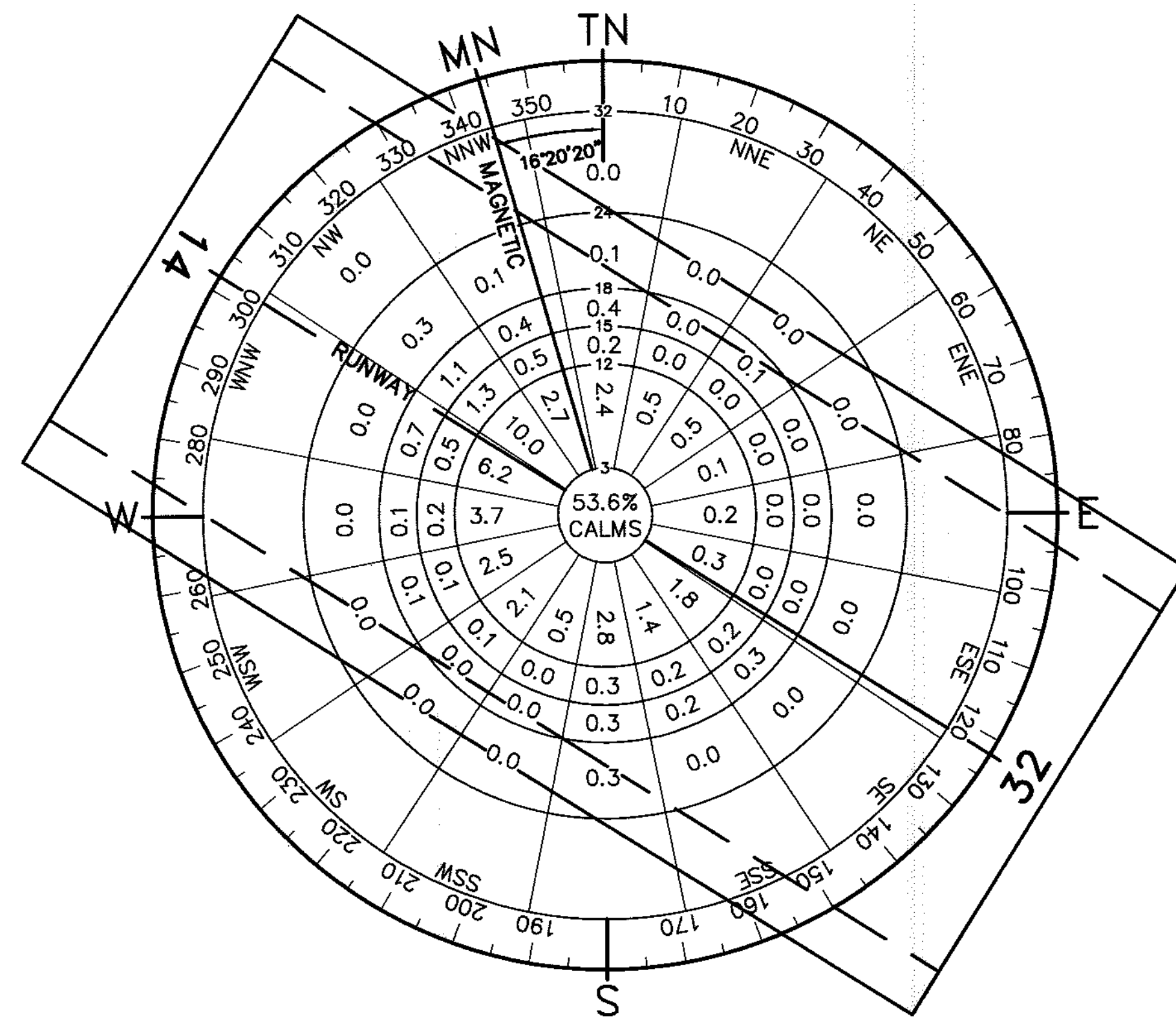
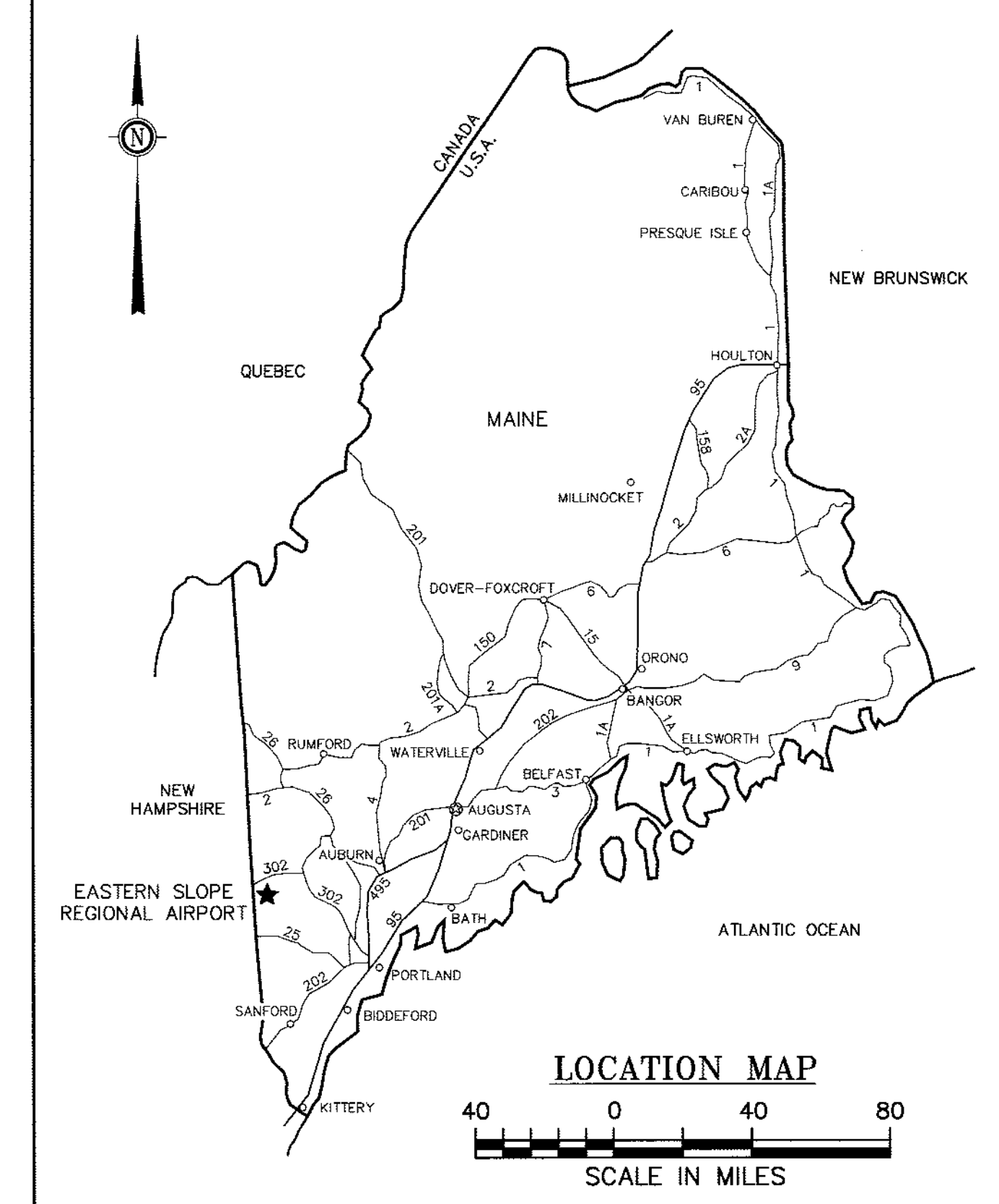
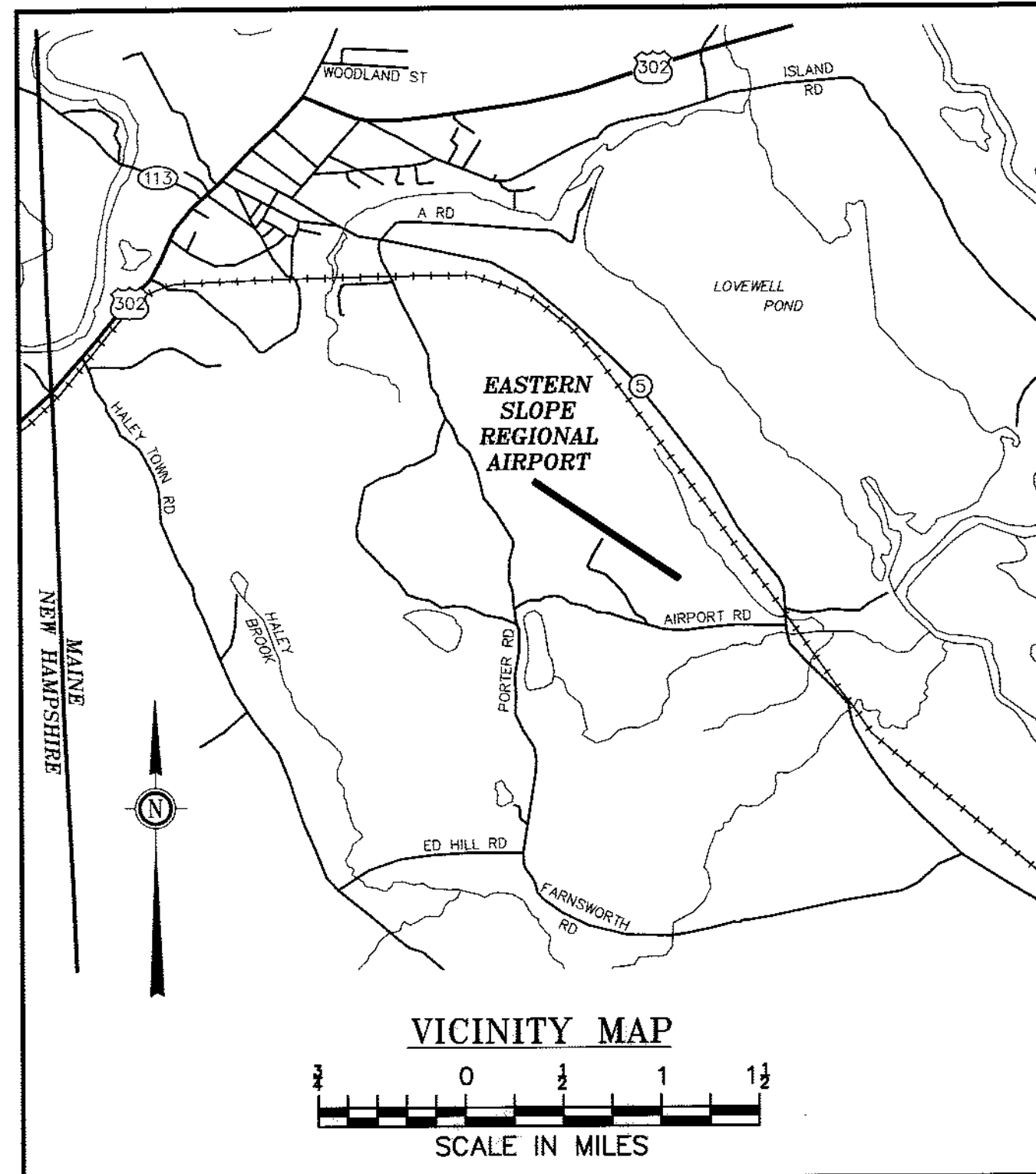


