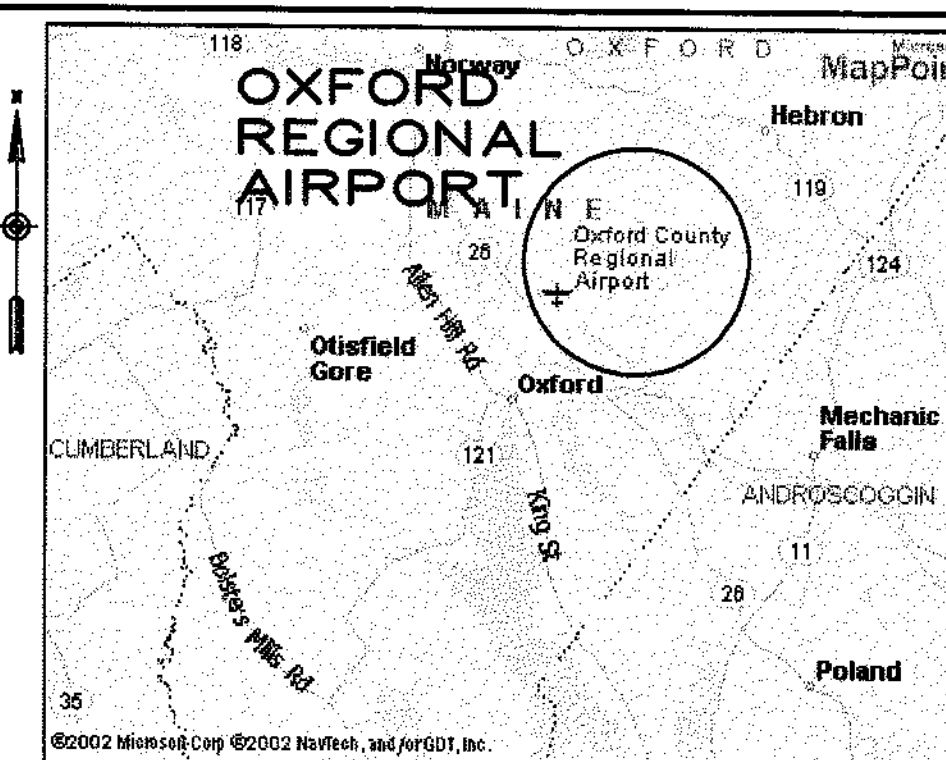


VICINITY MAP
NOT TO SCALE

OXFORD COUNTY REGIONAL AIRPORT OXFORD COUNTY, MAINE

MASTER PLAN UPDATE



LOCATION MAP
NOT TO SCALE

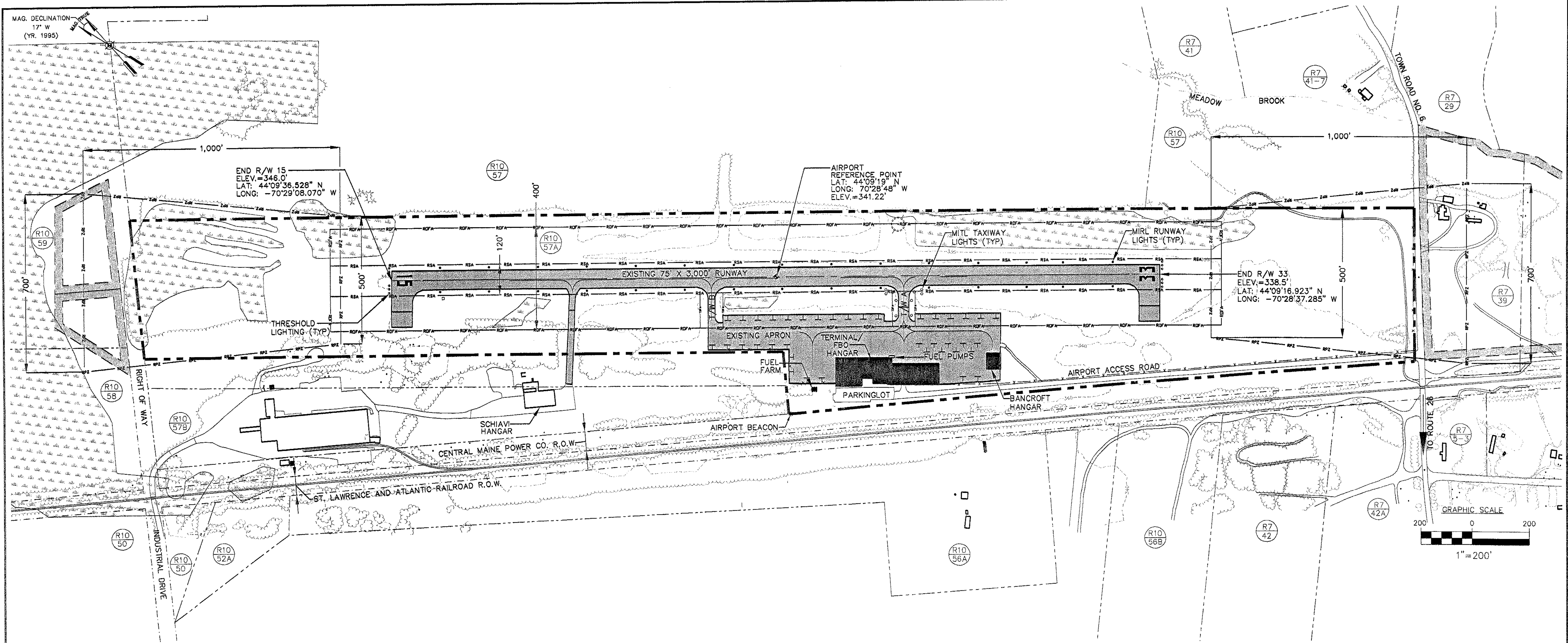
MAINE DEPARTMENT OF TRANSPORTATION STATE PROJECT NO. SAIP11.1029-02(12) FEDERAL PROJECT NO. AIP3-23-2300-02

INDEX TO DRAWINGS

1. COVER/TITLE SHEET
2. ALP (EXISTING FACILITIES)
3. ALP (ULTIMATE FACILITIES)
4. ALP DATA SHEET
5. TERMINAL AREA PLAN
6. RUNWAY 15-33
PLAN AND PROFILE
7. FAR PART 77 AIRSPACE
SURFACES AND TERMINAL INSTRUMENT
PROCEDURES SURFACES (TERPS)
FINAL APPROACH SEGMENT
FOR BOTH RUNWAYS
8. LAND USE AND NOISE CONTOUR PLAN

DECEMBER, 2003

REVISIONS BY DATE REV. NO.		STATE PROJECT NO. SAIP11.1029-02(12)	FEDERAL PROJECT NO. AIP3-23-2300-02
PROJECT DESIGNER HTA Hoyle, Tanner & Associates, Inc. 150 DOW STREET - MANCHESTER, NH 03101 - 1227 Tel: (603) 689-5555 Fax: (603) 689-4168 WEB PAGE: www.hta-inc.com		DES. BY KRS	DR. BY TDB
OXFORD COUNTY REGIONAL AIRPORT AIRPORT MASTER PLAN UPDATE		CHECKED BY JRL	DATE: DECEMBER, 2003 SCALE: AS SHOWN
COVER/TITLE SHEET		HTA PROJ. No.: 302902.03 OxfCV01.dwg	
DRAWING NO. 1		SHEET 1 OF 8	



EXISTING RUNWAY DATA

ITEM	RUNWAY 15-33
LENGTH	3,000'
WIDTH	75'
RUNWAY END COORDINATES - NAD 83	RUNWAY 15 LAT. 44°09'36.528"N LONG. 70°29'08.070"W RUNWAY 33 LAT. 44°09'16.923"N LONG. 70°28'37.285"W
RUNWAY THRESHOLD COORDINATES - NAD 83	RUNWAY 15-33 SAME AS RUNWAY END
RUNWAY THRESHOLD ELEVATION	RUNWAY 15: 346.0' RUNWAY 33: 338.5'
TRUE BEARING	RUNWAY 15: 149 RUNWAY 33: 329
PAVEMENT STRENGTH	25,000 LBS. SINGLE WHEEL
SURFACE MATERIAL	BITUMINUS CONCRETE
EFFECTIVE GRADIENT (%)	0.25%
CLASSIFICATION/APPROACH CATEGORY	RUNWAY 15: UTILITY/VISUAL RUNWAY 33: UTILITY/NON-PRECISION
APPROACH MINIMUMS (VISIBILITY/CEILING)	RUNWAY 15: VISUAL RUNWAY 33: MDA 1,120' & VIS. 1 MILE RUNWAY 15: NONE
VISUAL/APPROACH AIDS	RUNWAY 33: SEGMENTED CIRCLE/LIGHTED WINDSOCK RUNWAY 15: NONE
NAVIGATIONAL AIDS	RUNWAY 15: NONE RUNWAY 33: GPS
RUNWAY LIGHTING	MIRLS
RUNWAY MARKING	RUNWAY 15: VISUAL RUNWAY 33: VISUAL
DESIGNATED INSTRUMENT RUNWAY	RUNWAY 33: GPS
CRITICAL AIRCRAFT (WING SPAN)	CESSNA 310 (38.0')
CRITICAL AIRCRAFT APPROACH SPEED	95 KTS
CRITICAL AIRCRAFT MTOW	5,500 LBS.
AIRPLANE DESIGN GROUP	I
AIRCRAFT APPROACH CATEGORY	B
PARALLEL TAXIWAY	NONE
TAXIWAY LIGHTING	MIL

BASIC AIRPORT DATA

ITEM	EXISTING
AIRPORT ELEVATION (U.S.G.S. - M.S.L.)	346.0'
AIRPORT REFERENCE POINT (ARP)	LAT. 44°09'19"N LONG. 70°28'48"W ELEV. 341.22'
MEAN MAX TEMPERATURE HOTTEST MONTH	80°F
NAVIGATIONAL AIDS	RUNWAY 33: GPS
DISTANCE FROM TOWN OF OXFORD	2 MILES NORTH EAST
LAND OWNED (ACRES)/AIRPORT AREA FEE	70.0
AIRPORT AREA EASEMENTS (ACRES)	27.6
OWNER	OXFORD COUNTY
OPERATIONAL ROLE (NPIAS)	GA
MAG. DECLINATION: (1995)	17"W

LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
—	PAVEMENT EDGE	○	SEGMENTED CIRCLE/LIGHTED WINDSOCK
—	RUNWAY PAVEMENT EDGE	○	AIRPORT BEACON
—	RUNWAY CENTERLINE	(SEE CALLOUT)	EXISTING AVIGATION EASEMENT AREA
—	EXISTING PAVEMENT	—	EXISTING PAVED TIE DOWN
—	EXISTING TREE LINE	—	RUNWAY PROTECTION ZONE
—	EXISTING WETLANDS	—	RUNWAY SAFETY AREA
—	EXISTING CONTOUR (TYP)	—	RUNWAY OBJECT FREE AREA
—	EXISTING BUILDING WITHIN AIRPORT BOUNDARY	—	TAXIWAY OBJECT FREE AREA (89')
—	EXISTING BUILDING OUTSIDE AIRPORT BOUNDARY	—	TOWN OF OXFORD MAP & LOT# (SEE SHEET 4 OF MASTER PLAN SET FOR PROPERTY OWNERSHIP).
—	AIRPORT PROPERTY LINE	○	
—	ABUTTING PROPERTY LINES		
—	EXISTING RIGHT OF WAY		
—	EXISTING BROOK OR WATERWAY		
—	EXISTING FENCE		

OXFORD COUNTY REGIONAL AIRPORT
AIRPORT MASTER PLAN UPDATE

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
150 DOW STREET - MANCHESTER, NH 03101 - 1227
Tel: (603) 669-5655 Fax: (603) 669-4168 www.hta-nh.com

STATE NO. PROJECT NO. SAIP11.1029-02(12)
FEDERAL PROJECT NO. AIP3-23-2300-02

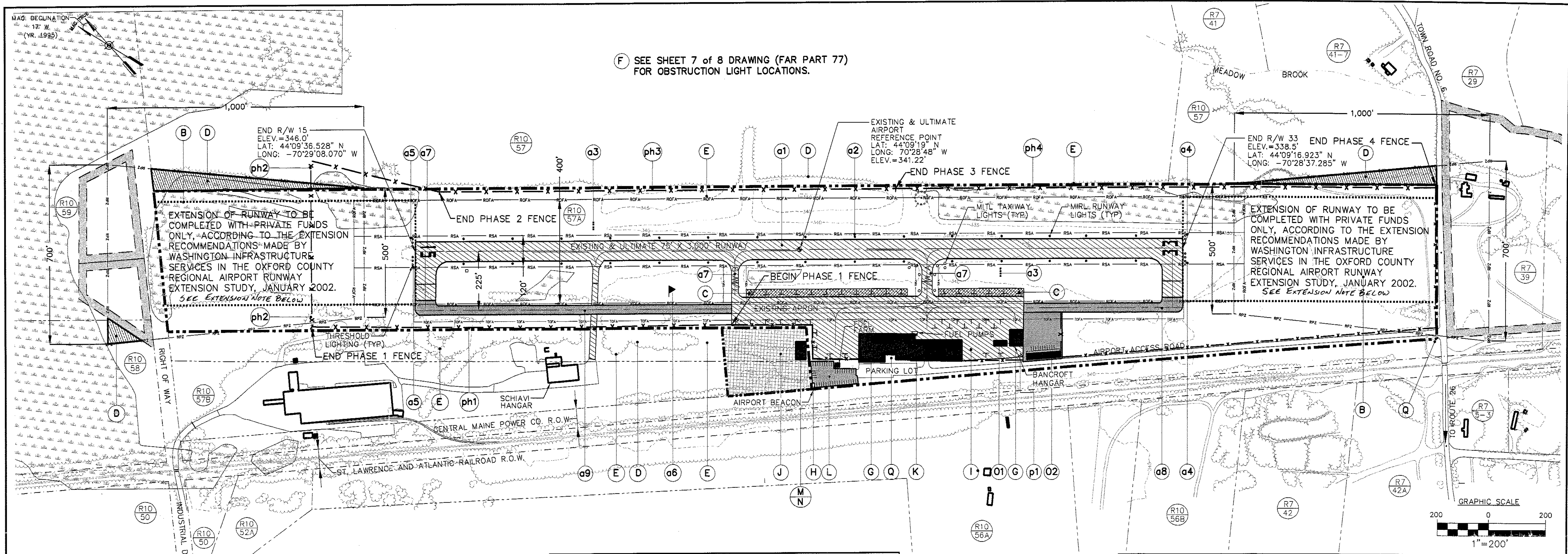
REV. NO. DATE
BY DESCRIPTION
CHKD. BY JRL
DR. BY TDB
DES. BY KPS
DATE: DECEMBER, 2003
SCALE: AS SHOWN

AIRPORT LAYOUT PLAN (EXISTING FACILITIES)

HTA PROJ. No.: 302902.03
OxTALP.dwg

DRAWING NO. **2**

SHEET 2 OF 8



(F) SEE SHEET 7 of 8 DRAWING (FAR PART 77) FOR OBSTRUCTION LIGHT LOCATIONS.

EXTENSION OF RUNWAY TO BE COMPLETED WITH PRIVATE FUNDS ONLY, ACCORDING TO THE EXTENSION RECOMMENDATIONS MADE BY WASHINGTON INFRASTRUCTURE SERVICES IN THE OXFORD COUNTY REGIONAL AIRPORT RUNWAY EXTENSION STUDY, JANUARY 2002. SEE EXTENSION NOTE BELOW.

EXTENSION OF RUNWAY TO BE COMPLETED WITH PRIVATE FUNDS ONLY, ACCORDING TO THE EXTENSION RECOMMENDATIONS MADE BY WASHINGTON INFRASTRUCTURE SERVICES IN THE OXFORD COUNTY REGIONAL AIRPORT RUNWAY EXTENSION STUDY, JANUARY 2002. SEE EXTENSION NOTE BELOW.

EXTENSION NOTE:
REFER TO AIRPORT MASTER PLAN DEC 03, CH. 3, PARA 2.2.2 PAGE 47

LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	ROAD PAVEMENT EDGE	[Symbol]	SEGMENTED CIRCLE/LIGHTED WINDSOCK
[Symbol]	RUNWAY PAVEMENT EDGE	[Symbol]	AIRPORT BEACON
[Symbol]	RUNWAY CENTERLINE	[Symbol]	EXISTING PAVED TIE DOWN
[Symbol]	EXISTING PAVEMENT	[Symbol]	FUTURE PAVED TIE DOWN
[Symbol]	NEW PAVEMENT/DEVELOPMENT	[Symbol]	EXISTING AND ULTIMATE RUNWAY PROTECTION ZONE
[Symbol]	EXISTING TREE LINE	[Symbol]	EXISTING AND ULTIMATE RUNWAY SAFETY AREA
[Symbol]	EXISTING WETLANDS	[Symbol]	EXISTING TAXIWAY OBJECT FREE AREA (89')
[Symbol]	EXISTING CONTOUR (TYP)	[Symbol]	EXISTING AND ULTIMATE RUNWAY SAFETY AREA
[Symbol]	EXISTING BUILDING WITHIN AIRPORT BOUNDARY	[Symbol]	EXISTING TAXIWAY OBJECT FREE AREA (89')
[Symbol]	EXISTING BUILDING OUTSIDE AIRPORT BOUNDARY	[Symbol]	ULTIMATE TAXIWAY OBJECT FREE AREA (89')
[Symbol]	FUTURE BUILDINGS WITHIN AIRPORT DEVELOPMENT	[Symbol]	TOWN OF OXFORD MAP & LOT# (SEE SHEET 4 OF MASTER PLAN SET FOR PROPERTY OWNERSHIP).
[Symbol]	AIRPORT PROPERTY LINE	[Symbol]	FUTURE PROPERTY ACQUISITION
[Symbol]	ABUTTING PROPERTY LINES	[Symbol]	AREA OF REQUIRED RPZ EASEMENTS
[Symbol]	RIGHT OF WAY	[Symbol]	TO BE REMOVED
[Symbol]	EXISTING AVIGATION EASEMENT AREA	[Symbol]	
[Symbol]	EXISTING FENCELINE	[Symbol]	
[Symbol]	FUTURE FENCELINE	[Symbol]	
[Symbol]	FUTURE EXTENSION OF RUNWAY. SEE NOTE IN PLANVIEW.	[Symbol]	
[Symbol]	EXISTING BROOK OR WATERWAY	[Symbol]	

BASIC AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (U.S.G.S. - M.S.L.)	346.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 44°09'19"N LONG. 70°28'48"W ELEV. 341.22'	SAME (1) SAME (1) SAME (1)
MEAN MAX TEMPERATURE HOTTEST MONTH	80°F	SAME
NAVIGATIONAL AIDS	RUNWAY 33: GPS RUNWAY 15: NONE	RUNWAY 33: GPS RUNWAY 15: GPS
DISTANCE FROM TOWN OF OXFORD	2 MILES NORTH EAST	SAME
LAND OWNED (ACRES)/AIRPORT AREA FEE	70	72
AIRPORT AREA EASEMENTS (ACRES)	27.6	30.6
OWNER	OXFORD COUNTY	SAME
OPERATIONAL ROLE (NPIAS)	GA	SAME
MAG. DECLINATION: (1995)	17°W	VARIES
AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE	B-1	SAME

