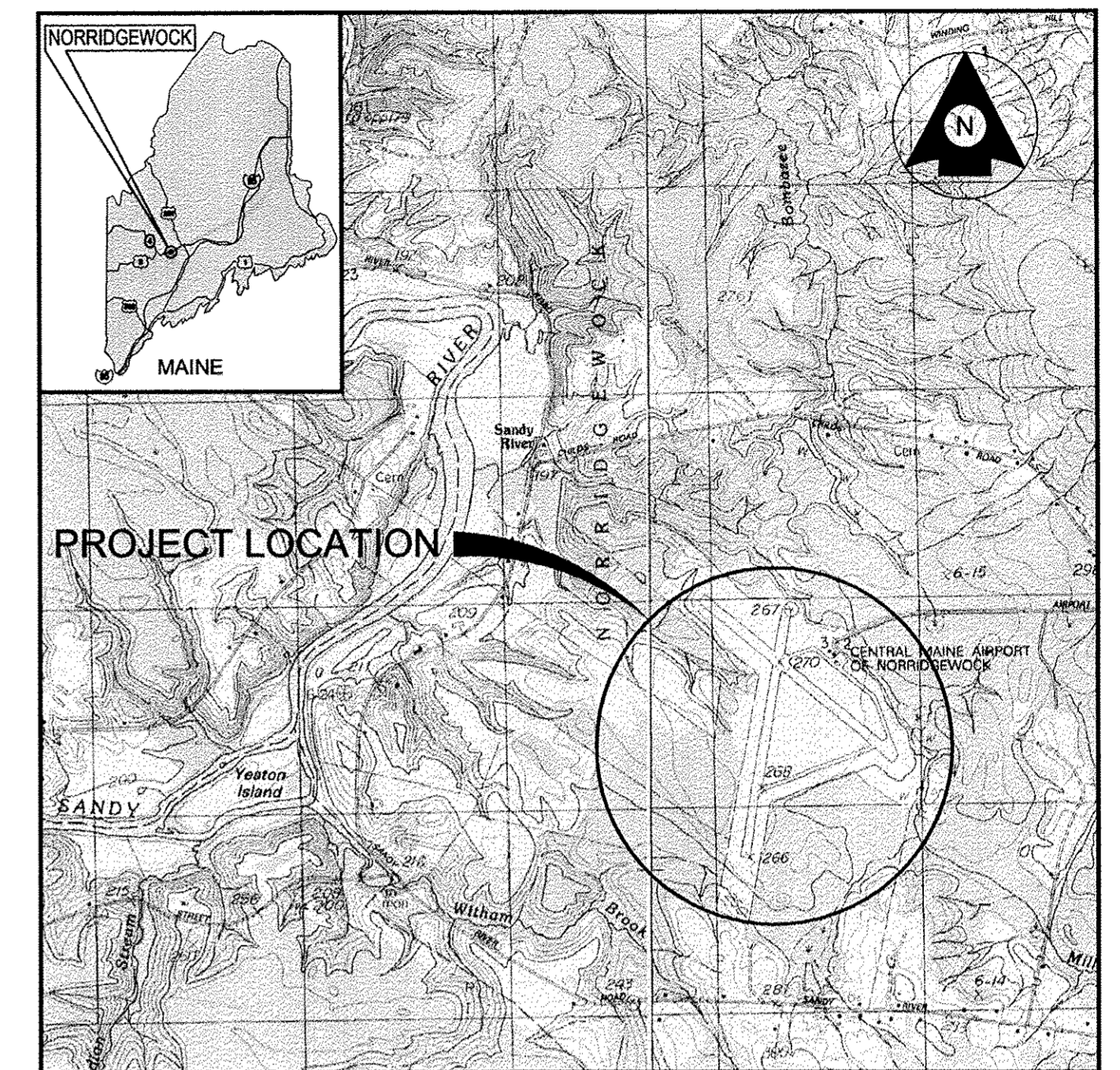


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CENTRAL MAINE REGIONAL AIRPORT NORRIDGEWOCK, MAINE

AIRPORT MASTER PLAN UPDATE

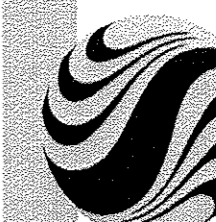
MARCH 2007
AIP PROJECT NO. 3-23-0032-09-2005



VICINITY MAP
NOT TO SCALE

INDEX OF SHEETS

| <u>SHEET NO.</u> | <u>TITLE</u> | <u>SHEET NO.</u> | <u>TITLE</u> |
|------------------|------------------------------|------------------|-------------------------------------|
| 1. | TITLE SHEET | 5. | RUNWAY 15-33 PLAN AND PROFILE |
| 2. | EXISTING AIRPORT LAYOUT PLAN | 6. | RUNWAY 03-21 PLAN AND PROFILE |
| 3. | ULTIMATE AIRPORT LAYOUT PLAN | 7. | FAR PART 77 IMAGINARY SURFACES PLAN |
| 4. | TERMINAL AREA PLAN | | |



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Consultants

Legend

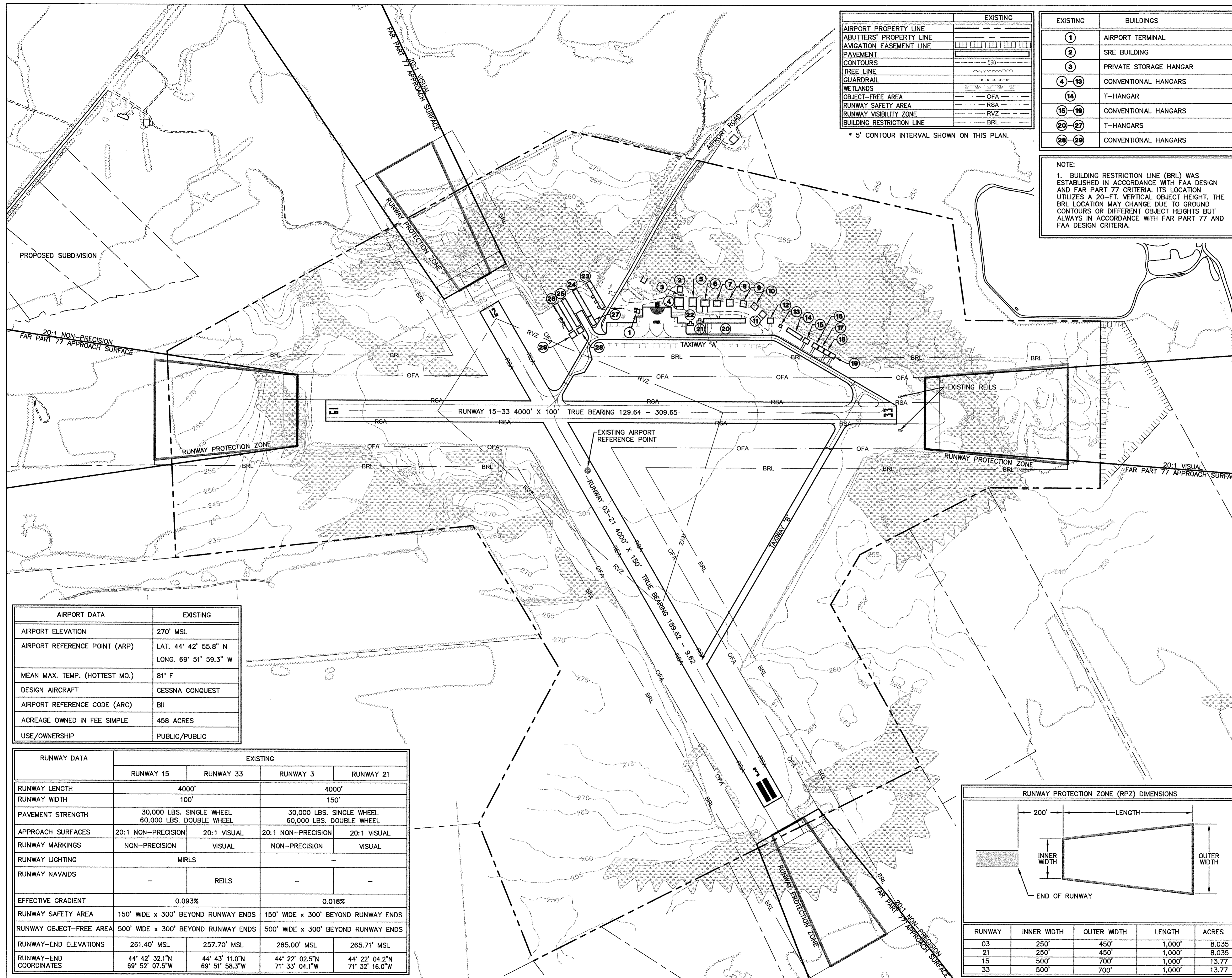
| EXISTING | BUILDINGS |
|----------|------------------------|
| ① | AIRPORT TERMINAL |
| ② | SRE BUILDING |
| ③ | PRIVATE STORAGE HANGAR |
| ④-⑬ | CONVENTIONAL HANGARS |
| ⑭ | T-HANGAR |
| ⑮-⑰ | CONVENTIONAL HANGARS |
| ⑱-⑲ | T-HANGARS |
| ⑳-⑳ | CONVENTIONAL HANGARS |

NOTE:

1. 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.

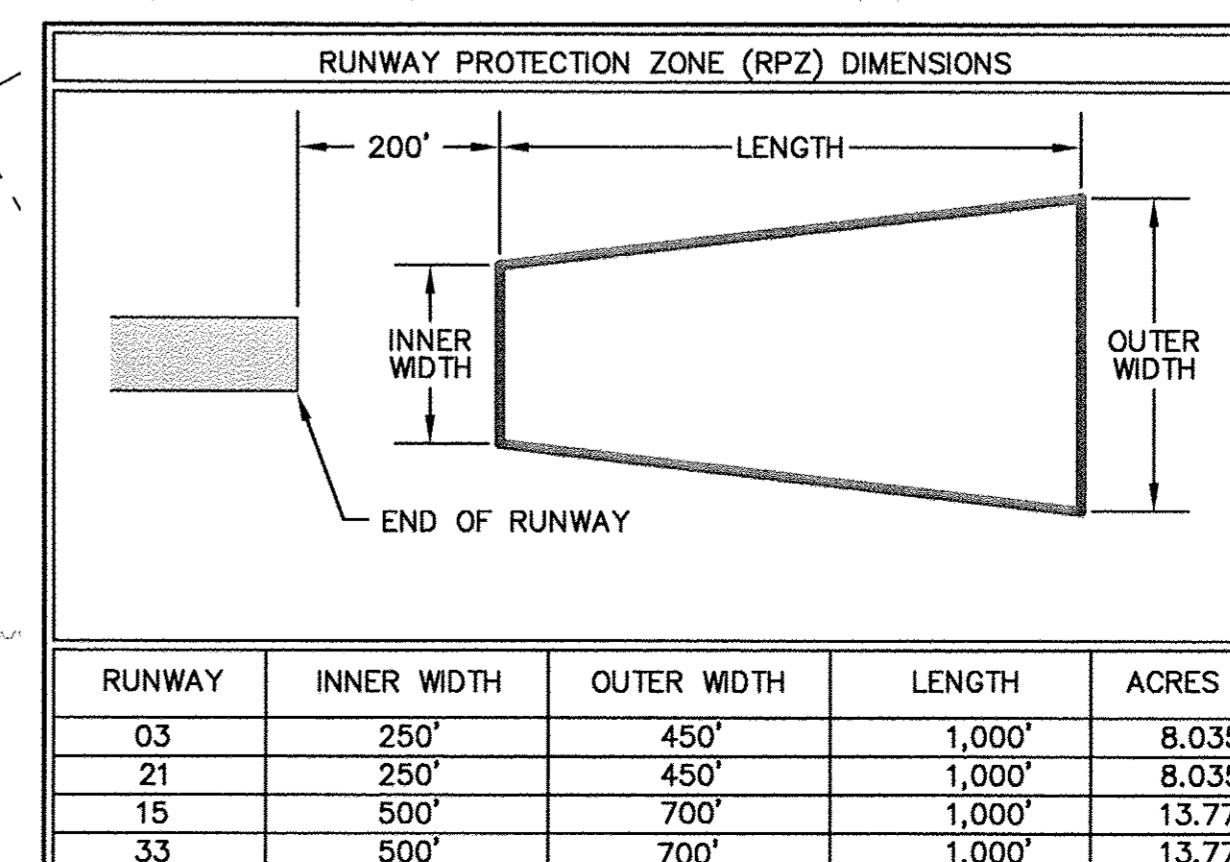
| | EXISTING |
|---------------------------|----------|
| AIRPORT PROPERTY LINE | --- |
| ABUTTERS' PROPERTY LINE | --- |
| AVIGATION EASEMENT LINE | --- |
| PAVEMENT | --- |
| CONTOURS | 50' |
| TREE LINE | --- |
| GUARDRAIL | --- |
| WETLANDS | --- |
| OBJECT-FREE AREA | OFA |
| RUNWAY SAFETY AREA | RSA |
| RUNWAY VISIBILITY ZONE | RVZ |
| BUILDING RESTRICTION LINE | BRL |