# EASTERN SLOPE REGIONAL AIRPORT FRYEBURG, MAINE

## AIRPORT MASTER PLAN UPDATE

AIP PROJECT  
NO. 3-23-0022-10-2005

AUGUST 2008



WIND COVERAGE		
	12 MPH	15 MPH
COMBINED	97.8%	99.3%

**WIND ROSE NOTES:**

SOURCE: NATIONAL CLIMATIC DATA CENTER,  
ASHEVILLE, NC

STATION: BERLIN, NEW HAMPSHIRE

PERIOD: 1951-1960, JUNE-SEPTEMBER

NUMBER OF OBSERVATIONS: 8,013

MAGNETIC DECLINATION: 16°20'20" WEST (1980)

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5	TERMINAL AREA PLAN
6	RUNWAY 14 APPROACH PLAN AND PROFILE
7	RUNWAY 32 APPROACH PLAN AND PROFILE
8	FAR PART 77 SURFACES PLAN

PREPARED BY



Boston Baltimore Orlando San Francisco

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Engineers Architects Planners  
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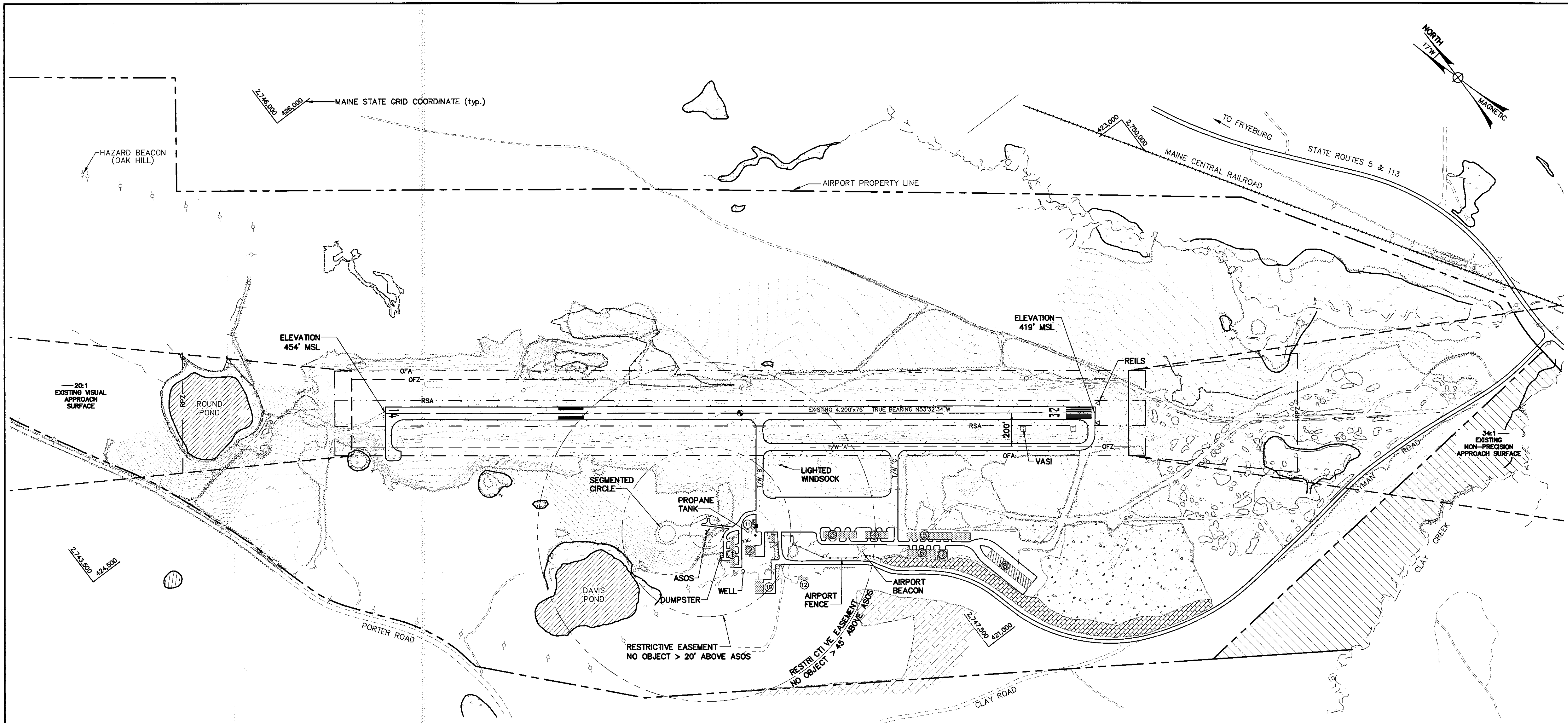
FINAL

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SHEET NO.

1

1 OF 8



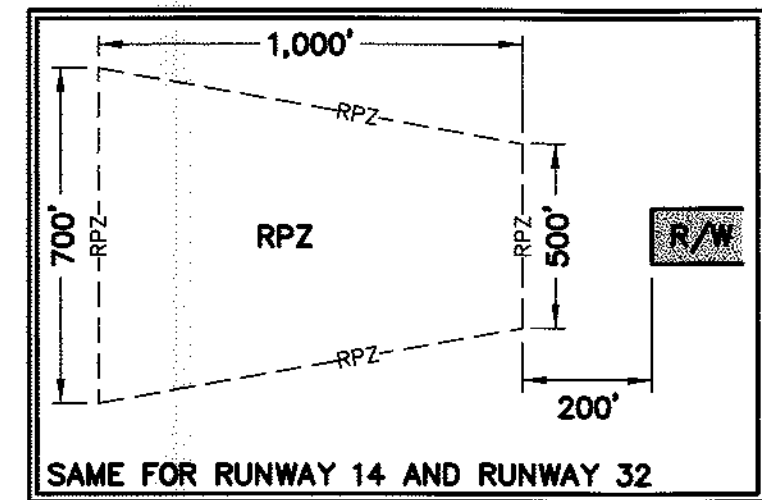
PROJECT  
AIRPORT MASTER PLAN UPDATE  
AIP NO. 3-23-0022-10-2005

OWNER  
EASTERN SLOPE REGIONAL AIRPORT  
FRYEBURG, MAINE

**RUNWAY PROTECTED ZONES**

	EXISTING
RSA WIDTH	150 FEET
RSA LENGTH BEYOND END OF R/W	300 FEET
RSA LENGTH PRIOR TO LANDING THRESHOLD	300 FEET
RUNWAY OBJECT FREE AREA WIDTH	500 FEET
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	300 FEET
RUNWAY OBSTACLE FREE ZONE WIDTH	400 FEET
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200 FEET

**RPZ DIMENSIONS**



**RUNWAY DATA**

	EXISTING
RUNWAY LENGTH x WIDTH	4,200' x 75'
% ALL WEATHER WIND COVERAGE*	97.8 % (12 M.P.H.) 99.3 % (15 M.P.H.)
PAVEMENT TYPE & STRENGTH	BITUMINOUS CONCRETE / UNKNOWN
RUNWAY LIGHTING	MIRL
APPROACH SURFACE SLOPE / TYPE	R/W 14 20:1 / VISUAL R/W 32 34:1 / NON-PRECISION
APPROACH VISIBILITY MINIMUMS	R/W 14 ≥ 1-1/4 MILES VISIBILITY ≥ 1,500 FEET CEILING R/W 32 ≥ 1-1/4 MILES VISIBILITY ≥ 1,100 FEET CEILING
FAR PART 77 RUNWAY CLASSIFICATION	OTHER THAN UTILITY
EFFECTIVE GRADIENT	0.84 %
RUNWAY MARKING	R/W 14 VISUAL R/W 32 NON-PRECISION
DESIGN AIRCRAFT	BEECH SUPER KING AIR B200
R/W 14 END COORDINATES	LAT 43°59'40" N LONG 70°57'15" W
R/W 32 END COORDINATES	LAT 43°59'15" N LONG 70°56'29" W

\* WIND DATA FROM BERLIN MUNICIPAL AIRPORT FROM 1951-1960 (JUNE-SEPTEMBER).