NOTE:
(1) THE AIRPORT REFERENCE POINT WOULD ONLY CHANGE IF THE RUNWAY WERE TO BE EXTENDED VIA THE USE OF PRIVATE FUNDS

FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION AIRPORT DIVISION APPROVED: [Signature] DATE: 8-2-2007	MAINE DEPARTMENT OF TRANSPORTATION OFFICE OF PASSENGER TRANSPORTATION APPROVED: [Signature] DATE: 4-5-04	OXFORD COUNTY APPROVED: [Signature] DATE: 2/24/04
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RUNWAY DATA		
ITEM	EXISTING	ULTIMATE
LENGTH	3,000'	SAME (1)
WIDTH	75'	SAME
RUNWAY END COORDINATES - NAD 83	RUNWAY 15 LAT. 44°09'36.528"N LONG. 70°29'08.070"W	RUNWAY 15 SAME (1) SAME (1)
	RUNWAY 33 LAT. 44°09'16.923"N LONG. 70°28'37.285"W	RUNWAY 33 SAME (1) SAME (1)
RUNWAY THRESHOLD COORDINATES - NAD 83	RUNWAY 15 SAME AS RUNWAY END	RUNWAY 15 SAME (1)
	RUNWAY 33 SAME AS RUNWAY END	RUNWAY 33 SAME
RUNWAY THRESHOLD ELEVATION	RUNWAY 15: 346.0' RUNWAY 33: 338.5'	RUNWAY 15: 346.0' RUNWAY 33: 338.5'
TRUE BEARING	RUNWAY 15: 149 RUNWAY 33: 329	RUNWAY 15: 149 RUNWAY 33: 329
PAVEMENT STRENGTH	25,000 LBS. SINGLE WHEEL	SAME
SURFACE MATERIAL	BITUMINUS CONCRETE	SAME
EFFECTIVE GRADIENT (%)	0.25%	SAME (1)
CLASSIFICATION/APPROACH CATEGORY	RUNWAY 15: UTILITY/VISUAL RUNWAY 33: UTILITY/NON-PRECISION	RUNWAY 15: UTILITY/NON-PRECISION SAME
APPROACH MINIMUMS (VISIBILITY/CEILING)	RUNWAY 15: VISUAL RUNWAY 33: MDA 1,120' & VIS. 1 MILE	RUNWAY 15: MDA(2) & VIS(3) SAME
VISUAL/APPROACH AIDS	RUNWAY 15: NONE RUNWAY 33: SEGMENTED CIRCLE/LIGHTED WINDSOCK	RUNWAY 15: PAPI, REIL, SUPPLEMENTAL WINDSOCK RUNWAY 33: PAPI, REIL, SEGMENTED CIRCLE/LIGHTED WINDSOCK
NAVIGATIONAL AIDS	RUNWAY 15: NONE RUNWAY 33: GPS	RUNWAY 15: GPS SAME
RUNWAY LIGHTING	MIRLS	SAME
RUNWAY MARKING	RUNWAY 15: VISUAL RUNWAY 33: VISUAL	RUNWAY 15: NON-PRECISION RUNWAY 33: NON-PRECISION
DESIGNATED INSTRUMENT RUNWAY	RUNWAY 33: GPS	SAME
CRITICAL AIRCRAFT (WING SPAN)	CESSNA 310 (36.0')	SAME
CRITICAL AIRCRAFT APPROACH SPEED	95 KTS	SAME
CRITICAL AIRCRAFT MTOW	5,500 LBS.	SAME
AIRCRAFT DESIGN GROUP	I	SAME
AIRCRAFT APPROACH CATEGORY	B	SAME
PARALLEL TAXIWAY	NONE	3,000' X 25'
TAXIWAY LIGHTING	MITL	SAME

NOTES:
(1) THIS WOULD ONLY CHANGE IF THE RUNWAY WERE TO BE EXTENDED VIA THE USE OF PRIVATE FUNDS
(2) MINIMUM DECENT ALTITUDE TO BE DETERMINED
(3) VISIBILITY TO BE DETERMINED

AIRPORT DEVELOPMENT	
ITEM	DESCRIPTION
A	Runway 15-33 Improvements:
a1	Reconstruct Runway 15-33
a2	Remove medium intensity runway lights (MIRLS) installed in 1973 and replace with new MIRLS
a3	Install precision approach path indicators (PAPIs) on both Runway 15 and 33
a4	Install runway end identifier lights (REILs) for an approach to Runway 33
a5	Implement a GPS approach to Runway 15 and install REILs
a6	Install a lighted supplemental windsock at the approach end of Runway 15
a7	Upgrade Runway 15-33 and Taxiway A and B pavement markings
a8	Construct a parallel taxiway (Phase I) to access Runway 15-33 from Taxiway B to the approach end of Runway 33
a9	Construct a parallel taxiway (Phase II) to access Runway 15-33 from Taxiway B to the approach end of Runway 15
B	Extend Runway 15-33 as recommended in the Oxford County Regional Airport Runway Extension Study, completed by Washington Infrastructure Services, Inc. in January 2002. Use of private funds only, public funds not to be used for this project
C	Improve runway object free area (OFA) and runway separation standards by removing the 17 tie-downs located on the terminal apron, which covers approximately 1-acre. Convert approximately 1-acre of apron to turf
D	Obtain avigation easements for property located within the existing runway protection zones (RPZs) for both Runway 15 and 33. Obtain avigation/hazard assessments where obstruction removal is required. See Runway 15-33 Plan and Profile Drawing, sheet 6 of 8 and the FAR Part 77 Drawing, sheet 7 of 8 for obstruction locations.
E	Remove tree obstructions along the east and west sides of the airport and within the approaches of Runway 15-33
F	Rehabilitate the five obstruction lights on the east side of the airport
G	Install obstruction lights on both the terminal building and the privately owned conventional hangar owned by Bancroft
H	Rehabilitate the rotating beacon
I	Rehabilitate the terminal apron pavement and modify drainage
J	Purchase additional property on the west side of the airport to accommodate future aircraft t-hangars and conventional hangars
K	Provide a self-service fuel pump with credit card capabilities to allow for 24-hour access to fuel
L	Extend the automobile parking lot to the northwest providing a total of 39 additional parking spaces
M	Purchase snow removal equipment
N	Construct a snow removal equipment facility
O	Construct a small terminal facility
O1	Construct a small terminal facility: Option 1
O2	Construct a small terminal facility with additional parking: Option 2
P	Install airport security fencing around the airport operations area (AOA) in four phases avoiding wetlands (ph1, ph2, ph3, and ph4)
p1	Install an electric key card access gate for tenant access to the airport
p2	Complete an airport security manual (not depicted on plan)
Q	Improve existing or install new airport signs on and off of airport property and upgrade landscaping

OXFORD COUNTY REGIONAL AIRPORT
AIRPORT MASTER PLAN UPDATE

**AIRPORT LAYOUT PLAN
(ULTIMATE FACILITIES)**

HTA PROJ. No.: 302902.03
OxpPALP.dwg

DRAWING NO. **3**

SHEET 3 OF 8

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
150 DOW STREET - MANCHESTER, NH 03101 - 1227
Tel: (603) 669-9555 Fax: (603) 668-4168 WEB PAGE: www.hta-nh.com