* 5' CONTOUR INTERVAL SHOWN ON THIS PLAN.



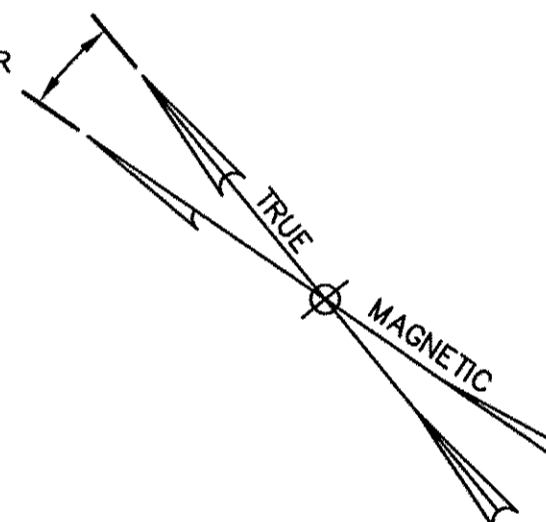
| AIRPORT DATA | EXISTING |
|-------------------------------|---|
| AIRPORT ELEVATION | 270' MSL |
| AIRPORT REFERENCE POINT (ARP) | LAT. 44° 42' 55.8" N LONG. 69° 51' 59.3" W |
| MEAN MAX. TEMP. (HOTTEST MO.) | 81° F |
| DESIGN AIRCRAFT | CESSNA CONQUEST |
| AIRPORT REFERENCE CODE (ARC) | BII |
| ACREAGE OWNED IN FEE SIMPLE | 458 ACRES |
| USE/OWNERSHIP | PUBLIC/PUBLIC |

| RUNWAY DATA | EXISTING | | | |
|-------------------------|--|----------------------------------|--|----------------------------------|
| | RUNWAY 15 | RUNWAY 33 | RUNWAY 3 | RUNWAY 21 |
| RUNWAY LENGTH | 4000' | | 4000' | |
| RUNWAY WIDTH | 100' | | 150' | |
| PAVEMENT STRENGTH | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | |
| APPROACH SURFACES | 20:1 NON-PRECISION | 20:1 VISUAL | 20:1 NON-PRECISION | 20:1 VISUAL |
| RUNWAY MARKINGS | NON-PRECISION | VISUAL | NON-PRECISION | VISUAL |
| RUNWAY LIGHTING | MIRLS | | | |
| RUNWAY NAVAIDS | | REILS | | |
| EFFECTIVE GRADIENT | 0.093% | | 0.018% | |
| RUNWAY SAFETY AREA | 150' WIDE x 300' BEYOND RUNWAY ENDS | | 150' WIDE x 300' BEYOND RUNWAY ENDS | |
| RUNWAY OBJECT-FREE AREA | 500' WIDE x 300' BEYOND RUNWAY ENDS | | 500' WIDE x 300' BEYOND RUNWAY ENDS | |
| RUNWAY-END ELEVATIONS | 261.40' MSL | 257.70' MSL | 265.00' MSL | 265.71' MSL |
| RUNWAY-END COORDINATES | 44° 42' 32.1"N 69° 52' 07.5"W | 44° 43' 11.0"N 69° 51' 58.3"W | 44° 22' 02.5"N 71° 33' 04.1"W | 44° 22' 04.2"N 71° 32' 16.0"W |



Notes

DECLINATION = 16°48'W CHANGING BY 06" EACH YEAR



| Revision | By | Appd. | YY.MM.DD |
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| File Name: | LRK | JEG | JEG | 2007.03.26 |
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| | Dwn. | Chkd. | Dsgn. | YY.MM.DD |

Client/Project
CENTRAL MAINE REGIONAL AIRPORT
A.I.P. NO. 3-23-0032-09-2005

AIRPORT MASTER PLAN UPDATE

NORRIDGEWOCK, MAINE

Title
EXISTING AIRPORT LAYOUT PLAN

| Project No. | Scale | |
|-------------|---------|----------|
| 195210094 | 1"=300' | |
| Drawing No. | Sheet | Revision |
| 2 | 2 of 7 | 0 |

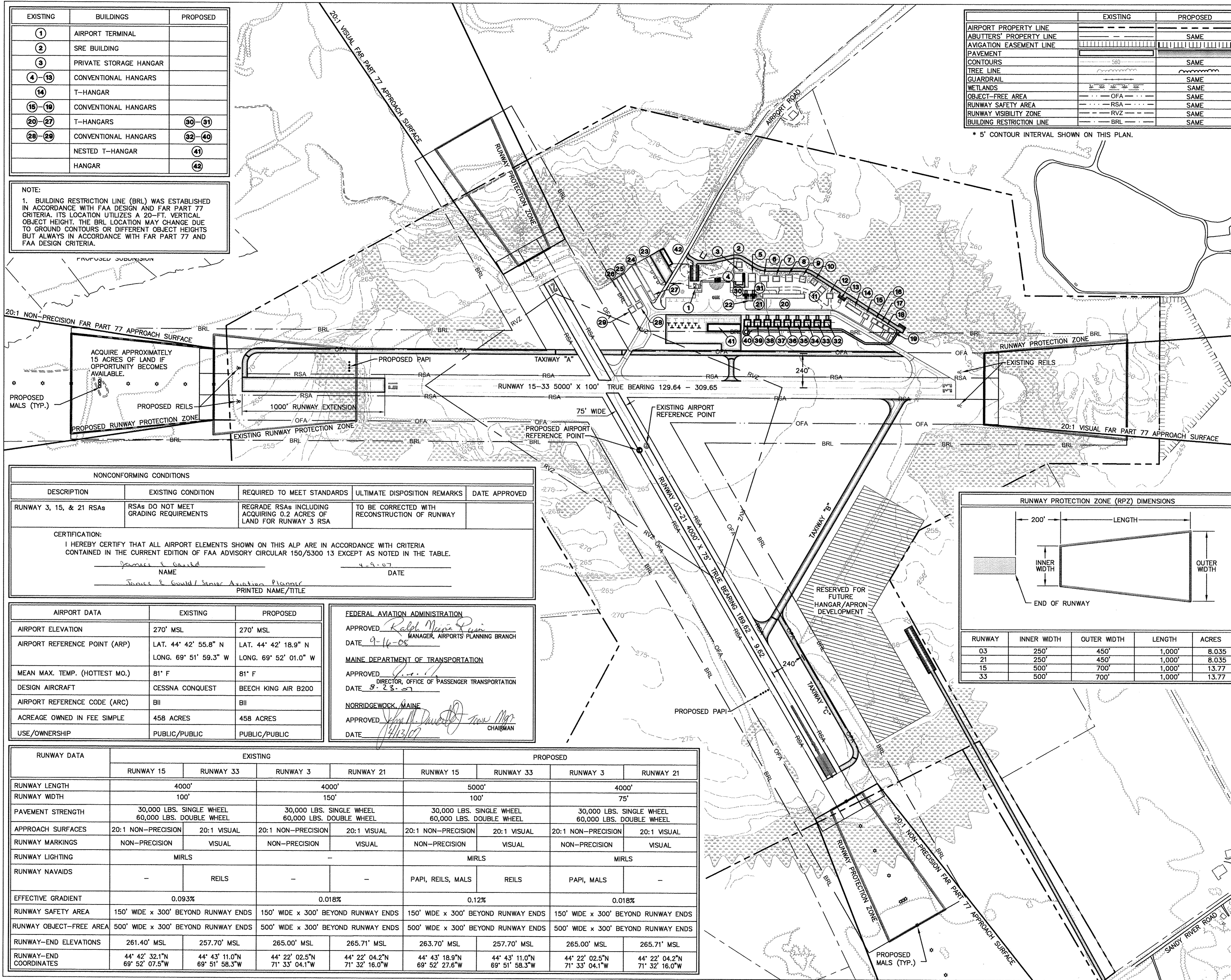
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| EXISTING | BUILDINGS | PROPOSED |
|----------|------------------------|----------|
| ① | AIRPORT TERMINAL | |
| ② | SRE BUILDING | |
| ③ | PRIVATE STORAGE HANGAR | |
| ④-⑬ | CONVENTIONAL HANGARS | |
| ⑭ | T-HANGAR | |
| ⑮-⑲ | CONVENTIONAL HANGARS | |
| ⑳-㉓ | T-HANGARS | ⑳-㉓ |
| ㉔-㉖ | CONVENTIONAL HANGARS | ㉔-㉖ |
| | NESTED T-HANGAR | ㉗ |
| | HANGAR | ㉘ |

NOTE:
 1. 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.

| | EXISTING | PROPOSED |
|---------------------------|----------|----------|
| AIRPORT PROPERTY LINE | --- | --- |
| ABUTTERS' PROPERTY LINE | --- | SAME |
| AVIGATION EASEMENT LINE | --- | --- |
| PAVEMENT | --- | --- |
| CONTOURS | 560 | SAME |
| TREE LINE | --- | --- |
| GUARDRAIL | --- | SAME |
| WETLANDS | --- | SAME |
| OBJECT-FREE AREA | OFA | SAME |
| RUNWAY SAFETY AREA | RSA | SAME |
| RUNWAY VISIBILITY ZONE | RVZ | SAME |
| BUILDING RESTRICTION LINE | BRL | SAME |

* 5' CONTOUR INTERVAL SHOWN ON THIS PLAN.