**AIRPORT FACILITIES**

NO.	EXISTING FACILITY
①	SIX UNIT T-HANGAR
②	FBO MAINTENANCE HANGAR
③	SIX UNIT T-HANGAR
④	FOUR UNIT T-HANGAR
⑤	SIX UNIT T-HANGAR
⑥	FOUR UNIT T-HANGAR
⑦	CONVENTIONAL HANGAR
⑧	13 UNIT T-HANGAR
⑨	TERMINAL BUILDING
⑩	SRE MAINTENANCE & STORAGE BUILDING
⑪	FUEL FARM
⑫	MOBILE HOME

**PITCH PINE/SCRUB OAK COMMUNITIES**

////// PITCH PINE/SCRUB OAK COMMUNITY INTACT CANOPY; MEETS MAINE NATURAL AREAS PROGRAM DEFINITION  
 // PITCH PINE/SCRUB OAK COMMUNITY INTACT BUT FRAGMENTED CANOPY; DOES NOT MEET MAINE NATURAL AREAS PROGRAM DEFINITION  
 . . . . . PITCH PINE/SCRUB OAK COMMUNITY HEAVILY IMPACTED; DOES NOT MEET MAINE NATURAL AREAS PROGRAM DEFINITION

**LEGEND**

- LIMIT OF APPROACH SURFACE
- - - - - OFA RUNWAY OBJECT FREE AREA (OFA)
- - - - - OFZ RUNWAY OBSTACLE FREE ZONE (OFZ)
- RPZ RUNWAY PROTECTION ZONE (RPZ)
- - - - - RSA RUNWAY SAFETY AREA (RSA)
- TREE LINE
- STREAM/ CREEK/ BROOK
- WETLANDS
- EXISTING AVIGATION EASEMENT
- EXISTING AIRPORT REFERENCE POINT
- EXISTING POLE

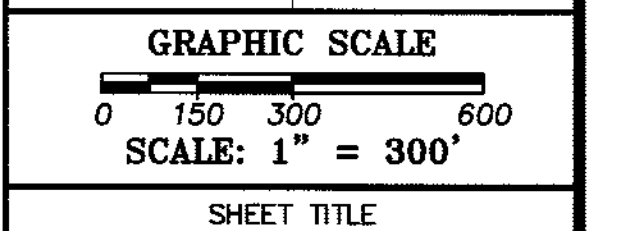
**AIRPORT DATA**

	EXISTING
AIRPORT ELEVATION	454.3 FT. MSL
AIRPORT REFERENCE POINT (ARP)	LAT 43°59'28" N LONG 70°56'52" W
NORMAL MAXIMUM TEMPERATURE	82° F
TAXIWAY LIGHTING	MITL
TAXIWAY MARKING	STANDARD
NAVIGATIONAL AND VISUAL AIDS	NDB, ASOS, REILS (32), VASI-2L (32) ROTATING BEACON, WINDSOCK
AIRPORT REFERENCE CODE	B II (OTHER THAN UTILITY)

**NOTES:**

1. PITCH PINE/SCRUB OAK COMMUNITY DELINEATION PREPARED BY WOODLOT ALTERNATIVES, INC. ON NOVEMBER 8 AND 10, 2005 AND SURVEYED BY MAINE BOUNDARY CONSULTANTS ON NOVEMBER 18, 2005.

NO.	DATE	DESCRIPTION	BY
PROJECT NO.		775890	
CADD FILE		SHEET 2	
DESIGNED BY		CPL	
DRAWN BY		JAT	
CHECKED BY		AJD	
DATE		MARCH 24, 2008	
DRAWING SCALE		1"=300'	



SHEET TITLE  
**EXISTING FACILITIES PLAN**

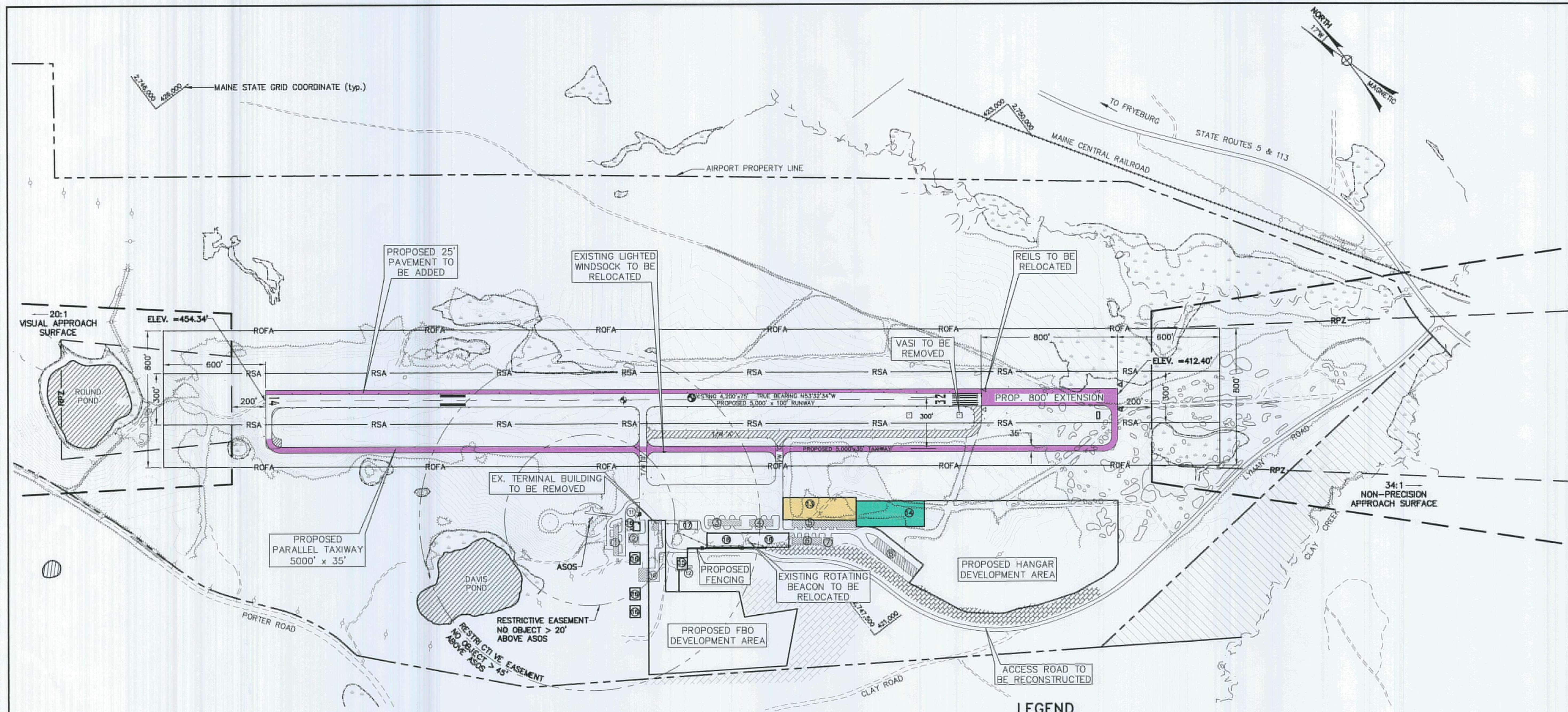
DRAWING NO.

