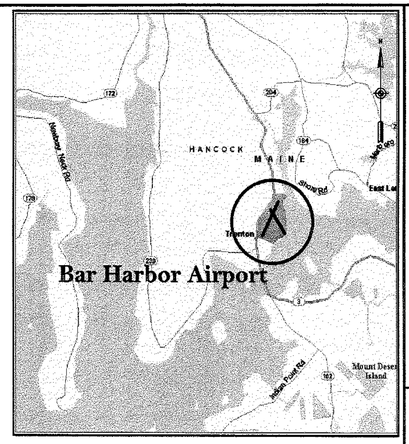
**VICINITY MAP**
NOT TO SCALE

# HANCOCK COUNTY
# BAR HARBOR AIRPORT
# TRENTON, MAINE

# MASTER PLAN UPDATE




**LOCATION MAP**
NOT TO SCALE

## FEDERAL AVIATION ADMINISTRATION
## PROJECT NO. AIP-3-23-0006-16

## MAINE DEPARTMENT OF TRANSPORTATION
## STATE PROJECT NO. SAIP 11.8004 (20)

## INDEX TO DRAWINGS


1. COVER/TITLE SHEET
2. ALP (EXISTING FACILITIES)
3. ALP (ULTIMATE FACILITIES)
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5. TERMINAL AREA PLAN
6. RUNWAY 4-22 PLAN AND PROFILE
7. RUNWAY 17-35 PLAN AND PROFILE
8. FAR PART 77 AIRSPACE SURFACES
9. LAND USE/AREA ZONING AND NOISE CONTOUR PLAN


**MAY, 2004**

REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| △ | | | |

STATE PROJECT NO. SAIP 11.8004 (20)