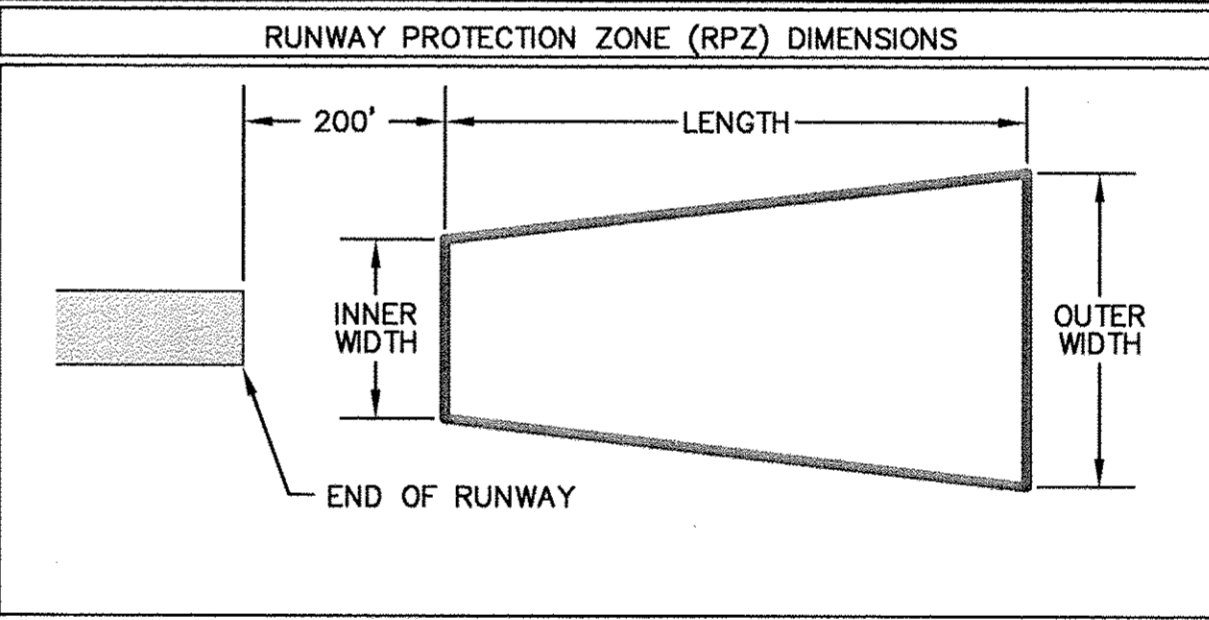
| DESCRIPTION | EXISTING CONDITION | REQUIRED TO MEET STANDARDS | ULTIMATE DISPOSITION REMARKS | DATE APPROVED |
|-------------------------|---------------------------------------|---|---|---------------|
| RUNWAY 3, 15, & 21 RSAs | RSAs DO NOT MEET GRADING REQUIREMENTS | REGRADE RSAs INCLUDING ACQUIRING 0.2 ACRES OF LAND FOR RUNWAY 3 RSA | TO BE CORRECTED WITH RECONSTRUCTION OF RUNWAY | |

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.

 NAME DATE
 James S. Gould Senior Aviation Planner
 PRINTED NAME/TITLE DATE

| AIRPORT DATA | EXISTING | PROPOSED |
|-------------------------------|---|---|
| AIRPORT ELEVATION | 270' MSL | 270' MSL |
| AIRPORT REFERENCE POINT (ARP) | LAT. 44° 42' 55.8" N LONG. 69° 51' 59.3" W | LAT. 44° 42' 18.9" N LONG. 69° 52' 01.0" W |
| MEAN MAX. TEMP. (HOTTEST MO.) | 81° F | 81° F |
| DESIGN AIRCRAFT | CESSNA CONQUEST | BEECH KING AIR B200 |
| AIRPORT REFERENCE CODE (ARC) | BII | BII |
| ACREAGE OWNED IN FEE SIMPLE | 458 ACRES | 458 ACRES |
| USE/OWNERSHIP | PUBLIC/PUBLIC | PUBLIC/PUBLIC |

FEDERAL AVIATION ADMINISTRATION
 APPROVED: *Ralph M. P...*
 MANAGER, AIRPORTS PLANNING BRANCH
 DATE: 9-16-08
 MAINE DEPARTMENT OF TRANSPORTATION
 APPROVED: *J. S. ...*
 DIRECTOR, OFFICE OF PASSENGER TRANSPORTATION
 DATE: 8-23-07
 NORRIDGEWOCK, MAINE
 APPROVED: *John M. ...*
 CHAIRMAN
 DATE: 11/13/07



| RUNWAY | INNER WIDTH | OUTER WIDTH | LENGTH | ACRES |
|--------|-------------|-------------|--------|-------|
| 03 | 250' | 450' | 1,000' | 8.035 |
| 21 | 250' | 450' | 1,000' | 8.035 |
| 15 | 500' | 700' | 1,000' | 13.77 |
| 33 | 500' | 700' | 1,000' | 13.77 |

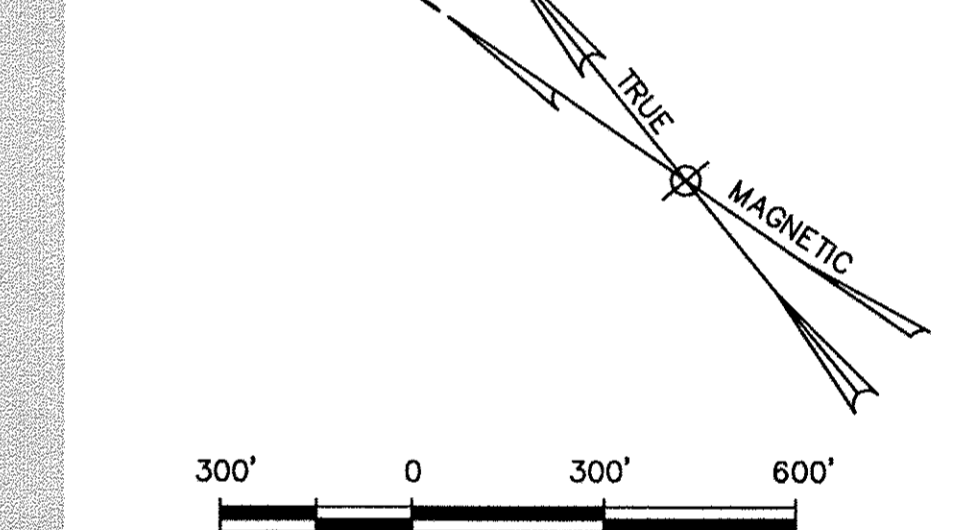
| RUNWAY DATA | EXISTING | | | | PROPOSED | | | |
|-------------------------|--|--|--|--|--|--|--|--|
| | RUNWAY 15 | RUNWAY 33 | RUNWAY 3 | RUNWAY 21 | RUNWAY 15 | RUNWAY 33 | RUNWAY 3 | RUNWAY 21 |
| RUNWAY LENGTH | 4000' | 4000' | 4000' | 4000' | 5000' | 4000' | 4000' | 4000' |
| RUNWAY WIDTH | 100' | 150' | 150' | 150' | 100' | 150' | 150' | 150' |
| PAVEMENT STRENGTH | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL | 30,000 LBS. SINGLE WHEEL 60,000 LBS. DOUBLE WHEEL |
| APPROACH SURFACES | 20:1 NON-PRECISION | 20:1 VISUAL | 20:1 NON-PRECISION | 20:1 VISUAL | 20:1 NON-PRECISION | 20:1 VISUAL | 20:1 NON-PRECISION | 20:1 VISUAL |
| RUNWAY MARKINGS | NON-PRECISION | VISUAL | NON-PRECISION | VISUAL | NON-PRECISION | VISUAL | NON-PRECISION | VISUAL |
| RUNWAY LIGHTING | MIRLS | MIRLS | MIRLS | MIRLS | MIRLS | MIRLS | MIRLS | MIRLS |
| RUNWAY NAVAIDS | - | REILS | - | - | PAPI, REILS, MALS | REILS | PAPI, MALS | - |
| EFFECTIVE GRADIENT | 0.093% | 0.093% | 0.018% | 0.018% | 0.12% | 0.12% | 0.018% | 0.018% |
| RUNWAY SAFETY AREA | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS | 150' WIDE x 300' BEYOND RUNWAY ENDS |
| RUNWAY OBJECT-FREE AREA | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS | 500' WIDE x 300' BEYOND RUNWAY ENDS |
| RUNWAY-END ELEVATIONS | 261.40' MSL | 257.70' MSL | 265.00' MSL | 265.71' MSL | 263.70' MSL | 257.70' MSL | 265.00' MSL | 265.71' MSL |
| RUNWAY-END COORDINATES | 44° 42' 32.1"N 69° 52' 07.5"W | 44° 43' 11.0"N 69° 51' 58.3"W | 44° 22' 02.5"N 71° 33' 04.1"W | 44° 22' 04.2"N 71° 32' 16.0"W | 44° 43' 18.9"N 69° 52' 27.6"W | 44° 43' 11.0"N 69° 51' 58.3"W | 44° 22' 02.5"N 71° 33' 04.1"W | 44° 22' 04.2"N 71° 32' 16.0"W |



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 Legend

Notes
 DECLINATION = 16°48'W CHANGING BY 0'6" EACH YEAR



| Revision | By | Appd. | YY.MM.DD |
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File Name: LRK, JEG, JEG 2007.03.26
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Permit-Seal

Client/Project
 CENTRAL MAINE REGIONAL AIRPORT
 A.I.P. NO. 3-23-0032-09-2005
 AIRPORT MASTER PLAN UPDATE
 NORRIDGEWOCK, MAINE