**SHEET 2**



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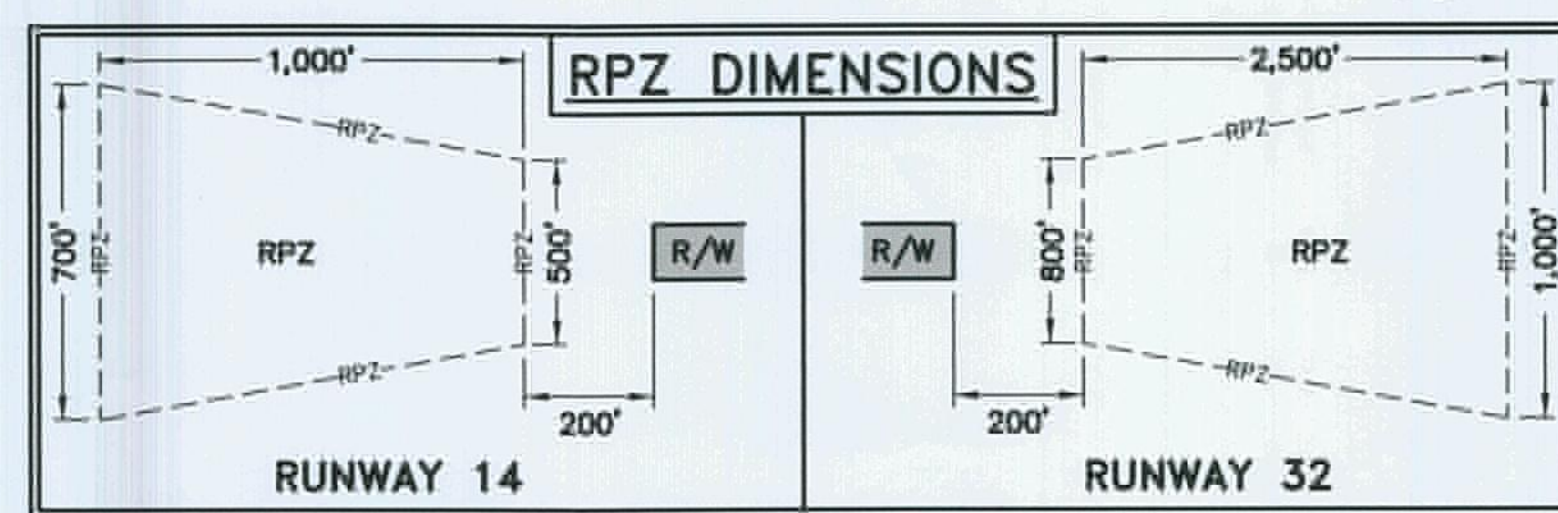


PROJECT  
AIRPORT MASTER PLAN UPDATE  
AIP NO. 3-23-0022-10-2005

OWNER  
EASTERN SLOPE REGIONAL AIRPORT  
FRYEBURG, MAINE

### RUNWAY PROTECTED ZONES

	EXISTING	PROPOSED
RSA WIDTH	150 FEET	300 FEET
RSA LENGTH BEYOND END OF R/W	300 FEET	600 FEET
RSA LENGTH PRIOR TO LANDING THRESHOLD	300 FEET	600 FEET
RUNWAY OBJECT FREE AREA WIDTH	500 FEET	800 FEET
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	300 FEET	600 FEET
RUNWAY OBSTACLE FREE ZONE WIDTH	400 FEET	400 FEET
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200 FEET	200 FEET



### RUNWAY DATA

	EXISTING	PROPOSED
RUNWAY LENGTH x WIDTH	4,200' x 75'	5,000' x 100'
% ALL WEATHER WIND COVERAGE*	97.8 % (12 M.P.H.) 99.3 % (15 M.P.H.)	97.8 % (12 M.P.H.) 99.3 % (15 M.P.H.)
PAVEMENT TYPE & STRENGTH	BITUMINOUS CONCRETE / UNKNOWN	BITUMINOUS CONCRETE
RUNWAY LIGHTING	MIRL	MIRL
APPROACH SURFACE SLOPE / TYPE	R/W 14 20:1 / VISUAL R/W 32 34:1 / NON-PRECISION	R/W 14 20:1 / VISUAL R/W 32 34:1 / NON-PRECISION
APPROACH VISIBILITY MINIMUMS	R/W 14 ≥ 1-1/4 MILE VISIBILITY ≥ 1,500 FEET CEILING R/W 32 ≥ 1-1/4 MILE VISIBILITY ≥ 1,100 FEET CEILING	R/W 14 ≥ 1-1/4 MILE VISIBILITY ≥ 1,500 FEET CEILING R/W 32 < 3/4 MILE VISIBILITY
FAR PART 77 RUNWAY CLASSIFICATION	OTHER THAN UTILITY	OTHER THAN UTILITY
EFFECTIVE GRADIENT	0.84 %	0.81 %
RUNWAY MARKING	R/W 14 VISUAL R/W 32 NON-PRECISION	R/W 14 VISUAL R/W 32 PRECISION
DESIGN AIRCRAFT	BEECH SUPER KING AIR B200	FALCON 50 BUSINESS JET
R/W 14 END COORDINATES	LAT 43°59'40" N LONG 70°57'15" W	LAT 43°59'41" N LONG 70°57'15" W
R/W 32 END COORDINATES	LAT 43°59'15" N LONG 70°56'29" W	LAT 43°59'11" N LONG 70°56'20" W

