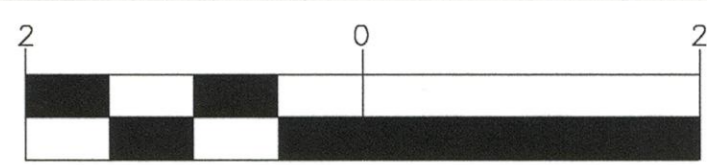
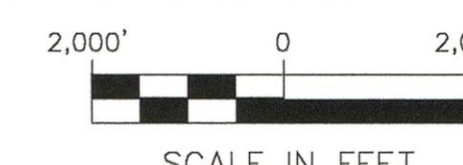
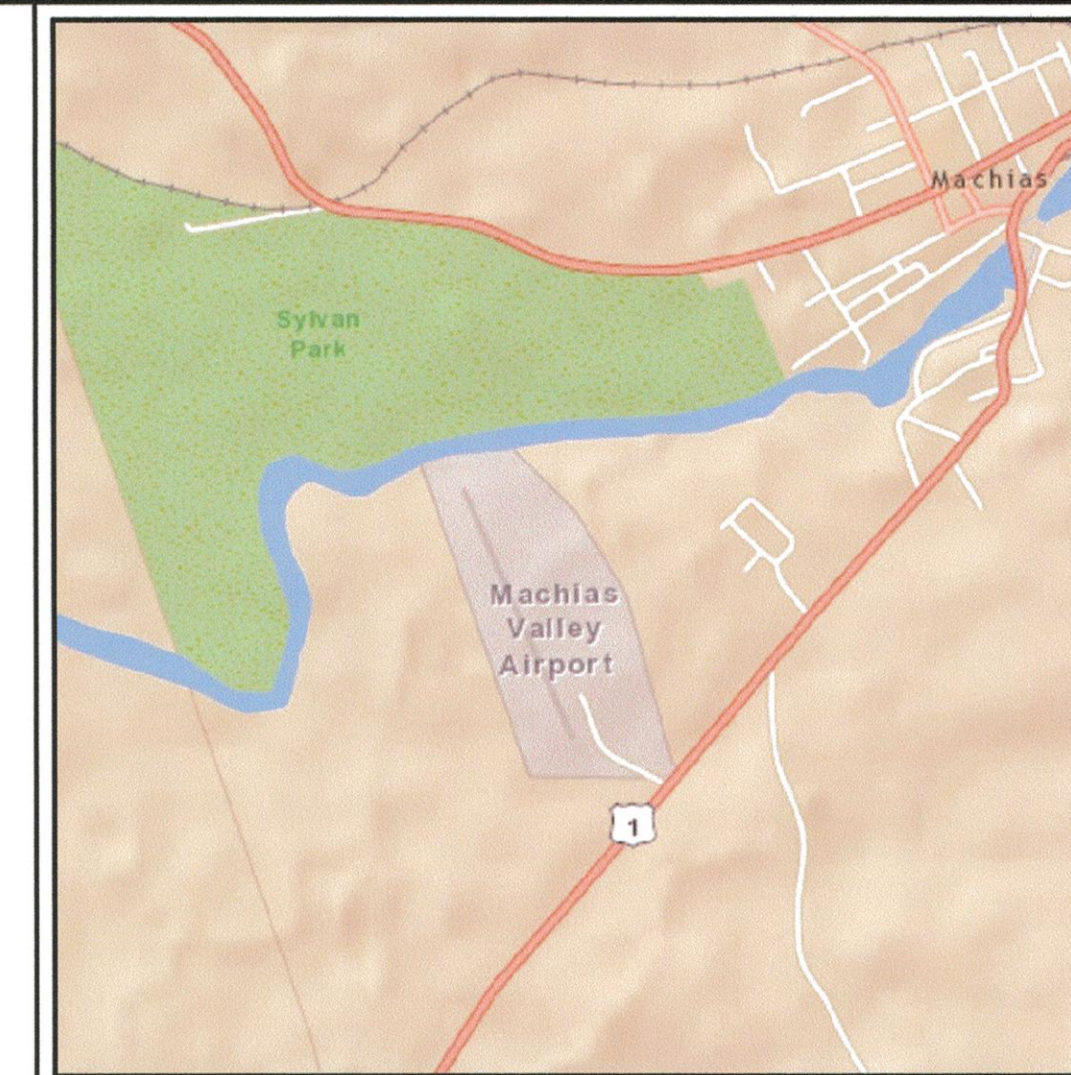


MACHIAS VALLEY AIRPORT MACHIAS, MAINE MASTER PLAN UPDATE



SCALE IN MILES
VICINITY MAP

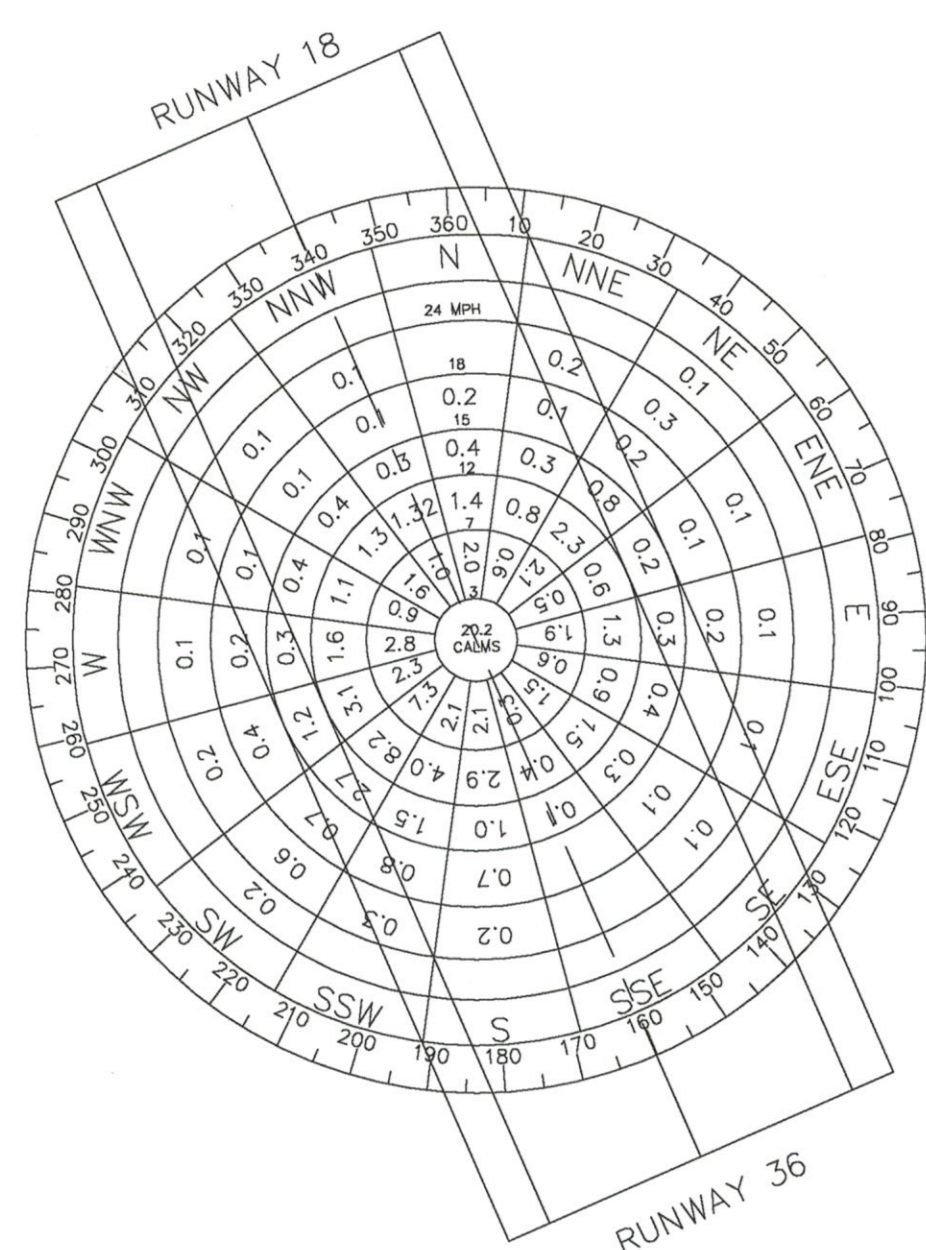


SCALE IN FEET
LOCATION MAP

AIP No. 3-23-0029-08-2011

INDEX TO DRAWINGS

1. TITLE SHEET
2. EXISTING AIRPORT LAYOUT PLAN
3. PROPOSED AIRPORT LAYOUT PLAN
4. TERMINAL AREA PLAN
5. AIRSPACE PLAN
6. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 18
7. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 36
8. OBSTRUCTION DATA TABLES



12 MPH COVERAGE 15 MPH COVERAGE

RUNWAY 18-36 91.78% 96.81%

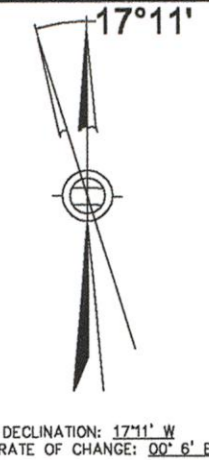
CALM TO 3 MPH = 20.2%
STATION 14616 - BAR HARBOR, ME.
13,746 OBSERVATIONS
1950 - 1956 AND 1958 - 1959
JUNE TO SEPTEMBER INCLUSIVE

Christopher K. Lovell, Tom Morrison 31 Jan 14

PREPARED IN ACCORDANCE WITH FAA ADVISORY CIRCULARS:
150/5300-13A AIRPORT DESIGN, SEPTEMBER 28, 2012
150/5070-6B AIRPORT MASTER PLANS CHANGE 1, MAY 1, 2007

2012

Jacobs - P:\2011\256600 - Machias ALP Update\Drawings\CADD\ALP\Drawing 1 - 2011 AMPU Title Sheet.dwg [Title] January 15, 2014 - 3:29pm [loguek]