Title
 ULTIMATE AIRPORT LAYOUT PLAN

Project No. 195210094 Scale 1"=300'
 Drawing No. Sheet Revision

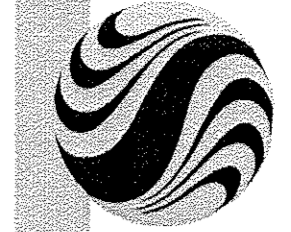
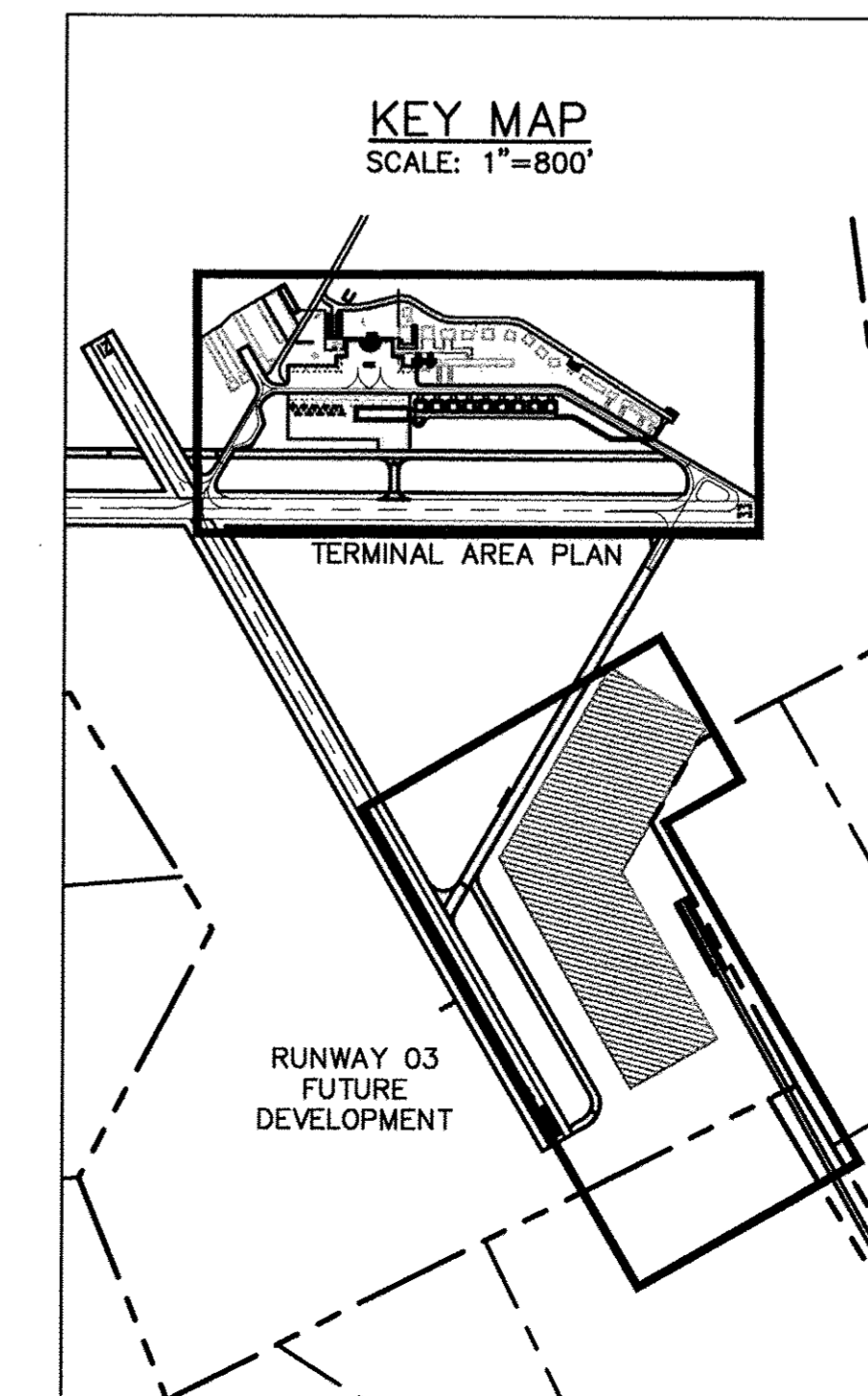
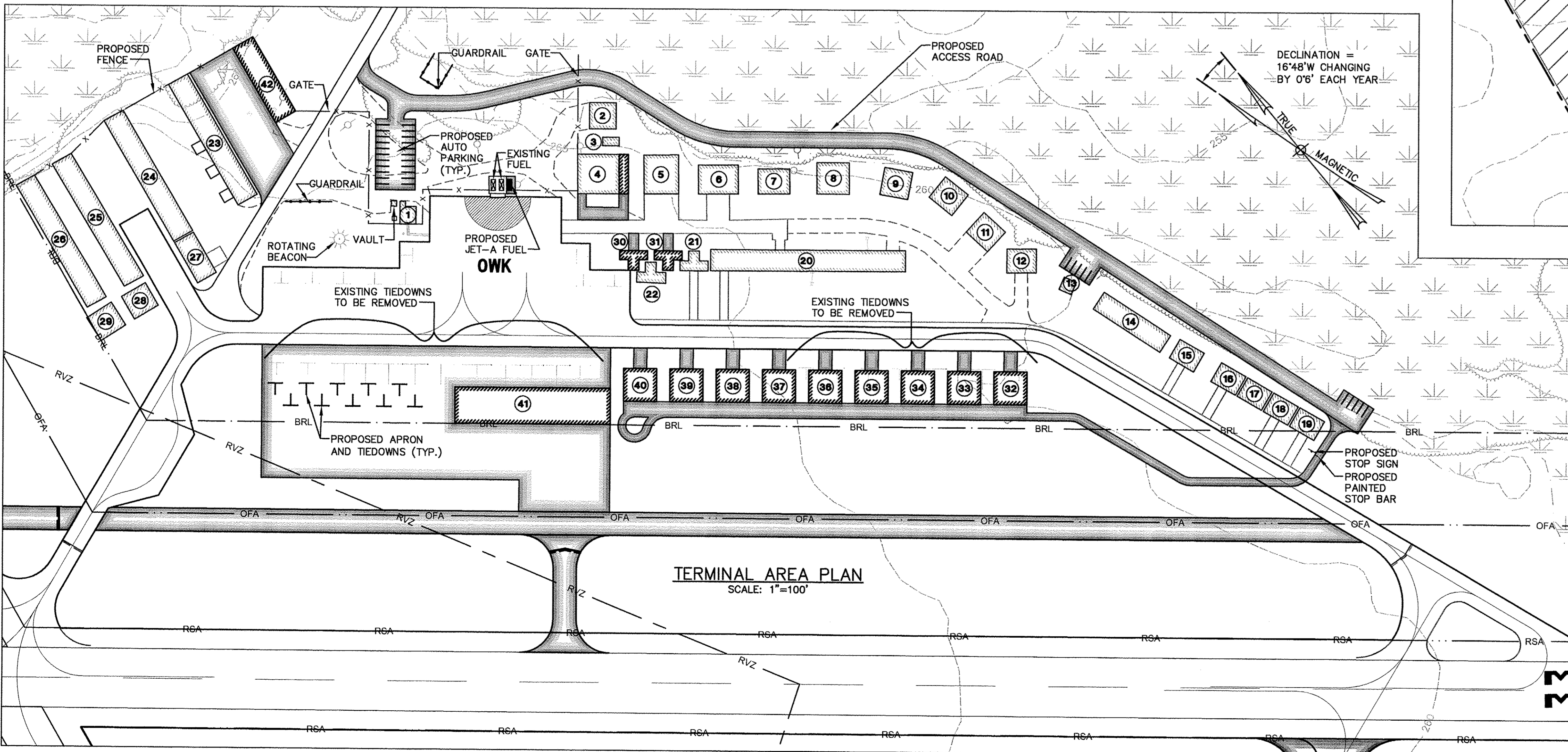
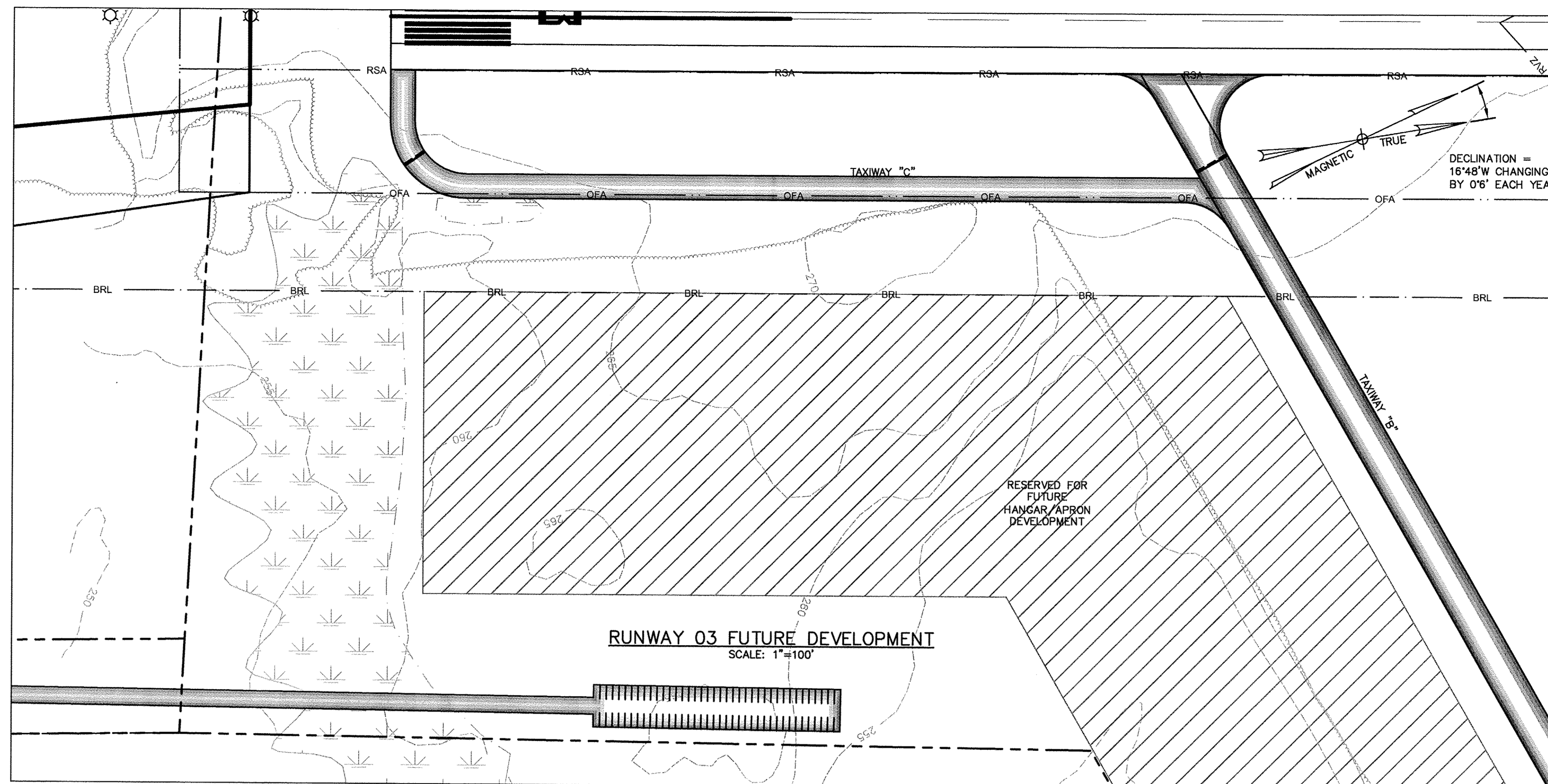
| | EXISTING | PROPOSED |
|---------------------------|----------|----------|
| AIRPORT PROPERTY LINE | | |
| ADJUTERS' PROPERTY LINE | | SAME |
| AVIGATION EASEMENT LINE | | |
| PAVEMENT | | |
| CONTOURS | 560 | SAME |
| TREE LINE | | |
| GUARDRAIL | | SAME |
| WETLANDS | | SAME |
| OBJECT-FREE AREA | OFA | SAME |
| RUNWAY SAFETY AREA | RSA | SAME |
| RUNWAY VISIBILITY ZONE | RVZ | SAME |
| BUILDING RESTRICTION LINE | BRL | SAME |

* 5' CONTOUR INTERVAL SHOWN ON THIS PLAN.

| EXISTING | BUILDINGS | PROPOSED |
|----------|------------------------|----------|
| 1 | AIRPORT TERMINAL | |
| 2 | SRE BUILDING | |
| 3 | PRIVATE STORAGE HANGAR | |
| 4-13 | CONVENTIONAL HANGARS | |
| 14 | T-HANGAR | |
| 15-19 | CONVENTIONAL HANGARS | |
| 20-27 | T-HANGARS | 30-31 |
| 28-29 | CONVENTIONAL HANGARS | 32-40 |
| | NESTED T-HANGAR | 41 |
| | HANGAR | 42 |

NOTE:

1. 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.