### LEGEND

- ROFA: RUNWAY OBJECT FREE AREA (OFA)
- OFZ: RUNWAY OBSTACLE FREE ZONE (OFZ)
- RPZ: RUNWAY PROTECTION ZONE (RPZ)
- RSA: RUNWAY SAFETY AREA (RSA)
- : TREE LINE
- ~~~~~: STREAM / CREEK / BROOK
- |||||: WETLANDS
- .-.-: EXISTING AVIGATION EASEMENT
- + : EXISTING AIRPORT REFERENCE POINT
- o : PROPOSED AIRPORT REFERENCE POINT (ARP)
- o : PROPOSED PAPI
- o : PROPOSED REILS
- ▬ : PAVEMENT TO BE REMOVED

### AIRPORT DATA

	EXISTING	PROPOSED
AIRPORT ELEVATION	454.3 FT. MSL	454.3 FT. MSL
AIRPORT REFERENCE POINT (ARP)	LAT 43°59'28" N LONG 70°56'52" W	LAT 43°59'26" N LONG 70°56'48" W
NORMAL MAXIMUM TEMPERATURE	82° F	82° F
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	STANDARD	STANDARD
NAVIGATIONAL AND VISUAL AIDS	NDB, ASOS, REILS (32), VASI-2L (32) ROTATING BEACON, WINDSOCK	NDB, ASOS, REILS (32), PAPI (32) ROTATING BEACON, WINDSOCK
AIRPORT REFERENCE CODE	B II (OTHER THAN UTILITY)	B II (OTHER THAN UTILITY)

### PITCH PINE/SCRUB OAK COMMUNITIES

- ▨: PITCH PINE/SCRUB OAK COMMUNITY INTACT CANOPY; MEETS MAINE NATURAL AREAS PROGRAM DEFINITION
- ▨: PITCH PINE/SCRUB OAK COMMUNITY INTACT BUT FRAGMENTED CANOPY; DOES NOT MEET MAINE NATURAL AREAS PROGRAM DEFINITION

### AIRPORT BUILDINGS

NO.	EXISTING FACILITY	NO.	EXISTING FACILITY
1	SIX UNIT T-HANGAR	11	FUEL FARM
2	FBO MAINTENANCE HANGAR	12	MOBILE HOME
3	SIX UNIT T-HANGAR		
4	FOUR UNIT T-HANGAR	NO.	PROPOSED FACILITY
5	SIX UNIT T-HANGAR	13	SMALL AIRCRAFT APRON 56,500 sq ft (12' TAIL HEIGHT)
6	FOUR UNIT T-HANGAR	14	JET AIRCRAFT APRON 80,000 sq ft (15' TAIL HEIGHT)
7	CONVENTIONAL HANGAR	15	PROPOSED TERMINAL
8	TEN UNIT T-HANGAR	16	FBO HANGARS
9	TERMINAL BUILDING	17	JET A FUEL FACILITY
10	SRE MAINTENANCE & STORAGE BUILDING	18	T-HANGAR DEVELOPMENT AREA

FEDERAL AVIATION ADMINISTRATION  
APPROVED: *Lisa J. Cooperance*  
AIRPORT PLANNER

DATE: *11/16/08 in accordance w/FAA letter 08 11/16/08*

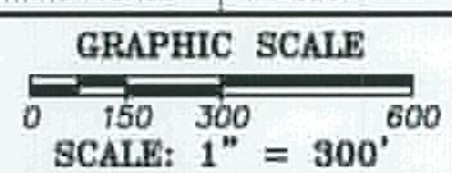
MAINE DEPARTMENT OF TRANSPORTATION  
APPROVED: *Debra*  
DIRECTOR, OFFICE OF PASSENGER TRANSPORTATION

DATE: *11/13/2008*