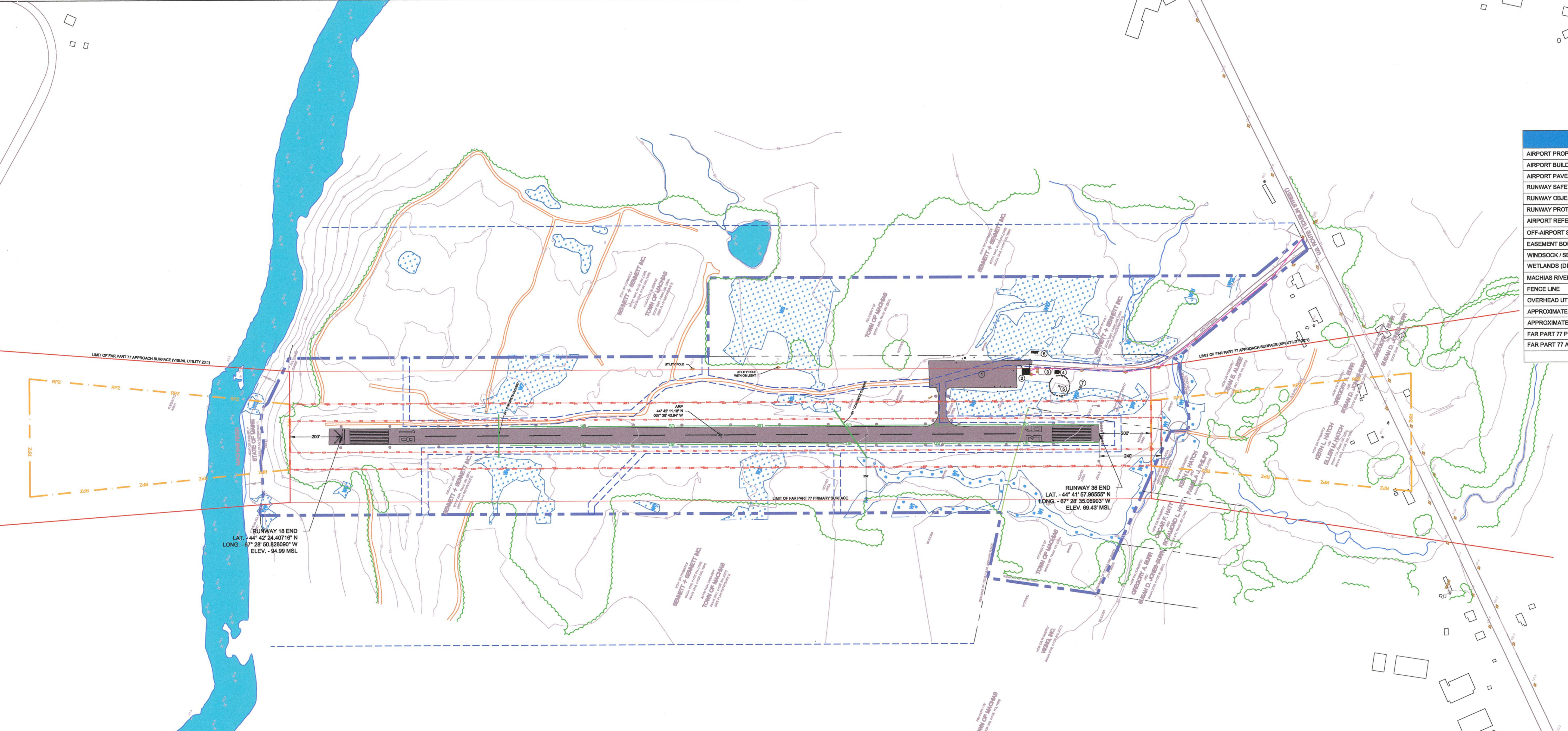
NO.	DATE	REVISION

LEGEND	
AIRPORT PROPERTY LINE	---
AIRPORT BUILDINGS	■
AIRPORT PAVEMENT SURFACE	▨
RUNWAY SAFETY AREA (RSA)	--- RSA --- RSA ---
RUNWAY OBJECT FREE ZONE (ROFZ)	--- OFZ ---
RUNWAY PROTECTION ZONE (RPZ)	--- RPZ ---
AIRPORT REFERENCE POINT (ARP)	●
OFF-AIRPORT STRUCTURES	□
EASEMENT BOUNDARY	---
WINDSOCK / SEGMENTED CIRCLE	○
WETLANDS (DELINEATED 2011 SEE NOTE 3)	▨
MACHIAS RIVER	—
FENCE LINE	---
OVERHEAD UTILITY LINE	---
APPROXIMATE EDGE OF PAVEMENT	---
APPROXIMATE EDGE OF GRAVEL	---
FAR PART 77 PRIMARY SURFACE	---
FAR PART 77 APPROACH SURFACE (20:1 SLOPE)	---

AIRPORT DATA	
AIRPORT ELEVATION	96' MSL
AIRPORT REFERENCE POINT (ARP)	44° 42' 11.18"N 067° 28' 42.94"W
SERVICE LEVEL (NPAS)	GENERAL AVIATION
OPERATIONAL ROLE (NPAS)	GENERAL AVIATION
TAXIWAY LIGHTING	NONE
TAXIWAY MARKING	CENTERLINE
MAGNETIC DECLINATION (3/2011)	17° 11' W
MAGNETIC DECLINATION (YEARLY)	0" 6' E
AIRPORT ACREAGE (FEE)	65
AIRPORT ACREAGE (EASEMENT)	N/A
AIRPORT OWNER	TOWN OF MACHIAS

AIRPORT FACILITIES	
NO.	FACILITY
①	AIRCRAFT PARKING APRON
②	TERMINAL BUILDING (85msl - 85' antenna)
③	AUTOMOBILE PARKING
④	STORAGE BUILDING (80msl)
⑤	WINDSOCK AND SEGMENTED CIRCLE (96msl)
⑥	CIVIL AIR PATROL TRAILER (82.5msl)
⑦	AUTOMATED WEATHER OBSERVING SYSTEM (84.2msl)

RUNWAY DATA	
	RUNWAY 18-36
	EXISTING
ARC	A-1
LENGTH (RW PAVMT)	2,909'
WIDTH (FULL STRENGTH)	60'
PAVEMENT TYPE	ASPHALT
BEARING	S 13°10'31.04" E
EFFECTIVE GRADIENT (%)	-0.9 (18) / +0.9 (36)
DISPLACED THRESHOLD	N/A
PAVEMENT STRENGTH	S 12.5 D N/A DT N/A
APPROACH VISIBILITY MINIMUMS	NPI LNAV RWY 36 (940-1ml)
RW MARKING	NON-PRECISION
NAVIGATIONAL AIDS	NONE
VISUAL AIDS	RELS (36)
RUNWAY LIGHTING	MRL
PART 77 RUNWAY CATEGORY	RW 18 VISUAL RW 36 NPI (SMALL AIRCRAFT EXCLUSIVELY)
PART 77 APPROACH SURFACES	20:1
RSA DIMENSIONS	WIDTH 120' LENGTH 200' BEYOND RW END
ROFA DIMENSIONS	WIDTH 250' LENGTH 200' BEYOND RW END
RPZ DIMENSIONS	INNER W 250' OUTER W 450' LENGTH 1,000' START DIST 200' BEYOND RW END
ROFZ DIMENSIONS	WIDTH 250' LENGTH 200' BEYOND RW END



PLAN REFERENCES:

(1) REFERENCE IS MADE TO A PLAN ENTITLED "PLAN OF STANDARD BOUNDARY SURVEY - LAND ACQUISITION PROJECT, AIP # 3-23-0028-0396 - FOR THE INHABITANTS OF THE TOWN OF MACHIAS OF THE - MACHIAS VALLEY MUNICIPAL AIRPORT" PREPARED BY HERRICK AND SALSURRY INC., DATED APRIL 10, 1996. THE PLAN IS NOT RECORDED AND WAS PROVIDED TO CES, INC BY HERRICK AND SALSURRY INC.

(2) REFERENCE IS MADE TO A PLAN ENTITLED "STANDARD BOUNDARY SURVEY - SENNETT & SENNETT INC. EASEMENT - AIRPORT ROAD" PREPARED BY DUFRESNE - HENRY, DATED NOVEMBER 29, 2000. LAST REVISION DATED JANUARY 18, 2002, AND RECORDED IN CABINET 3, DRAWER 11, PLAN 47 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.

NOTES:

(1) AIRPORT BASE MAP COMPILED USING A COMBINATION OF REMOTE SENSING MAPPING COMPLETED ON JULY 31, 2011 BY WSP SELLS AND GROUND SURVEY COMPLETED ON DECEMBER 16, 2011 BY CES INC.

(2) ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988. THE PROJECT BENCHMARK IS A STANDARD BRASS DISK STAMPED "COAST & GEODETIC SURVEY - L 94 - 1942", WITH A PUBLISHED ELEVATION OF 19.96 FEET. ELEVATIONS WERE TRANSFERRED TO THIS PROJECT USING SUBCENTIMETER GPS.

(3) WETLANDS SHOWN HEREON WERE DELINEATED IN GENERAL ACCORDANCE WITH 1987 CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND BASED ON A FIELD SURVEY PERFORMED BY CES, INC. DURING JUNE, 2011. PROPOSED WETLAND IMPACTS SHOULD BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. WETLAND BOUNDARIES WERE LOCATED USING A TRIMBLE GEOX GPS WITH SUBMETER ACCURACY AFTER POST PROCESSING AS STATED BY THE MANUFACTURER. AS OF DECEMBER 2011 WETLANDS WITHIN DEVELOPED AREA'S ARE PRELIMINARY PENDING FURTHER INVESTIGATION INTO STORM WATER DRAINAGE AREA'S.

(4) ALL BOOK AND PAGE NUMBERS SHOWN REFER TO THE WASHINGTON COUNTY REGISTRY OF DEEDS.

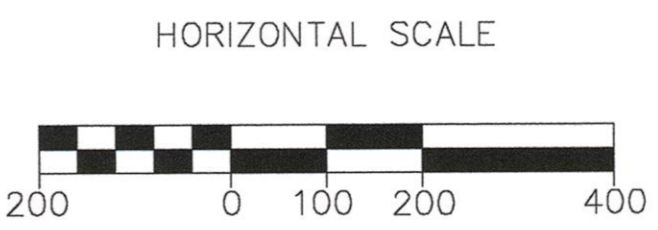
(5) SOURCE DEED:

A. LINCOLN A. SENNETT AND W. ALLEN HILL TO THE INHABITANTS OF THE TOWN OF MACHIAS DATED MARCH 24, 1964 AND RECORDED IN BOOK 611, PAGE 106 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.