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Legend

Notes

| Revision | By | Appd. | YY.MM.DD |
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| File Name: | LRK | JEG | JEG | 2007.03.26 |
|-------------|------|-------|-------|------------|
| Permit-Seal | Dwn. | Chkd. | Dsgn. | YY.MM.DD |

Client/Project
CENTRAL MAINE REGIONAL AIRPORT
A.I.P. NO. 3-23-0032-09-2005

AIRPORT MASTER PLAN UPDATE

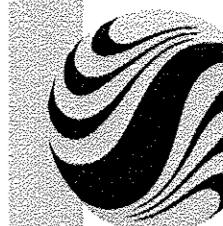
NORRIDGEWOCK, MAINE

Title

TERMINAL AREA PLAN

| Project No. | Scale |
|-------------|---------|
| 195210094 | 1"=100' |

| Drawing No. | Sheet | Revision |
|-------------|--------|----------|
| 4 | 4 of 7 | 0 |



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 Tel. 207.775.3211
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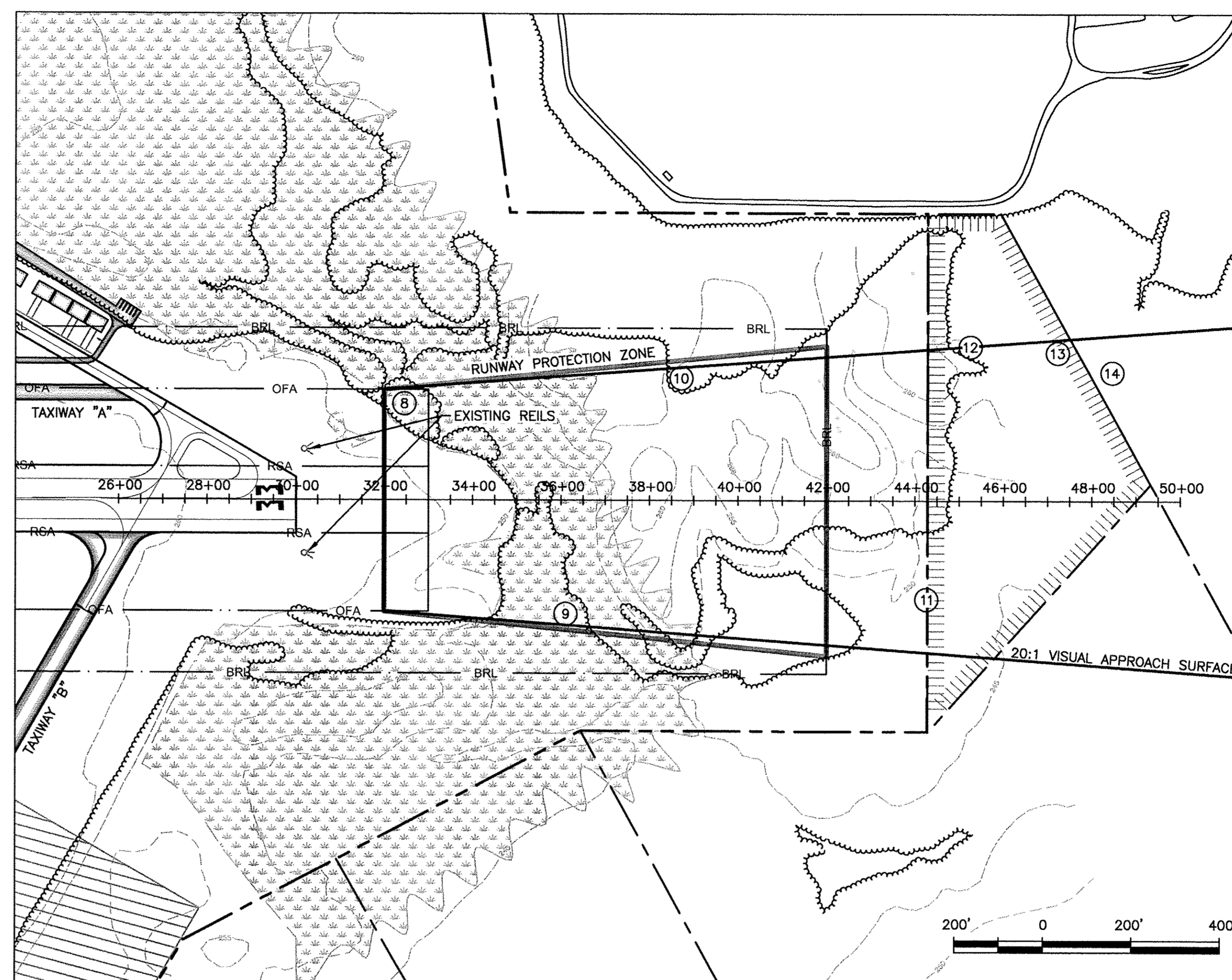
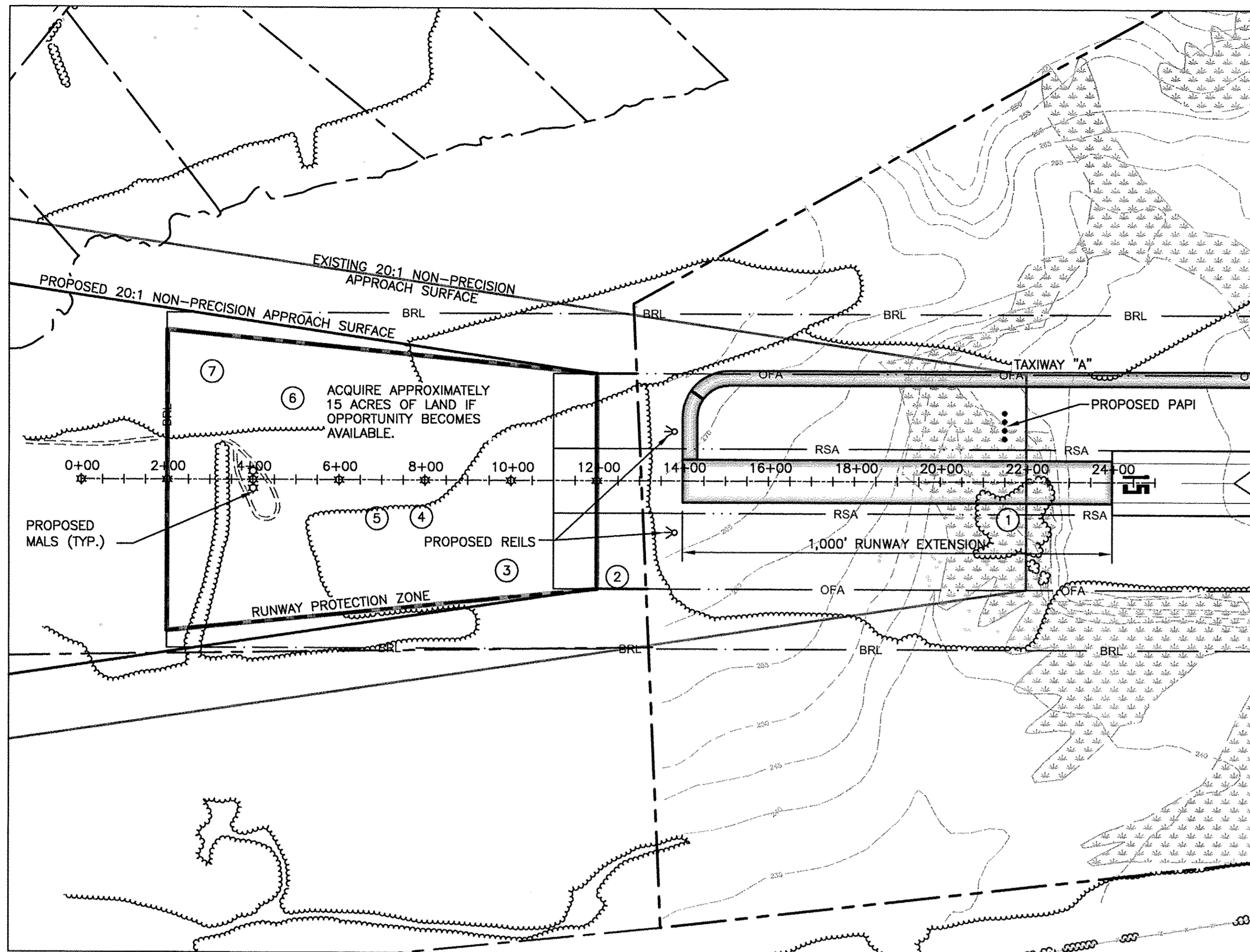
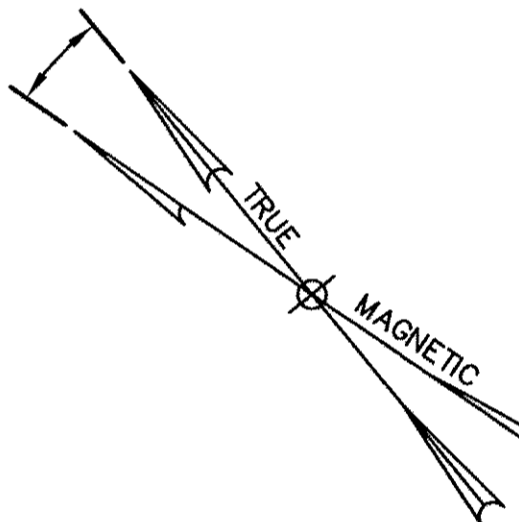
The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.
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Consultants

