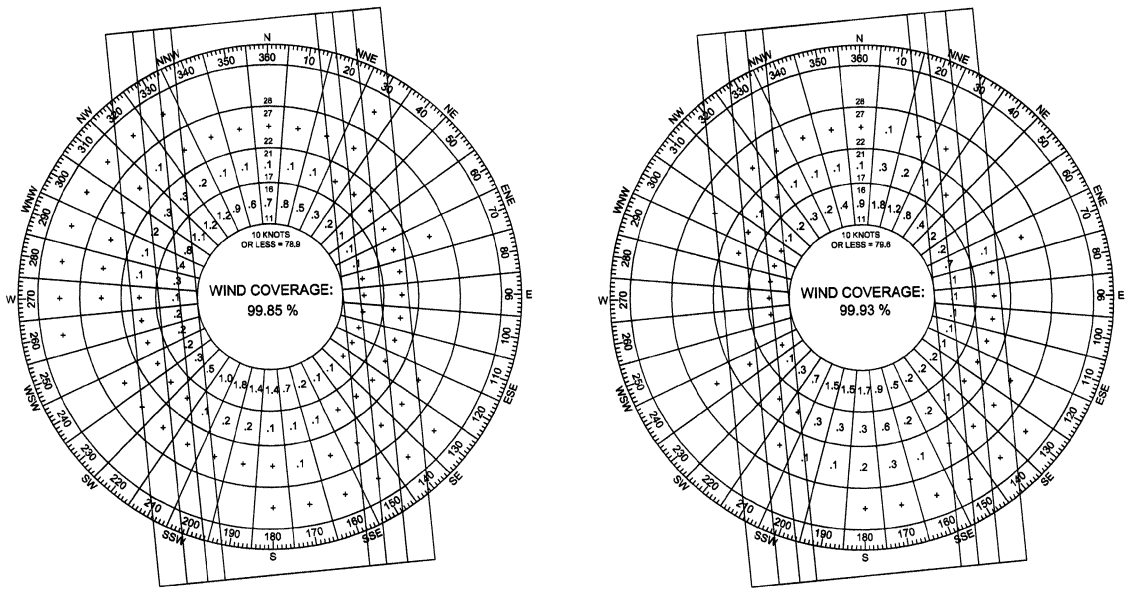
BUILDINGS		
NO.	FACILITY NAME	NO.
1	HANGAR 5	238
2	HANGAR 6	239
3	ADMINISTRATIVE (VACANT)	240
4	HANDLIT TRANSFER FACILITY	292
5	AIRPORT ROTATING BEACON TOWER	293
6	MECHANICAL SHOP	338
7	RESERVED / FUTURE USE	339
8	RECycling CENTER	344
9	FRO / TERMINAL BUILDING	350
10	ELECTRIC DISTRIBUTION BLDG/SHELTER	360
11	AUTOMATIC EQUIP REPAIR SHOP	362
12	ICA TURNABLE	363
13	AIR TRAFFIC CONTROL TOWER (ATCT)	311
14	HANGAR 4	250

\* To Be Removed

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	75'	SAME
AIRPORT REFERENCE POINT (ARP)		SAME
LATITUDE	43° 52' 53" N	SAME
LONGITUDE	69° 58' 10" W	SAME
MEAN MAX TEMPERATURE (AUG)	86°	SAME
MEAN MIN TEMPERATURE (JAN)	28°	SAME
STATE SERVICE LEVEL	GENERAL AVIATION	SAME
FACILITY REFERENCE CODE	C41	SAME
DESIGN AIRCRAFT	B747	B737-800
AIRPORT BOUNDARY (ACRS)	574	SAME

Reference: Wadsworth Diagram - NAD 83  
Vertical Datum - NAVD 83

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



ALL WEATHER WIND COVERAGE				
CROSSWIND COMPONENT (KTS)	10.5	15	16	20
WIND COVERAGE	95.41%	97.83%	99.33%	99.85%

IMC WIND COVERAGE				
CROSSWIND COMPONENT (KTS)	10.5	15	16	20
WIND COVERAGE	91.33%	98.73%	99.70%	99.93%

FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION AIRPORTS DIVISION APPROVED: <i>[Signature]</i> DATE: 1/29/2010	MAINE DEPARTMENT OF TRANSPORTATION APPROVED: <i>[Signature]</i> DATE: 1/29/2010	MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY APPROVED: <i>[Signature]</i> DATE: 1/22/10
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ENGINEER'S SEAL

ATCOM

100 Dow Drive  
Brunswick, ME 04011-0227  
Tel: 603-735-0000  
Fax: 603-735-0000  
Web Page: www.hoyletanner.com

Hoyle, Tanner & Associates, Inc.

DO NOT SCALE DRAWING

BRUNSWICK EXECUTIVE AIRPORT  
BRUNSWICK, MAINE

ULTIMATE AIRPORT LAYOUT PLAN

DATE: 08/06/2010

SCALE: 1" = 200'

REVISIONS

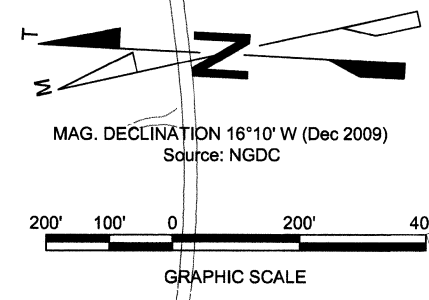
NO.	DATE	DESCRIPTION
1	11/19/2010	UPDATE BOUNDARY AND HANGAR COLLAGE LOT LINE ADJUSTMENT

DRAWING NO.

SHEET 3 OF 3

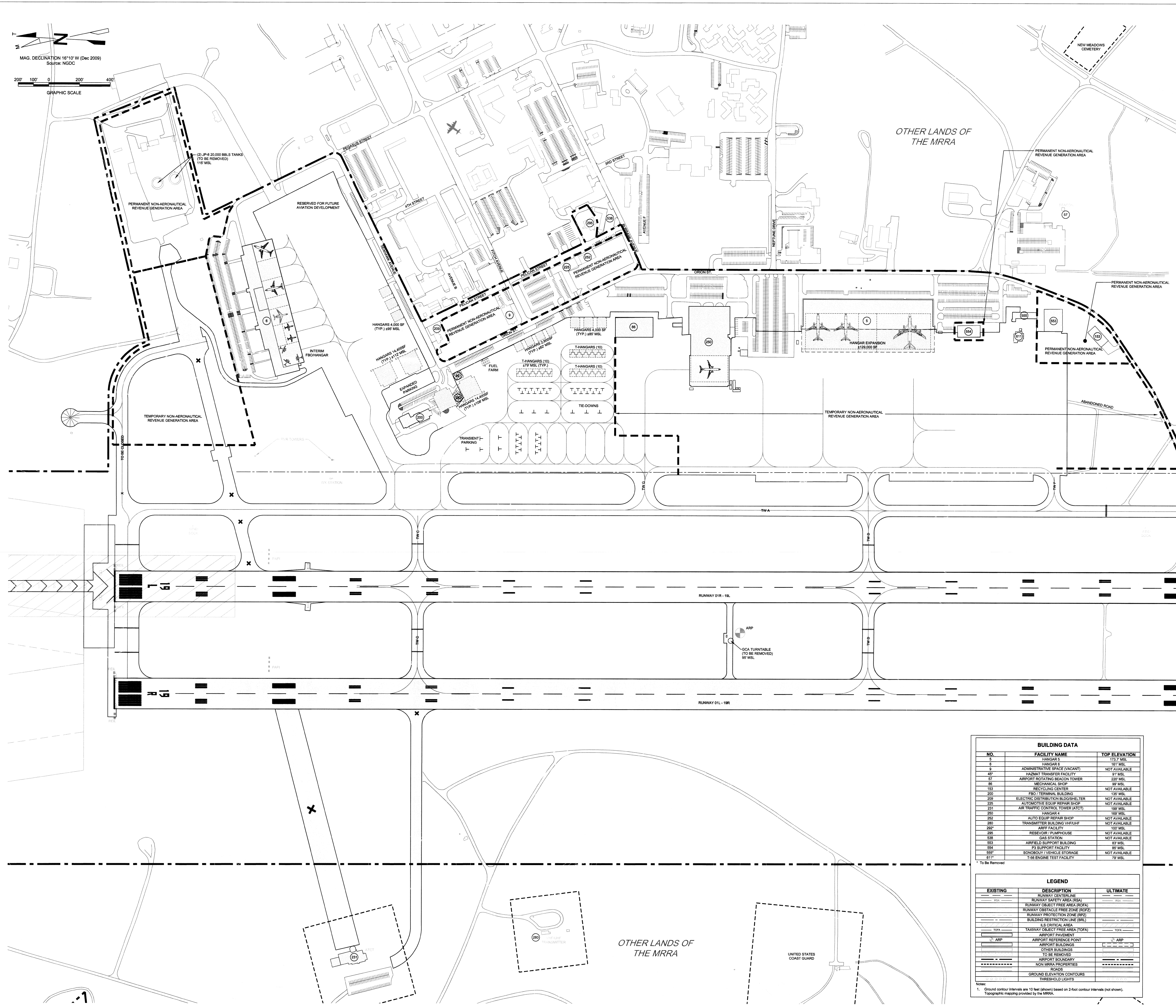
SOURCE: U.S. DEPARTMENT OF COMMERCE, NATIONAL CLIMATIC DATA CENTER (NCDC)  
 Station: Bangor Air Station, ME, Station: 74302  
 Period: 1995-2008 (78 OBS observations)  
 Note: Wind Coverage Categories are as follows:  
 IAC (84.28%), IMC (11.38%), Clear (2.87%)