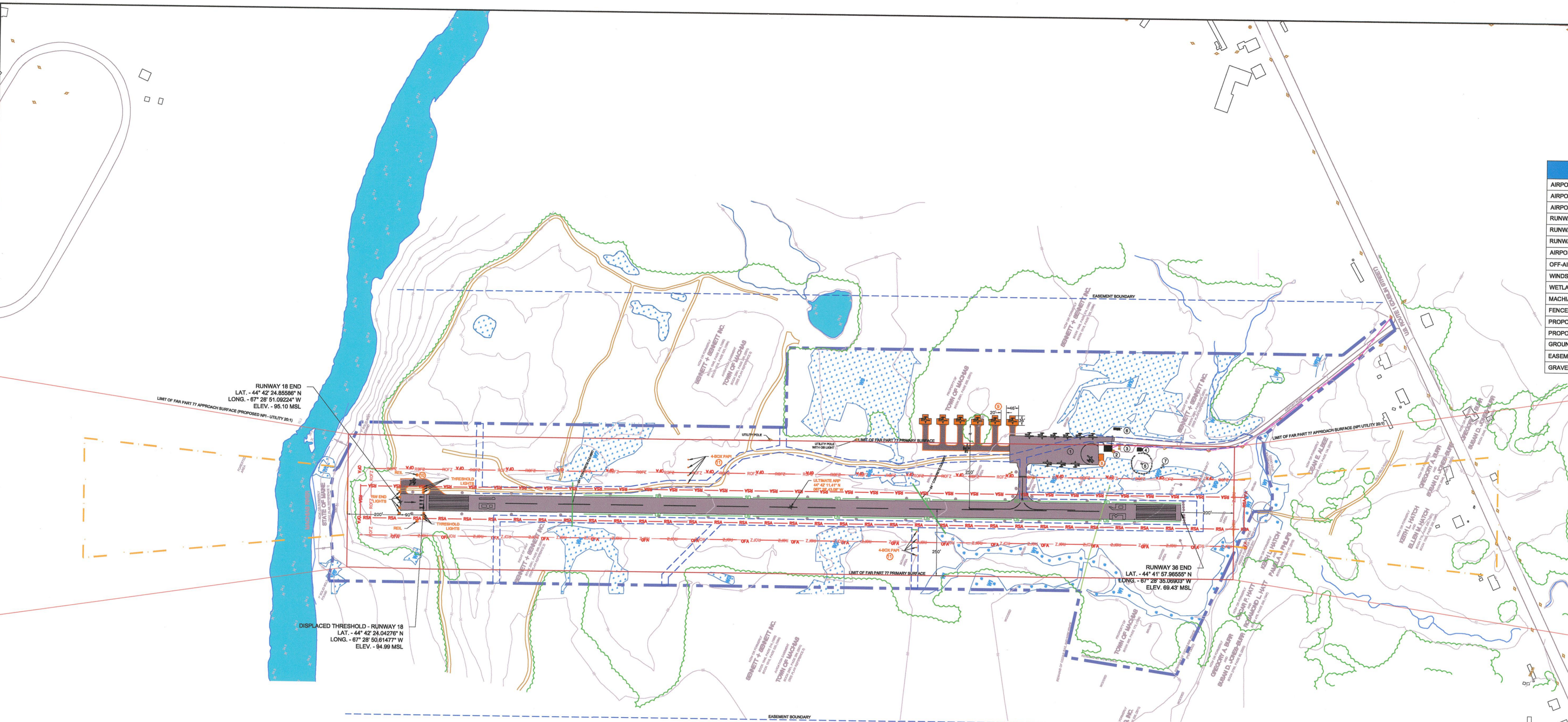
B. MARJORIE M. ALBEE, LEWIS ALBEE, FRANCIS ALBEE AND KEITH ALBEE TO THE INHABITANTS OF THE TOWN OF MACHIAS, DATED MARCH 31, 1964 AND RECORDED IN BOOK 595, PAGE 173 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.

C. CLINTON H. ALBEE TO THE INHABITANTS OF MACHIAS, DATED JULY 14, 1964 AND RECORDED IN BOOK 595, PAGE 258 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.

D. SENNETT AND SENNETT INC. TO THE INHABITANTS OF THE TOWN OF MACHIAS, DATED DECEMBER 28, 2001, AND RECORDED IN BOOK 2591, PAGE 282 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.



PROJECT NO. _____
 FILE NO. _____
 DATE: APRIL 2012
 SCALE: AS SHOWN
 PO BOX 418
 MACHIAS, ME 04854
 MACHIAS VALLEY AIRPORT
 MACHIAS, MAINE
 EXISTING AIRPORT LAYOUT PLAN



MAG. DECLINATION 17° 11' W
 ANNUAL RATE OF CHANGE 02' 02\"/>

LEGEND	
AIRPORT PROPERTY LINE	---
AIRPORT BUILDINGS	■
AIRPORT PAVEMENT SURFACE	■
RUNWAY SAFETY AREA (RSA)	— RSA — RSA
RUNWAY OBJECT FREE ZONE (ROFZ)	— ROFZ — ROFZ
RUNWAY PROTECTION ZONE (RPZ)	— RPZ — RPZ
AIRPORT REFERENCE POINT (ARP)	⊙
OFF-AIRPORT STRUCTURES	□
WINDSOCK / SEGMENTED CIRCLE	⊙
WETLANDS	■
MACHIAS RIVER	—
FENCE LINE	---
PROPOSED PAVEMENT	■
PROPOSED BUILDINGS	■
GROUND CONTOURS (10' INTERVAL)	—
EASEMENT	---
GRAVEL ROAD	---

AIRPORT DATA	
AIRPORT ELEVATION	98' MSL
AIRPORT REFERENCE POINT (ARP) - ULTIMATE	44° 42' 11.41\"/>
SERVICE LEVEL (NPIAS)	GENERAL AVIATION
OPERATIONAL ROLE (NPIAS)	GENERAL AVIATION
TAXIWAY LIGHTING	NONE
TAXIWAY MARKING	CENTERLINE
MAGNETIC DECLINATION (2011)	17° 11' W
MAGNETIC DECLINATION (YEARLY)	0' 6\"/>
AIRPORT ACREAGE (FEE)	65
AIRPORT ACREAGE (EASEMENT)	N/A
AIRPORT OWNER	TOWN OF MACHIAS

AIRPORT FACILITIES	
EXISTING FACILITIES	
1	AIRCRAFT PARKING APRON
2	TERMINAL BUILDING (85msl - 59' antenna)
3	AUTOMOBILE PARKING
4	STORAGE BUILDING (80msl)
5	WINDSOCK AND SEGMENTED CIRCLE (98msl)
6	CIVIL AIR PATROL TRAILER (82.5msl)
7	AUTOMATED WEATHER OBSERVING SYSTEM (84.2msl)
PROPOSED FACILITIES	
8	AIRCRAFT SELF-SERVE FUEL SHELTER (100LL)
9	AIRCRAFT STORAGE HANGARS & TAXILANES
10	AIRCRAFT RUN-UP AREA (8,215 SQ.FT.)
11	4 BOX PAPI

	RUNWAY DATA	
	EXISTING	ULTIMATE
ARC	A-1	A-1
LENGTH (RW PYMNT)	2,909'	2,999'
WIDTH (FULL STRENGTH)	60'	60'
PAVEMENT TYPE	ASPHALT	ASPHALT
BEARING	S 13°10'31.04\"/>	
EFFECTIVE GRADIENT (%)	-0.9 (18) / +0.9 (36)	-0.9 (18) / +0.9 (36)
DISPLACED THRESHOLD	N/A	RWY 18 - 90'
PAVEMENT STRENGTH	S 12.5 D N/A DT N/A	12.5 N/A N/A
APPROACH VISIBILITY MINIMUMS	NPI LNAV RWY 36 (940-1mi)	NPI LPV RWY 36 / 18 (400-1mi)
RW MARKING	NON-PRECISION	NON-PRECISION
NAVIGATIONAL AIDS	NONE	NONE
VISUAL AIDS	REILS (36)	REILS (18/36) / PAPIs (18/36)
RUNWAY LIGHTING	MIRL	MIRL
PART 77 RUNWAY CATEGORY	NPI (SMALL AIRCRAFT EXCLUSIVELY)	NPI (SMALL AIRCRAFT EXCLUSIVELY)
PART 77 APPROACH SURFACES	20:1	20:1
RSA DIMENSIONS BEYOND RW END	WIDTH 120' LENGTH RW 18 150' / RW 36 240'	WIDTH 120' LENGTH RW 18 150' / RW 36 240'
ROFA DIMENSIONS BEYOND RW END	WIDTH 250' LENGTH RW 18 150' / RW 36 240'	WIDTH 250' LENGTH RW 18 150' / RW 36 240'
RPZ DIMENSIONS BEYOND RW END	INNER W 250' OUTER W 450' LENGTH 1,000'	250' 450' 1,000'
ROFZ DIMENSIONS BEYOND RW END	START DIST 200' WIDTH 250' LENGTH 200'	200' 250' 200'

PLAN REFERENCES:

- REFERENCE IS MADE TO A PLAN ENTITLED "PLAN OF STANDARD BOUNDARY SURVEY - LAND ACQUISITION PROJECT AIP # 3-23-0029-0396 - FOR THE INHABITANTS OF THE TOWN OF MACHIAS OF THE MACHIAS VALLEY MUNICIPAL AIRPORT" PREPARED BY HERRICK AND SALSBERY INC., DATED APRIL 10, 1996. THE PLAN IS NOT RECORDED AND WAS PROVIDED TO CES, INC BY HERRICK AND SALSBERY INC.
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NOTES:

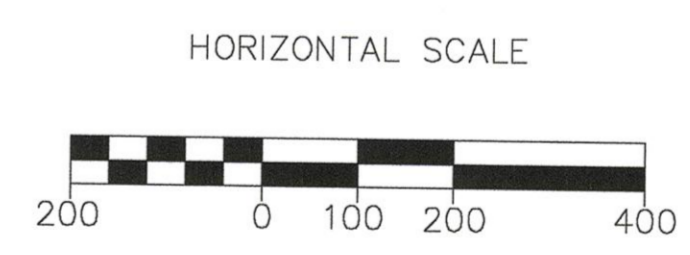
- EXISTING RUNWAY SAFETY AREAS ARE SUBSTANDARD. AN EQUIVALENT LEVEL OF SAFETY IS PROVIDED PER FAA DETERMINATION ISSUED.
- AIRPORT BASE MAP COMPILED USING A COMBINATION OF REMOTE SENSING MAPPING COMPLETED ON JULY 31, 2011 BY WSP SELLS AND GROUND SURVEY COMPLETED ON DECEMBER 16, 2011 BY CES INC.
- ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988. THE PROJECT BENCHMARK IS A STANDARD BRASS DISK STAMPED "COAST & GEODETIC SURVEY - L 94 - 1942", WITH A PUBLISHED ELEVATION OF 19.96 FEET. ELEVATIONS WERE TRANSFERRED TO THIS PROJECT USING SUBCENTIMETER GPS.
- WETLANDS SHOWN HEREON WERE DELINEATED IN GENERAL ACCORDANCE WITH 1987 CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND BASED ON A FIELD SURVEY PERFORMED BY CES, INC. DURING JUNE, 2011. PROPOSED WETLAND IMPACTS SHOULD BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. WETLAND BOUNDARIES WERE LOCATED USING A TRIMBLE GEOXH GPS WITH SUBMETER ACCURACY AFTER POST PROCESSING AS STATED BY THE MANUFACTURER. AS OF DECEMBER 2011 WETLANDS WITHIN DEVELOPED AREAS ARE PRELIMINARY PENDING FURTHER INVESTIGATION INTO STORM WATER DRAINAGE AREAS.
- ALL BOOK AND PAGE NUMBERS SHOWN REFER TO THE WASHINGTON COUNTY REGISTRY OF DEEDS.
- SOURCE DEED:
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 - CLINTON H. ALBEE TO THE INHABITANTS OF MACHIAS, DATED JULY 14, 1964 AND RECORDED IN BOOK 595, PAGE 258 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.
 - SENNETT AND SENNETT INC. TO THE INHABITANTS OF THE TOWN OF MACHIAS, DATED DECEMBER 28, 2001, AND RECORDED IN BOOK 2591, PAGE 282 OF THE WASHINGTON COUNTY REGISTRY OF DEEDS.

PROJECTS DEPICTED ON THIS ALP ARE CATEGORIZED AS "MAINTAIN" OR "IMPROVE" AS NOTED BELOW:

- MAINTAIN:**
- REHABILITATE THE EXISTING RUNWAY (2,909' X 60'), TAXIWAY, AND AIRCRAFT PARKING APRON IN THEIR CURRENT LOCATION.
 - CLEAR (TO THE EXTENT FEASIBLE) THE EXISTING FAR PART 77 APPROACH (OR THRESHOLD SITING) SURFACES TO RUNWAY 36 AND 18.
 - CLEAR THE RUNWAY PRIMARY SURFACE OF VEGETATIVE PENETRATIONS (PRIMARILY BRUSH).
 - RESTORE (OR REPLACE) THE EXISTING TERMINAL BUILDING, AND ADD RESTROOM FACILITIES.
 - REHABILITATE THE AUTO PARKING LOT AND AIRPORT ACCESS ROAD.

- IMPROVE:**
- WORK WITH THE FAA TO ADD LOCALIZER PERFORMANCE WITH VERTICAL GUIDANCE (LPV) MINIMA TO EXISTING RUNWAY 36 INSTRUMENT APPROACH PROCEDURE AND ADD A NON-PRECISION INSTRUMENT APPROACH TO RUNWAY 18.
 - INSTALL A SELF-SERVE FUEL PUMP AND 10,000 GALLON 100LL AVGAS STORAGE TANK.
 - INSTALL WATER AND SEWER CONNECTIONS (COULD BE A WELL AND SEPTIC SYSTEM), INCLUDING A FIRE HYDRANT.
 - INSTALL PRECISION APPROACH PATH INDICATOR LIGHTS (PAPI) ON RUNWAY 36 AND 18.
 - CONSTRUCT APPROXIMATELY 6 T-HANGAR AIRCRAFT STORAGE UNITS, IF FUTURE DEMAND WARRANTS. APPROXIMATELY 16,400 SQ. FT. OF PAVEMENT FOR TAXILANES.
 - CONSTRUCT TAXIWAY TURN-OFF / RUN-UP PAD AT APPROACH END OF RUNWAY 18. APPROXIMATELY 5,300 SQ.FT OF PAVEMENT.

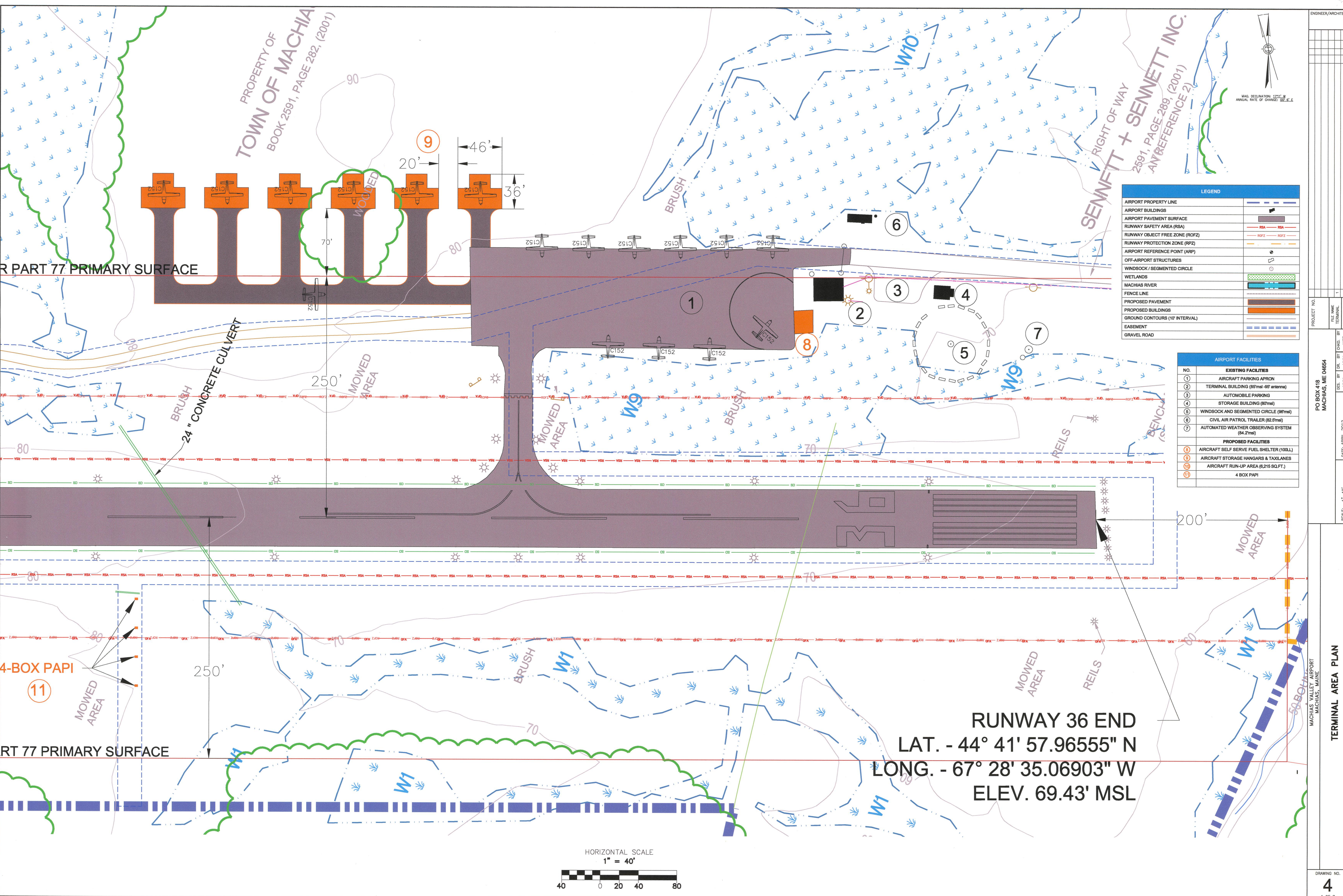
JACOBS HEREBY CERTIFIES THAT THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE CRITERIA CONTAINED WITHIN THE CURRENT EDITION OF FAA ADVISORY CIRCULAR AC150/5300-13A, DATED 9/28/2012 EXCEPT WHERE NOTED AS SUBSTANDARD, ABOVE.
 APPROVED: _____ AIRPORT DIVISION
 DATE: _____



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 NEW ENGLAND REGION
 APPROVED: Ralph Moore, Inc
 DATE: 4-29-2015

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF PLANNING - AVIATION GROUP
 APPROVED: Scott Rollins
 DATE: 2/20/14
 SCOTT ROLLINS, ASSISTANT DIRECTOR

TOWN OF MACHIAS
 APPROVED: _____
 DATE: _____
 CHRIS LOUGHLIN, TOWN MANAGER



PROPERTY OF
TOWN OF MACHIAS
BOOK 2591, PAGE 282, (2001)

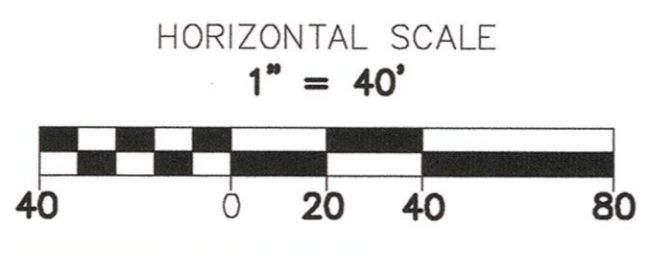
LEGEND

AIRPORT PROPERTY LINE	---
AIRPORT BUILDINGS	■
AIRPORT PAVEMENT SURFACE	■
RUNWAY SAFETY AREA (RSA)	---
RUNWAY OBJECT FREE ZONE (ROFZ)	---
RUNWAY PROTECTION ZONE (RPZ)	---
AIRPORT REFERENCE POINT (ARP)	●
OFF-AIRPORT STRUCTURES	○
WINDSOCK / SEGMENTED CIRCLE	○
WETLANDS	■
MACHIAS RIVER	---
FENCE LINE	---
PROPOSED PAVEMENT	---
PROPOSED BUILDINGS	■
GROUND CONTOURS (10' INTERVAL)	---
EASEMENT	---
GRAVEL ROAD	---