FRYEBURG, MAINE  
APPROVED: *Don*  
CHAIRMAN, EASTERN SLOPE AIRPORT AUTHORITY

DATE: *9-2-08*

NO.	DATE	DESCRIPTION	BY



### AIRPORT LAYOUT PLAN

DRAWING NO.

# SHEET 3

3 OF 8

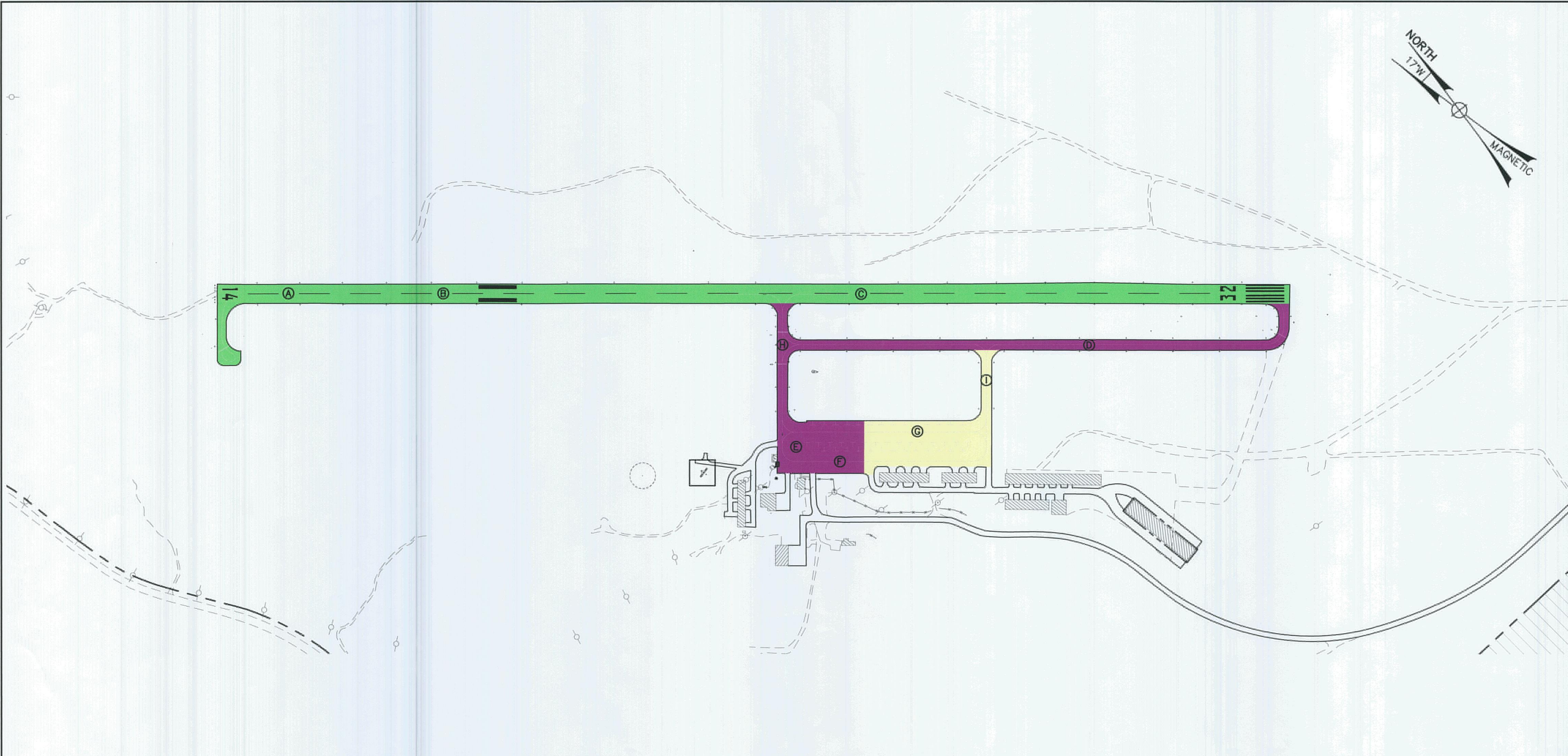
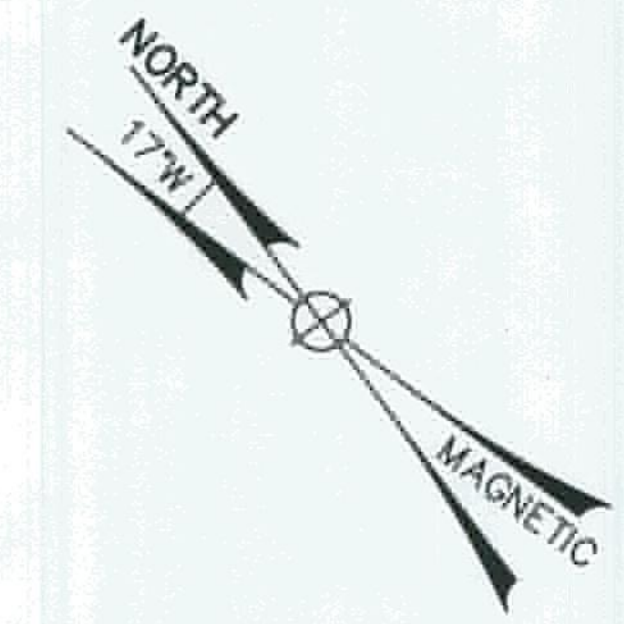
\* WIND DATA FROM BERLIN MUNICIPAL AIRPORT FROM 1951-1960 (JUNE-SEPTEMBER).





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**PAVEMENT HISTORY DATA**

(A)	R/W 14 - 32	BITUMINOUS CONCRETE REHABILITATION EXTENDED R/W 14 1996 (500' x 75')
(B)	R/W 14	BITUMINOUS CONCRETE EXTENDED 1985 (700' x 75')
(C)	R/W 14 - 32	ORIGINAL BITUMINOUS CONCRETE 1961 (3,000' x 75')
(D)	PARALLEL TAXIWAY 'A'	ORIGINAL BITUMINOUS CONCRETE 1985 (2,000' x 40')
(E)	APRON	ORIGINAL BITUMINOUS CONCRETE 1961 (200' x 150')
(F)		EXPANDED BITUMINOUS CONCRETE 1975 (200'± x 210')
(G)		EXPANDED BITUMINOUS CONCRETE 1990 (210' x 500')
(H)	STUB TAXIWAY 'B'	ORIGINAL BITUMINOUS CONCRETE 1961 (460'± x 40')
(I)	STUB TAXIWAY 'C'	ORIGINAL BITUMINOUS CONCRETE 1990 (280' x 40')

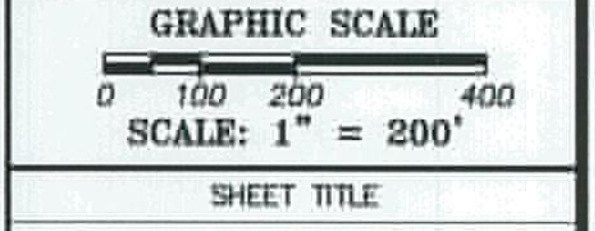
**DESIGN LIFE DATA**

- DESIGN LIFE EXPIRED
- DESIGN LIFE EXPIRES 2010
- DESIGN LIFE EXPIRES 2016

PROJECT  
**AIRPORT MASTER PLAN UPDATE**  
 AIP NO. 3-23-0022-10-2005

OWNER  
 EASTERN SLOPE REGIONAL AIRPORT  
 FRYEBURG, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.	775890		
CADD FILE	SHEET 4		
DESIGNED BY	CPL		
DRAWN BY	JAT		
CHECKED BY	AJD		
DATE	MARCH 24, 2008		
DRAWING SCALE	1"=200'		



SHEET TITLE  
**PAVEMENT HISTORY PLAN**

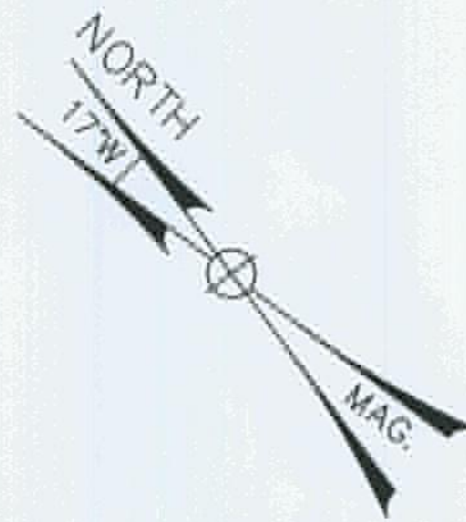
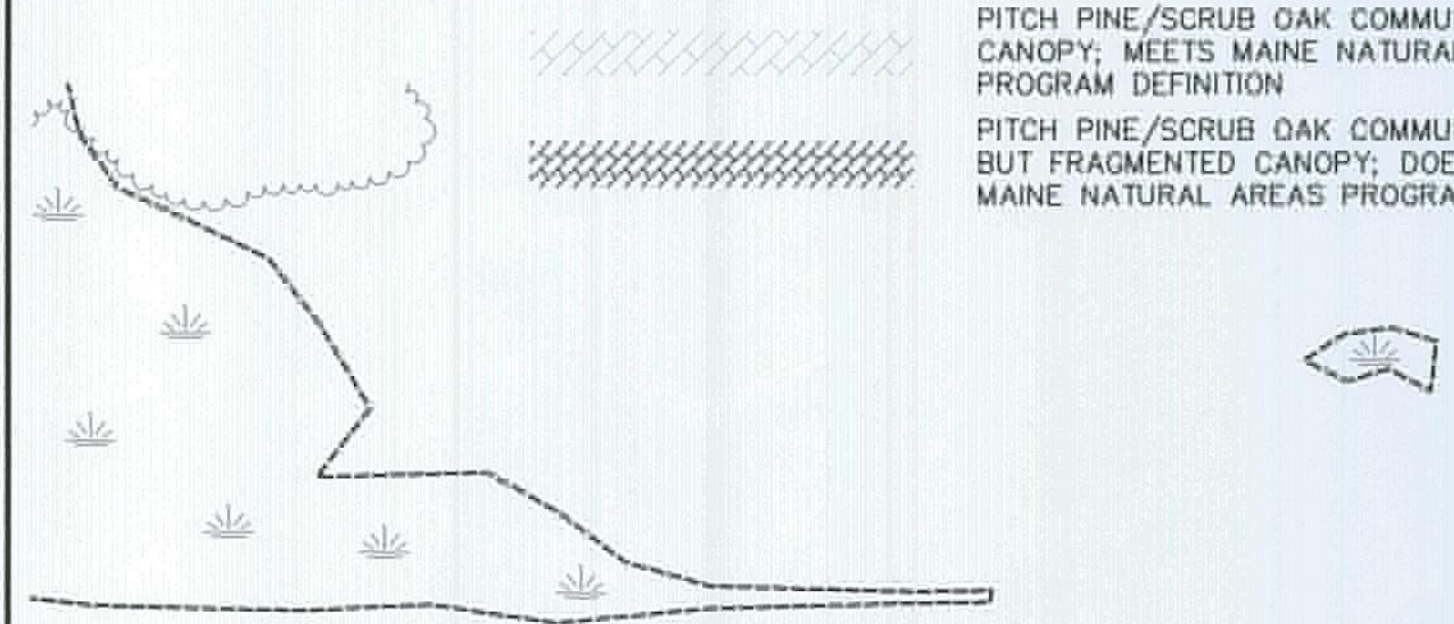
DRAWING NO.  
**SHEET 4**

4 OF 8



**PITCH PINE/SCRUB OAK COMMUNITIES**

PITCH PINE/SCRUB OAK COMMUNITY INTACT CANOPY; MEETS MAINE NATURAL AREAS PROGRAM DEFINITION  
 PITCH PINE/SCRUB OAK COMMUNITY INTACT BUT FRAGMENTED CANOPY; DOES NOT MEET MAINE NATURAL AREAS PROGRAM DEFINITION



**AIRPORT BUILDINGS**

NO.	EXISTING FACILITY	NO.	EXISTING FACILITY
①	SIX UNIT T-HANGAR	⑪	FUEL FARM
②	FBO MAINTENANCE HANGAR	⑫	MOBILE HOME
③	SIX UNIT T-HANGAR		
