

APPROACH SLOPE DATA

| | RUNWAY | APPROACH CATEGORY | APPROACH SLOPE |
|----------|--------|-------------------|----------------|
| FUTURE | 17 | VISUAL | SAME |
| | 35 | VISUAL | SAME |
| EXISTING | 17 | VISUAL | 0:1 |
| | 35 | VISUAL | 5:1 |

RUNWAY DATA

| ITEM | RUNWAY 17-35 | |
|------------------------|--|---|
| | EXISTING | ULTIMATE |
| RUNWAY PHYSICAL LENGTH | 2800' | 2900' |
| RUNWAY WIDTH | 75' | SAME |
| STUB TAXIWAY WIDTH | 30' | SAME |
| PAVEMENT STRENGTH | 12,500 LBS. SINGLE WHEEL | SAME |
| PAVEMENT TYPE | ASPHALT | SAME |
| APPROACH TYPE | RWY 17: VISUAL RWY 35: VISUAL | SAME |
| APPROACH MINIMUMS | RWY 17: 3 MILES RWY 35: 3 MILES | SAME |
| APPROACH AIDS | AWOS and SEGMENTED CIRCLE | SAME |
| AIRPORT CLASSIFICATION | UTILITY | SAME |
| RUNWAY LIGHTING | NONE | MIRL |
| RUNWAY MARKING | RWY 17: VISUAL/BASIC RWY 35: VISUAL/BASIC | SAME |
| EFFECTIVE GRADIENT (%) | 0.0083% | SAME |
| TAXIWAY LIGHTING | NONE | MITL |
| RUNWAY END COORDINATES | RUNWAY 17: Lat. 45°05'19.0686"N Long. 070°13'08.6800"W | RUNWAY 35: Lat. 45°05'19.9192"N Long. 070°13'09.3881"W |
| | RUNWAY 35: Lat. 45°04'55.2540"N Long. 070°12'48.8570"W | RUNWAY 35: DISPLACEMENT Lat. 45°04'55.7643"N Long. 070°12'49.2817"W |

AIRPORT DATA

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT ELEVATION | 880.0' | 881.0' |
| AIRPORT REFERENCE POINT (ARP) | LAT. 45°05'07.1614"N LONG. 070°12'58.7679" W | LAT. 45°05'07.5867"N LONG. 070°12'59.1219" W |
| MEAN MAX TEMPERATURE HOTTEST MONTH | 78.1°F | SAME |
| NAVIGATIONAL AIDS | AWOS / SEGMENTED CIRCLE | SAME |
| DISTANCE FROM TOWN OF CARRABASSETT VALLEY | 1 MILE NORTH | SAME |
| LAND OWNED | 56 ACRES | 58 ACRES |
| AIRPORT AREA EASEMENTS | 21 ACRES | SAME |
| OWNER | TOWN OF CARRABASSETT VALLEY, MAINE | SAME |
| MAG. DECLINATION - 1985 | 18W | VARIES |
| CRITICAL AIRCRAFT WING SPAN | UP TO 49 FEET | SAME |
| CRITICAL AIRCRAFT APPROACH SPEED | LESS THAN 91 KNOTS | SAME |
| CRITICAL AIRCRAFT MTOW | UP TO 7,000 POUNDS | SAME |
| AIRPORT REFERENCE CODE | A-I, SMALL AIRCRAFT EXCLUSIVELY | SAME |