MAG. DECLINATION 16°10' W (Dec 2009)  
Source: NGDC

GRAPHIC SCALE



BUILDING DATA		
NO.	FACILITY NAME	TOP ELEVATION
5	HANGAR 5	173.3 MSL
6	HANGAR 6	181 MSL
7	ADMINISTRATIVE SPACE (VACANT)	NOT AVAILABLE
40*	HAZMAT TRANSFER FACILITY	87 MSL
41*	AIRPORT ROTATING BEACON TOWER	229 MSL
86	MECHANICAL SHOP	89 MSL
153	RECYCLING CENTER	NOT AVAILABLE
200	FBI TERMINAL BUILDING	132 MSL
209	ELECTRIC DISTRIBUTION BLDG/SHELTER	NOT AVAILABLE
225	AUTOMOTIVE EQUIP REPAIR SHOP	NOT AVAILABLE
231	AIR TRAFFIC CONTROL TOWER (ATCT)	192 MSL
250	HANGAR 4	168 MSL
252	AUTO EQUIP REPAIR SHOP	NOT AVAILABLE
280	TRANSMITTER BUILDING (VHF/UHF)	NOT AVAILABLE
282	ARRF FACILITY	107 MSL
295	RESERVOIR / PUMPHOUSE	NOT AVAILABLE
538	GAS STATION	NOT AVAILABLE
553	AIRFIELD SUPPORT BUILDING	87 MSL
584	F3 SUPPORT FACILITY	87 MSL
597	SPORADIC VEHICLE STORAGE	NOT AVAILABLE
611*	T-38 ENGINE TEST FACILITY	79 MSL

LEGEND		
EXISTING	DESCRIPTION	ULTIMATE
---	RUNWAY CENTERLINE	---
---	RUNWAY SAFETY AREA (RSA)	---
---	RUNWAY OBSTACLE FREE AREA (ROFA)	---
---	RUNWAY OBSTACLE FREE ZONE (ROFZ)	---
---	RUNWAY PROTECTION ZONE (RPZ)	---
---	BUILDING RESTRICTION LINE (BRL)	---
---	IS-CRITICAL AREA	---
---	TAXIWAY OBSTACLE FREE AREA (TOFA)	---
---	AIRPORT PAVEMENT	---
---	AIRPORT REFERENCE POINT	---
---	AIRPORT BUILDINGS	---
---	OTHER BUILDINGS	---
---	TO BE REMOVED	---
---	AIRPORT SECURITY	---
---	NON MRRRA PROPERTIES	---
---	ROADS	---
---	GROUND ELEVATION CONTOURS	---
---	THRESHOLD LIGHTS	---

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

ENGINEER'S SEAL

**ATCOM**

TRANSPORTATION  
100 WASHINGTON STREET, SUITE 400  
BRUNSWICK, MAINE 04015  
TEL: (603) 738-4300  
WWW.ATCOM.COM

PROJECT NO. 391101  
FILE NAME 2814-PL-201-TERM  
APP NO.

DRAWING NO.

SHEET 4 OF 3

BRUNSWICK EXECUTIVE AIRPORT  
BRUNSWICK, MAINE

TERMINAL AREA PLAN

SCALE: 1" = 200'

DATE: 08/06/2010

DESIGNED BY: BAO  
CHECKED BY: JDM  
DRAWN BY: BAO  
DATE: 08/06/2010

DO NOT SCALE DRAWING

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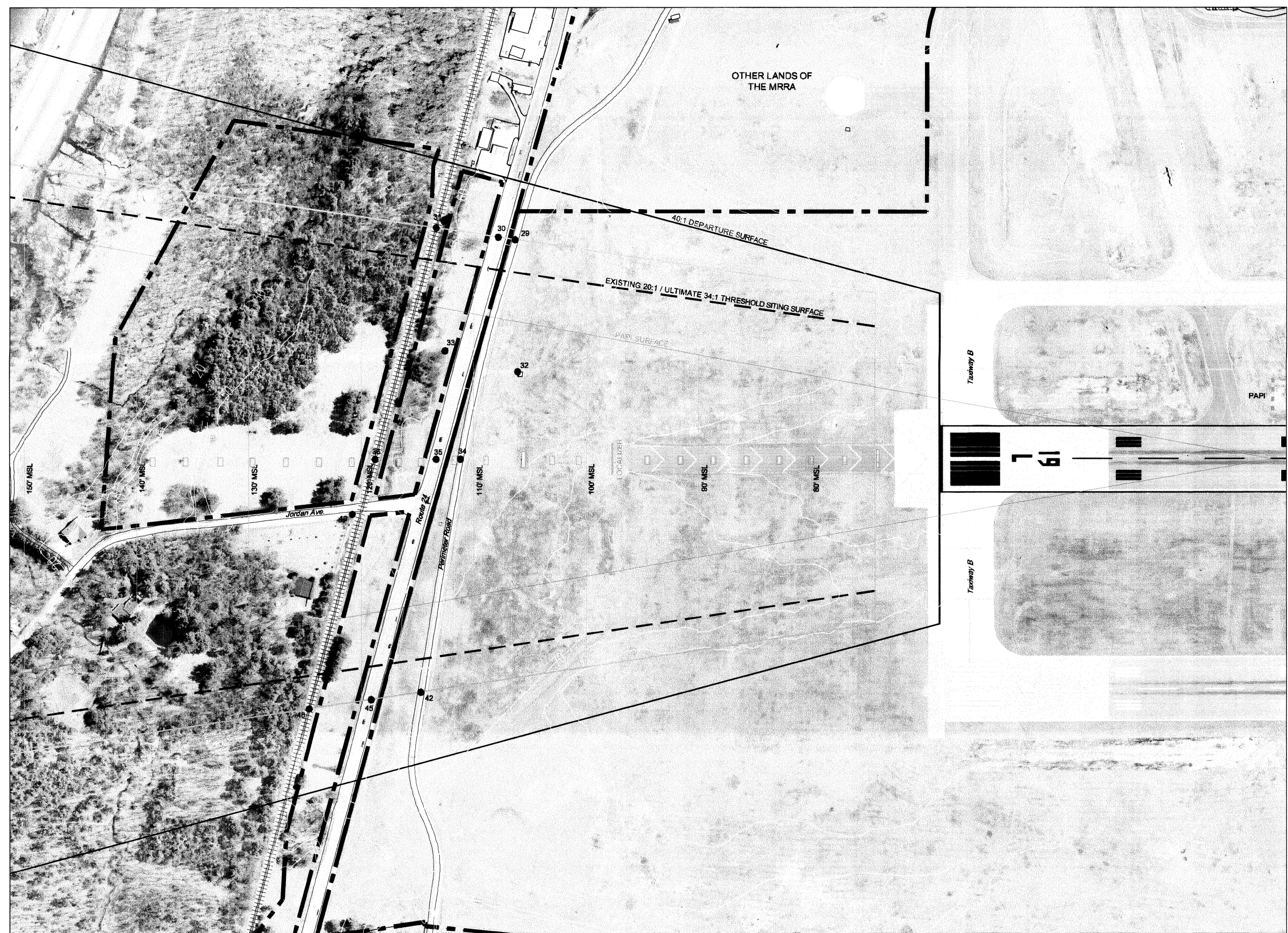
100 WASHINGTON STREET, SUITE 400  
BRUNSWICK, MAINE 04015  
TEL: (603) 738-4300  
WWW.HOYLETANNER.COM

PROJECT NO. 391101  
FILE NAME 2814-PL-201-TERM  
APP NO.

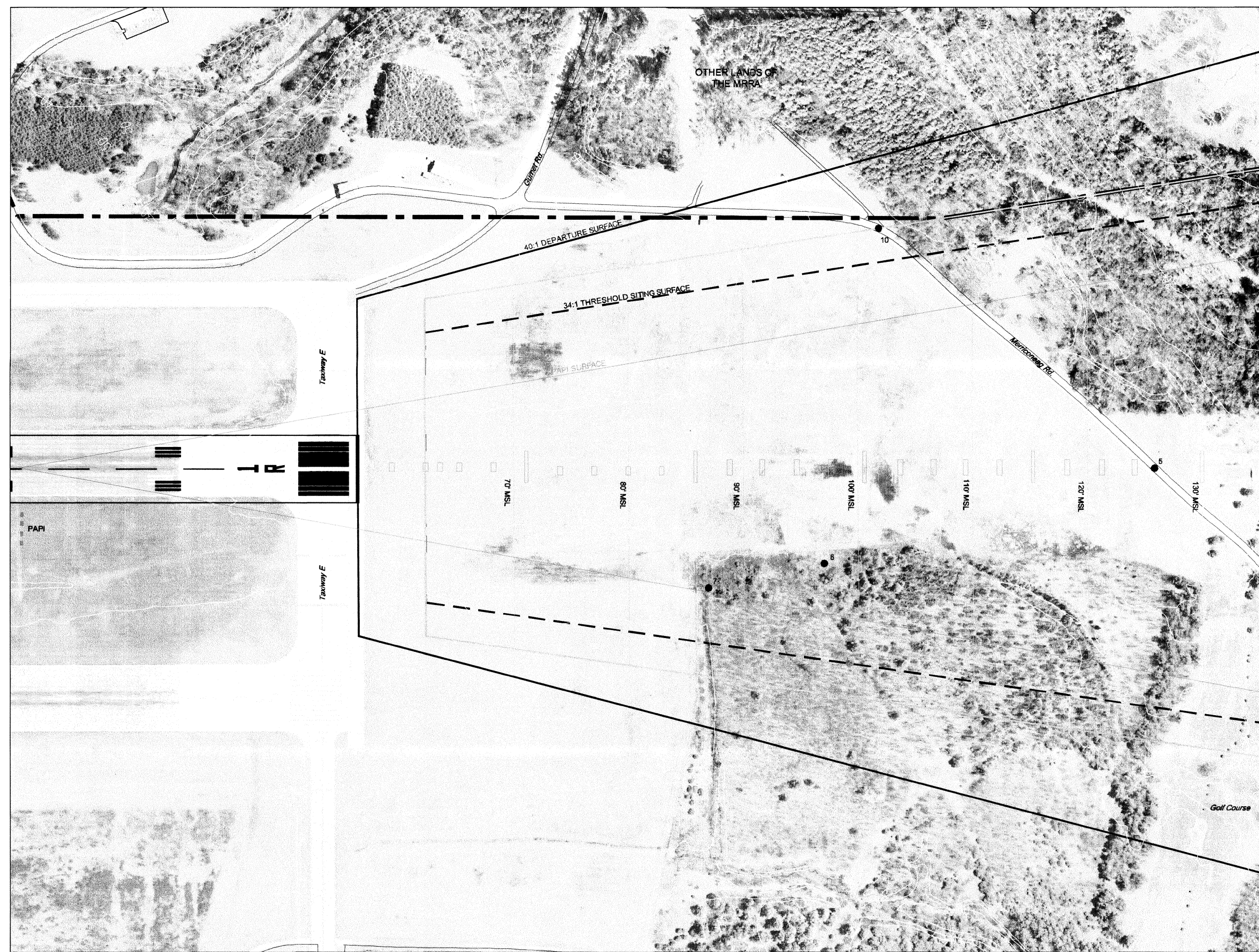
DRAWING NO.