Legend

Notes

DECLINATION =
 16°48'W CHANGING
 BY 06" EACH YEAR



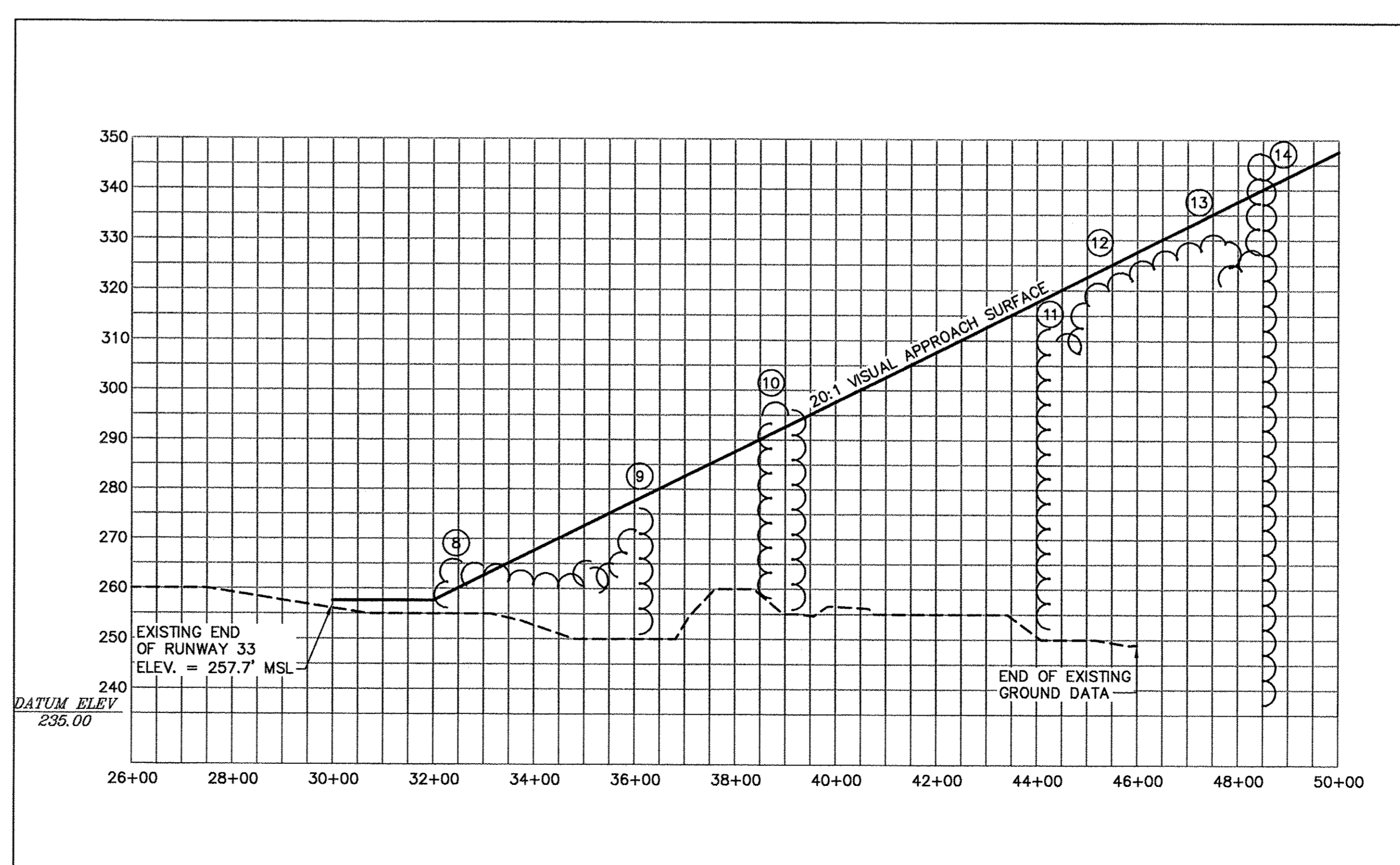
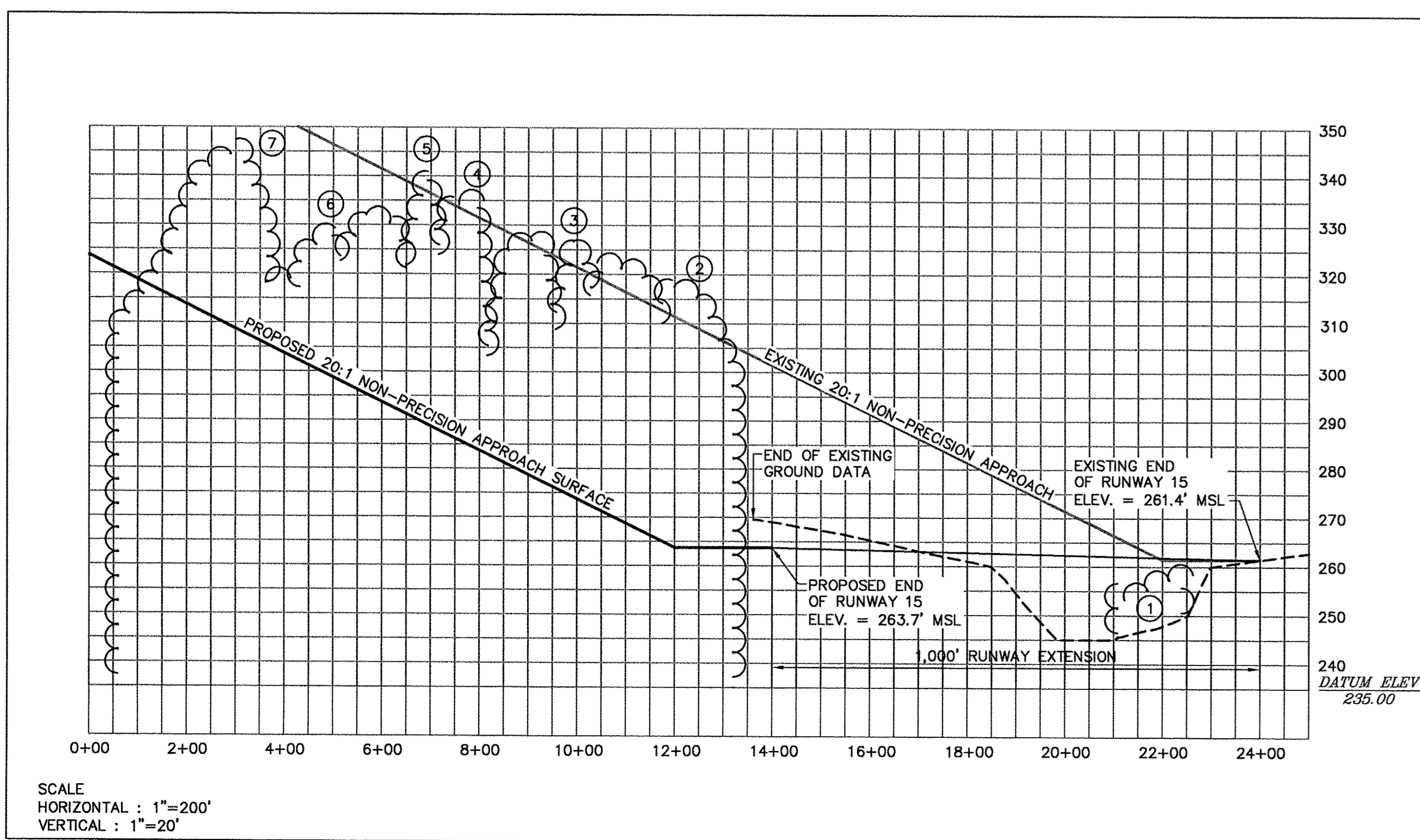
RUNWAY 15 OBSTRUCTION DATA TABLE

| RUNWAY | OBSTRUCTION # | TYPE | ELEVATION | PENETRATION | DISPOSITION |
|--------|---------------|------------|-----------|-------------|---------------|
| 15 | 1 | VEGETATION | 254.72' | -8.1' | TO BE REMOVED |
| 15 | 2 | VEGETATION | 315.15' | 51.5' | TO BE REMOVED |
| 15 | 3 | VEGETATION | 326.77' | 52.6' | TO BE REMOVED |
| 15 | 4 | VEGETATION | 334.75' | 50.7' | TO BE REMOVED |
| 15 | 5 | VEGETATION | 339.90' | 50.6' | TO BE REMOVED |
| 15 | 6 | VEGETATION | 328.49' | 29.4' | TO BE REMOVED |
| 15 | 7 | VEGETATION | 345.44' | 37.0' | TO BE REMOVED |

| LEGEND | |
|-----------------|--|
| EXISTING GROUND | |
| VEGETATION | |

RUNWAY 33 OBSTRUCTION DATA TABLE

| RUNWAY | OBSTRUCTION # | TYPE | ELEVATION | PENETRATION | DISPOSITION |
|--------|---------------|------------|-----------|-------------|---------------|
| 33 | 8 | VEGETATION | 264.04' | 4.2' | TO BE REMOVED |
| 33 | 9 | VEGETATION | 273.80' | -4.3' | TO BE REMOVED |
| 33 | 10 | VEGETATION | 295.11 | 3.9' | TO BE REMOVED |
| 33 | 11 | VEGETATION | 310.80' | -8.1' | TO BE REMOVED |
| 33 | 12 | VEGETATION | 323.47' | -0.4' | TO BE REMOVED |
| 33 | 13 | VEGETATION | 331.84' | -1.9' | TO BE REMOVED |
| 33 | 14 | VEGETATION | 347.21' | 7.3' | TO BE REMOVED |



| Revision | By | Appd. | YY.MM.DD |
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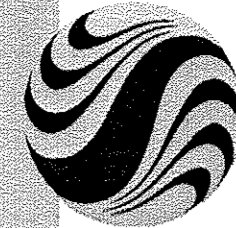
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| | Dwn. | Chkd. | Degn. | YY.MM.DD |

Client/Project
 CENTRAL MAINE REGIONAL AIRPORT
 A.I.P. NO. 3-23-0032-09-2005
 AIRPORT MASTER PLAN UPDATE
 NORRIDGEWOCK, MAINE

Title
 RUNWAY 15-33 PLAN AND PROFILE

Project No. 195210094 Scale AS NOTED
 Drawing No. 5 of 7 Sheet 0

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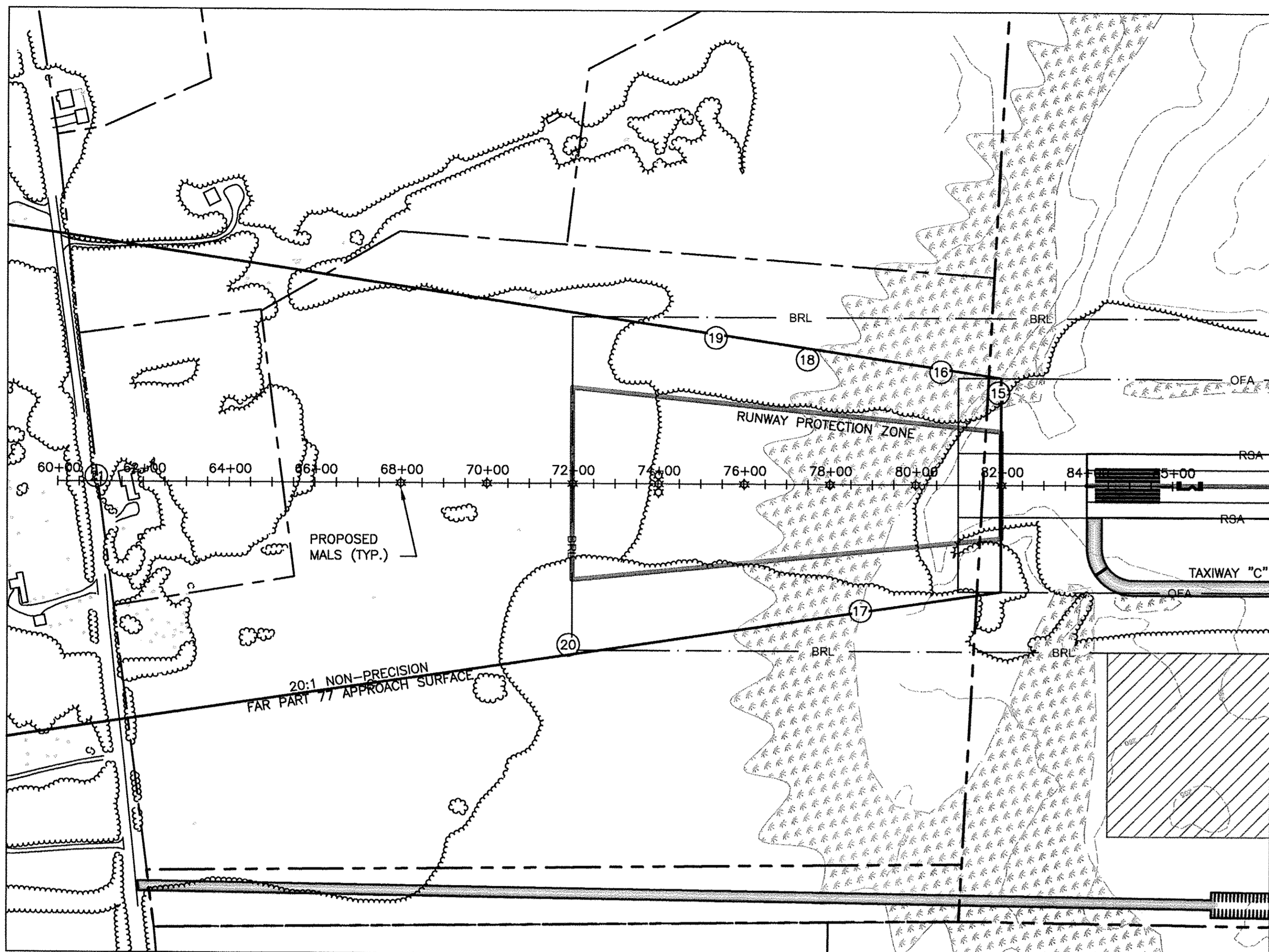
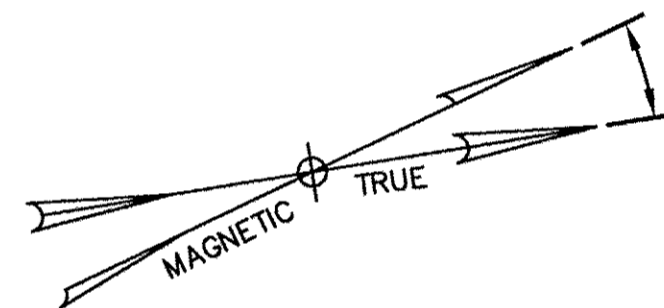
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Legend