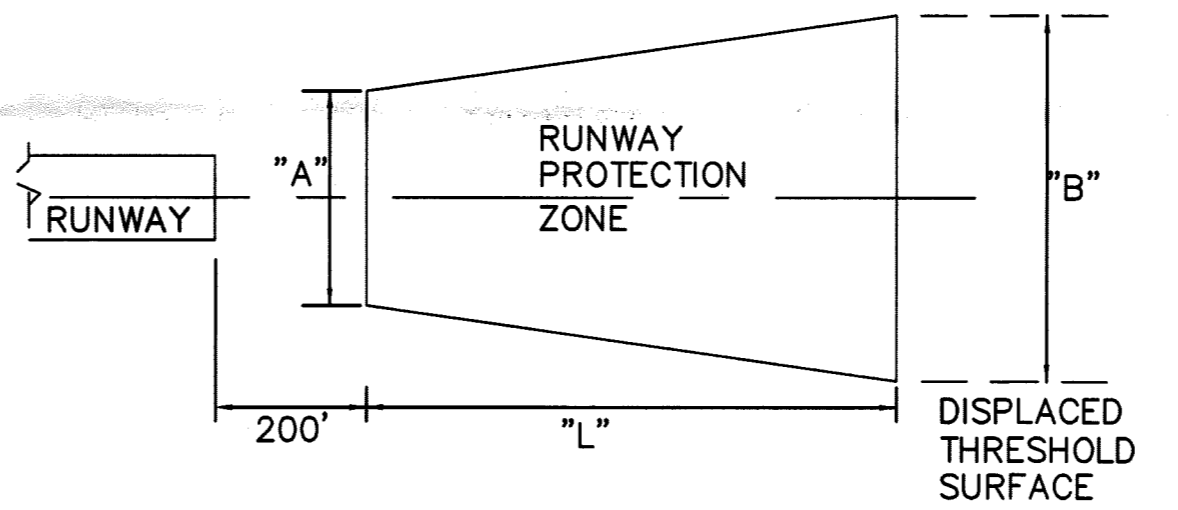
RUNWAY PROTECTION ZONE DATA

| | RUNWAY | APPROACH CATEGORY | LENGTH | INNER WIDTH | OUTER WIDTH |
|----------|--------|-------------------|--------|-------------|-------------|
| FUTURE | 17 | VISUAL | 1,000 | 250 | 450 |
| | 35 | VISUAL | 1,000 | 250 | 450 |
| EXISTING | 17 | VISUAL | 1,000 | 250 | 450 |
| | 35 | VISUAL | 1,000 | 250 | 450 |

NOTES:
1. Approach minimums not lower than 3/4 mile - Small aircraft exclusively

TORA/LDA Ultimate Declared Distances

| RUNWAY | LANDING | TAKEOFF |
|--------|---------|---------|
| 17 | 2840' | 2840' |
| 35 | 2840' | 2900' |



NOTE:
AIRPORT PROPERTY AND ABUTTING PROPERTY INFORMATION PROVIDED BY TOWN OF CARRABASSETT VALLEY TAX MAPS.

Non-Conforming Conditions

| Description |
|--|
| 1 Existing road is located within runway end 17's OFA, OFZ and RPZ. |
| 2 Significant penetrations into FAR Part 77 Surfaces by surrounding terrain. |
| 3 Aircraft parked in existing tie-down spaces penetrate FAR Part 77 Transitional Surface Slope of 7:1. |

AIRPORT DESIGN CRITERIA: AI - SMALL AIRCRAFT EXCLUSIVELY

| DESIGN ELEMENT | DESIGN CRITERIA | RUNWAY 17-35 | | | |
|----------------------------------|--|--------------|--------|----------|--------|
| | | EXISTING | FUTURE | EXISTING | FUTURE |
| RUNWAY SAFETY AREA (RSA) | WIDTH | 60 | 75 | SAME | SAME |
| | LENGTH BEYOND RUNWAY END | 240 | 240 | 240 | 240 |
| | RUNWAY OBSTACLE FREE ZONE (ROFZ) | WIDTH | 250 | 170 | 250 |
| RUNWAY OBSTACLE FREE AREA (ROFA) | LENGTH BEYOND RUNWAY END | 240 | 200 | 200 | 200 |
| | WIDTH | 250 | 170 | 250 | 170 |
| | LENGTH BEYOND RUNWAY END | 240 | 240 | 240 | 240 |
| TAXIWAY | WIDTH | 25 | 30 | 30 | 30 |
| | TAXIWAY SAFETY AREA (TSA) WIDTH | 49 | 49 | 49 | 49 |
| | TAXIWAY OBJECT FREE AREA (TOFA) WIDTH | 89 | 89 | 89 | 89 |
| RUNWAY SEPARATION STANDARDS | RUNWAY CENTERLINE TO TAXIWAY/TAXILANE CENTERLINE | 150 | N/A | N/A | N/A |
| | RUNWAY CENTERLINE TO AIRCRAFT PARKING AREA | 125 | 125 | 125 | 125 |
| TAXIWAY SEPARATION STANDARDS | TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE | 69 | 69 | 69 | 69 |
| | TAXIWAY CENTERLINE TO A FIXED OR MOVEABLE OBJECT | 44.5 | 44.5 | 44.5 | 44.5 |