SHEET 4 OF 3

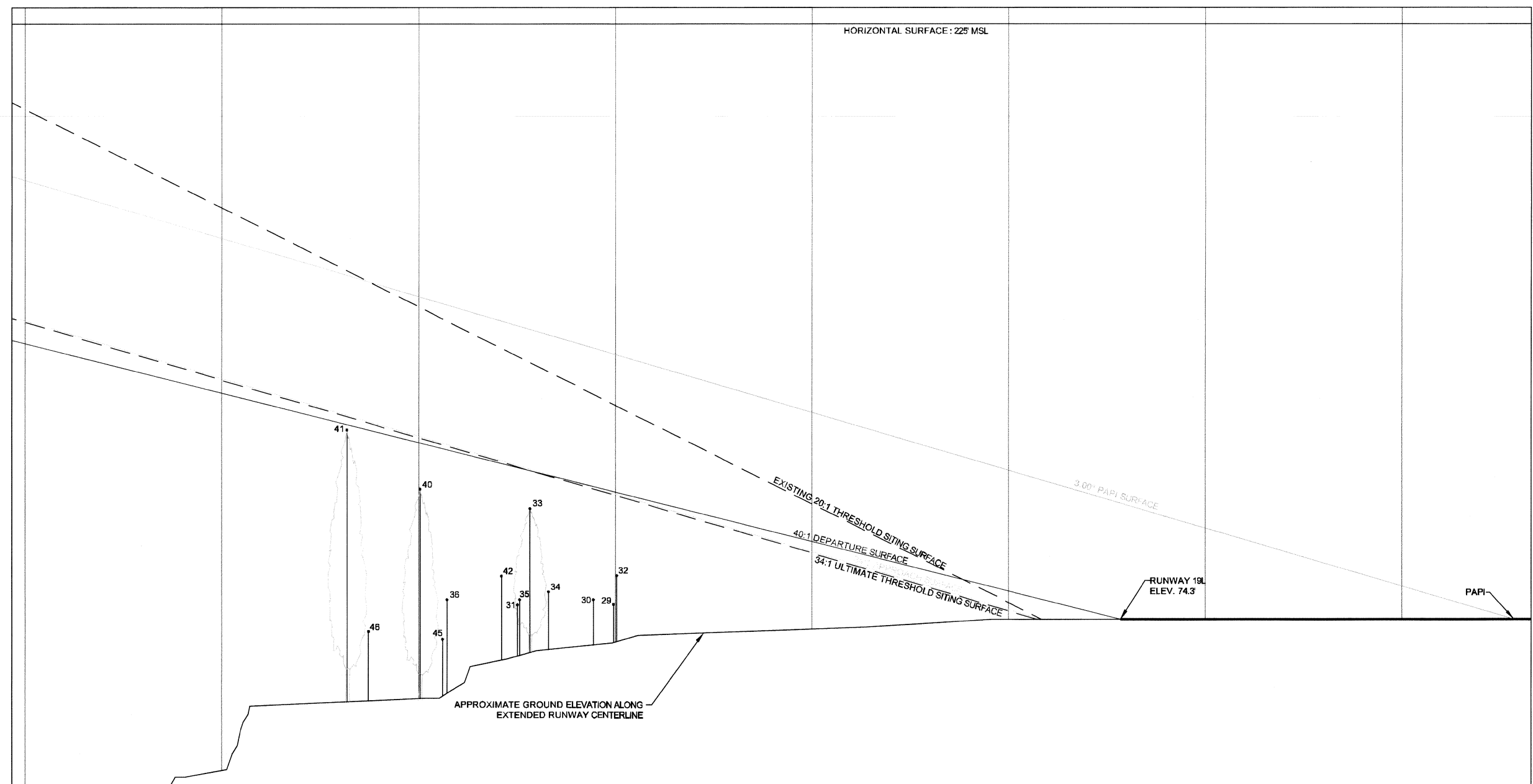




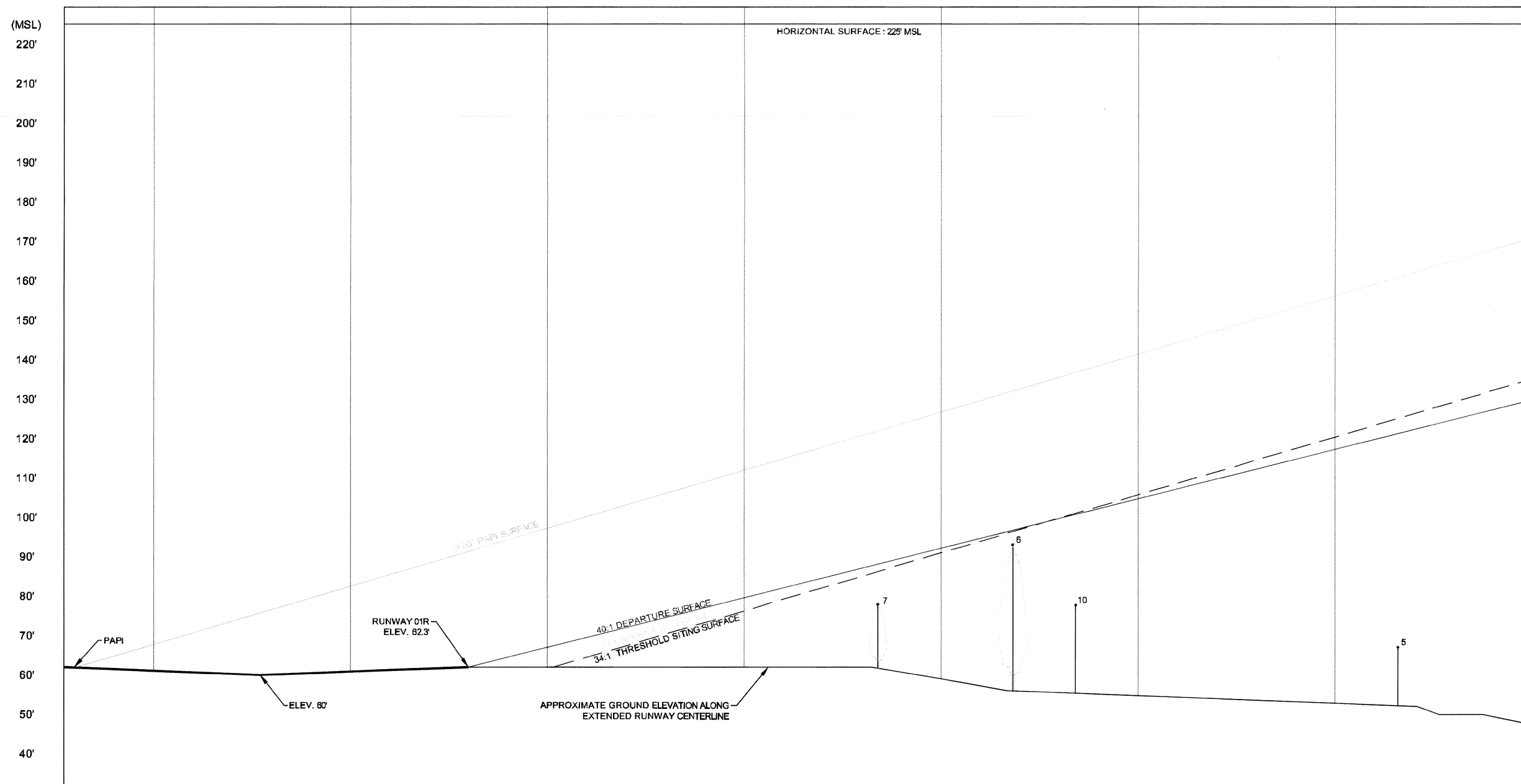
RUNWAY 19L PLAN VIEW  
SCALE 1" = 200'



RUNWAY 01R PLAN VIEW  
SCALE 1" = 200'



RUNWAY 19L PROFILE VIEW  
VERTICAL SCALE 1" = 20'  
HORIZONTAL SCALE 1" = 200'



RUNWAY 01R PROFILE VIEW  
VERTICAL SCALE 1" = 20'  
HORIZONTAL SCALE 1" = 200'

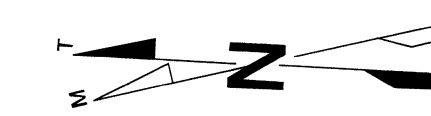
RUNWAY 19L OBSTRUCTION DISPOSITION CHART				
NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	DISPOSITION
26	PERMANENT OBST.	78	28.3	NO ACTION
27	ROUTE 24	79	39.3	NO ACTION
31	RAILROAD	77	28.4	NO ACTION
32	NEW U.S. GOLF LINKS (NO)	84.80	44.80	NO ACTION
33	TREES (OE)	102.9	62.9	NO ACTION
34	PERMANENT OBST.	83	43.0	NO ACTION
35	ROUTE 24	79	39.3	NO ACTION
36	RAILROAD	78	28.3	NO ACTION
40	TREES (OE)	107.4	67.4	NO ACTION
41	TREES (OE)	122.4	82.4	NO ACTION
42	PERMANENT OBST.	89	49.0	NO ACTION
43	ROUTE 24	89	49.0	NO ACTION
45	RAILROAD	77	27.3	NO ACTION

Note: Positive values denote penetration; negative values (-) denote clearance.  
(OE) denotes obstruction data provided by the owner.