DATE: DECEMBER, 2003
SCALE: AS SHOWN

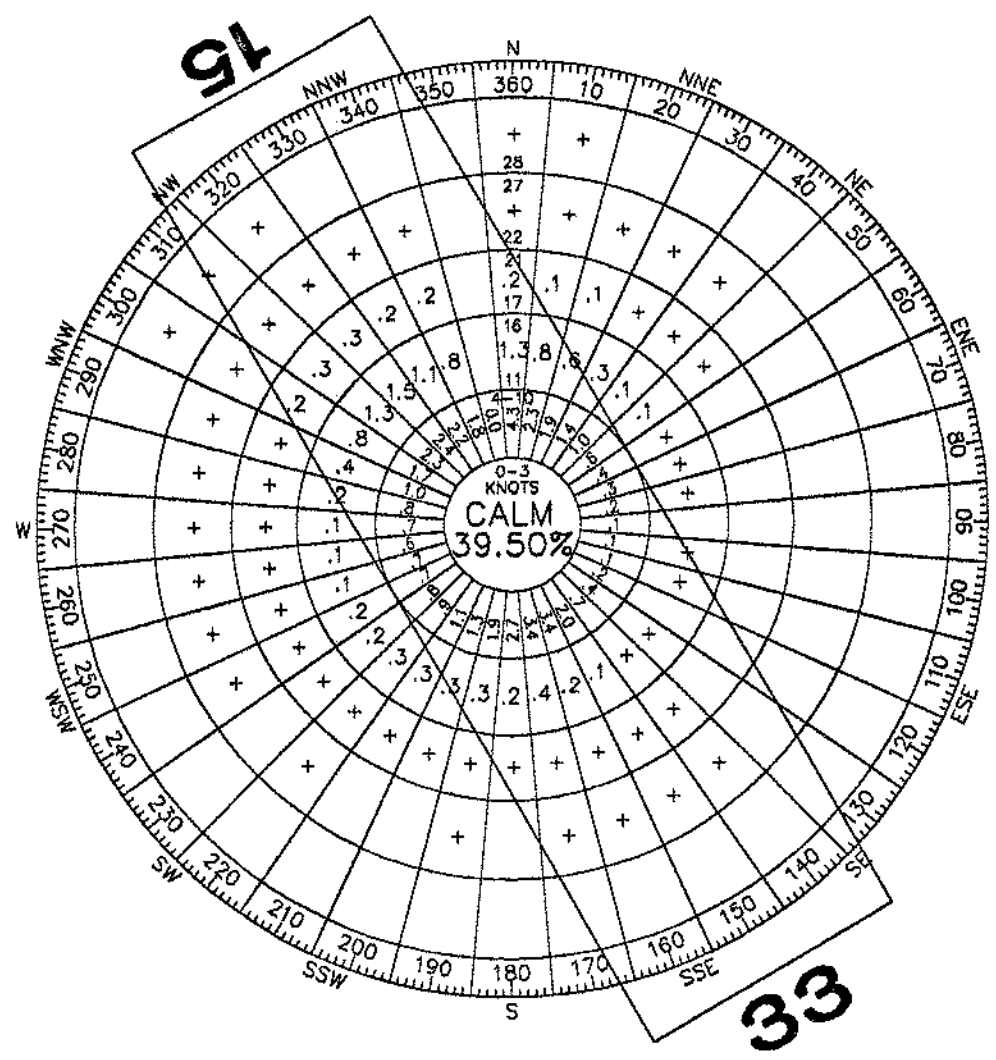
DES. BY: KRS
DR. BY: TDB
CHKD. BY: URL

STATE PROJECT NO.: SAMP11.1029-02(12)
FEDERAL PROJECT NO.: AIP3-23-2300-02

HTA Consulting Engineers

REVISIONS

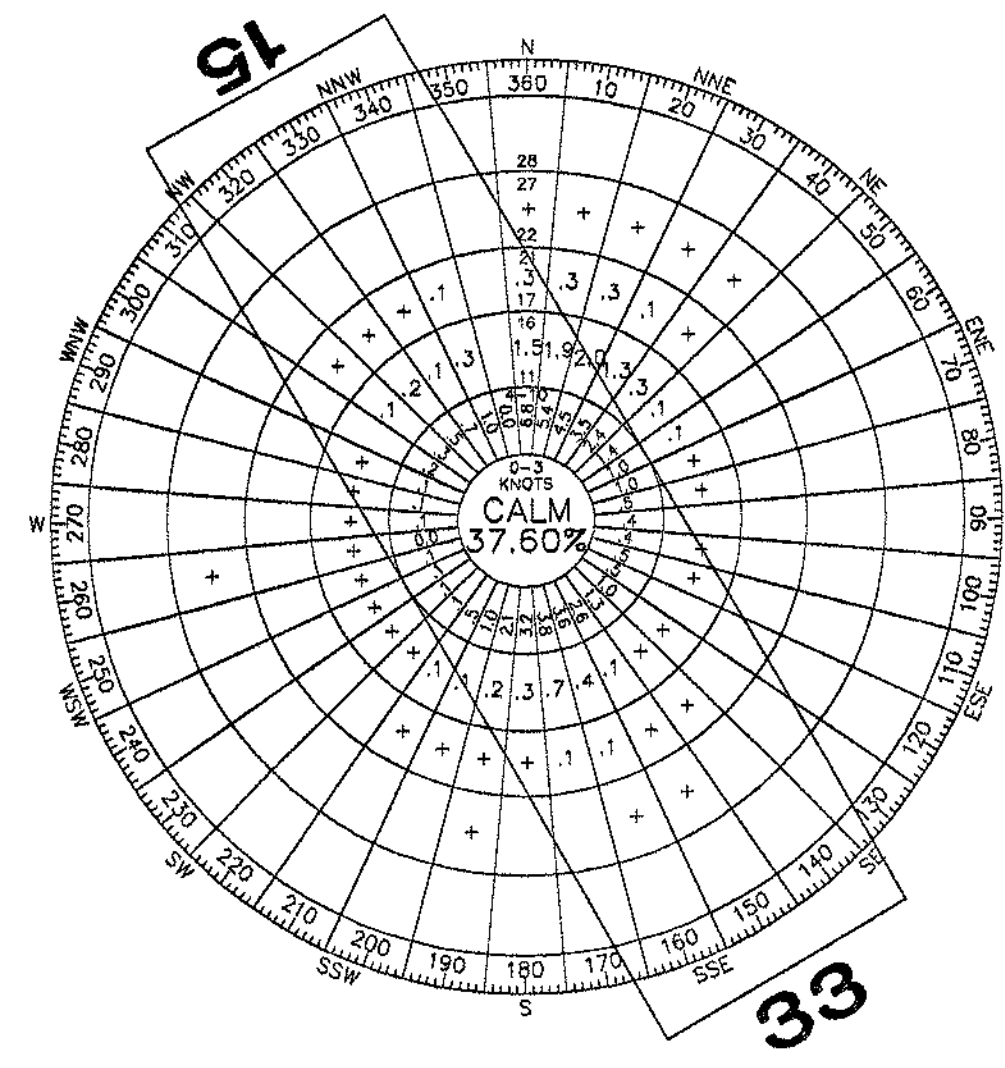
REV. NO.	DATE	DESCRIPTION
1	3/25/04	DRAWN
2		ADDED EXTENSION NOTE



ALL WEATHER WIND ROSE

WIND DATA SUMMARY			
CROSSWIND COVERAGE (KNOTS)	R/W 15-33	R/W 15	R/W 33
10.5	97.20 %	95.70 %	87.50 %

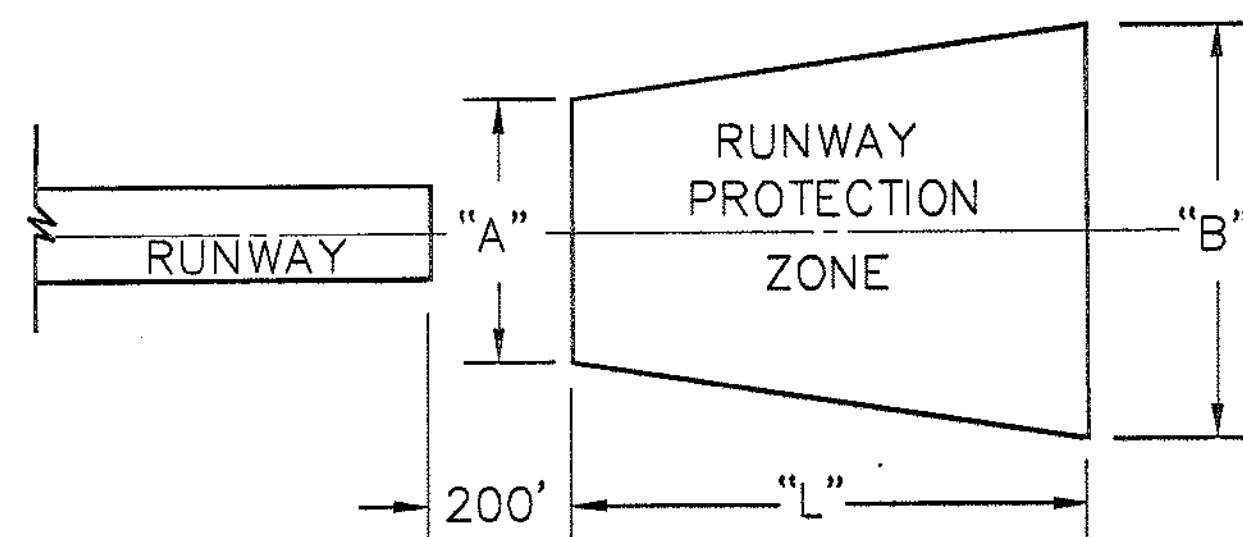
STATION: AUBURN-LEWISTON, ME #72618
 SOURCE: NATIONAL CLIMATIC DATA CENTER/NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 PERIOD OF OBSERVATION: 1993-2002
 OBSERVATIONS: 80,669



IFR WIND ROSE

WIND DATA SUMMARY			
CROSSWIND COVERAGE (KNOTS)	R/W 15-33	R/W 15	R/W 33
10.5	96.20 %	94.00 %	90.60 %

STATION: AUBURN-LEWISTON, ME #72618
 SOURCE: NATIONAL CLIMATIC DATA CENTER/NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 PERIOD OF OBSERVATION: 1993-2002
 OBSERVATIONS: 8,088



RUNWAY PROTECTION ZONE DATA					
	RUNWAY	APPROACH CATEGORY	"L"	"A"	"B"
FUTURE (a)	15	NON-PRECISION	SAME	SAME	SAME
	33	SAME	SAME	SAME	SAME
EXISTING (a)	15	VISUAL	1,000	500	700
	33	NON-PRECISION	1,000	500	700

NOTE:
 (a) APPROACH MINIMUMS NOT LOWER THAN 1-MILE FOR BOTH RUNWAYS

APPROACH SLOPE DATA			
	RUNWAY	APPROACH CATEGORY	APPROACH SLOPE
FUTURE	15	NON-PRECISION	SAME
	33	SAME	SAME
EXISTING	15	VISUAL	20:1 (1)
	33	NON-PRECISION	20:1 (1)

NOTE:
 (1) THE RUNWAY IS CLASSIFIED AS UTILITY, THEREFORE, THE APPROACH SLOPE IS THE SAME FOR BOTH RUNWAYS ACCORDING TO FAR PART 77

AIRPORT ABUTTERS			
MAP	LOT NO.	OWNER	BOOK/PAGE
R10	41	TWITCHELL, ALBERTA	761/228
R10	50	SCHMIDT, GEORGE & ELIZABETH	2637/017
R10	52A	THE UNIVERSITY OF MAINE FOUNDATION	2780/136
R10	56A	OVAL 26, LLC	3052/99
R10	56B	OXFORD HOMES, INC	1704/091
R10	57	FIDDLEHEAD PARTNERS/SCHIAVI ENTERPRISES	1596/350
R10	57A	AIRPORT - INHABITANTS OF THE COUNTY OF OXFORD	780/079
R10	57A	AIRPORT LEASE - BANCROFT CONSTRUCTION CORP.	N/A
R10	57B	SCHIAVI, JOHN & ELEANOR	1035/249
R10	58	TWITCHELL, ALBERTA	761/228 & 230
R10	59	TWITCHELL, ROGER P.	584/549
R7	5-3	LEONARD, WILFRED SR. & LORRIANE C.	2487/202
R7	29	PIKE, LYNN CUMMINGS	1415/154
R7	39	KYLLONEN, WILHO V	1347/174
R7	41	LANDRY, DANIEL & DONNA	1374/193
R7	41-7	SCHIAVI PROPERTIES	1449/182
R7	42	WYMAN, ROBERT L. JR.	NOT RECORDED
R7	42A	OXFORD DEVELOPMENT CORP.	3110/314

NOTE: AVIGATION AND HAZARD EASEMENTS ARE LISTED ON THE EXHIBIT "A" DRAWING DATED DECEMBER 1991.