LEGEND

| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
|--------|---|--------|-----------------------------------|
| --- | PAVEMENT EDGE | --- | RIGHT OF WAY |
| --- | RUNWAY PAVEMENT EDGE | --- | SEGMENTED CIRCLE/LIGHTED WINDSOCK |
| --- | RUNWAY CENTERLINE | --- | (SEE CALLOUT) AIRPORT BEACON |
| --- | EXISTING PAVEMENT | --- | EXISTING TIE DOWN |
| --- | EXISTING PAVEMENT TO BE REPAVED | --- | PROPOSED TIE DOWN |
| --- | NEW PAVEMENT | --- | EXISTING PROTECTION ZONE |
| --- | PROPERTY ACQUISITION | --- | EXISTING PROTECTION SAFETY AREA |
| --- | EXISTING TREE LINE | --- | EXISTING RUNWAY OBJECT FREE AREA |
| --- | EXISTING CONTOUR (TYP) | --- | ULTIMATE PROTECTION ZONE |
| --- | PROPOSED BUILDING WITHIN AIRPORT PROPERTY | --- | ULTIMATE RUNWAY SAFETY AREA |
| --- | EXISTING BUILDING | --- | ULTIMATE RUNWAY OBJECT FREE AREA |
| --- | AIRPORT PROPERTY LINE | --- | |
| --- | PARCEL LINE | --- | |
| --- | PREVIOUSLY ACQUIRED PROPERTY | --- | |
| --- | SCENIC ROAD SETBACK | --- | |

Airport Development

| | |
|----|---|
| A | Safety Area Improvements: |
| a1 | Clear Runway 17-35's Object Free Zone (OFZ) and Object Free Area (OFA) of Obstructing Trees/Shrubs (Constructed during AIP 3-23-0013-02-2009) |
| a2 | Shift Runway to the North to Recapture Runway Safety Area at Runway End 35 |
| a3 | Keep pavement from runway shift for use as a displaced threshold (Constructed during AIP 3-23-0013-02-2009) |
| B | Overlay Runway 17-35 |
| b1 | Repaint Basic Pavement Markings (Constructed during AIP 3-23-0013-05-2011) |
| C | Overlay Existing Apron |
| D | Crack Seal Two Existing Stub Taxiways (Constructed during AIP 3-23-0013-05-2011) |
| E | Construct Holding Areas at The Approach Ends of Runway 17-35 |
| F | Install Wildlife/Security Fencing Around Aircraft Movement Area |
| G | Install Self-Service Fuel Station |
| H | Construct a 10-Unit T-Hangar |
| I | Construct Transient Apron and Tie-Down Spaces / New Stub Taxiway |
| J | Construct Additional Based Tie-Down Spaces / Relocate Existing Tie-Down Spaces (Constructed during AIP 3-23-0013-04-2010) |
| K | Construct New Airport Entrance |
| L | Construct New Multi-Purpose Building |
| M | Acquire lots 30-1 and 30-2 |

| | | |
|---|---|-----------------------------|
| FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION AIRPORT DIVISION | MAINE DEPARTMENT OF TRANSPORTATION OFFICE OF PASSENGER TRANSPORTATION | TOWN OF CARRABASSETT VALLEY |
| APPROVED: _____ | APPROVED: <i>Heidi Trueman</i> | APPROVED: _____ |
| DATE: _____ | DATE: 10 February 2012 | DATE: _____ |

PROJECT DESIGNER
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REVISIONS

| REV. NO. | DATE | DESCRIPTION | BY |
|----------|---------|---|-----|
| 1 | 1-27-12 | PROPERTY LINE, MAPC SITE, & PROJECTS UPDATE | JRL |

STATE PROJECT NO. SAIP11.1010-02(14)
FEDERAL PROJECT NO. AIP3-23-2300-02

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

SCALE: AS SHOWN DATE: FEBRUARY, 2004

SUGARLOAF REGIONAL AIRPORT AIRPORT MASTER PLAN

AIRPORT LAYOUT PLAN (ULTIMATE FACILITIES)

HTA PROJ. No.: 390202
FILE NAME: SgPALP

DRAWING NO.
3

SHEET 3 OF 4