LEGEND		
EXISTING	DESCRIPTION	ULTIMATE
---	OTHER BUILDINGS	---
---	AIRPORT BOUNDARY	---
---	OTHER LANDS OF THE MRR	---
---	ROAD	---
---	RAILROAD	---
---	GROUND ELEVATION CONTOURS	---
---	APPROACH LIGHT SYSTEM	---

RUNWAY 01R OBSTRUCTION DISPOSITION CHART				
NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	DISPOSITION
4	MERRISCONAG ROAD	67	27.0	NO ACTION
5	MERRISCONAG ROAD	67	27.0	NO ACTION
6	TREES (OE)	87	47.0	NO ACTION
7	TREES (OE)	78.7	38.7	NO ACTION
10	MERRISCONAG ROAD	77	37.0	NO ACTION

Note: Positive values denote penetration; negative values (-) denote clearance.  
(OE) denotes obstruction data provided by the owner.



MAG. DECLINATION 16°10' W (Dec 2009)  
Source: NOAA

References: Horizontal Datum - NAD 83  
Vertical Datum - NAVD 83  
Notes:  
1. Ground contour intervals are 10 feet (based on 0-foot contour intervals (not shown). Aerial photography and topographic mapping provided by the MRRRA.  
Part 77 Obstruction Elevation:  
1. 77 feet as shown on drawing.  
2. 10 feet for any other OASIS runway.  
3. 22 feet for taxiway.

ENGINEER'S SEAL

**ACCOM**

150 Main Street  
Brunswick, ME 03901-2277  
Tel: 207.734.4400  
Fax: 207.734.4400  
Web Page: www.accom.com

**Hoyle, Tanner & Associates, Inc.**

150 Main Street  
Brunswick, ME 03901-2277  
Tel: 207.734.4400  
Fax: 207.734.4400  
Web Page: www.hoyletanner.com

Project Engineer: J. B. BROWN  
Project Manager: J. B. BROWN  
Project Designer: J. B. BROWN  
Project Checker: J. B. BROWN

DO NOT SCALE DRAWING

BRUNSWICK EXECUTIVE AIRPORT  
BRUNSWICK, MAINE

**RUNWAY 01R-19L INNER APPROACH SURFACES**

SCALE: AS SHOWN DATE: 08/06/2010

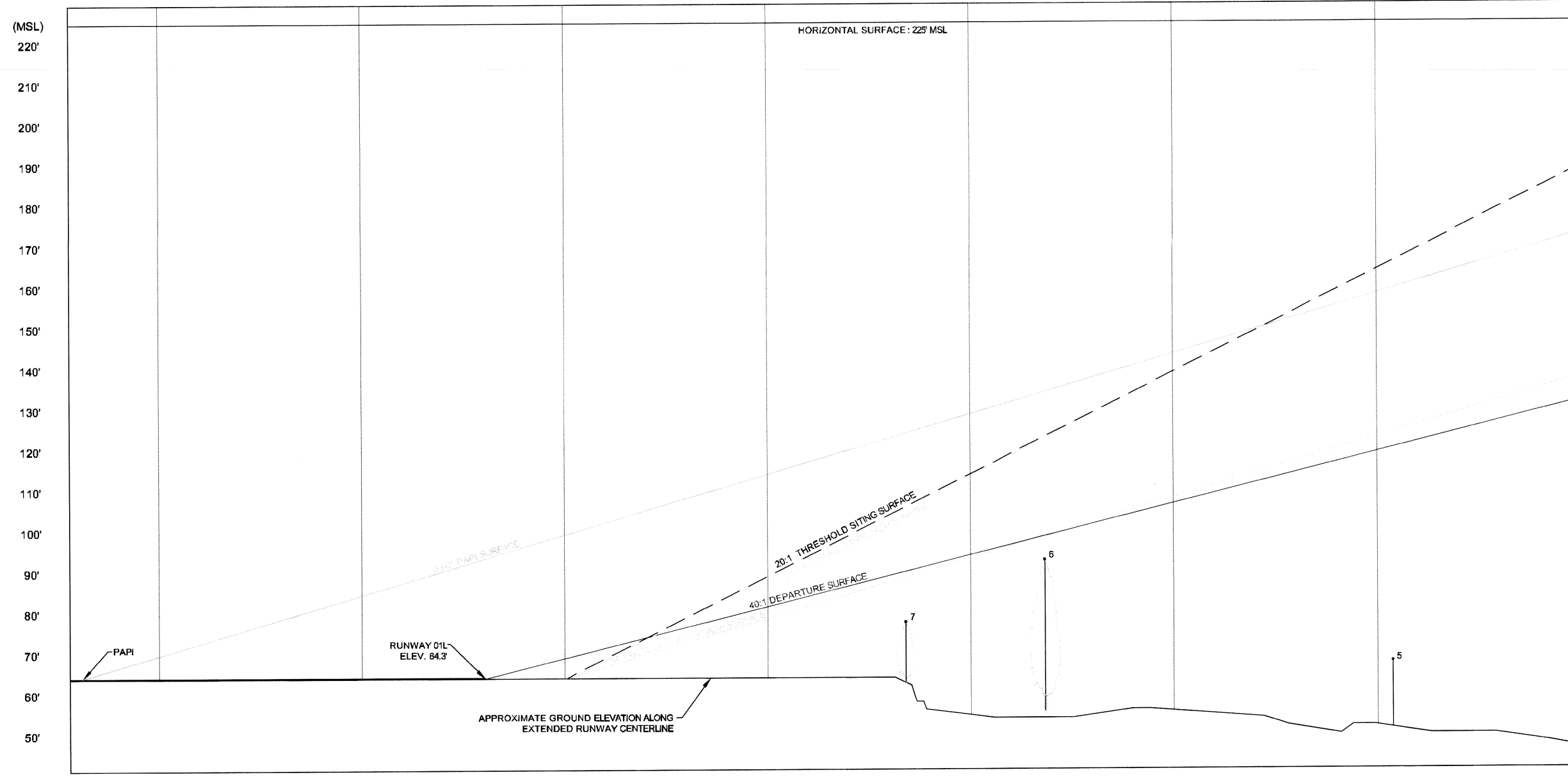
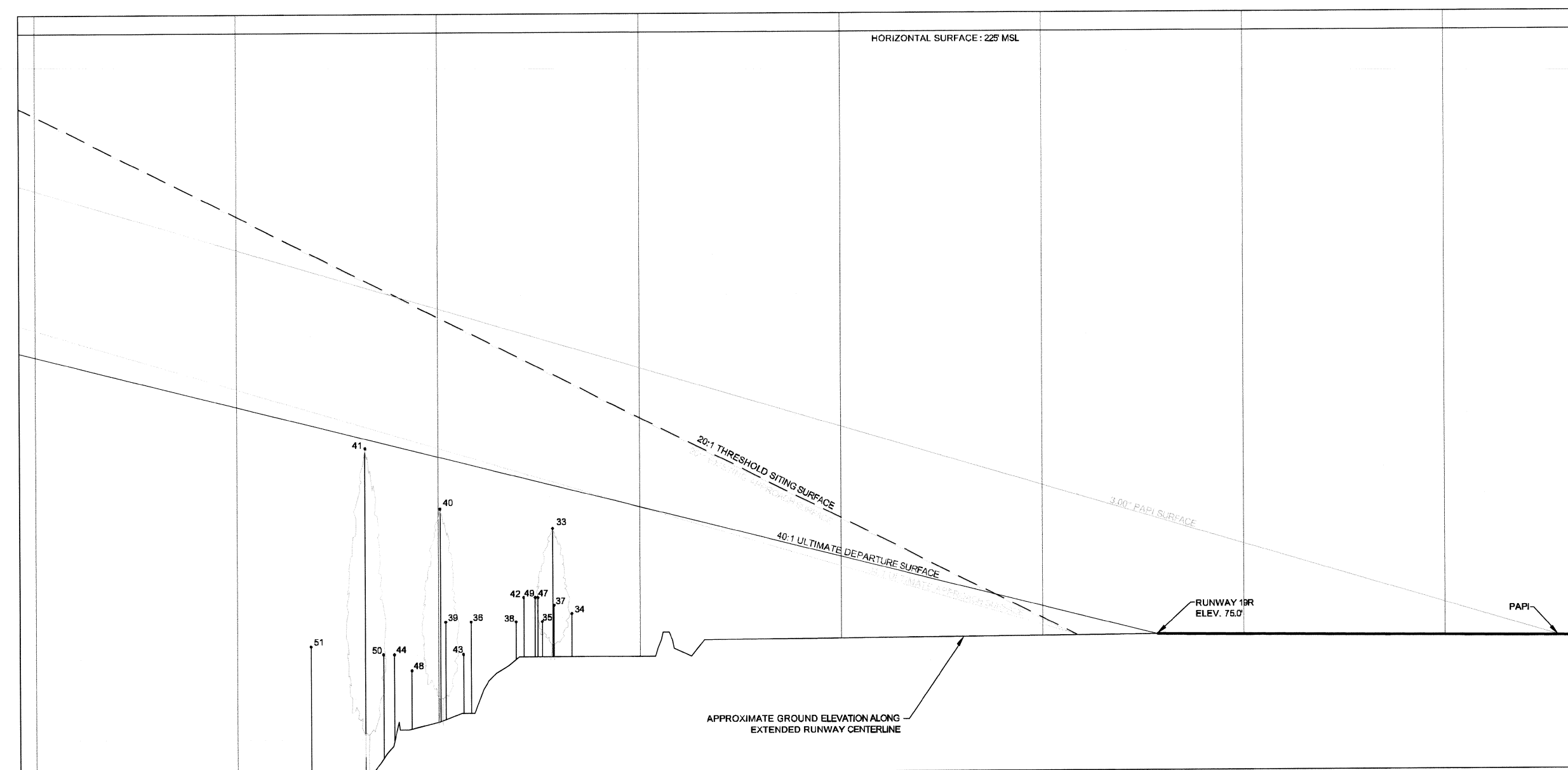
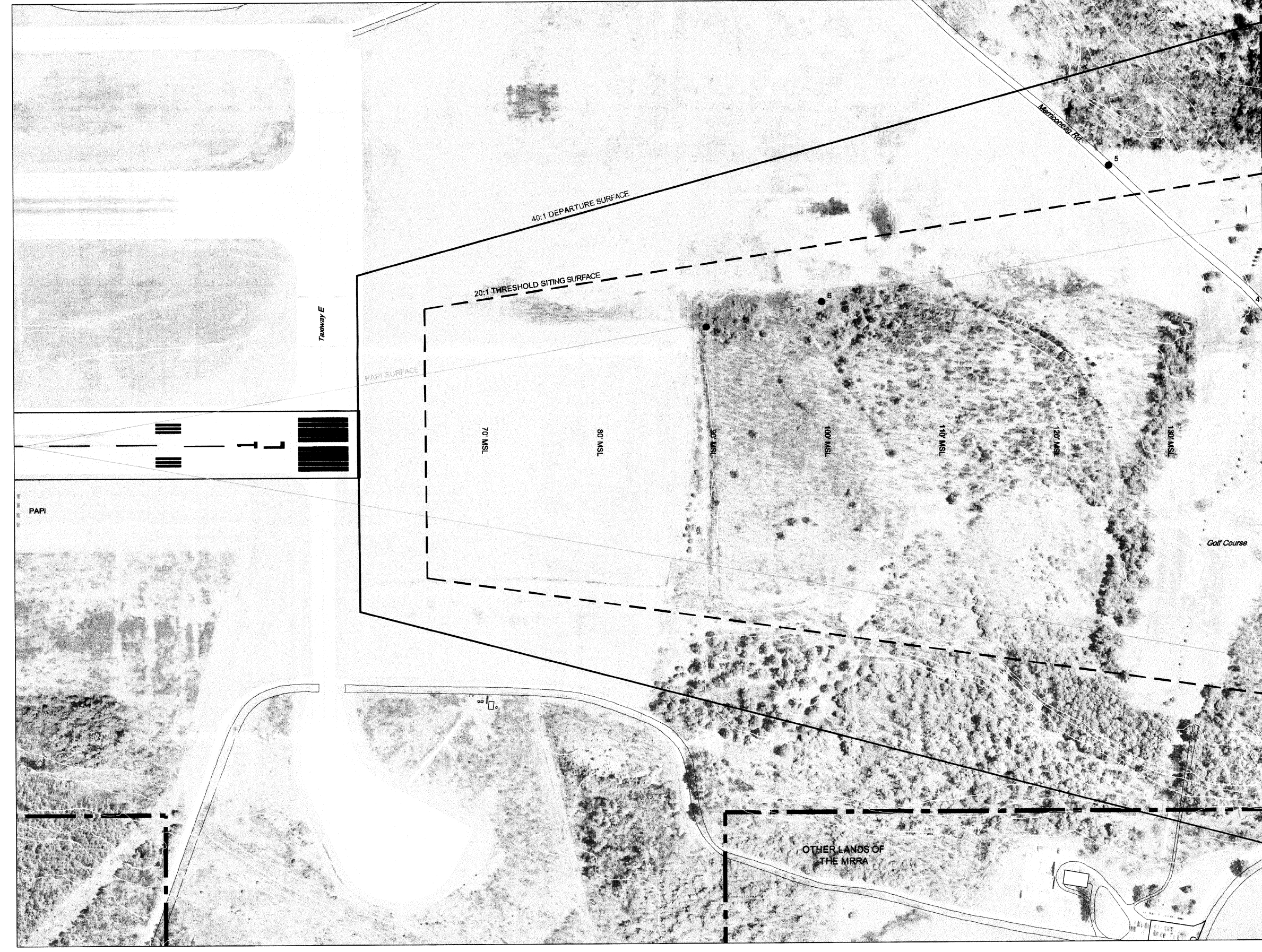
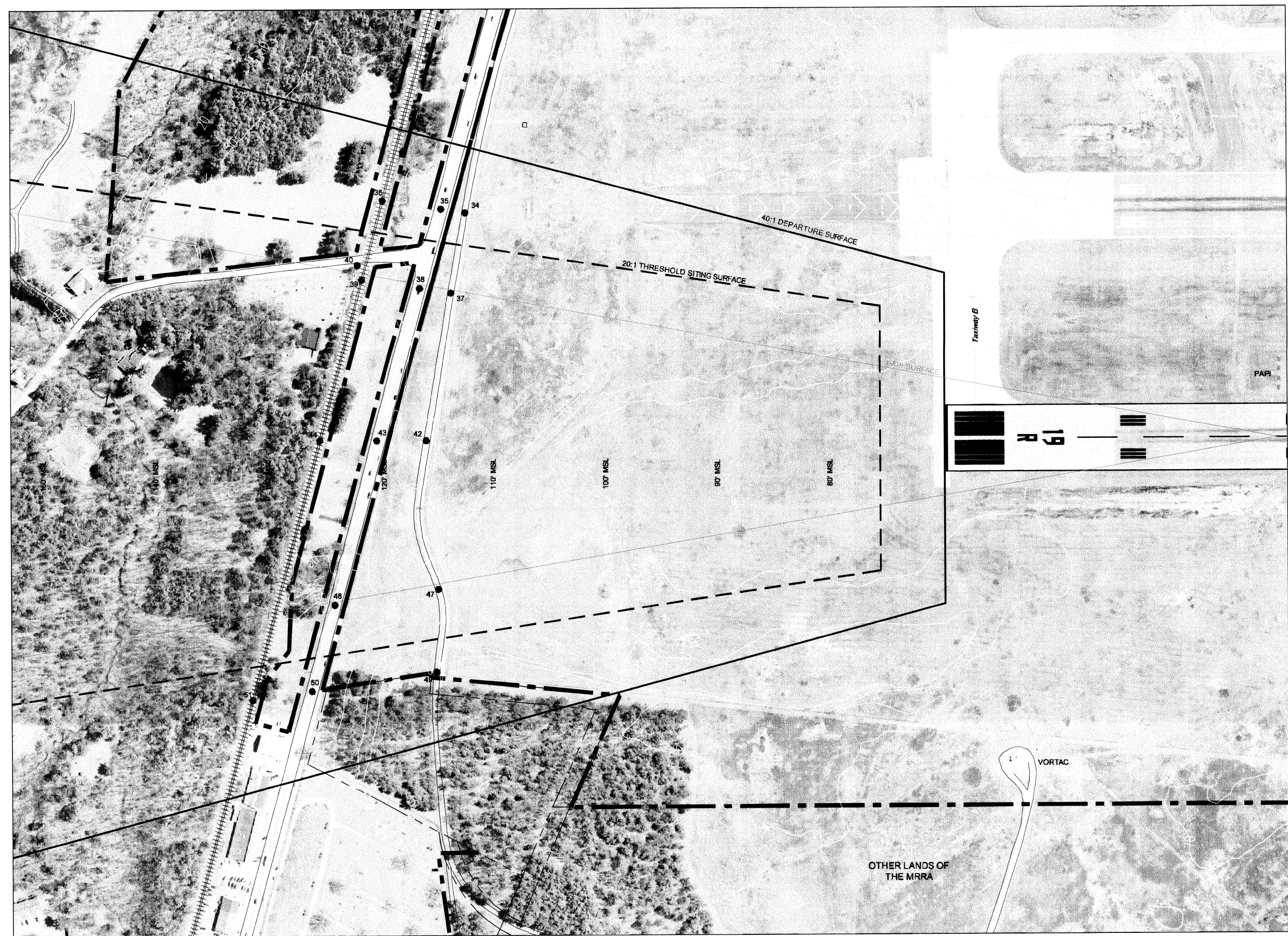
BY: J. B. BROWN  
DATE: 11/17/2010