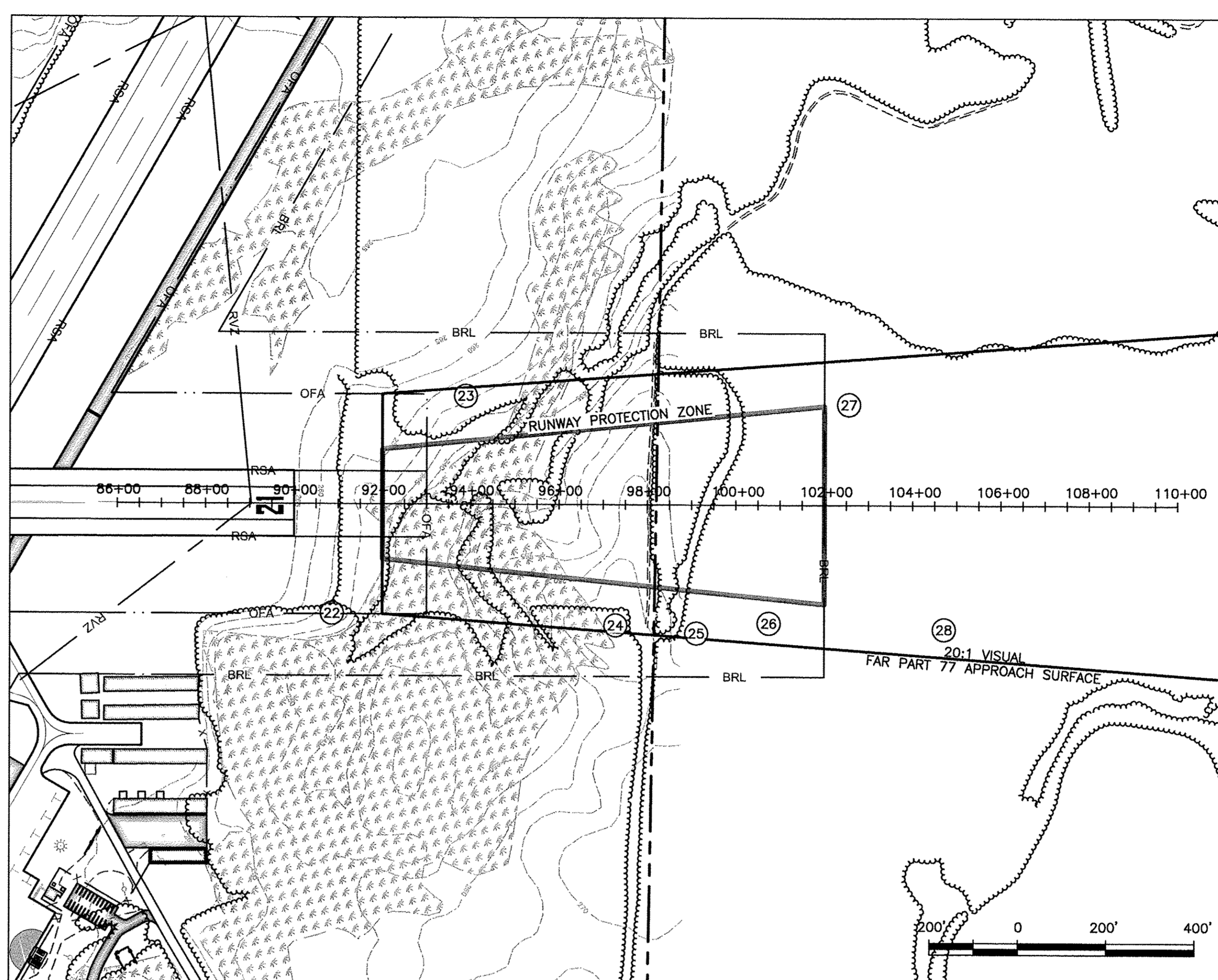
Notes

DECLINATION =
16°48'W CHANGING
BY 0'6" EACH YEAR



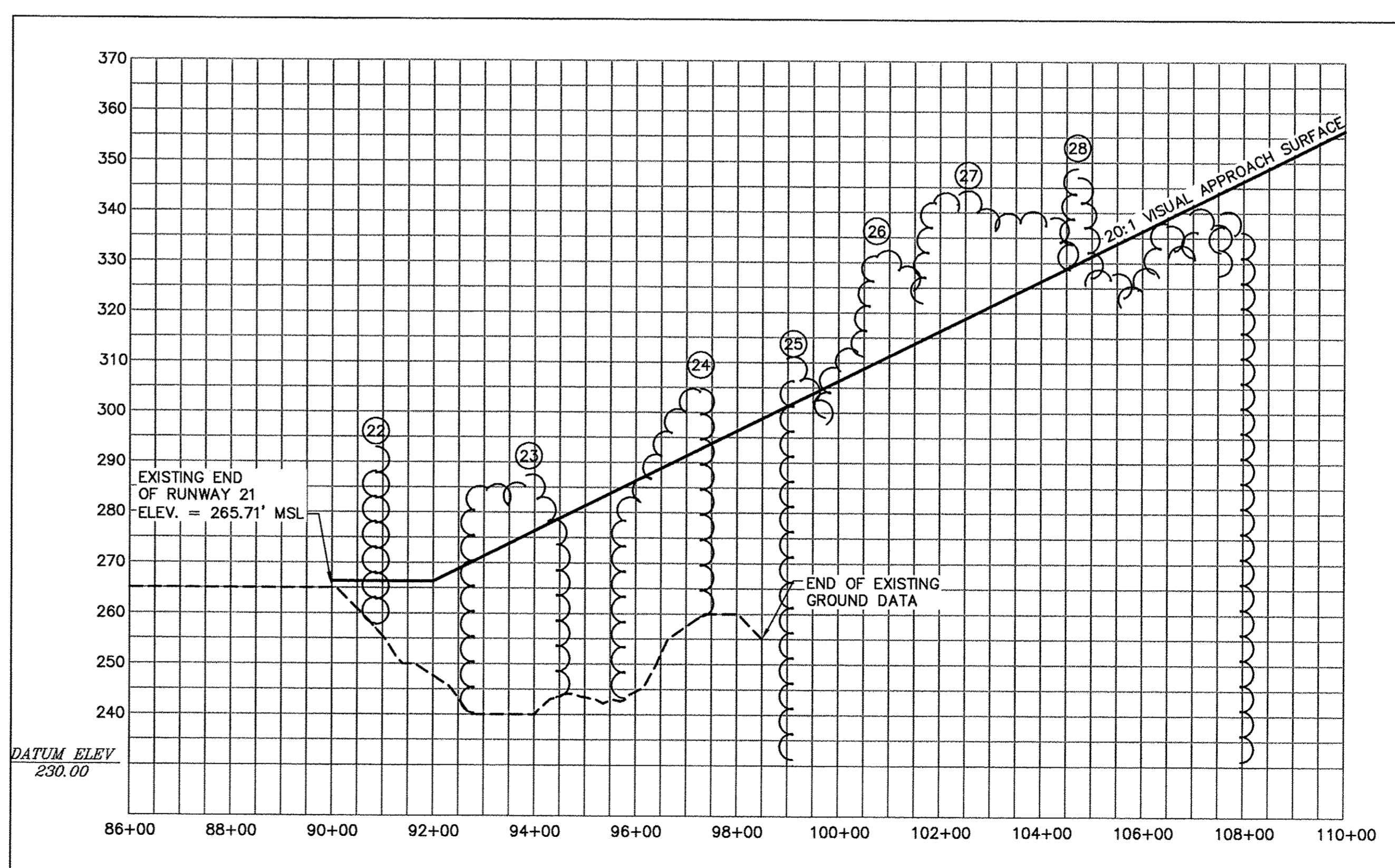
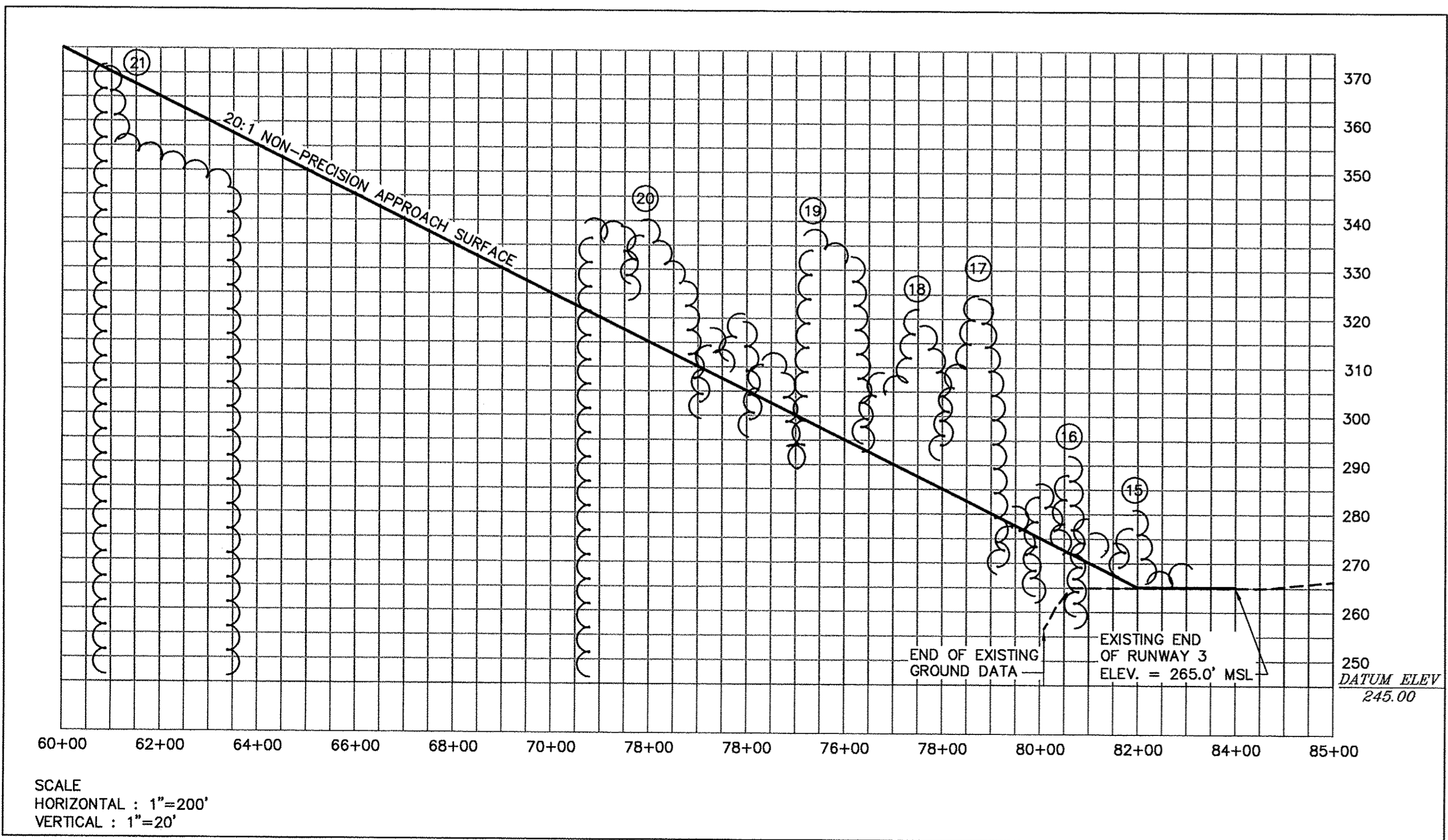
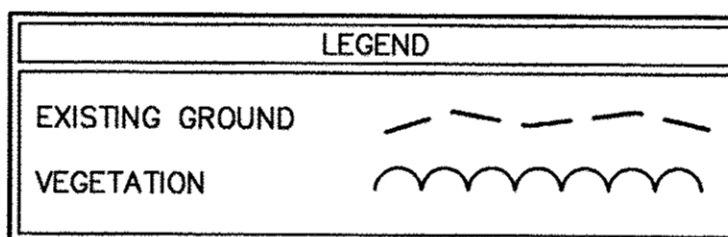
RUNWAY 03 OBSTRUCTION DATA TABLE