AIRPORT DESIGN CRITERIA: BI					
DESIGN ELEMENT	DESIGN CRITERIA (FT)	RUNWAY 15-33			
		EXISTING		FUTURE	
RUNWAY					
LENGTH	SEE NOTE 1	3,000		SAME (2)	
WIDTH	60	75		SAME	
RUNWAY SAFETY AREA (RSA)					
WIDTH	120	120	SAME	120	SAME
LENGTH BEYOND RUNWAY END	240	240	SAME	240	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)					
WIDTH	250	250	SAME	250	SAME
LENGTH BEYOND RUNWAY END	200	200	SAME	200	SAME
RUNWAY OBSTACLE FREE AREA (ROFA)					
WIDTH	400	SEE NOTE 3	400	SEE NOTE 3	400
LENGTH BEYOND RUNWAY END	240	240	SAME	240	SAME
TAXIWAY/TAXILANE					
WIDTH		TAXIWAY A = 40	SAME	TAXIWAY A = 40	SAME
		TAXIWAY B = 25	SAME	TAXIWAY B = 25	SAME
		PARALLEL TAXIWAY C = 25 (4)		PARALLEL TAXIWAY C = 25 (4)	
TAXIWAY SAFETY AREA (TSA)					
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	49	49	SAME	49	SAME
TAXILANE OBJECT FREE AREA WIDTH	79	79	SAME	79	SAME
RUNWAY SEPARATION STANDARDS					
RUNWAY CENTERLINE TO TAXIWAY/TAXILANE CENTERLINE	225	N/A	225 (4)	N/A	225 (4)
RUNWAY CENTERLINE TO AIRCRAFT PARKING AREA	200	150	200	150	200
TAXIWAY/TAXILANE SEPARATION STANDARDS					
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	69	N/A	69 (4)	N/A	69 (4)
TAXIWAY CENTERLINE TO A FIXED OR MOVABLE OBJECT	44.5	N/A	44.5 (4)	N/A	44.5 (4)
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	64	N/A	N/A	N/A	N/A
TAXILANE CENTERLINE TO A FIXED OR MOVABLE OBJECT	39.5	N/A	N/A	N/A	N/A

- NOTES:
- SEE FURTHER DISCUSSION IN CHAPTER 3 - DEMAND/CAPACITY & FACILITY REQUIREMENTS, SECTION 2.1.2 - RUNWAY LENGTH, OF THE AUGUST 2003 AIRPORT MASTER PLAN UPDATE REPORT.
 - THE RUNWAY LENGTH WOULD ONLY CHANGE IF THE RUNWAY WERE TO BE EXTENDED VIA THE USE OF PRIVATE FUNDS
 - TIEDOWNS LOCATED ON THE TERMINAL APRON, LOCATED ON THE WEST SIDE OF THE RUNWAY, IMPACT THE OFA WIDTH. HOWEVER, THE EAST SIDE OF THE RUNWAY MEETS THE OFA WIDTH REQUIREMENT.
 - PROPOSED PARALLEL TAXIWAY DESIGNED TO MEET SEPARATION CRITERIA

OXFORD COUNTY REGIONAL AIRPORT AIRPORT MASTER PLAN UPDATE

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
 150 DOW STREET - MANCHESTER, NH 03101-1227
 Tel: (603) 669-5555 Fax: (603) 669-4168 www.hta-nh.com

ALP DATA SHEET

HTA PROJ. No.: 302902.03
 OxfD504.dwg

DRAWING NO.
4

SHEET 4 OF 8

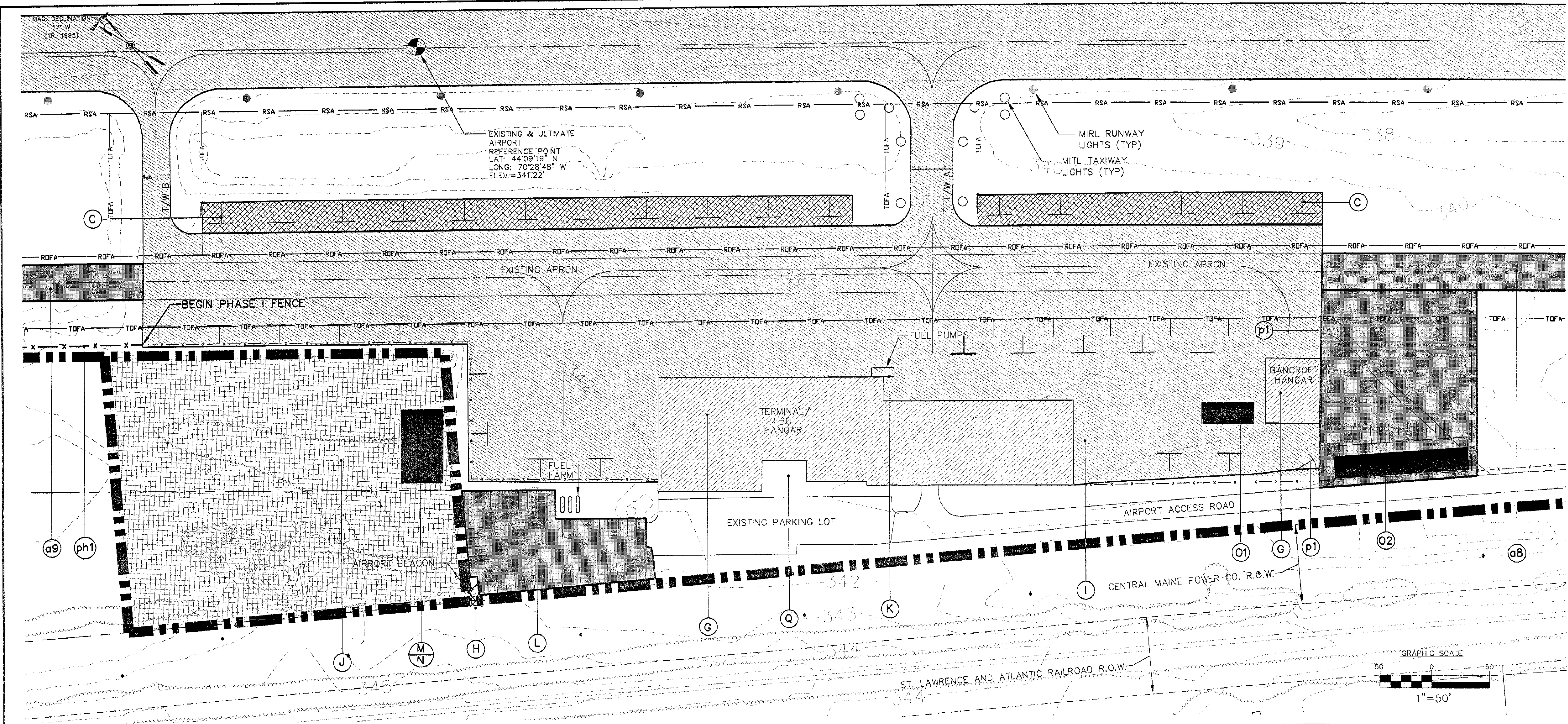
REVISIONS

REV. NO.	DATE	DESCRIPTION
1		

STATE PROJECT NO. SAMP11-1029-02(12)
 FEDERAL PROJECT NO. AP3-23-2300-02

DES. BY: KRS
 DR. BY: TDB
 CHKD. BY: JRI

SCALE: AS SHOWN DATE: DECEMBER, 2003



EXISTING & ULTIMATE AIRPORT REFERENCE POINT
 LAT: 44°09'19" N
 LONG: 70°28'48" W
 ELEV. = 341.22'

MIRL RUNWAY LIGHTS (TYP)
 MITL TAXIWAY LIGHTS (TYP)

BEGIN PHASE I FENCE

TERMINAL / FBO HANGAR

BANCROFT HANGAR

EXISTING PARKING LOT

AIRPORT ACCESS ROAD

CENTRAL MAINE POWER CO. R.O.W.

ST. LAWRENCE AND ATLANTIC RAILROAD R.O.W.