AIRPORT FACILITIES

NO.	EXISTING FACILITIES
1	AIRCRAFT PARKING APRON
2	TERMINAL BUILDING (85msl -95' antenna)
3	AUTOMOBILE PARKING
4	STORAGE BUILDING (80msl)
5	WINDSOCK AND SEGMENTED CIRCLE (89msl)
6	CIVIL AIR PATROL TRAILER (82.5msl)
7	AUTOMATED WEATHER OBSERVING SYSTEM (84.2msl)
PROPOSED FACILITIES	
8	AIRCRAFT SELF SERVE FUEL SHELTER (100LL)
9	AIRCRAFT STORAGE HANGARS & TAXILINES
10	AIRCRAFT RUN-UP AREA (6,215 SQ.FT.)
11	4 BOX PAPI

RUNWAY 36 END
LAT. - 44° 41' 57.96555" N
LONG. - 67° 28' 35.06903" W
ELEV. 69.43' MSL



ENGINEER/ARCHITECT

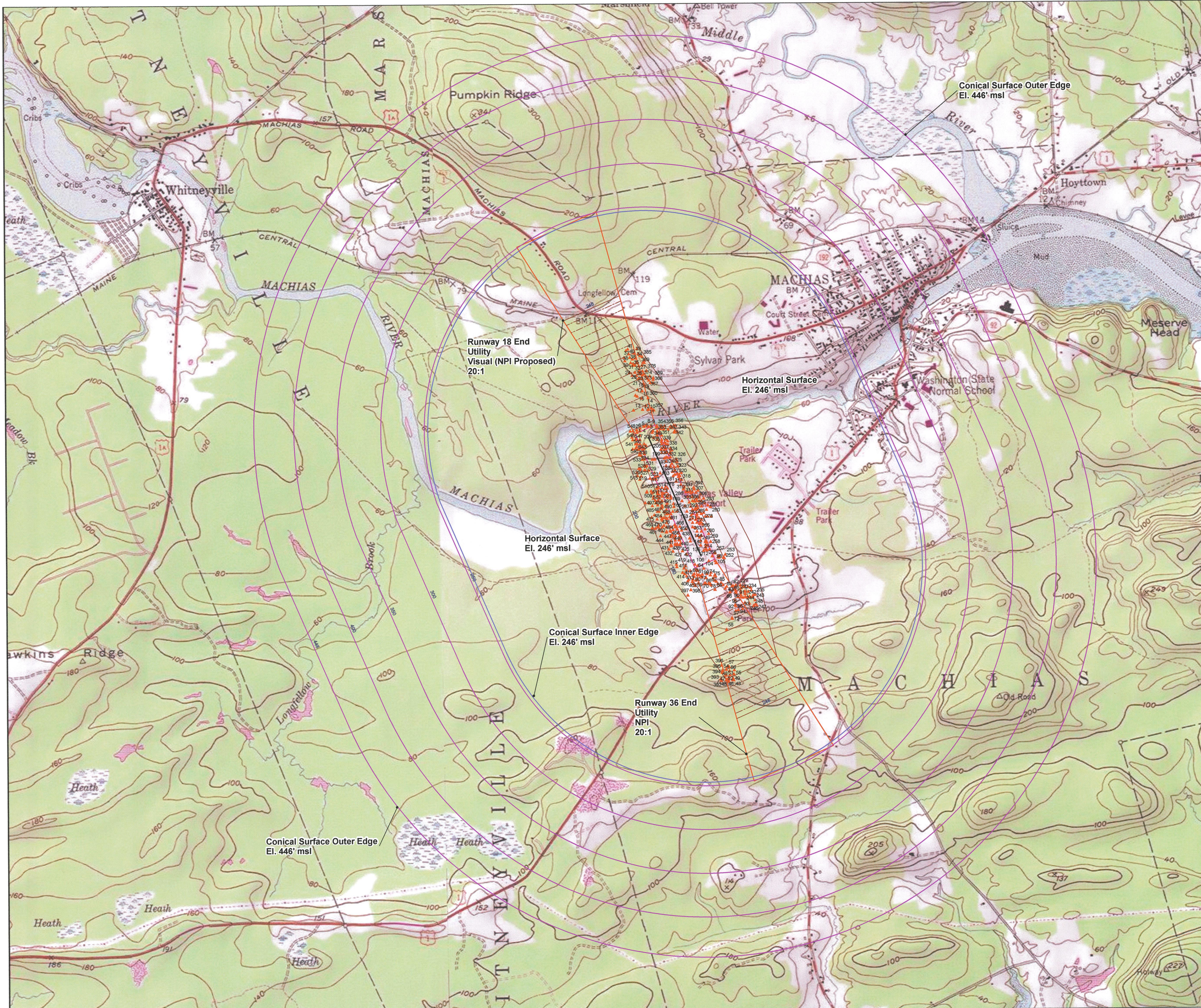
PROJECT NO.	FILE NAME	CHKD. BY	DATE	DESCRIPTION
PO BOX 418	TERMINAL	HIM	APRIL 2012	TERMINAL AREA PLAN
MACHIAS, ME 04654		HIM		
		WER		

SCALE: 1" = 40'

MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

TERMINAL AREA PLAN

DRAWING NO. 4
4 OF 8



Legend

- ▲ FAR Part 77 Airspace Penetrations
- FAR Part 77 Airspace Surfaces**
 - Conical Surface
 - Contour - Major (50' Interval)
 - Contour - Minor (10' Interval)
 - Horizontal Surface
 - Primary Surface
 - Approach Surface (20:1 slope)
 - Approach Surface (20:1 slope)
 - Transitional Surface (7:1 slope)
 - Runway

Note:
See Sheets 6 & 7 - Plan & Profile drawings for close in obstructions.

NUMBER	ITEM	ELEVATION (FT.)	PENETRATION HT. (FT.)	ACTION	LIGHTED
1	TREE	115.6	19.8	LOWER OR REMOVE	NO
2	TREE	98.0	2.0	LOWER OR REMOVE	NO
3	TREE	100.3	3.7	LOWER OR REMOVE	NO
4	TREE	106.1	7.5	LOWER OR REMOVE	NO
5	TREE	114.2	15.4	LOWER OR REMOVE	NO
6	TREE	122.6	24.4	LOWER OR REMOVE	NO
7	TREE	109.7	10.5	LOWER OR REMOVE	NO
8	TREE	103.3	10.3	LOWER OR REMOVE	NO
9	TREE	120.4	24.3	LOWER OR REMOVE	NO
10	TREE	120.2	5.3	LOWER OR REMOVE	NO
11	TREE	122.8	8.3	LOWER OR REMOVE	NO
12	TREE	119.5	2.5	LOWER OR REMOVE	NO
13	TREE	130.0	9.5	LOWER OR REMOVE	NO
14	TREE	124.1	4.5	LOWER OR REMOVE	NO
15	TREE	135.2	1.9	LOWER OR REMOVE	NO
16	TREE	142.7	13.3	LOWER OR REMOVE	NO
17	TREE	135.8	0.7	LOWER OR REMOVE	NO
18	TREE	141.3	1.3	LOWER OR REMOVE	NO
19	TREE	150.9	14.3	LOWER OR REMOVE	NO
20	TREE	156.7	5.7	LOWER OR REMOVE	NO
21	TREE	167.4	16.3	LOWER OR REMOVE	NO
22	TREE	167.6	2.0	LOWER OR REMOVE	NO
23	TREE	171.5	16.2	LOWER OR REMOVE	NO
24	TREE	169.4	11.9	LOWER OR REMOVE	NO
25	TREE	163.0	1.5	LOWER OR REMOVE	NO
26	TREE	178.1	16.8	LOWER OR REMOVE	NO
27	TREE	174.4	14.5	LOWER OR REMOVE	NO
28	TREE	181.2	14.5	LOWER OR REMOVE	NO
29	TREE	179.1	11.4	LOWER OR REMOVE	NO
30	TREE	186.6	10.7	LOWER OR REMOVE	NO
31	TREE	195.9	24.6	LOWER OR REMOVE	NO
32	TREE	200.5	31.9	LOWER OR REMOVE	NO
33	TREE	205.6	37.1	LOWER OR REMOVE	NO
34	TREE	206.0	32.1	LOWER OR REMOVE	NO
35	TREE	207.0	32.6	LOWER OR REMOVE	NO
36	TREE	195.2	18.0	LOWER OR REMOVE	NO
37	TREE	199.6	19.9	LOWER OR REMOVE	NO
38	TREE	199.7	18.3	LOWER OR REMOVE	NO
39	TREE	187.9	8.3	LOWER OR REMOVE	NO
40	TREE	188.1	1.3	LOWER OR REMOVE	NO
41	TREE	191.0	4.8	LOWER OR REMOVE	NO
42	TREE	209.8	6.5	LOWER OR REMOVE	NO
43	TREE	210.4	6.3	LOWER OR REMOVE	NO
44	TREE	206.0	4.7	LOWER OR REMOVE	NO
45	TREE	212.0	8.7	LOWER OR REMOVE	NO
46	TREE	221.0	20.3	LOWER OR REMOVE	NO
47	TREE	221.0	20.9	LOWER OR REMOVE	NO
48	TREE	212.2	12.7	LOWER OR REMOVE	NO
49	TREE	210.1	8.2	LOWER OR REMOVE	NO
50	TREE	222.3	4.6	LOWER OR REMOVE	NO
51	TREE	203.7	6.7	LOWER OR REMOVE	NO
52	TREE	209.1	13.7	LOWER OR REMOVE	NO
53	TREE	194.2	4.6	LOWER OR REMOVE	NO
54	TREE	198.8	6.6	LOWER OR REMOVE	NO
55	TREE	199.6	6.9	LOWER OR REMOVE	NO
56	TREE	190.3	2.6	LOWER OR REMOVE	NO
57	TREE	189.6	2.5	LOWER OR REMOVE	NO
58	TREE	149.7	1.7	LOWER OR REMOVE	NO
59	TREE	129.2	19.3	LOWER OR REMOVE	NO
60	TREE	104.5	27.1	LOWER OR REMOVE	NO
61	TREE	113.8	33.7	LOWER OR REMOVE	NO
62	TREE	84.1	11.3	LOWER OR REMOVE	NO
63	TREE	120.5	42.6	LOWER OR REMOVE	NO
64	TREE	101.9	30.1	LOWER OR REMOVE	NO
65	STRUCTURE	125.4	11.7	NONE	NO
66	POLE	124.6	14.3	LOWER OR REMOVE	NO
67	TREE	87.3	3.9	LOWER OR REMOVE	NO
68	TREE	87.3	1.9	LOWER OR REMOVE	NO
69	TREE	99.0	8.4	LOWER OR REMOVE	NO
70	TREE	105.3	12.7	LOWER OR REMOVE	NO
71	TREE	133.9	4.3	LOWER OR REMOVE	NO
72	TREE	143.2	3.9	LOWER OR REMOVE	NO
73	TREE	96.7	11.4	LOWER OR REMOVE	NO
74	TREE	101.3	14.2	LOWER OR REMOVE	NO
75	TREE	101.3	13.1	LOWER OR REMOVE	NO
76	TREE	103.9	19.3	LOWER OR REMOVE	NO
77	TREE	105.1	15.9	LOWER OR REMOVE	NO
78	TREE	112.6	21.5	LOWER OR REMOVE	NO
79	TREE	112.6	21.5	LOWER OR REMOVE	NO
80	TREE	115.6	22.6	LOWER OR REMOVE	NO
81	TREE	110.0	13.4	LOWER OR REMOVE	NO
82	TREE	142.0	38.8	LOWER OR REMOVE	NO
83	TREE	121.3	18.3	LOWER OR REMOVE	NO
84	TREE	108.0	8.2	LOWER OR REMOVE	NO
85	TREE	98.0	1.9	LOWER OR REMOVE	NO
86	TREE	110.4	15.9	LOWER OR REMOVE	NO
87	TREE	108.0	15.3	LOWER OR REMOVE	NO
88	TREE	101.0	0.1	LOWER OR REMOVE	NO
89	TREE	104.6	0.1	LOWER OR REMOVE	NO
90	TREE	128.8	4.5	LOWER OR REMOVE	NO
91	TREE	128.3	4.1	LOWER OR REMOVE	NO
92	TREE	141.4	15.2	LOWER OR REMOVE	NO
93	TREE	134.1	0.3	LOWER OR REMOVE	NO
94	TREE	134.9	2.3	LOWER OR REMOVE	NO
95	TREE	142.2	6.8	LOWER OR REMOVE	NO
96	TREE	140.2	7.5	LOWER OR REMOVE	NO
97	TREE	144.5	6.0	LOWER OR REMOVE	NO
98	POLE	85.3	14.3	LOWER OR REMOVE	NO
99	TREE	113.6	31.7	LOWER OR REMOVE	NO
100	TREE	100.9	10.0	LOWER OR REMOVE	NO
101	TREE	101.1	20.3	LOWER OR REMOVE	NO
102	TREE	96.5	17.5	LOWER OR REMOVE	NO
103	TREE	94.3	22.4	LOWER OR REMOVE	NO
104	TREE	73.4	0.2	LOWER OR REMOVE	NO
105	TREE	74.3	0.9	LOWER OR REMOVE	NO