④	FOUR UNIT T-HANGAR	NO.	PROPOSED FACILITY
⑤	SIX UNIT T-HANGAR	⑬	SMALL AIRCRAFT APRON
⑥	FOUR UNIT T-HANGAR	⑭	JET AIRCRAFT APRON
⑦	CONVENTIONAL HANGAR	⑮	PROPOSED TERMINAL
⑧	TEN UNIT T-HANGAR	⑯	FBO HANGARS
⑨	TERMINAL BUILDING	⑰	JET A MOBILE REFUELER PARKING
⑩	SRE MAINTENANCE & STORAGE BUILDING		

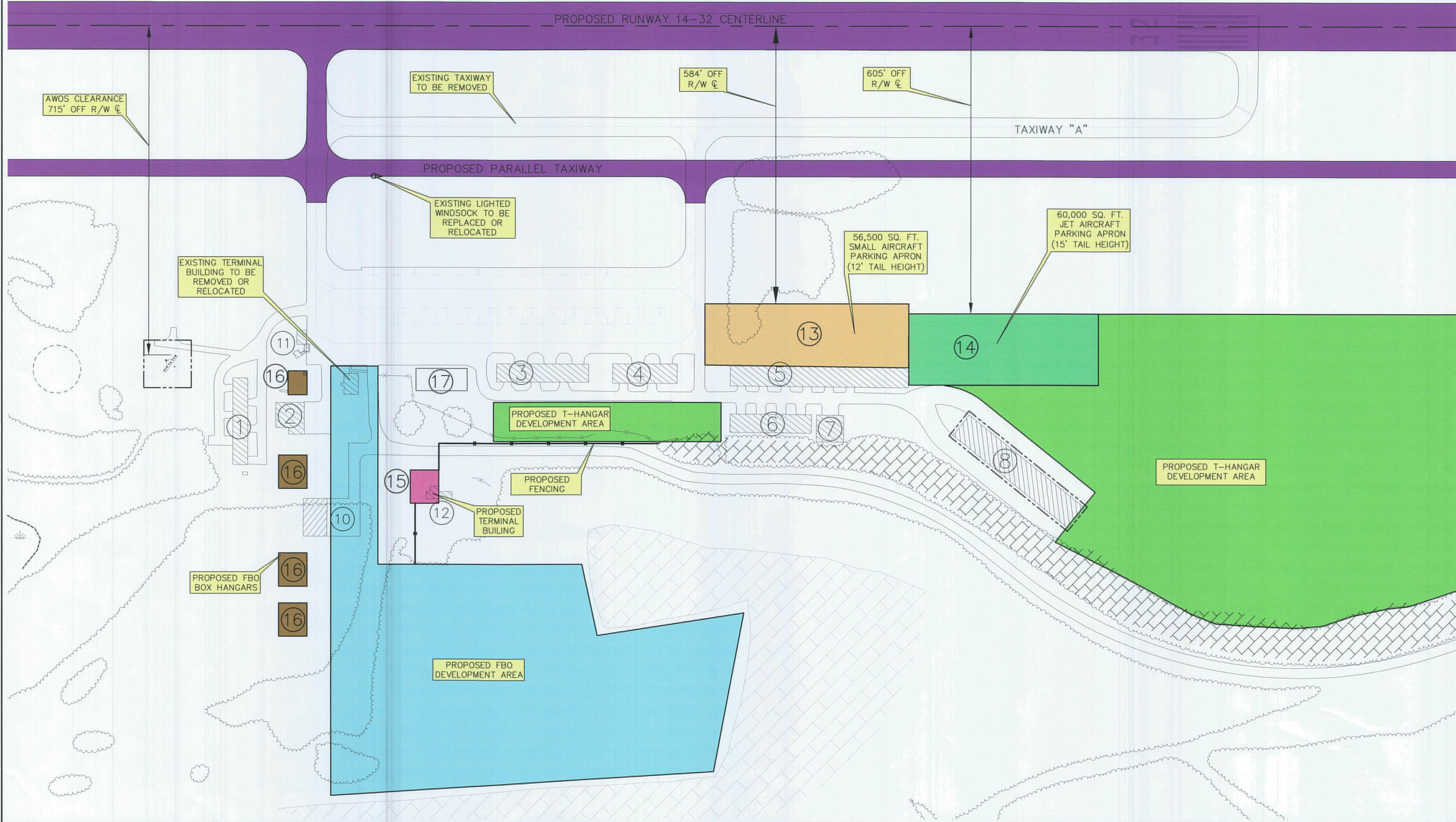
**LEGEND**

- PROPOSED RUNWAY AND TAXIWAY
- PROPOSED "SMALL AIRCRAFT" APRON
- PROPOSED "JET AIRCRAFT" APRON
- PROPOSED FBO HANGARS
- PROPOSED TERMINAL BUILDING
- FUTURE FBO DEVELOPMENT AREA
- FUTURE T-HANGAR DEVELOPMENT AREA
- PROPOSED FENCING



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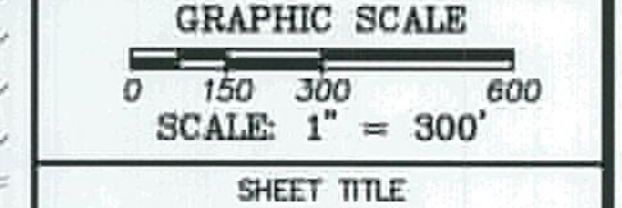
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PROJECT  
 AIRPORT MASTER PLAN UPDATE  
 AIP NO. 3-23-0022-10-2005

OWNER  
 EASTERN SLOPE REGIONAL AIRPORT  
 FRYEBURG, MAINE

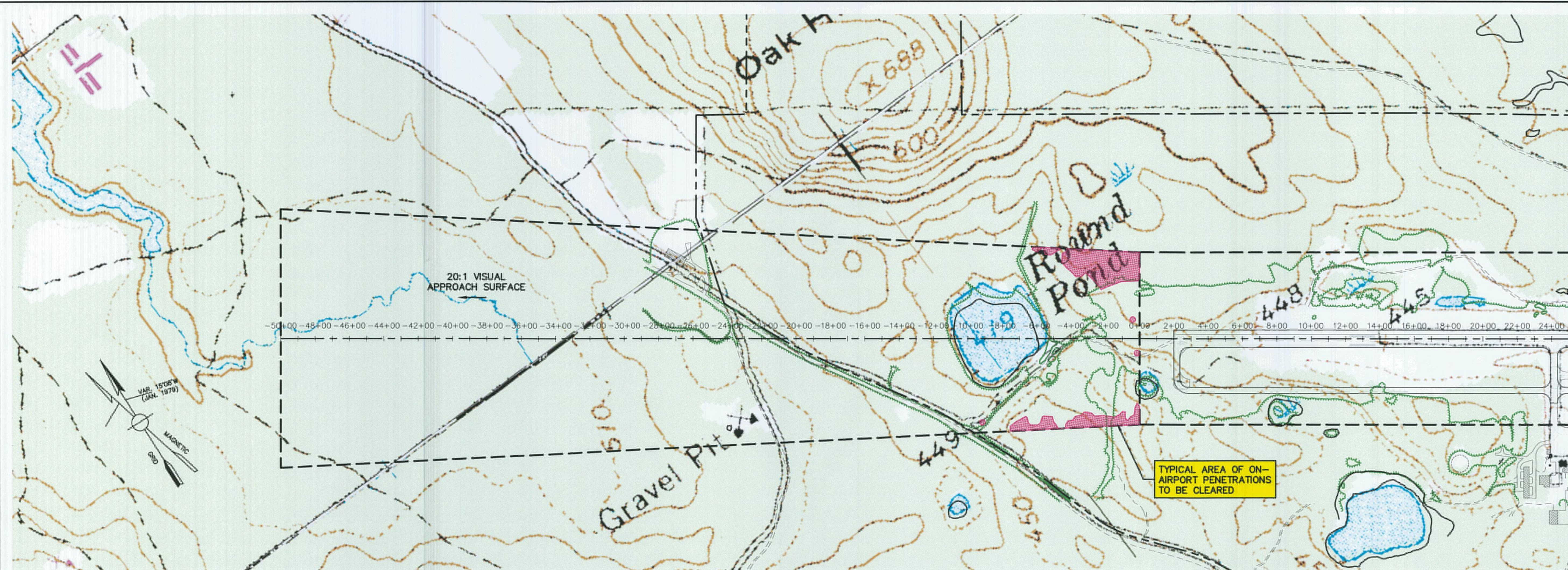
NO.	DATE	DESCRIPTION	BY
PROJECT NO.	775890		
CADD FILE	SHEET 5		
DESIGNED BY	CPL		
DRAWN BY	JAT		
CHECKED BY	AJD		
DATE	MARCH 24, 2008		
DRAWING SCALE	1"=300'		



SHEET TITLE  
 TERMINAL AREA PLAN

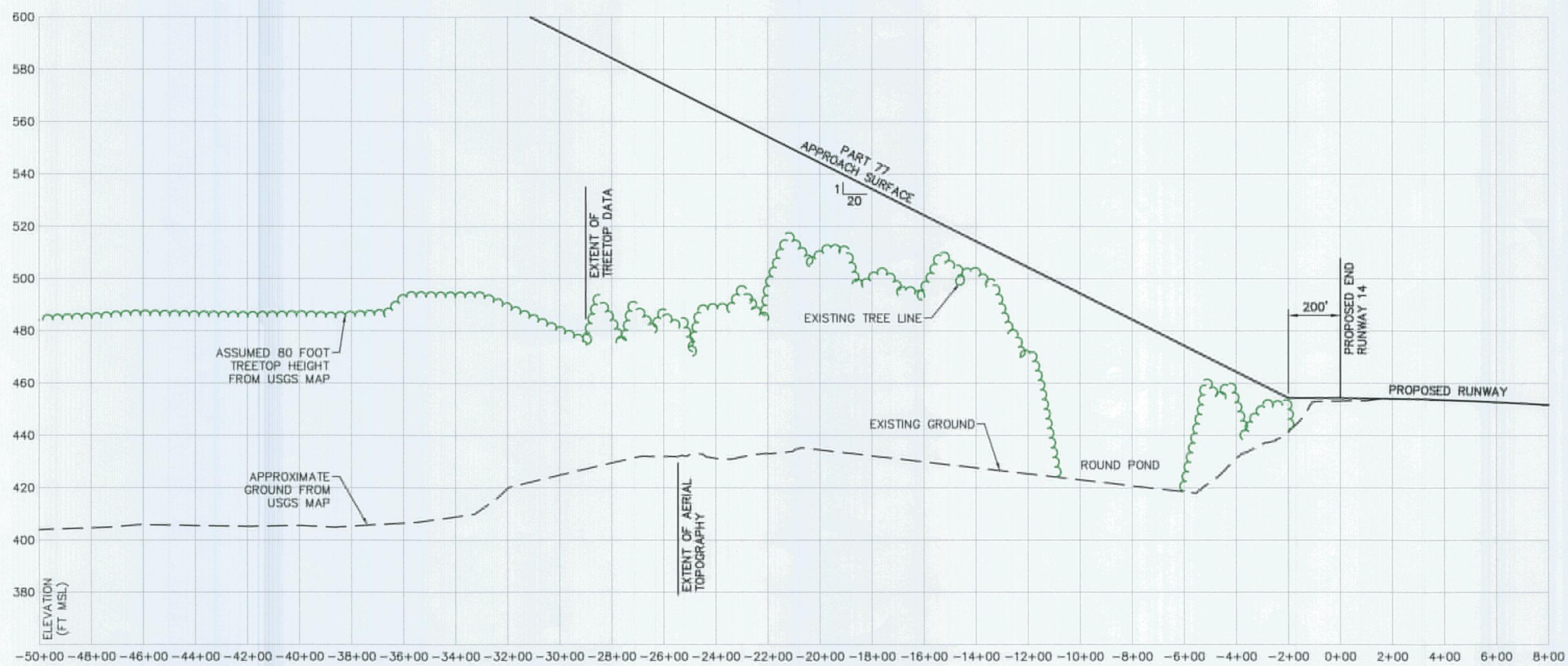
DRAWING NO.  
**SHEET 5**  
 5 OF 8





**RUNWAY 14 APPROACH - PLAN VIEW**

SCALE: 1" = 300'



**RUNWAY 14 APPROACH - PROFILE**

SCALE: 1" = 300' HORIZONTAL  
1" = 30' VERTICAL

**LEGEND**

- EXISTING RAILROAD
- EXISTING AIRPORT PROPERTY LINE
- EXISTING AVIGATION EASEMENT
- PROPOSED RUNWAY CENTERLINE
- PROPOSED APPROACH SURFACE



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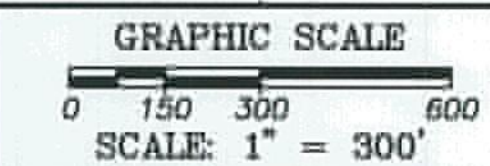
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AIRPORT MASTER PLAN UPDATE  
AIP NO. 3-23-0022-10-2005

OWNER  
EASTERN SLOPE REGIONAL AIRPORT  
FRYEBURG, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.		775890	
CADD FILE		SHEET 6	
DESIGNED BY		CPL	
DRAWN BY		JAT	
CHECKED BY		AJD	
DATE		MARCH 24, 2008	
DRAWING SCALE		1"=300'	



SHEET TITLE

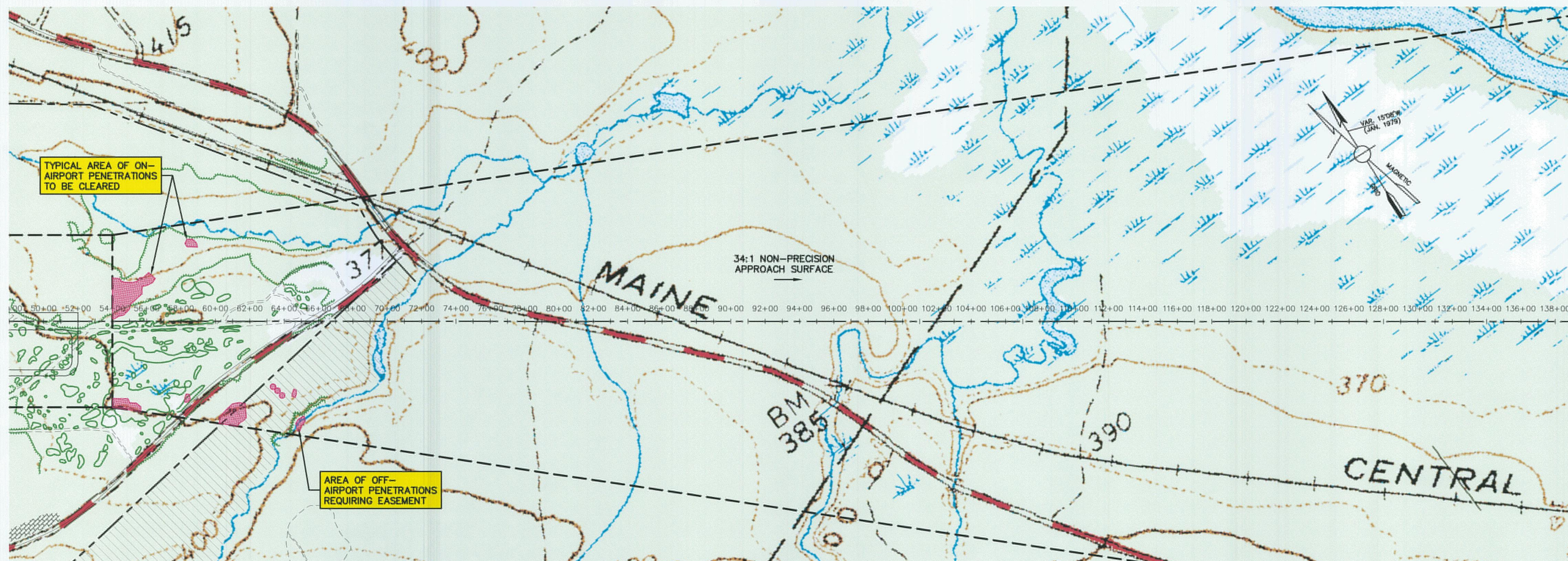
RUNWAY 14  
APPROACH PLAN  
AND PROFILE

DRAWING NO.

**SHEET 6**

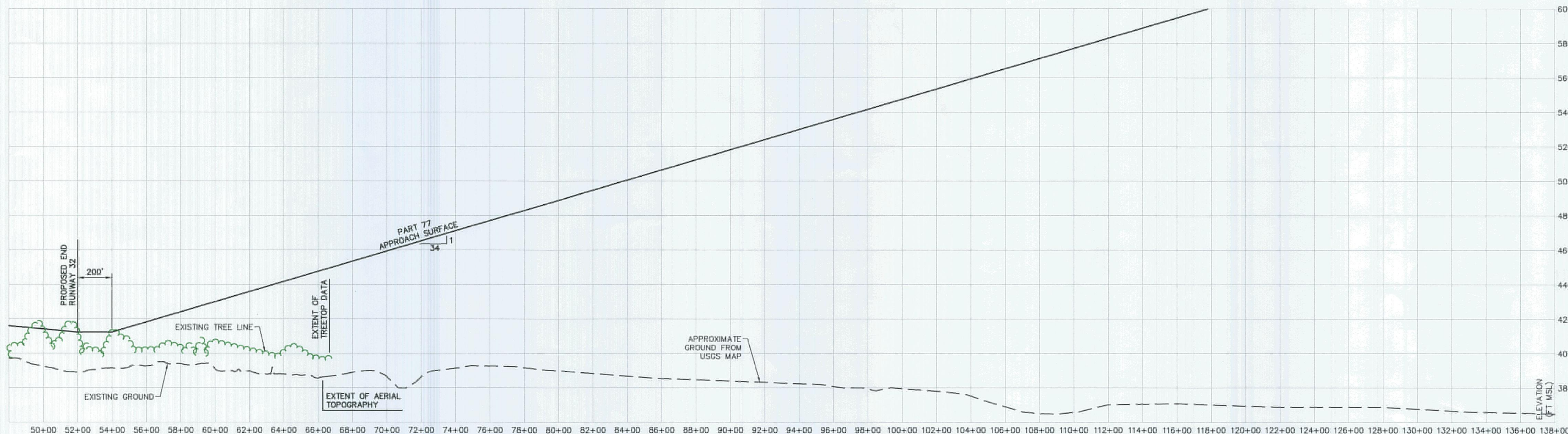