REVISIONS

NO.	DESCRIPTION	DATE	BY
1	UPDATE BOUNDARY, ADD BOWDOIN COLLEGE LOT LINE ADJUSTMENT	11/17/2010	J. B. BROWN

PROJECT NO.: 081101  
FILE NAME: 2014-PL-401-APP-1R  
APP NO.:  
DRAWING NO.:  
SHEET 5 OF 9





NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
34	PERIMETER RD	81	111.9	-30.9	NO ACTION
35	ROUTE 24	79	114.2	-35.2	NO ACTION
36	RAILROAD	79	116.2	-37.2	NO ACTION
37	PERIMETER RD	83	113.2	-30.2	NO ACTION
38	ROUTE 24	82	116.3	-34.3	NO ACTION
39	RAILROAD	79	121.1	-42.1	NO ACTION
40	TREES (OE)	107.4	121.8	-14.4	NO ACTION
41	TREES (OE)	120.4	127.0	-6.6	NO ACTION
42	PERIMETER RD	89	115.4	-26.4	NO ACTION
43	ROUTE 24	77	115.8	-38.8	NO ACTION
44	RAILROAD	77	124.2	-47.2	NO ACTION
45	PERIMETER RD	88	114.8	-26.8	NO ACTION
46	ROUTE 24	87	123.5	-36.5	NO ACTION
48	PERIMETER RD	89	114.8	-25.8	NO ACTION
50	ROUTE 24	77	125.7	-48.7	NO ACTION
51	RAILROAD	73	130.9	-57.9	NO ACTION

EXISTING	DESCRIPTION	ULTIMATE
—	OTHER BUILDINGS	—
—	AIRPORT BOUNDARY	—
—	OTHER LANDS OF THE MARR	—
—	ROADS	—
—	RAILROAD	—
—	GROUND ELEVATION CONTOURS	—

NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
4	MERRICKROAD ROAD	82	137.8	-55.8	NO ACTION
5	MERRICKROAD ROAD	88	124.1	-36.1	NO ACTION
6	TREES (OE)	87	88.7	-1.7	NO ACTION
7	TREES (OE)	78.7	88.7	-10.0	NO ACTION



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

Note:  
1. Ground contour intervals are 10 feet (shown) based on 2400 contour intervals (not shown). Aerial photography and topographic maps provided by the MARRA.  
2. 10' for any other public roadway.  
3. 25' for a Railroad.