| RUNWAY | OBSTRUCTION # | TYPE | ELEVATION | PENETRATION | DISPOSITION |
|--------|---------------|------------|-----------|-------------|---------------|
| 3 | 15 | VEGETATION | 278.89' | 13.5' | TO BE REMOVED |
| 3 | 16 | VEGETATION | 289.85' | 17.7' | TO BE REMOVED |
| 3 | 17 | VEGETATION | 324.34' | 42.9' | TO BE REMOVED |
| 3 | 18 | VEGETATION | 320.08' | 32.4' | TO BE REMOVED |
| 3 | 19 | VEGETATION | 336.03' | 37.6' | TO BE REMOVED |
| 3 | 20 | VEGETATION | 338.40' | 22.9' | TO BE REMOVED |
| 3 | 21 | VEGETATION | 371.30' | 0.7' | TO BE REMOVED |



RUNWAY 21 OBSTRUCTION DATA TABLE

| RUNWAY | OBSTRUCTION # | TYPE | ELEVATION | PENETRATION | DISPOSITION |
|--------|---------------|------------|-----------|-------------|---------------|
| 21 | 22 | VEGETATION | 290.45' | 24.1' | TO BE REMOVED |
| 21 | 23 | VEGETATION | 286.12' | 10.4' | TO BE REMOVED |
| 21 | 24 | VEGETATION | 304.38' | 11.7' | TO BE REMOVED |
| 21 | 25 | VEGETATION | 308.68' | 6.8' | TO BE REMOVED |
| 21 | 26 | VEGETATION | 331.18' | 21.1' | TO BE REMOVED |
| 21 | 27 | VEGETATION | 342.33' | 23.3' | TO BE REMOVED |
| 21 | 28 | VEGETATION | 347.84' | 18.0' | TO BE REMOVED |



Revision _____ By _____ Appd. _____ YY.MM.DD

Issued _____ By _____ Appd. _____ YY.MM.DD

File Name: _____ LRK JEG JEG 2007.03.28
Dwn. Chkd. Dsgn. YY.MM.DD

Permit-Seal

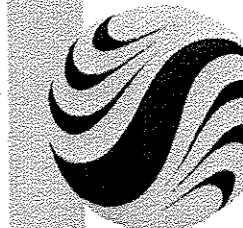
Client/Project
CENTRAL MAINE REGIONAL AIRPORT
A.I.P. NO. 3-23-0032-09-2005
AIRPORT MASTER PLAN UPDATE

NORRIDGEWOCK, MAINE

Title
RUNWAY 03-21 PLAN AND PROFILE

Project No. 195210094 Scale AS NOTED

Drawing No. _____ Sheet _____ Revision _____



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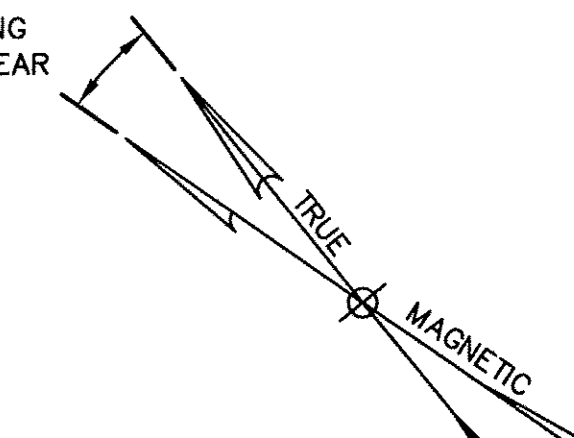
Consultants

Legend

ACTUAL VEGETATIVE OBSTRUCTIONS

Notes

DECLINATION =
16°48'W CHANGING
BY 0'6" EACH YEAR



1000' 0 1000' 2000'

SCALE: 1" = 1000'

Revision _____ By _____ Appd. _____ YY.MM.DD

Issued _____ By _____ Appd. _____ YY.MM.DD

File Name: _____ LRK JEG JEG 2007.03.26
Dwn. Chkd. Dsgn. YY.MM.DD

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Client/Project

CENTRAL MAINE REGIONAL AIRPORT
A.I.P. NO. 3-23-0032-09-2005

AIRPORT MASTER PLAN UPDATE

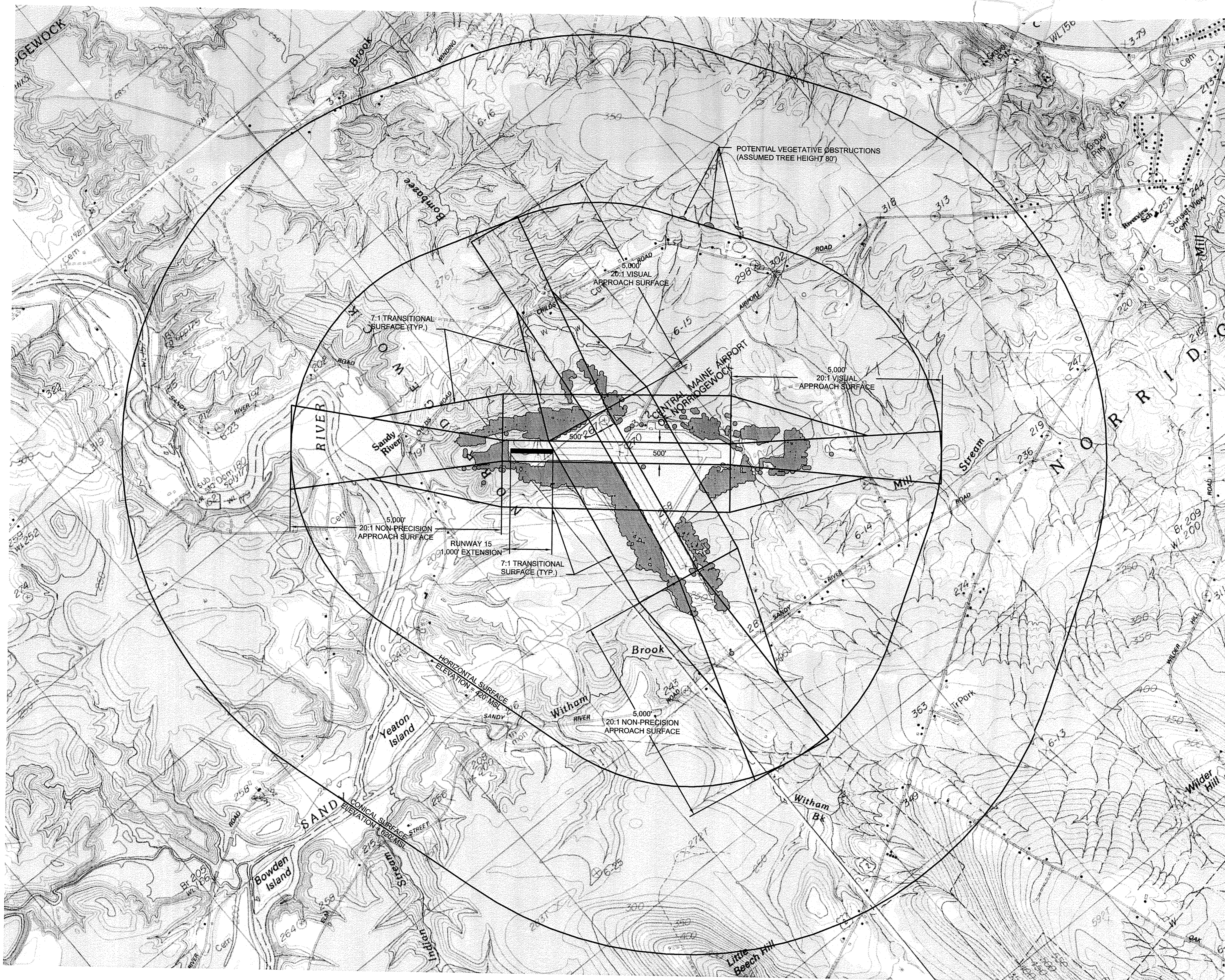
NORRIDGEWOCK, MAINE

Title

FAR PART 77 IMAGINARY SURFACES PLAN

Project No. 195210094 Scale 1"=1000'

Drawing No. 7 Sheet 7 of 7 Revision 0



V:\195210094\195210094\Cadd\Avalon\KeySheets\Updated ALP Set\Sheet_07_Far_Part77_Plan.dwg FAR PART 77, 4/26/2007 10:00:09 AM LRPMS, ME-PRT-COE135000\Paper\Roll_35-07\Wm9.p3



U.S. Department
of Transportation
**Federal Aviation
Administration**

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

September 16, 2008

Town of Norridgewock
16 Perkins St
Norridgewock, ME 04957

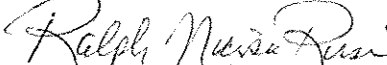
The Central Maine Airport of Norridgewock Airport Layout Plan (ALP) is approved and the master plan is accepted. A signed copy of the approved ALP is enclosed.

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.

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
Airport Capacity Program Manager
New England Region Airports Division