PROJECT NO. _____ FILE NAME _____

TOWN OF MACHIAS
P.O. BOX 418
MACHIAS, ME 04654

DES. BY: DR. BY: CHKD. BY: _____
HHM HHM HHM

DATE: June 2012

SCALE: 1" = 1,000'

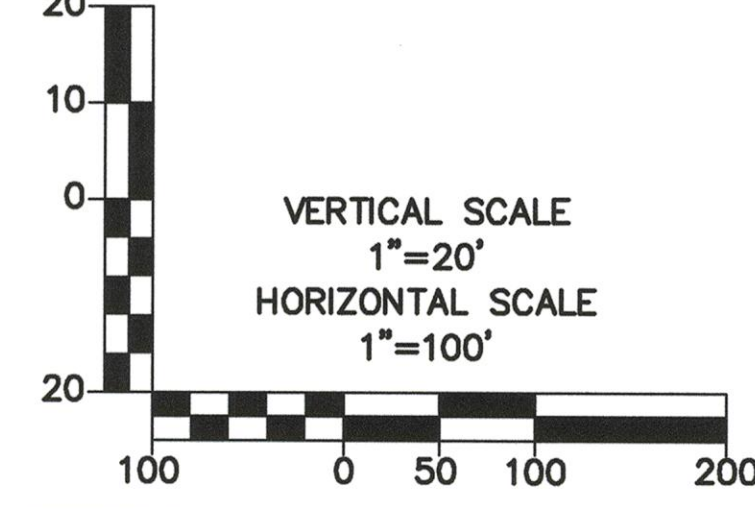
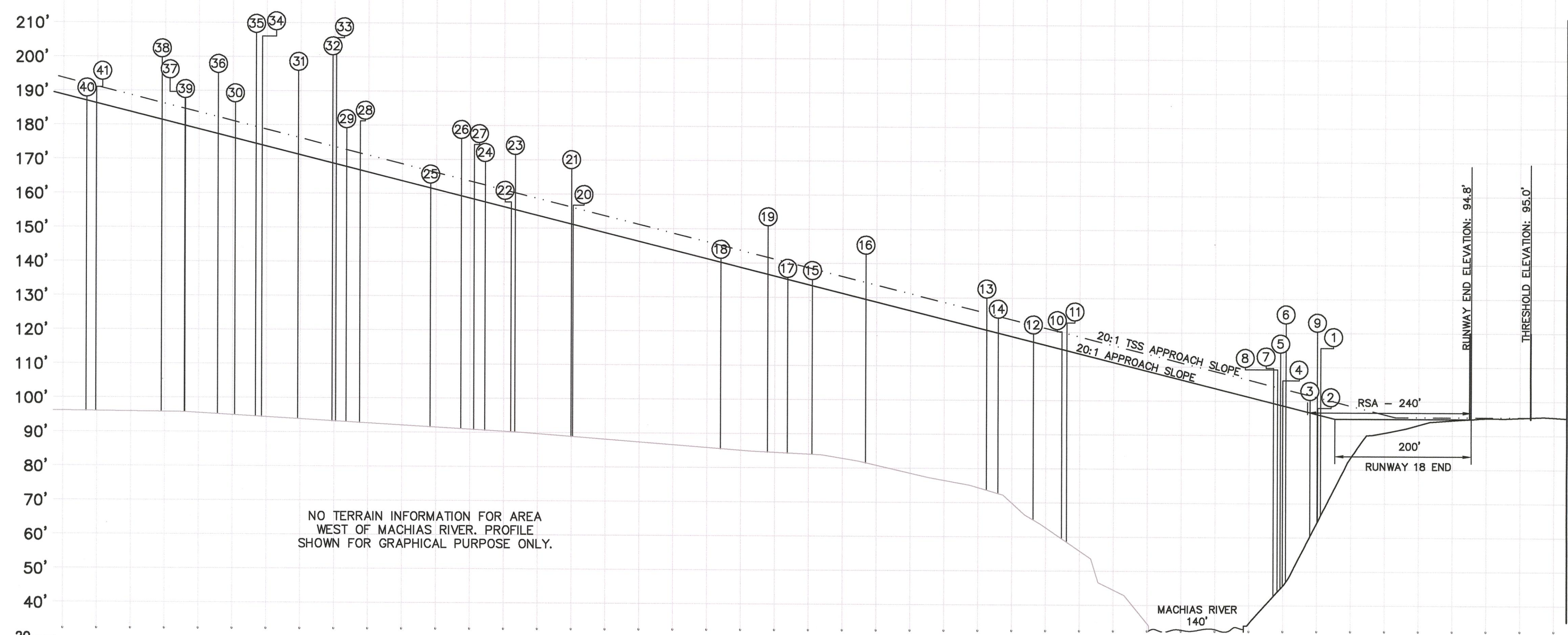
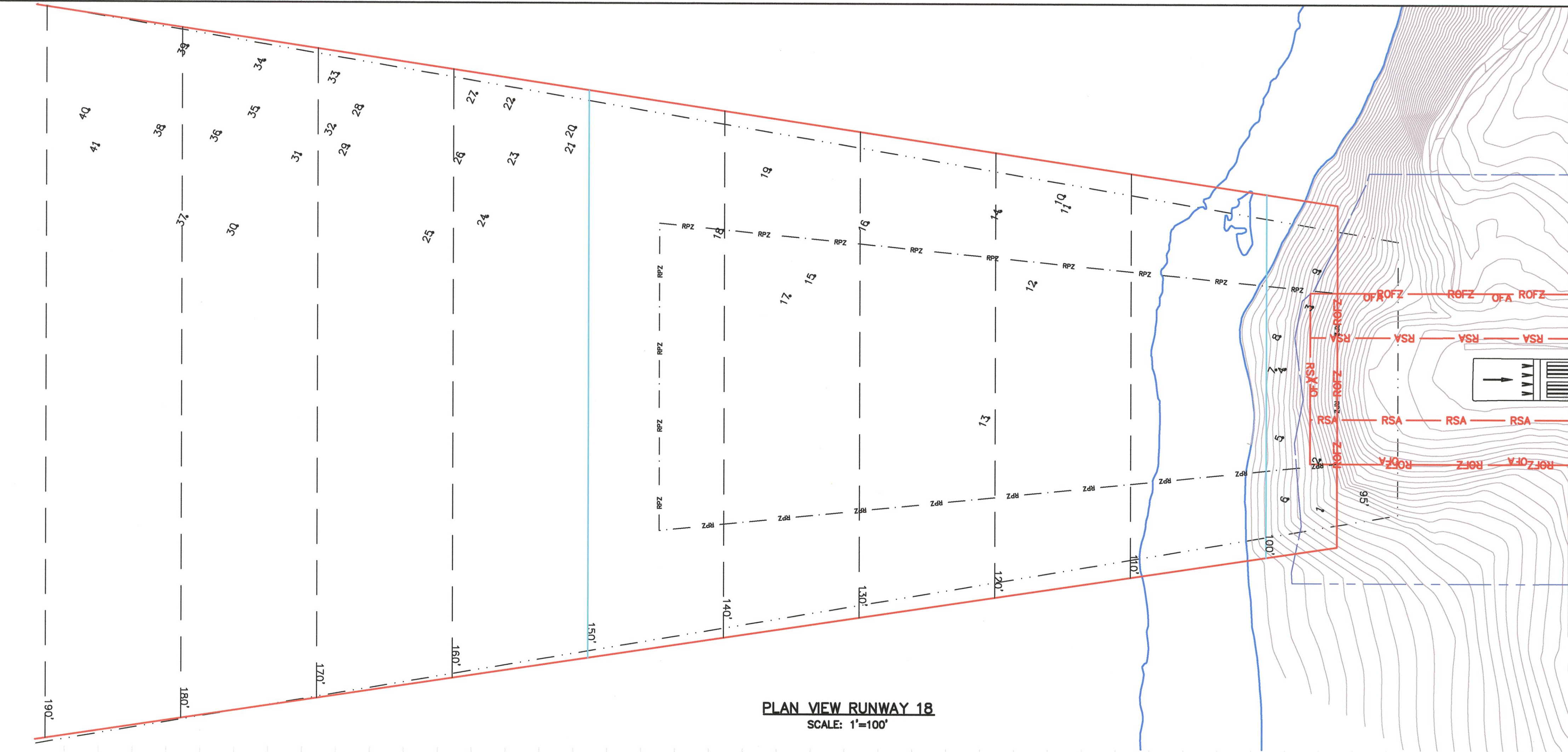
MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