ENGINEER'S SEAL

**ACCOM**

**Hoyle Tanner Associates, Inc.**

TRANSPORTATION  
ACCOM, INC.  
1100 MARKET STREET, SUITE 1000  
BRUNSWICK, MAINE 04015  
TEL: 215.596.4300 FAX: 215.596.4300  
WWW.AC-COM.COM

100 Oak Street  
Brunswick, ME 04015-1227  
Phone: 207-734-1800  
Fax: 207-734-1800  
www.hoyletanner.com

DESIGNED BY: JOM  
CHECKED BY: JOM  
DATE: 08/08/2010

DO NOT SCALE DRAWING

BRUNSWICK EXECUTIVE AIRPORT  
BRUNSWICK, MAINE

**RUNWAY 01L-19R INNER APPROACH SURFACES**

SCALE: AS SHOWN

DATE: 08/08/2010

REVISIONS

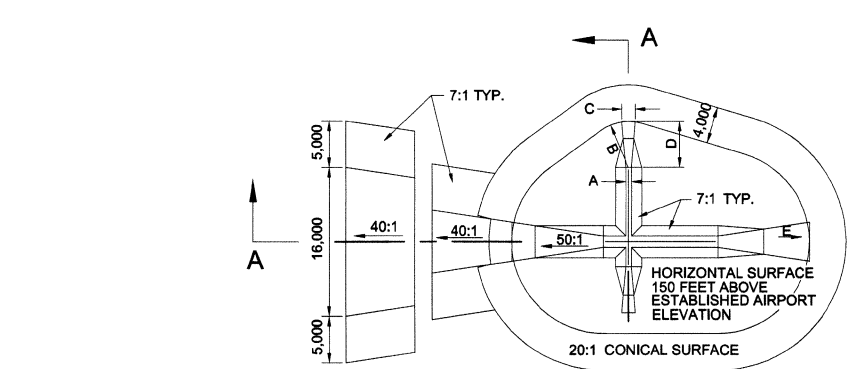
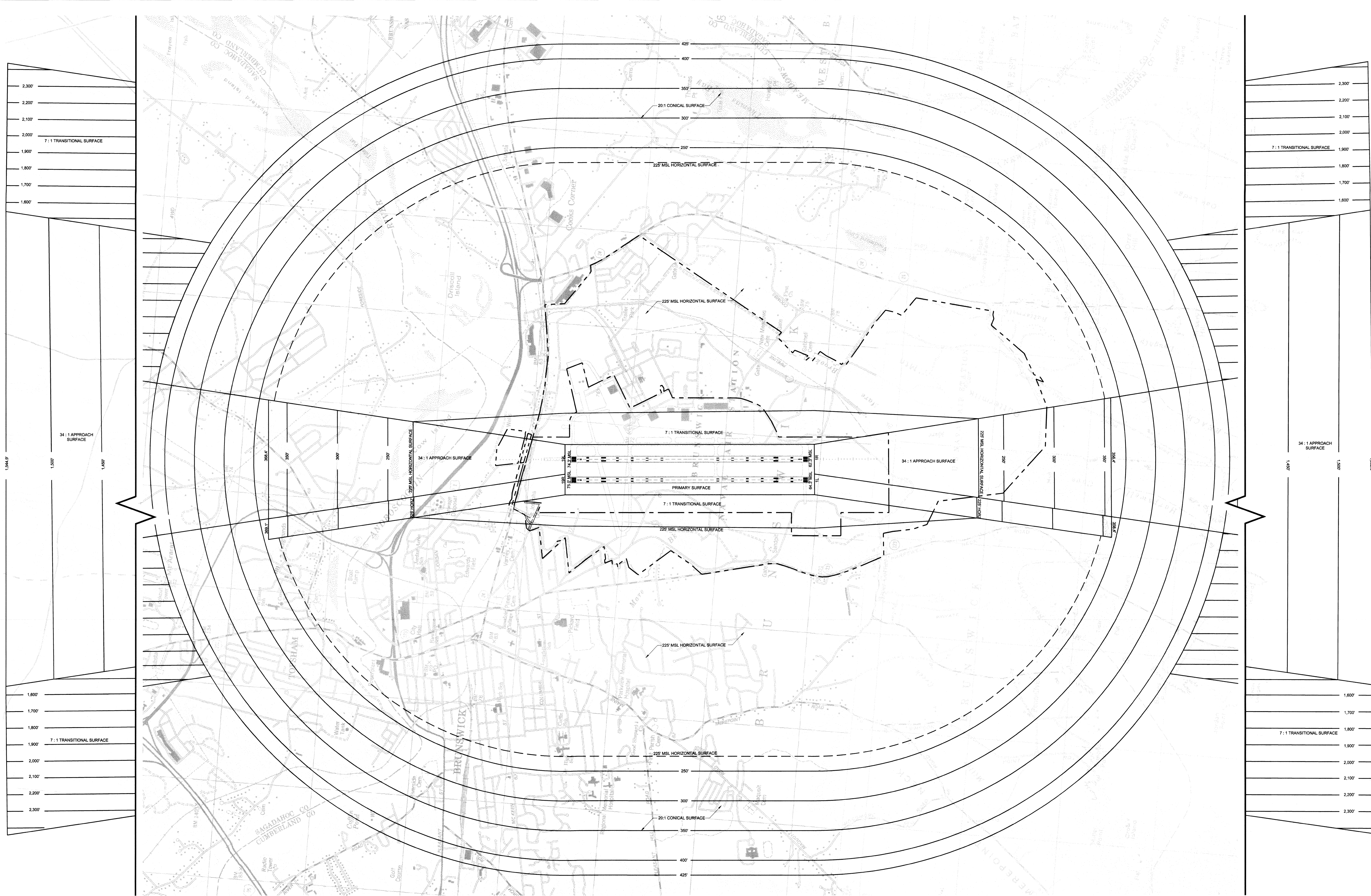
NO.	DATE	DESCRIPTION	BY	JK

UPDATE BOUNDARY, ADD BONDING COLLEGE LOT LINE ADJUSTMENT

DRAWING NO.

SHEET 6 OF 9





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)				PRECISION INSTRUMENT RUNWAY
		VISUAL RUNWAY	NON-PRECISION INSTRUMENT RUNWAY	PRECISION INSTRUMENT RUNWAY	PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	300	500	500	500	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,200	1,000	2,000	3,000	4,000
D	APPROACH SURFACE LENGTH	3,000	3,000	5,000	10,000	16,000
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1

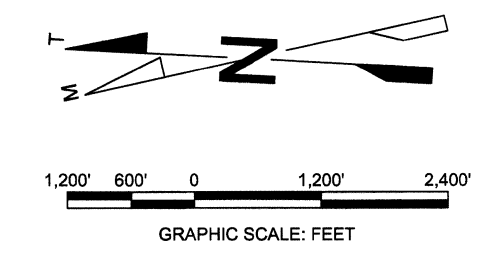
A- UTILITY RUNWAYS  
 B- RUNWAYS LONGER THAN UTILITY  
 C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE  
 D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE  
 E- PRECISION INSTRUMENT APPROACH SLOPE IS 30:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 4,000 FEET  
 Source: FAA AC 150/5300-13  
 Note: See Sheet 2, Airport Layout Plan, depicting modification to standard for approach surface slopes.

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 maintain for approval the final location, height, and ground profile 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.

OBSTRUCTIONS											
NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION	NO.	DESCRIPTION	TOP ELEVATION (MSL)	PART 77 HEIGHT	PENETRATION	DISPOSITION
1	DIRS HILL / TREES (OE)	254	336.9	-112.9'	NO ACTION	26	HANSAH (OE)	181	229	-48'	NO ACTION
2	WTA / TREES (OE)	184	229	-23'	NO ACTION	27	TOWER (200' ANE - OE)	242	229	-11.6'	NO ACTION
3	WTA / TREES (OE)	154	229	-66.6'	NO ACTION	28	POWER Pylon (OE)	227	229	-1.6'	NO ACTION
4	TREES (OE)	97	229	-132'	NO ACTION	29	NEW L3 SMI ANTENNA (OE)	88.89	186.1	-20.3'	NO ACTION
5	TREES (OE)	78.7	229	-150.3'	NO ACTION	30	TREES (OE)	152.2	114.6	-37.6'	NO ACTION
6	BUTTERNUT MOUNTAIN TREES (OE)	214	229	-115'	NO ACTION	40	TREES (OE)	157.2	120.9	-36.3'	NO ACTION
7	TOWER (OE)	187	229	-42'	NO ACTION	41	TREES (OE)	152.2	120.9	-31.3'	NO ACTION
8	TOWER (OE)	132	229.1	-97.1'	NO ACTION	52	WTA / TREES	234	391	-157'	NO ACTION
9	ELITE SLOAN ANTENNA (OE)	107.0002	229	-121.9998'	NO ACTION	53	TOWER (200' ANE - 1008 - OE)	292	311.4	-19.4'	NO ACTION
10	AIRPORT ROTATING BEACON TOWER (OE)	227	229	-2'	NO ACTION	54	TOWER	235	229	-6'	TBD
11	HAZARD SUPPORT BUILDING (OE)	87	229	-142'	NO ACTION	55	CRANE (100' (200' ANE - 1405 - OE)	315	229	-90'	TBD
12	TSE ENGINE TEST FACILITY (OE)	78	229	-148'	TO BE REMOVED	56	ANTENNA (200' ANE - 130 - OE)	245	229	-16'	TBD
13	PS SUPPORT FACILITY (OE)	87	229	-140'	NO ACTION	57	STUDENT UNION BUILDING	253	229	-24'	TBD
14	HANSAH (OE)	173.2	229	-55.8'	NO ACTION	58	TOP VORAC	179.2	229	-50.8'	NO ACTION
15	GCA TURNABLE (PFRSU) (OE)	97	229	-132'	TO BE REMOVED	59	ATC TOWER (SE CORNER)	199	229	-30'	NO ACTION
16	HANSAH (OE)	169	229	-60'	NO ACTION	60	ANTENNA	225	229	-4'	NO ACTION
17	MECHANICAL SHOP BUILDING (OE)	97	229	-130'	NO ACTION	61	ANTENNA	202	229	-27'	NO ACTION
18	HAZMAT TRANSFER FACILITY (OE)	97	229	-130'	TO BE REMOVED	62	ANTENNA	213.2	229	-15.8'	NO ACTION
19	HAZMAT TRANSFER FACILITY (OE)	100	178	-78'	TO BE REMOVED	63	WTA PYLE	190	229	-39'	NO ACTION
20	FBO TOWER (ANTENNA) (OE)	156.7	150.7	6'	NO ACTION	64	ANTENNA	246	229	-17'	NO ACTION
21	FBO TOWER (ROOF) (OE)	156.7	150.7	6'	NO ACTION	65	WTA ANTENNA	183.2	229	-45.8'	NO ACTION
22	WTA ANTENNA	183.2	229	-45.8'	NO ACTION	66	ANTENNA	246.2	229	-18.2'	TBD
23	WTA ANTENNA	183.2	229	-45.8'	NO ACTION	67	ANTENNA	246.2	229	-18.2'	TBD
24	WTA ANTENNA	183.2	229	-45.8'	NO ACTION	68	ANTENNA	246.2	229	-18.2'	TBD
25	WEATHER STATION (UMAS) (OE)	86.9	102.1	-15.2'	NO ACTION	69	ANTENNA	246.2	229	-18.2'	TBD