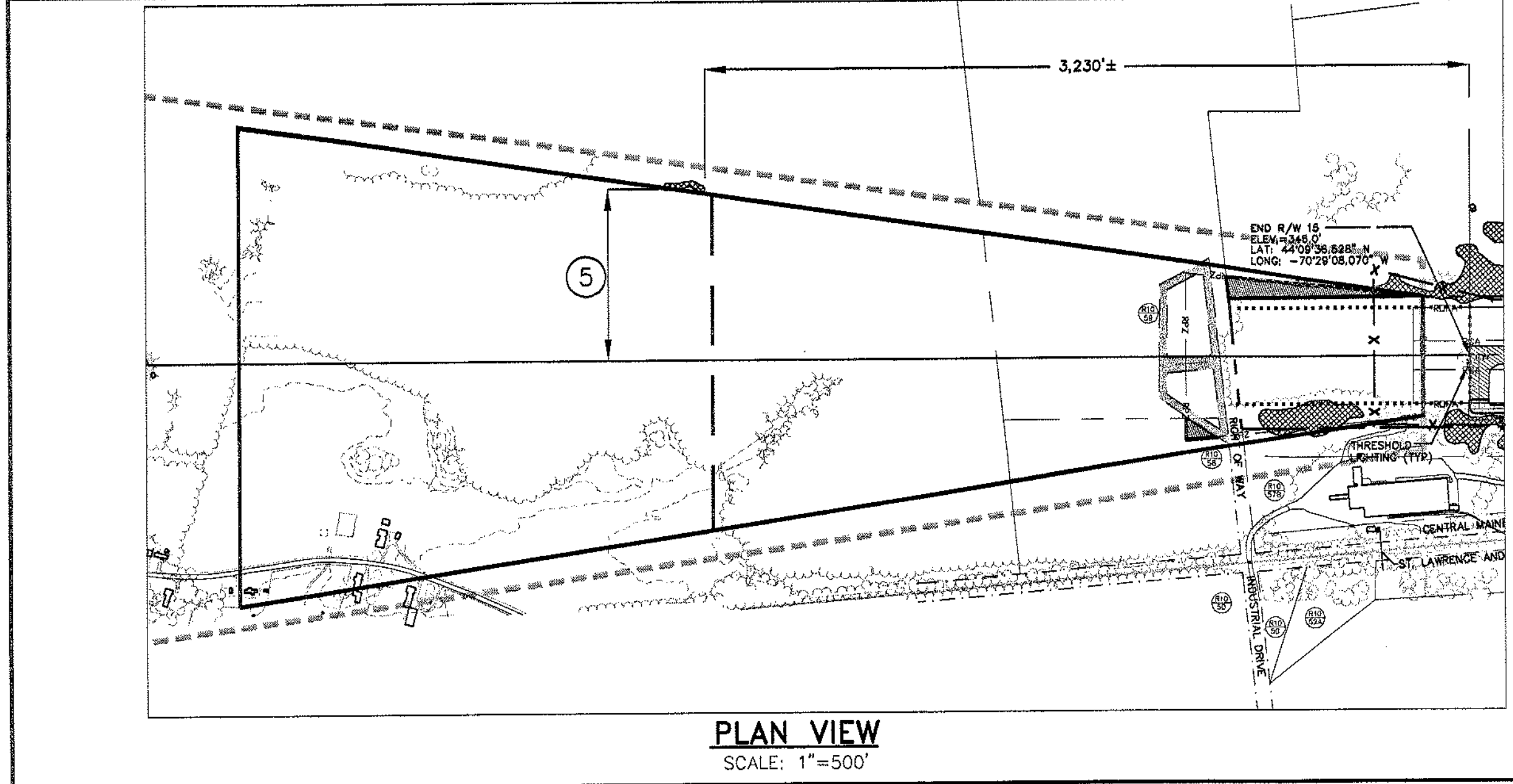
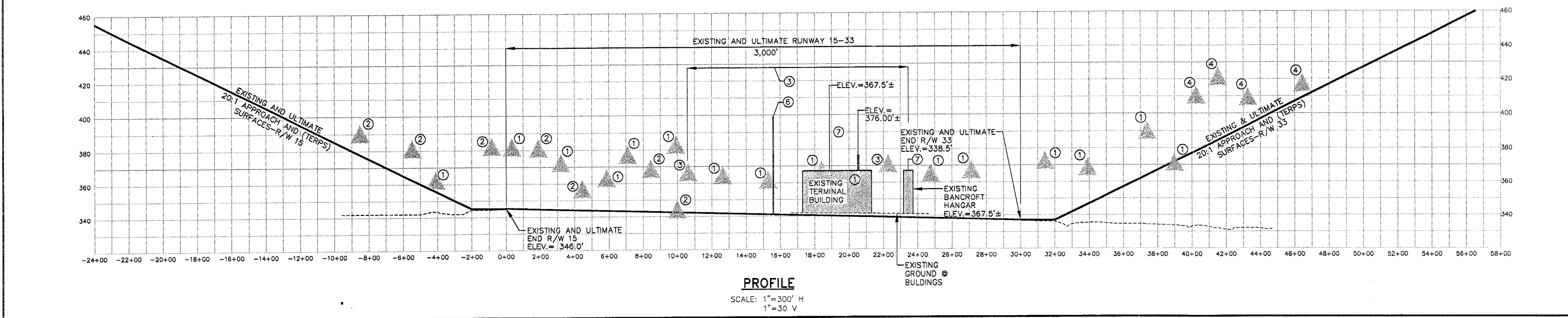
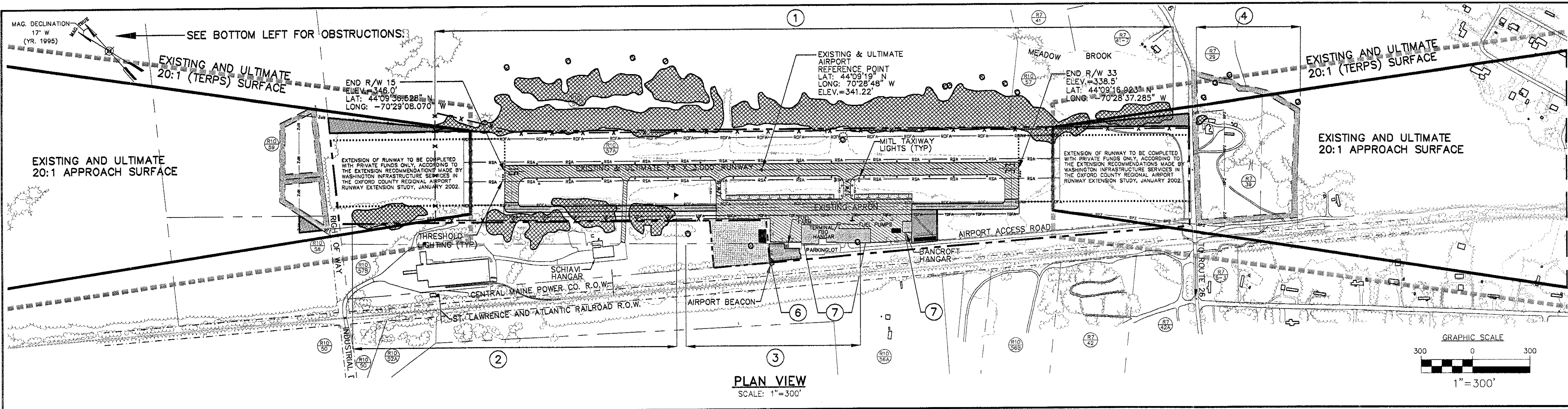
GRAPHIC SCALE

1" = 50'

LEGEND	
SYMBOL	DESCRIPTION
	ROAD PAVEMENT EDGE
	RUNWAY/TAXIWAY PAVEMENT EDGE
	EXISTING PAVEMENT
	EXISTING TREE LINE
	EXISTING CONTOUR (TYP)
	EXISTING BUILDING WITHIN AIRPORT PROPERTY
	PROPOSED BUILDING/DEVELOPMENT
	AIRPORT PROPERTY LINE
	ABUTTING PROPERTY LINES
	RIGHT OF WAY
	EXISTING FENCELINE
	FUTURE FENCELINE
	RUNWAY/TAXIWAY CENTERLINE
	(SEE CALLOUT) AIRPORT BEACON
	EXISTING TIE DOWN
	FUTURE TIE DOWN
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	ULTIMATE TAXIWAY OBJECT FREE AREA (89')
	EXISTING TAXIWAY OBJECT FREE AREA (89')
	PROPERTY ACQUISITION
	TO BE REMOVED
	NEW PAVEMENT DEVELOPMENT AREA

TERMINAL DEVELOPMENT	
a8	Construct a parallel taxiway (Phase I) to access Runway 15-33 from Taxiway B to the approach end of Runway 33
a9	Construct a parallel taxiway (Phase II) to access Runway 15-33 from Taxiway B to the approach end of Runway 15
C	Improve runway object free area (OFA) and runway separation standards by removing the 17 tie-downs located on the terminal apron, which covers approximately 1-acre. Convert approximately 1-acre of apron to turf
G	Install obstruction lights on both the terminal building and the privately owned conventional hangar owned by Bancroft
H	Rehabilitate the rotating beacon
I	Rehabilitate the terminal apron pavement and modify drainage
J	Purchase additional property on the west side of the airport to accommodate future aircraft t-hangars and conventional hangars
K	Provide a self-service fuel pump with credit card capabilities to allow for 24-hour access to fuel
L	Extend the automobile parking lot to the northwest providing a total of 39 additional parking spaces
M	Purchase snow removal equipment
N	Construct a snow removal equipment facility
O	Construct a small terminal facility
O1	Construct a small terminal facility: Option 1
O2	Construct a small terminal facility: Option 2
P	Install airport security fencing around the airport operations area (AOA) in four phases avoiding wetlands (ph1, ph2, ph3, and ph4)
p1	Install an electric key card access gate for tenant access to the airport
Q	Improve existing or install new airport signs on and off of airport property and upgrade landscaping

STATE PROJECT NO.	SAP11-1029-02(12)
FEDERAL PROJECT NO.	AP3-23-2300-02
DESIGNER	HFTA Hoyle, Tanner & Associates, Inc. 150 DOW STREET - MANCHESTER, NH 03101-1227 Tel: (603) 669-5555 Fax: (603) 669-4188 WEB PAGE: www.hfta-nh.com
DES. BY	KRS
DR. BY	TDB
CHKD. BY	JRL
DATE	DECEMBER, 2003
SCALE	AS SHOWN
PROJECT DESCRIPTION	OXFORD COUNTY REGIONAL AIRPORT AIRPORT MASTER PLAN UPDATE
DRAWING NO.	5
SHEET	5 OF 8



NOTES:
1. OBSTRUCTION DATA PROVIDED BY MAINE D.O.T.
2. TREE SYMBOLS SHOWN IN PROFILE REPRESENT MULTIPLE OBSTRUCTIONS, NOT INDIVIDUAL OBSTRUCTIONS, WITHIN THESE AREAS.

FAR PART 77 PENETRATIONS	
1	TREE PENETRATIONS THROUGH 7:1 TRANSITION SURFACES. STA. -4+00 TO STA. 39+00, 200' TO 650' LEFT.
2	TREE PENETRATIONS THROUGH 7:1 TRANSITION SURFACES. STA. -8+00 TO STA. 10+00, 175' TO 400' RIGHT, TO BE CLEARED FOR ULTIMATE DEVELOPMENT.
3	TREE PENETRATIONS THROUGH 7:1 TRANSITION SURFACES. STA. 10+50 TO STA. 20+75, 400' TO 500' RIGHT, TO BE CLEARED FOR ULTIMATE DEVELOPMENT.
4	TREE PENETRATIONS THROUGH 7:1 TRANSITION SURFACES AND APPROACH SURFACE. STA. 38+50 TO STA. 46+50, 400' TO 500' LEFT.
5	TREE PENETRATIONS THROUGH 7:1 TRANSITION SURFACES. APPROX. 3,230' FROM END OF RUNWAY 15, 700' LEFT.
6	AIRPORT BEACON, ELEVATION=399'. STA. 15+50, 330' RIGHT.
7	PRIMARY SURFACE WIDTH HAS INCREASED FROM 250' TO 500' DUE TO THE IMPLEMENTATION OF GPS FOR RUNWAY 33. THEREFORE, EXISTING TERMINAL BUILDINGS AND THE BANCROFT HANGAR ARE PENETRATIONS THROUGH 7:1 TRANSITION SURFACES. REFER TO CHAPTER 5, ALTERNATIVE DEVELOPMENT OF THE 2003 AIRPORT MASTER PLAN UPDATE.

LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
[Symbol]	ROAD PAVEMENT EDGE	[Symbol]	SEGMENTED CIRCLE/LIGHTED WINDSOCK
[Symbol]	RUNWAY PAVEMENT EDGE	[Symbol]	AIRPORT BEACON
[Symbol]	RUNWAY CENTERLINE	[Symbol]	EXISTING PAVED TIE DOWN
[Symbol]	EXISTING PAVEMENT	[Symbol]	FUTURE PAVED TIE DOWN
[Symbol]	NEW PAVEMENT/DEVELOPMENT	[Symbol]	EXISTING AND ULTIMATE RUNWAY PROTECTION ZONE
[Symbol]	EXISTING TREE LINE	[Symbol]	EXISTING AND ULTIMATE RUNWAY SAFETY AREA
[Symbol]	EXISTING CONTOUR (TYP)	[Symbol]	EXISTING AND ULTIMATE RUNWAY OBJECT FREE AREA
[Symbol]	EXISTING BUILDING WITHIN AIRPORT BOUNDARY	[Symbol]	EXISTING TAXIWAY OBJECT FREE AREA (89')
[Symbol]	EXISTING BUILDING OUTSIDE AIRPORT BOUNDARY	[Symbol]	ULTIMATE TAXIWAY OBJECT FREE AREA (89')
[Symbol]	FUTURE BUILDINGS WITHIN AIRPORT DEVELOPMENT	[Symbol]	TOWN OF OXFORD MAP & LOT# (SEE SHEET 4 OF MASTER PLAN SET FOR PROPERTY OWNERSHIP).
[Symbol]	AIRPORT PROPERTY LINE	[Symbol]	FUTURE PROPERTY ACQUISITION
[Symbol]	ABUTTING PROPERTY LINES	[Symbol]	AREA OF REQUIRED EASEMENTS
[Symbol]	RIGHT OF WAY	[Symbol]	TO BE REMOVED
[Symbol]	EXISTING AVIATION EASEMENT AREA	[Symbol]	(TERPS) SURFACES - SEE SHEET 7 OF 8 FOR ADDITIONAL INFO.
[Symbol]	EXISTING FENCELINE	[Symbol]	
[Symbol]	FUTURE FENCELINE	[Symbol]	
[Symbol]	FUTURE EXTENSION OF RUNWAY. SEE NOTE IN PLANVIEW.	[Symbol]	
[Symbol]	PENETRATIONS THROUGH FAR-PART 77 SURFACES	[Symbol]	
[Symbol]	APPROACH SURFACES - SEE SHEET 7 OF 8 FOR ADDITIONAL INFO.	[Symbol]	

REVISIONS

REV. NO.	DATE	BY	DESCRIPTION

STATE PROJECT NO. SAIP11-1029-02(12)
FEDERAL PROJECT NO. AIP3-23-2300-02

HTA
Consulting Engineers

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.
150 DOW STREET - MANCHESTER, NH 03101 - 1227
Tel: (603) 669-5555 Fax: (603) 669-4168 www.hta-nh.com

DR. BY: TDB
DES. BY: KRS
CHKD. BY: JRL

SCALE: AS SHOWN DATE: DECEMBER, 2003

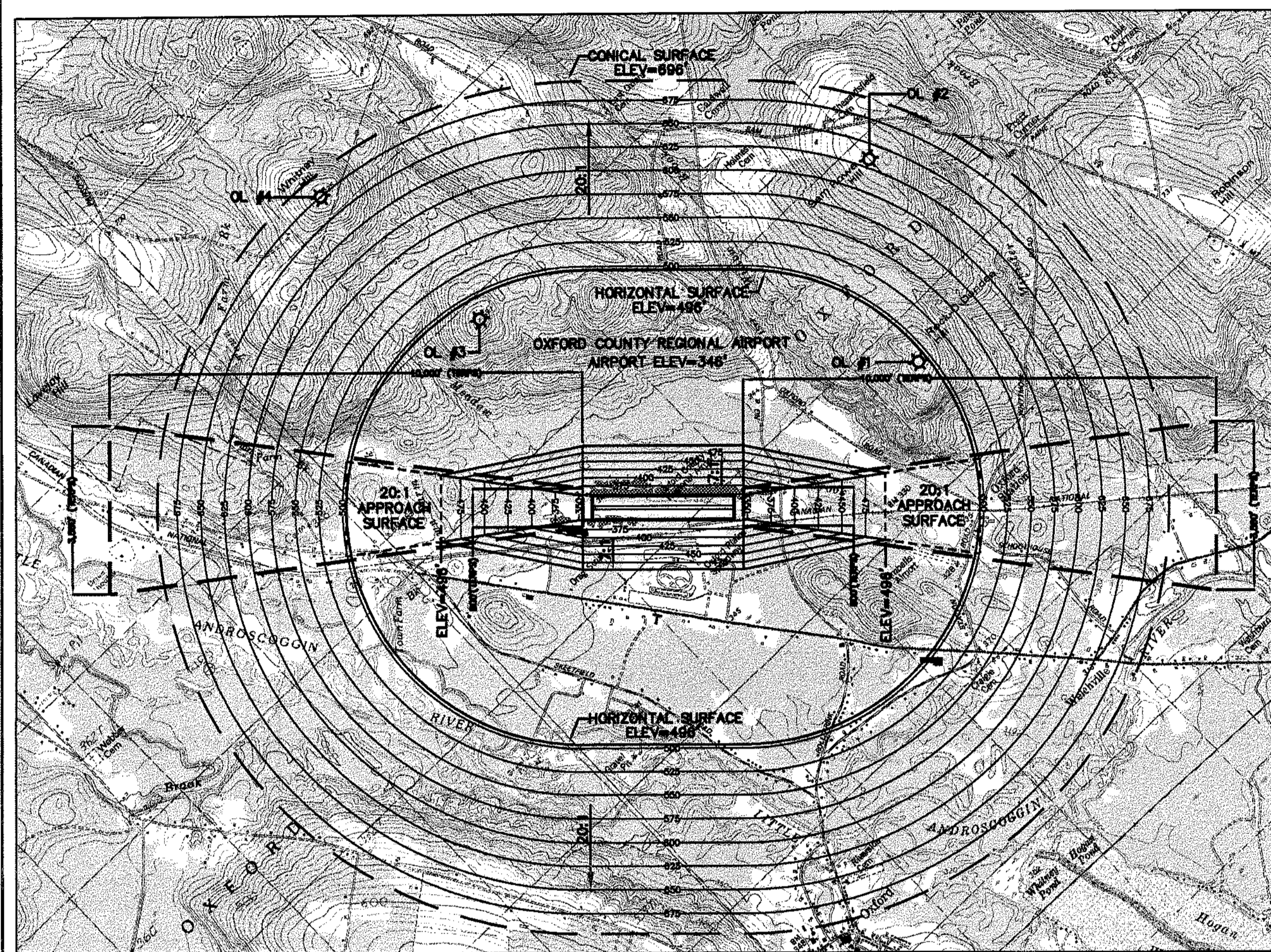
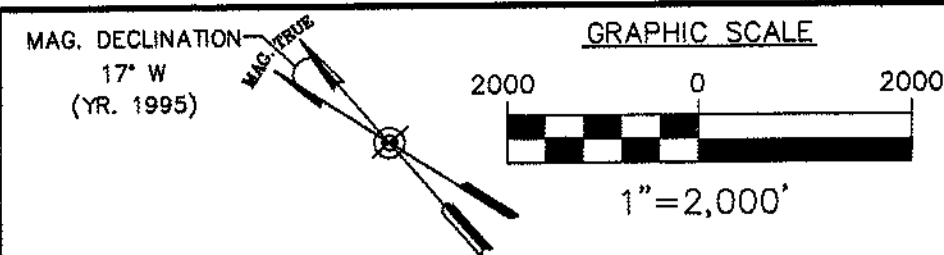
OXFORD COUNTY REGIONAL AIRPORT
AIRPORT MASTER PLAN UPDATE