FAR PART 77 AIRSPACE PLAN

DRAWING NO. _____

5

Jacobs - P:\2011\EZ56600 - Machias ALP Update\Drawings\CADD\ALP\Drawing 6 - Machias Profile Plan.dwg [18.END], January 15, 2014 - 5:08pm [coguskl]



- NOTES:**
- SEE OBSTRUCTION DATA TABLE ON SHEET 8 FOR OBSTRUCTION INFORMATION.
 - PLANIMETRIC DATA OBTAINED TO IDENTIFY OBJECTS AS POSSIBLE OBSTRUCTIONS WAS NOT OBTAINED IN ACCORDANCE WITH FAA AC 15/5300-16, -17, 012-18. IT WAS OBTAINED USING CONVENTIONAL SURVEY METHODS AT A SCALE OF 1"=100' WITH AN ACCURACY OF 2.5' HORIZONTALLY AND 0.75' VERTICALLY.
 - OBSTRUCTION DATA SOURCE:
PHOTOGRAMMETRIC DATA COLLECTION
USP SELLS, CHARLTON, MA
COLLECTION DATE: JULY 31, 2011

ENGINEER/ARCHITECT

DATE	REV	DESCRIPTION
	1	

PROJECT NO. PO BOX 418 MACHIAS, ME 04654

DATE: APRIL 2012

SCALE: AS SHOWN

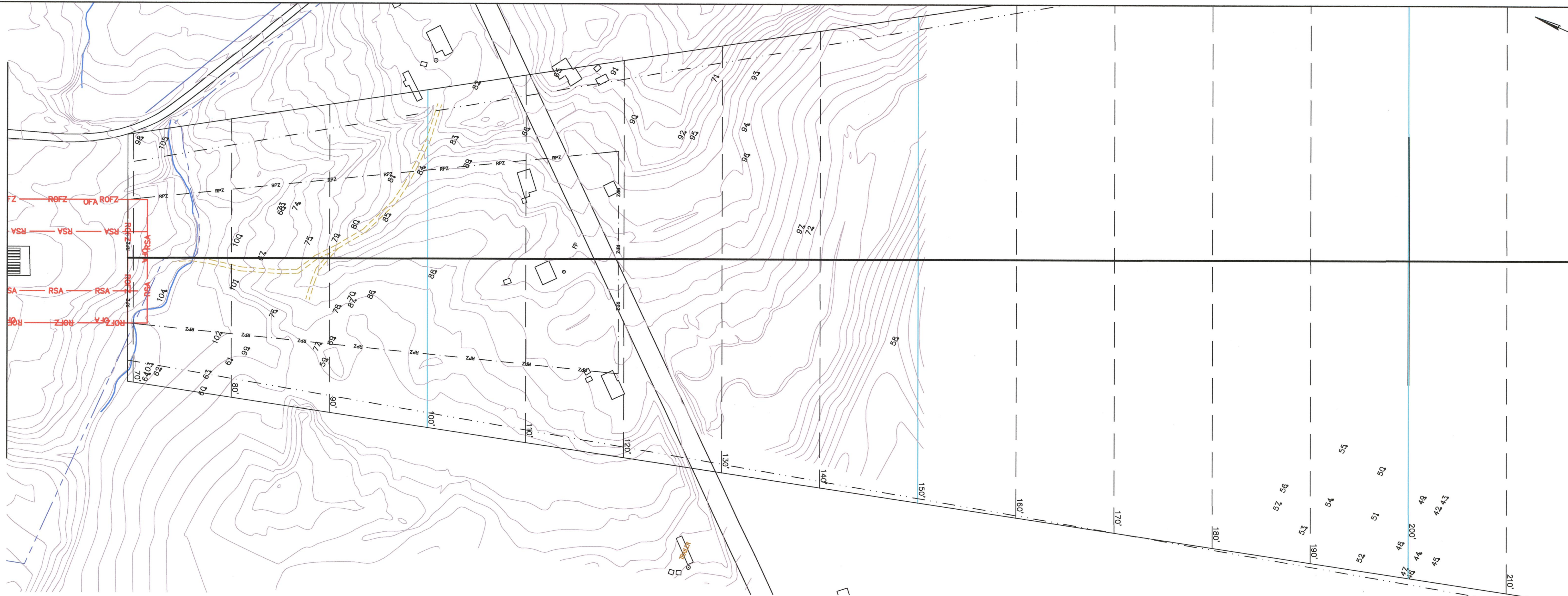
DES. BY: HJM
CHKD. BY: JMH
WER:

MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

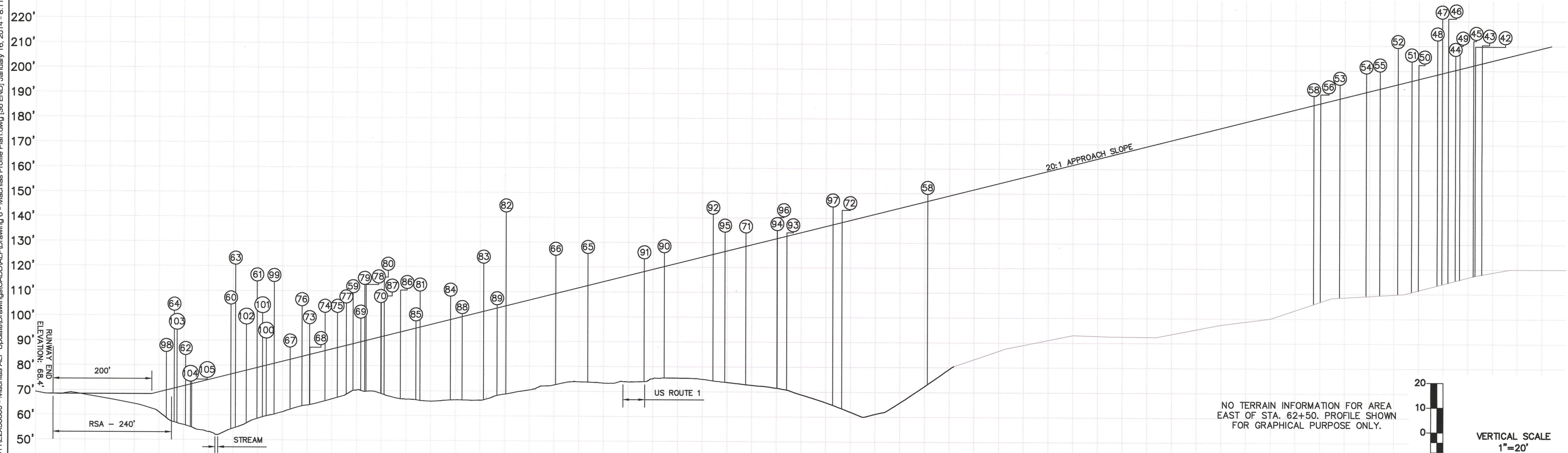
PLAN AND PROFILE
RUNWAY 18 END

DRAWING NO. 6 OF 8

Jacobs - P:\2011\256600 - Machias ALP Update\Drawings\CADD\ALP\Drawing 6 - Machias Profile Plan.dwg [36 END] January 16, 2014 - 8:11 am [roguek]

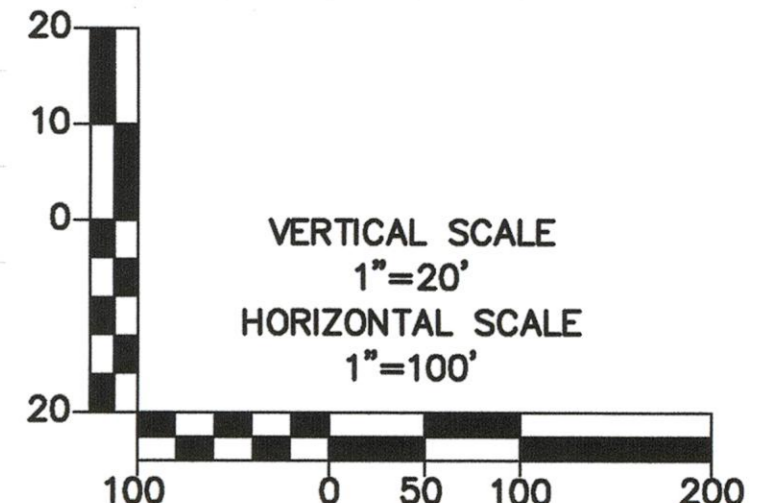


PLAN VIEW RUNWAY 36
SCALE: 1"=100'



PROFILE VIEW RUNWAY 36
HORIZONTAL SCALE: 1"=100'

- NOTES:**
1. FOR PLAN AND PROFILE NOTES SEE SHEET 6.
 2. FOR OBSTRUCTION TABLE SEE SHEET 8.