Note: Positive values denote penetration; negative values (-) denote clearance.  
 Best: Best denotes object penetration of surface.  
 Source: USGS Digital Raster Graphic (DRG) data received for the following quadrangle locations: Bowdoinham, Brunswick, Ois Island, and Bailey Island. Obstruction data points provided by the U.S. Navy.  
 \* Power Pylons are 75' AGL in multiple rows surrounding the Northern side of the airport; obstruction # 28 is the most critical.

LEGEND	
---	EXISTING
---	DESCRIPTION
---	OTHER LANDS OF THE BRRA
---	AIRPORT BOUNDARY
---	ROACE
---	APPROACH LIGHT SYSTEM



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**ALCOM**

TRANSMISSIONS  
 100 NEW BRUNSWICK STREET, SUITE 1000  
 BRUNSWICK, MAINE 04009  
 TEL: 207.739.4000  
 FAX: 207.739.4001  
 WWW.ALCOM.COM

**Hoyle, Tanner & Associates, Inc.**  
 100 NEW BRUNSWICK STREET, SUITE 1000  
 BRUNSWICK, MAINE 04009  
 TEL: 207.739.4000  
 FAX: 207.739.4001  
 WWW.HOYLETANNER.COM

DESIGNED BY: BAO  
 CHECKED BY: JDM  
 DRAWN BY: RAM  
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BRUNSWICK EXECUTIVE AIRPORT  
BRUNSWICK, MAINE

**PART 77 AIRSPACE SURFACES**

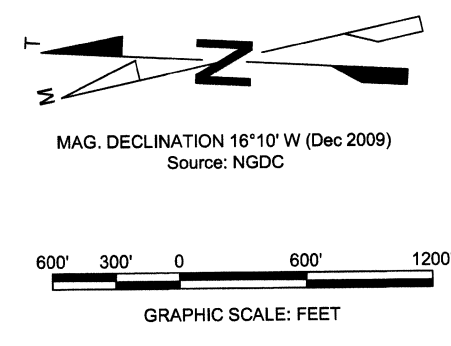
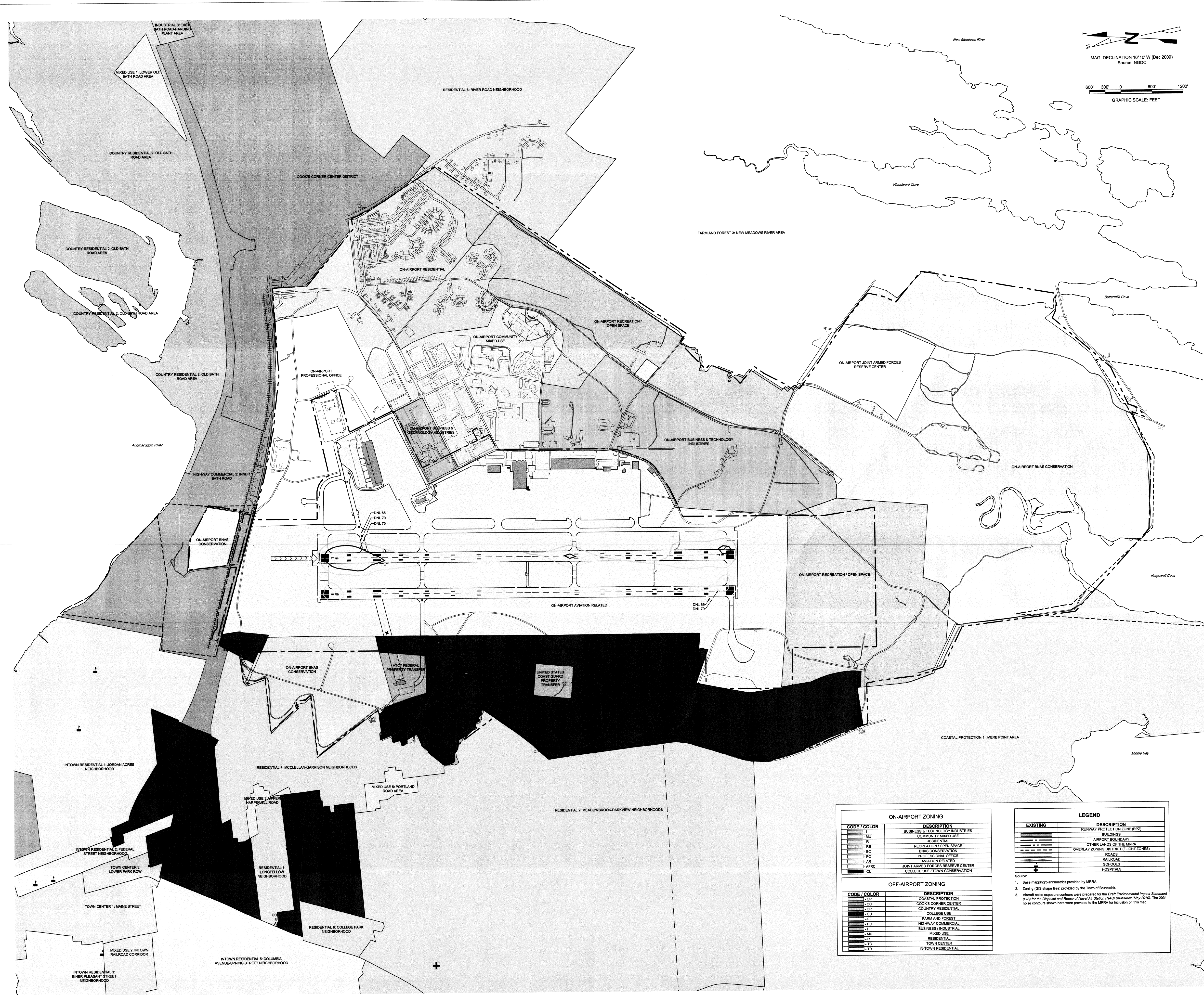
SCALE: 1" = 1,200'  
 DATE: 08/06/2010  
 REVISIONS:

NO.	DATE	DESCRIPTION

UPDATE BOUNDARY AND BOMBOR COLLEGE LOT LINE ADJUSTMENT  
 11/19/2010  
 DRAWING NO.

SHEET 7 OF 9





ON-AIRPORT ZONING	
BT	BUSINESS & TECHNOLOGY INDUSTRIES
MU	COMMUNITY MIXED USE
R	RESIDENTIAL
RE	RECREATION / OPEN SPACE
BC	BIRDS CONSERVATION
PO	PROFESSIONAL OFFICE
ED	EDUCATION RELATED
JARC	JOINT ARMED FORCES RESERVE CENTER
CU	COLLEGE USE / TOWN CONSERVATION

OFF-AIRPORT ZONING	
CP	COASTAL PROTECTION
CC	COOK'S CORNER CENTER
CR	COUNTRY RESIDENTIAL
CU	COLLEGE USE
FP	FARM AND FOREST
HC	HIGHWAY COMMERCIAL
BI	BUSINESS INDUSTRIAL
MU	MIXED USE
R	RESIDENTIAL
TC	TOWN CENTER
TR	INTOWN RESIDENTIAL

LEGEND	
EXISTING	DESCRIPTION
(Symbol)	RUNWAY PROTECTION ZONE (RPZ)
(Symbol)	BOUNDARY
(Symbol)	AIRPORT BOUNDARY
(Symbol)	OTHER LANDS OF THE MRA
(Symbol)	OVERLAY ZONING DISTRICT (FLIGHT ZONES)
(Symbol)	ROADS
(Symbol)	RAILROADS
(Symbol)	SCHOOLS
(Symbol)	HOSPITALS

Source:  
 1. Base mapping/planimetry provided by MRA.  
 2. Zoning (GIS shape files) provided by the Town of Brunswick.  
 3. Airport noise exposure contours were prepared for the Draft Environmental Impact Statement (EIS) for the Disposal and Reuse of Naval Air Station (NAS) Brunswick (May 2010). The 2031 noise contours shown here were provided by the MRA for inclusion on this map.