RUNWAY 15-33
PLAN AND PROFILE

HTA PROJ. No.: 302902.03
OxIPLPR.dwg

DRAWING NO. **6**

SHEET 6 OF 8



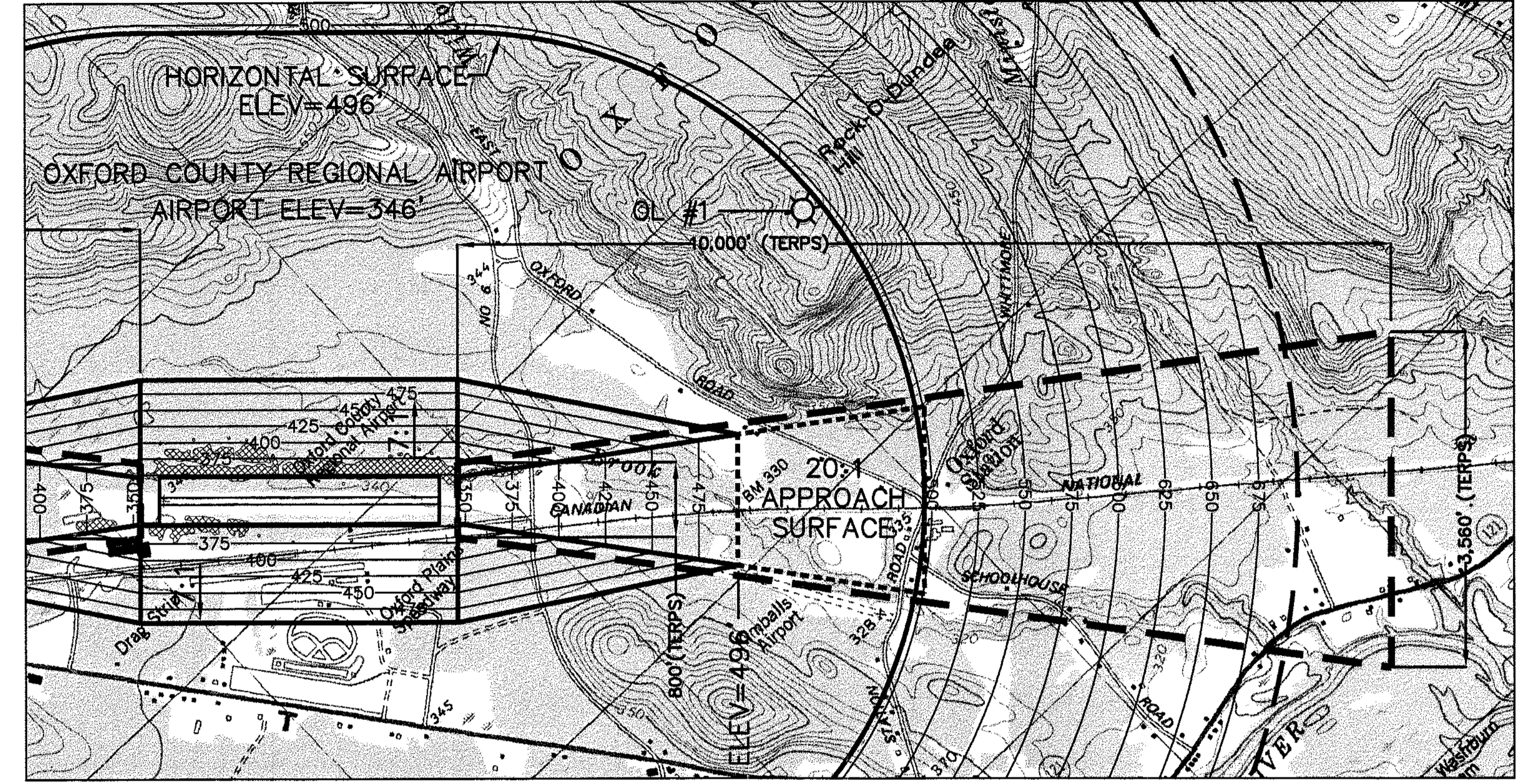
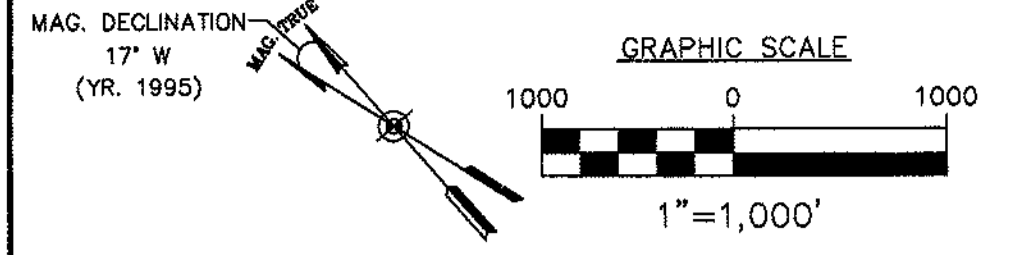
PLAN VIEW - FAR PART 77 AND (TERPS)
SCALE: 1"=2,000'

Part 77 Ultimate Airspace Surfaces / Oxford County Regional Airport			
Airport Data	Runway 15 (1)	Runway 33 (1)	
Classification	Non-precision	Utility	Non-precision
Approach	1 mile		1 mile
Visibility Minimums	1 mile		1 mile
Airport Elevation	346		
Airport Imaginary Surfaces			
	Runway 15 (1)	Runway 33 (1)	
Horizontal Surface:			
Horizontal Surface Elevation	496	5,000	
Horizontal Surface Radius	5,000	5,000	
Conical Surface:			
Horizontal Distance	4,000	4,000	
Slope	20:1	20:1	
Primary Surface:			
Length beyond runway end	200	200	
Width	500	500	
Approach Surface:			
Horizontal Distance	5,000	5,000	
Inner Edge Width	500	500	
Outer Edge Width	2,000	2,000	
Slope	20:1	20:1	
Transitional Surfaces:			
	7:1	7:1	

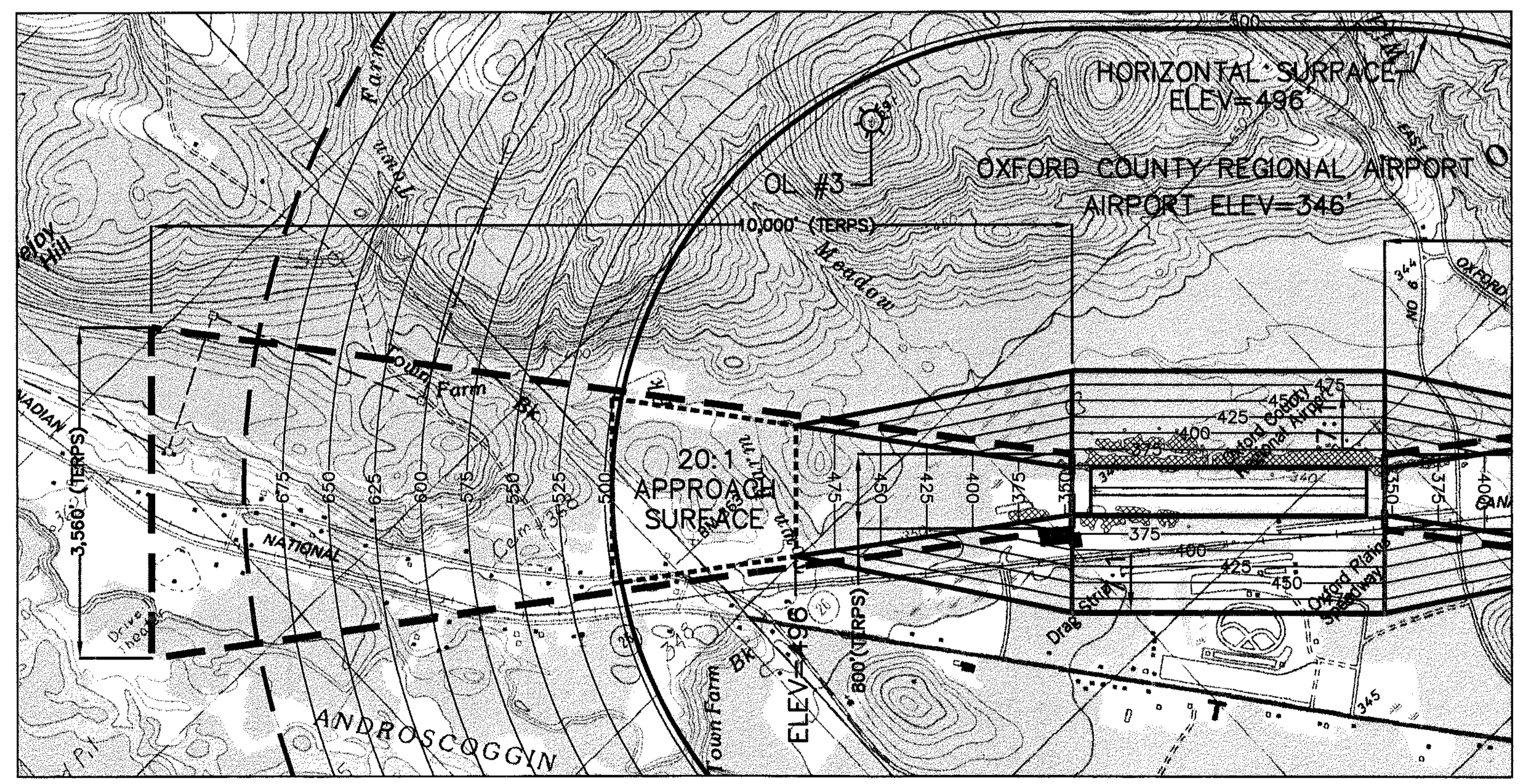
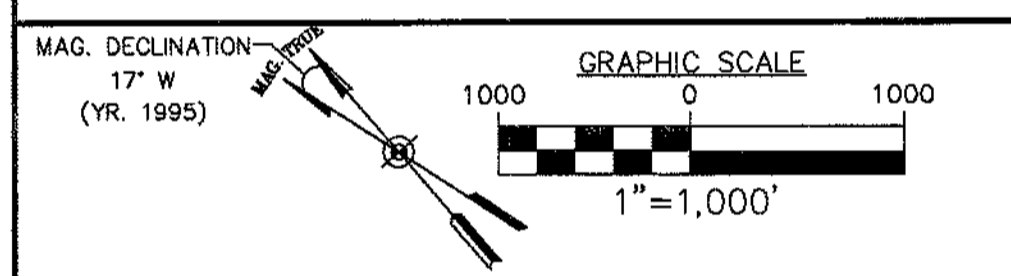
Source: FAR Part 77, Objects Affecting Navigable Airspace
Notes:
1. Dimensions are in feet unless otherwise noted

NOTE:
SEE SHEET 6 (PLAN & PROFILE) OF THIS SET FOR PENETRATIONS THROUGH FAR PART 77 SURFACES WITHIN THE AIRPORT.

LEGEND			
	CONICAL SURFACE		APPROACH SURFACE ABOVE HORIZONTAL SURFACE ELEVATION
	HORIZONTAL SURFACE		APPROACH SURFACE
	SURFACE ELEVATION CONTOUR		(TERPS) SURFACE
	FAR PART 77 SURFACE PENETRATIONS		
	EXISTING OBSTRUCTION LIGHTS		



PLAN VIEW - (TERPS) R/W 33 APPROACH END
SCALE: 1"=1,000'



PLAN VIEW - (TERPS) R/W 15 APPROACH END
SCALE: 1"=1,000'

PROJECT DESIGNER Hoyle, Tanner & Associates, Inc. 150 DOW STREET - MANCHESTER, NH 03101 - 1227 Tel: (603) 669-5555 Fax: (603) 669-4166 WEB PAGE: www.hta-nh.com		PROJECT NO. SAIP111029-02(12)		STATE	
PROJECT DESIGNER Hoyle, Tanner & Associates, Inc.		FEDERAL PROJECT NO.		DATE	
DESIGNER KRS		CHECKED BY TDB		REVISIONS	
DATE: DECEMBER, 2003		SCALE: AS SHOWN		BY	
Oxford County Regional Airport AIRPORT MASTER PLAN UPDATE		AIP3-23-2300-02		DESCRIPTION	
HTA PROJ. No.: 302902.03 OxIPt77.dwg		DRAWING NO. 7		SHEET 7 OF 8	