PROJECT NO.		FILE NAME		DATE	
PO BOX 418 MACHIAS, ME 04654		TERMINAL		1	
DATE: APRIL 2012		DES. BY		CHKD. BY	
SCALE: AS SHOWN		TRIM		WKR	
MACHIAS VALLEY AIRPORT MACHIAS, MAINE		DESCRIPTION		REV.	
PLAN AND PROFILE RUNWAY 36 END		DRAWING NO.		7	
		7 OF 8			

NUMBER	ITEM	ELEVATION (FT.)	PENETRATION HT. (FT.)	ACTION	LIGHTED
1	TREE	115.6	19.8	LOWER OR REMOVE	NO
2	TREE	98.0	2.0	LOWER OR REMOVE	NO
3	TREE	100.3	3.7	LOWER OR REMOVE	NO
4	TREE	106.1	7.5	LOWER OR REMOVE	NO
5	TREE	114.2	15.4	LOWER OR REMOVE	NO
6	TREE	122.8	24.4	LOWER OR REMOVE	NO
7	TREE	109.7	10.5	LOWER OR REMOVE	NO
8	TREE	109.3	10.3	LOWER OR REMOVE	NO
9	TREE	120.4	24.3	LOWER OR REMOVE	NO
10	TREE	120.2	5.3	LOWER OR REMOVE	NO
11	TREE	122.8	8.3	LOWER OR REMOVE	NO
12	TREE	119.5	2.5	LOWER OR REMOVE	NO
13	TREE	130.0	9.5	LOWER OR REMOVE	NO
14	TREE	124.1	4.5	LOWER OR REMOVE	NO
15	TREE	135.2	1.9	LOWER OR REMOVE	NO
16	TREE	142.7	13.3	LOWER OR REMOVE	NO
17	TREE	135.8	0.7	LOWER OR REMOVE	NO
18	TREE	141.3	1.3	LOWER OR REMOVE	NO
19	TREE	150.9	14.3	LOWER OR REMOVE	NO
20	TREE	156.7	5.7	LOWER OR REMOVE	NO
21	TREE	167.4	16.3	LOWER OR REMOVE	NO
22	TREE	157.6	2.0	LOWER OR REMOVE	NO
23	TREE	171.5	16.2	LOWER OR REMOVE	NO
24	TREE	169.4	11.9	LOWER OR REMOVE	NO
25	TREE	163.0	1.5	LOWER OR REMOVE	NO
26	TREE	176.1	16.8	LOWER OR REMOVE	NO
27	TREE	174.4	16.1	LOWER OR REMOVE	NO
28	TREE	181.2	14.5	LOWER OR REMOVE	NO
29	TREE	179.1	11.4	LOWER OR REMOVE	NO
30	TREE	186.6	10.7	LOWER OR REMOVE	NO
31	TREE	195.9	24.6	LOWER OR REMOVE	NO
32	TREE	200.5	31.8	LOWER OR REMOVE	NO
33	TREE	205.6	37.1	LOWER OR REMOVE	NO
34	TREE	206.0	32.1	LOWER OR REMOVE	NO
35	TREE	207.0	32.6	LOWER OR REMOVE	NO
36	TREE	195.2	18.0	LOWER OR REMOVE	NO
37	TREE	189.6	9.9	LOWER OR REMOVE	NO
38	TREE	199.7	18.3	LOWER OR REMOVE	NO
39	TREE	187.9	8.3	LOWER OR REMOVE	NO
40	TREE	188.1	1.3	LOWER OR REMOVE	NO
41	TREE	191.0	4.8	LOWER OR REMOVE	NO

NUMBER	ITEM	ELEVATION (FT.)	PENETRATION HT. (FT.)	ACTION	LIGHTED
42	TREE	209.8	6.5	LOWER OR REMOVE	NO
43	TREE	210.4	6.3	LOWER OR REMOVE	NO
44	TREE	206.0	4.7	LOWER OR REMOVE	NO
45	TREE	212.0	8.7	LOWER OR REMOVE	NO
46	TREE	221.0	20.3	LOWER OR REMOVE	NO
47	TREE	221.0	20.9	LOWER OR REMOVE	NO
48	TREE	212.2	12.7	LOWER OR REMOVE	NO
49	TREE	210.1	8.2	LOWER OR REMOVE	NO
50	TREE	202.3	4.6	LOWER OR REMOVE	NO
51	TREE	203.7	6.7	LOWER OR REMOVE	NO
52	TREE	209.1	13.7	LOWER OR REMOVE	NO
53	TREE	194.2	4.6	LOWER OR REMOVE	NO
54	TREE	198.8	6.6	LOWER OR REMOVE	NO
55	TREE	199.6	5.9	LOWER OR REMOVE	NO
56	TREE	190.3	2.6	LOWER OR REMOVE	NO
57	TREE	189.6	2.5	LOWER OR REMOVE	NO
58	TREE	149.7	1.7	LOWER OR REMOVE	NO
59	TREE	109.2	19.3	LOWER OR REMOVE	NO
60	TREE	104.5	27.1	LOWER OR REMOVE	NO
61	TREE	113.8	33.7	LOWER OR REMOVE	NO
62	TREE	84.1	11.3	LOWER OR REMOVE	NO
63	TREE	120.5	42.6	LOWER OR REMOVE	NO
64	TREE	101.9	30.1	LOWER OR REMOVE	NO
65	STRUCTURE	125.4	11.7	NONE	NO
66	POLE	124.6	14.3	LOWER OR REMOVE	NO
67	TREE	87.3	3.9	LOWER OR REMOVE	NO
68	TREE	87.3	1.9	LOWER OR REMOVE	NO
69	TREE	99.0	8.4	LOWER OR REMOVE	NO
70	TREE	105.3	12.7	LOWER OR REMOVE	NO
71	TREE	133.9	4.3	LOWER OR REMOVE	NO
72	TREE	143.2	3.9	LOWER OR REMOVE	NO
73	TREE	96.7	11.4	LOWER OR REMOVE	NO
74	TREE	101.3	14.2	LOWER OR REMOVE	NO
75	TREE	101.3	13.1	LOWER OR REMOVE	NO
76	TREE	103.9	19.3	LOWER OR REMOVE	NO
77	TREE	105.1	15.9	LOWER OR REMOVE	NO
78	TREE	112.6	21.5	LOWER OR REMOVE	NO
79	TREE	112.6	21.5	LOWER OR REMOVE	NO
80	TREE	115.6	22.6	LOWER OR REMOVE	NO
81	TREE	110.0	13.4	LOWER OR REMOVE	NO
82	TREE	142.0	36.8	LOWER OR REMOVE	NO

NUMBER	ITEM	ELEVATION (FT.)	PENETRATION HT. (FT.)	ACTION	LIGHTED
83	TREE	121.3	18.3	LOWER OR REMOVE	NO
84	TREE	108.0	8.2	LOWER OR REMOVE	NO
85	TREE	98.0	1.9	LOWER OR REMOVE	NO
86	TREE	110.4	15.9	LOWER OR REMOVE	NO
87	TREE	108.0	15.3	LOWER OR REMOVE	NO
88	TREE	101.0	0.1	LOWER OR REMOVE	NO
89	TREE	104.6	0.1	LOWER OR REMOVE	NO
90	TREE	125.8	4.5	LOWER OR REMOVE	NO
91	TREE	123.3	4.1	LOWER OR REMOVE	NO
92	TREE	141.4	15.2	LOWER OR REMOVE	NO
93	TREE	134.1	0.3	LOWER OR REMOVE	NO
94	TREE	134.9	2.3	LOWER OR REMOVE	NO
95	TREE	134.2	6.8	LOWER OR REMOVE	NO
96	TREE	140.2	7.5	LOWER OR REMOVE	NO
97	TREE	144.5	6.0	LOWER OR REMOVE	NO
98	POLE	85.3	14.3	LOWER OR REMOVE	NO
99	TREE	113.6	31.7	LOWER OR REMOVE	NO
100	TREE	90.9	10.0	LOWER OR REMOVE	NO
101	TREE	101.1	20.3	LOWER OR REMOVE	NO
102	TREE	96.5	17.5	LOWER OR REMOVE	NO
103	TREE	94.3	22.4	LOWER OR REMOVE	NO
104	TREE	73.4	0.2	LOWER OR REMOVE	NO
105	TREE	74.3	0.9	LOWER OR REMOVE	NO

PROJECT NO.	FILE NAME	TERMINAL	REV.
PO BOX 418 MACHIAS, ME 04654			
DATE: APRIL 2012	DES. BY: HJM	CHKD. BY: JMH	WER.
SCALE: N/A			
MACHIAS VALLEY AIRPORT MACHIAS, MAINE PLAN AND PROFILE OBSTRUCTION DATA TABLES			
8 DRAWING NO.			
8 OF 8			



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

April 29, 2015

Christopher Laughlin
Manager
Town of Machias
P.O.Box 418
Machias, ME 04654

Dear Mr. Loughlin:

The Machias Valley Airport Layout Plan (ALP), prepared by Jacobs/CES, and bearing your signature, is approved **subject to the following comments** and the master plan is accepted. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2015-ANE-371-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

Your forecasts in the Master Plan report are accepted as reasonable, although justification for any expansion of aprons for tie downs and hangar sites must be accompanied by evidence that you cannot accommodate new users within existing facilities.

Your request for a FAA determination that it is impractical to provide standard RSA's is denied. The Runway 18 threshold should be relocated 40' to the south of its current location and the slope of the Runway 36 RSA should be brought into conformance as part of any runway reconstruction project. The proposed "hammerhead taxiway" at the Runway 18 threshold should be revised to reflect these revisions.

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 has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

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. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

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,

A handwritten signature in blue ink that reads "Ralph Nicosia-Rusin". The signature is written in a cursive, flowing style.

Ralph Nicosia-Rusin
Airport Capacity Program Manager
ANE-610