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**ALCOM**

**Hoyle, Tanner & Associates, Inc.**

TRANSPORTATION  
 ALCOM USA, Inc.  
 1750 JONES BLVD., SUITE 100  
 BRUNSWICK, MAINE 04009  
 TEL: 715.396.4000 F: 715.396.4000  
 WWW.ALCOMUSA.COM

100 Main Street  
 Brunswick, ME 04011-1277  
 Tel: 715.396.4100  
 Fax: 715.396.4100  
 Web Page: www.hoyletanner.com

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**BRUNSWICK EXECUTIVE AIRPORT  
 BRUNSWICK, MAINE**

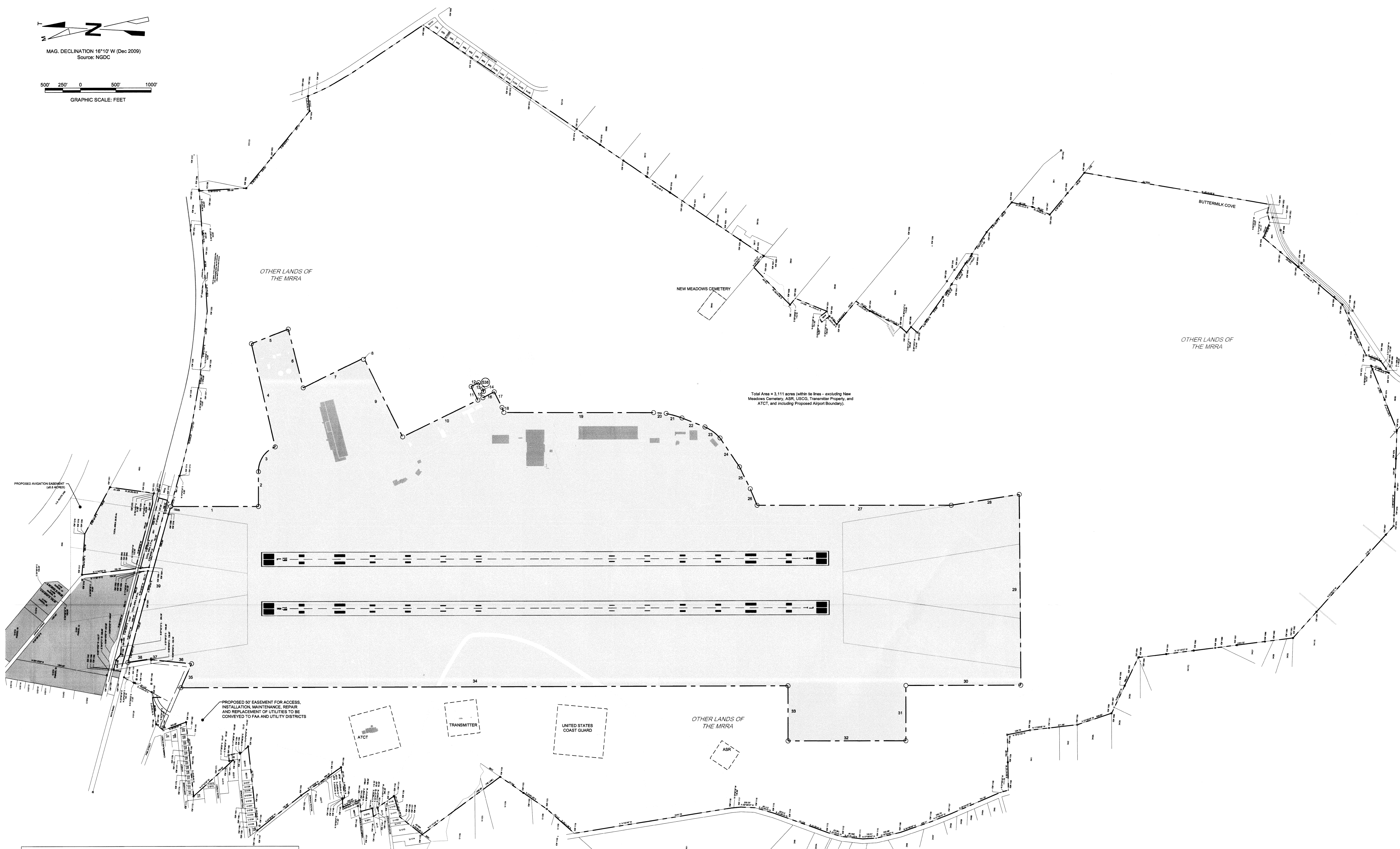
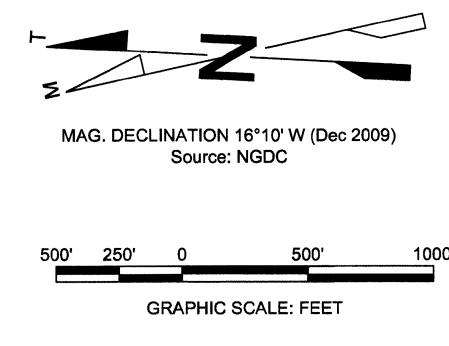
**LAND USE PLAN WITH  
 2031 NOISE CONTOURS**

DATE: 08/09/2010 SCALE: 1" = 600'

PROJECT NO.: 391101  
 FILE NAME: 2014-PL501-LAND-NOIS  
 DRAWING NO.

SHEET 8 OF 9





**AIRPORT BOUNDARY MAP DATA**

TYPE OF DATA	POINT	NORTHING	EASTING	DISTANCE / ARC LENGTH	COURSE	RADIUS	DELTA
Line	1	80910.2506	806693.3657	1228.1192	S 41° 2' 49" E		
Line	2	80874.2487	806781.1814	481.3996	N 80° 58' 11" E		
Arc	3	80790.0996	806571.9116	1851.1792		387.6161'	289° 32' 3"
Line	4	80498.5750	806838.2777	1484.7857	N 72° 53' 12" E		
Line	5	80996.4242	806055.3844	591.2999	S 30° 39' 20" E		
Line	6	80420.4778	806300.9160	855.2532	S 71° 37' 41" W		
Line	7	80190.9154	807489.2548	913.8342	S 30° 9' 0" E		
Arc	8	80314.8688	807942.3805	61.8458		54.4254'	64° 10' 38"
Line	9	80314.8682	807942.3888	1200.0897	S 50° 44' 57" W		
Line	10	87710.0788	806905.1194	1180.2709	S 30° 7' 37" E		
Line	11	80696.8072	807000.7898	214.2562	N 58° 11' 30" E		
Line	12	80784.8588	807684.8952	120.0942	S 30° 31' 50" E		
Line	13	80691.2102	807740.7050	108.0192	S 30° 39' 23" W		
Line	14	80620.1161	807664.1048	37.8311	S 74° 48' 50" W		
Line	15	80613.8927	807627.8796	89.5908	N 80° 28' 37" W		
Line	16	80619.3683	807538.4531	181.3008	S 31° 48' 13" E		
Line	17	80462.3860	807633.9701	248.5817	S 50° 30' 32" W		
Line	18	80337.8438	807421.4431	78.7486	S 60° 44' 47" W		
Line	19	80208.1172	807391.4888	2148.3449	S 4° 02' 0" E		
Line	20	84184.8178	807459.8668	178.1768	S 0° 17' 42" E		
Line	21	84016.7434	807300.0968	11489.0792		1880.7721'	352° 52' 27"
Line	22	83788.8653	807402.1900	348.4328	S 17° 18' 38" W		
Line	23	83450.8192	807348.4158	3052.1064		609.00'	330° 4' 47"
Line	24	83230.2148	807209.9709	480.769	S 11° 34' 32" W		
Line	25	83020.3002	806800.8609	544.3728	S 50° 47' 55" W		
Line	26	82768.0778	806523.3187	253.2548	S 60° 39' 51" W		
Line	27	82644.8073	806296.3843	2742.8627	S 44° 2' 11" E		
Line	28	79907.6282	806489.4452	973.2881	S 13° 2' 43" E		
Line	29	78959.8762	806709.3330	2890.8087	S 80° 30' 20" W		
Line	30	78748.0113	806428.7889	1423.0489	N 4° 8' 20" W		
Line	31	80287.7493	803908.8044	781.0247	S 80° 51' 50" W		
Line	32	80171.4490	801109.0122	1883.8128	N 4° 8' 20" W		
Line	33	81975.9686	803010.7830	770.3361	N 80° 42' 22" E		
Line	34	82027.7950	803788.0187	8574.8584	N 4° 8' 34" W		
Line	35	80709.8098	803165.2920	388.207	S 10° 03' 00" E		
Line	36	80458.5074	803500.0872	574.33	N 01° 37' 40" E		
Line	37	81032.8049	803516.4215	13.337	S 89° 01' 0" E		
Line	38	81030.8701	803500.7860	338.81	N 1° 42' 11" W		
Line	39	81387.2344	803455.8017	2276.41	S 70° 11' 1" E		

**LEGEND**

EXISTING	DESCRIPTION
(Solid line)	AIRPORT BOUNDARY
(Dashed line)	OTHER LANDS OF THE MARRA
(Dotted line)	EXISTING AVIATION EASEMENT
(Thick solid line)	PROPOSED AVIATION EASEMENT
(Thin solid line)	RUNWAY PROTECTION ZONE (RPZ)

- NOTES:
- The proposed Airport Boundary (as shown) is presented in the following geodetic coordinates.
    - Horizontal datum (State Plane) - NAD 83 - 1801 Maine East (1983)
    - Vertical datum - NAVD 88
  - The proposed Airport Boundary (as shown) is approximately 574 acres.
  - The underlying base map (as shown) was provided by the MARRA and is not dated.
  - The Other Lands of the MARRA is property data provided by the U.S. Navy.

Disclaimer:  
This Airport Property Map is a graphic illustration for airport planning and discussion purposes only. This map should not be used for conveyance or for any other legal use without the signature and seal of a licensed professional engineer or land surveyor.

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TRANSPORTATION  
ALCOM USA, Inc.  
110 ONE RIVER  
SUITE 100  
1000 WASHINGTON ST  
PORTLAND, ME 04103  
TEL: 207.261.2000  
WWW.ALCOM.COM

110 ONE RIVER  
SUITE 100  
1000 WASHINGTON ST  
PORTLAND, ME 04103  
TEL: 207.261.2000  
WWW.ALCOM.COM

DO NOT SCALE DRAWING

DESIGNED BY: BAO  
DRAWN BY: JOM  
CHECKED BY: JOM

BRUNSWICK EXECUTIVE AIRPORT  
BOUNDARY MAP

AIRPORT PROPERTY MAP

DATE: 09/02/2010

SCALE: 1" = 400'

REVISIONS	DESCRIPTION	BY	DATE
1	UPDATE BOUNDARY, ADD BOUNDARY COLLECTOR LINE ADJUSTMENT	JF	11/19/2010

FILE NO.: 391101  
PROJECT NAME: 2814-PL-601-PMAP  
SHEET NO.: DRAWING NO.

SHEET 9 OF 9