6 OF 8





**RUNWAY 32 APPROACH – PLAN VIEW**

SCALE: 1" = 300'



**RUNWAY 32 APPROACH – PROFILE**

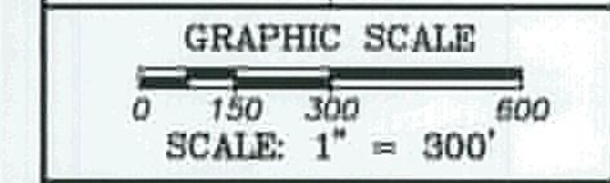
SCALE: 1" = 300' HORIZONTAL  
 1" = 30' VERTICAL

**LEGEND**

- EXISTING RAILROAD
- EXISTING AIRPORT PROPERTY LINE
- EXISTING AVIGATION EASEMENT
- PROPOSED RUNWAY CENTERLINE
- PROPOSED APPROACH SURFACE

PROJECT	AIRPORT MASTER PLAN UPDATE AIP NO. 3-23-0022-10-2005
OWNER	EASTERN SLOPE REGIONAL AIRPORT FRYEBURG, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.		775890	
CADD FILE		SHEET 6	
DESIGNED BY		CPL	
DRAWN BY		JAT	
CHECKED BY		AJD	
DATE		MARCH 24, 2008	
DRAWING SCALE		1"=300'	



SHEET TITLE  
**RUNWAY 32 APPROACH PLAN AND PROFILE**

DRAWING NO.  
**SHEET 7**  
 7 OF 8



**APPROACH SURFACE STANDARDS**

RUNWAY	EXISTING
14	OTHER THAN UTILITY RUNWAY W/ VISUAL APPROACH
32	OTHER THAN UTILITY RUNWAY W/ NON-PRECISION APPROACH
RUNWAY	ULTIMATE
14	OTHER THAN UTILITY RUNWAY W/ VISUAL APPROACH
32	OTHER THAN UTILITY RUNWAY W/ NON-PRECISION APPROACH

**HAZARD BEACON SITES**

EXISTING	ULTIMATE *
① STARKS HILL NW OF R/W 14 END	④ HILL WNW OF R/W 14 END
② BALD PEAK WSW OF R/W 14 END	⑤ LONG HILL
③ OAK HILL N OF R/W 14 END	⑥ FROST MOUNTAIN
	⑦ PEARY MOUNTAIN

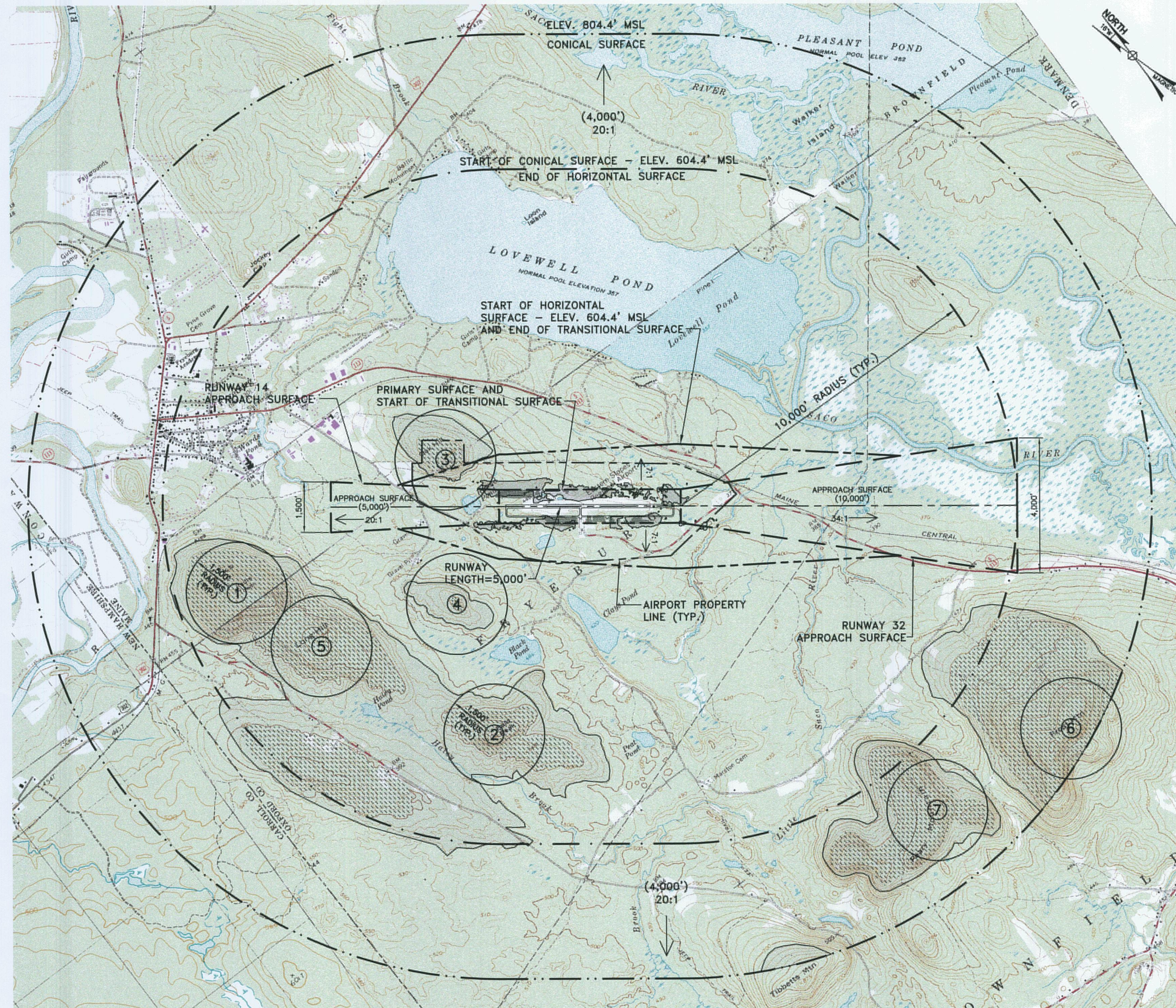
\* PENDING CONCURRENCE BY FAA.

**LEGEND**

	PRIMARY SURFACE
	APPROACH SURFACE
	TRANSITIONAL SURFACE
	HORIZONTAL SURFACE
	CONICAL SURFACE
	APPROACH CENTERLINE
	AIRPORT PROPERTY LINE
	GROUND PENETRATIONS
	TREE PENETRATIONS

NOTE: TREE HEIGHTS IN THE HORIZONTAL AND CONICAL SURFACES WERE ASSUMED AT 80 FEET TALL.

TOPOGRAPHIC SURVEY DATA FROM U.S.G.S. 7 1/2 - MINUTE QUADRANGLE MAPS, BROWNFIELD, ME, 1983 AND FRYEBURG, ME, 1989.



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PROJECT  
**AIRPORT MASTER PLAN UPDATE**  
AIP NO. 3-23-0022-10-2005

OWNER  
**EASTERN SLOPE REGIONAL AIRPORT**  
FRYEBURG, MAINE

NO.	DATE	DESCRIPTION	BY

GRAPHIC SCALE  
0 750 1,500 3,000  
SCALE: 1" = 1,500'

SHEET TITLE  
**FAR PART 77**  
**SURFACES PLAN**

DRAWING NO.  
**SHEET 8**