FEDERAL PROJECT NO. AIP3-23-0006-16


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


| SCALE: AS SHOWN | DATE: MAY, 2004 | DES. BY KRS | DR. BY DDS | CHKD. BY JRL |
|---|---|---|---|---|

HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

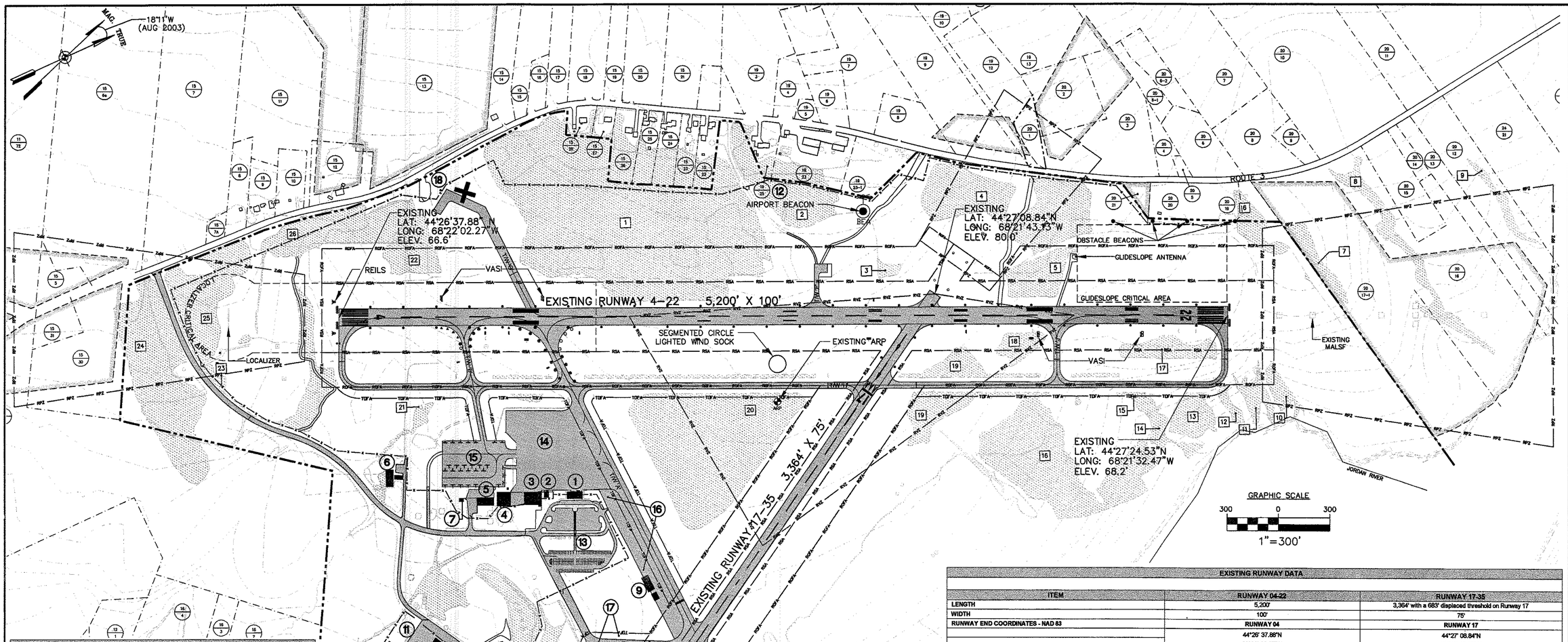
COVER/TITLE SHEET

HTA PROJ. No.: 030329

BHBCOVR

DRAWING NO.
1

SHEET 1 OF 9 REV △




| EXISTING AIRPORT FACILITIES | |
|---|---|
| 1 | TERMINAL/ADMINISTRATION BUILDING |
| 2 | FUEL FARM |
| 3 | FBO - AIRCRAFT MAINTENANCE |
| 4 | FBO - AIRCRAFT STORAGE |
| 5 | SNOW REMOVAL EQUIPMENT/AIRPORT MAINTENANCE BUILDING |
| 6 | CIVIL AIR PATROL |
| 7 | COUNTY STORAGE BUILDING |
| 8 | ISLAND SOARING STORAGE/MAINTENANCE |
| 9 | INDIVIDUAL/PRIVATE HANGARS |
| 10 | INDIVIDUAL/PRIVATE HANGARS |
| 11 | MORRIS YACHTS |
| 12 | GLIDER OPERATION |
| 13 | TERMINAL PARKING LOTS |
| 14 | TERMINAL/ITINERANT APRON |
| 15 | BASED AIRCRAFT APRON |
| 16 | ITINERANT AIRCRAFT APRON |
| 17 | ITINERANT "BACK 40" AIRCRAFT APRON |
| 18 | COLUMBIA AIR SERVICES SIGHTSEEING OPERATIONS |

## LEGEND

| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
|---|---|---|---|
| | ROAD PAVEMENT EDGE | —x—x— | EXISTING SECURITY FENCE |
| | EXISTING RUNWAY PAVEMENT EDGE | 12 | WETLAND IDENTIFICATION NUMBER |
| | RUNWAY CENTERLINE | | EXISTING WETLANDS |
| | EXISTING PAVEMENT | MAP LOT | MAP & LOT NUMBERS FOR ABUTTING PROPERTIES TO THE AIRPORT. NOTE: ALL ABUTTER INFO IS NOT COMPLETELY SHOWN. SEE DATA SHEET (SHEET 4 OF 9) FOR COMPLETE LIST. |
| | EXISTING TREE LINE | ARP | AIRPORT REFERENCE POINT |
| | EXISTING CONTOUR (TYP) | (SEE CALLOUT) | SEGMENTED CIRCLE |
| | BUILDINGS ON AIRPORT PROPERTY | BEA | AIRPORT BEACON/ UNLIGHTED WINDSOCK |
| | BUILDINGS OFF AIRPORT PROPERTY | | EXISTING TIE DOWN |
| | AIRPORT PROPERTY LINE | RPZ 2,485 | RUNWAY PROTECTION ZONE |
| | ABUTTING PROPERTY LINES | RSA | RUNWAY SAFETY AREA (SEE NOTE 1) |
| | EXISTING AVIGATION EASEMENT AREA | ROFA | RUNWAY OBJECT FREE AREA (SEE NOTE 1) |
| | | TOFA | TAXIWAY OBJECT FREE AREA |
| | | RVZ | RUNWAY VISIBILITY ZONE |

NOTES

1. RUNWAYS 04, 22 AND 35 DO NOT MEET RUNWAY SAFETY AREA AND OBJECT FREE AREA STANDARDS FOR LENGTH BEYOND RUNWAY ENDS.

| EXISTING AIRPORT DATA | |
|---|---|
| ITEM | EXISTING |
| AIRPORT ELEVATION (U.S.G.S. – M.S.L.) | 83 ' |
| AIRPORT REFERENCE POINT (ARP) | 46° 26' 58.58" N<br>068° 21' 41.09" W |
| MEAN MAX TEMPERATURE HOTTEST MONTH | 77°F |
| NAVIGATIONAL AIDS | ILS, LOC/DME (BC), GPS |
| DISTANCE FROM TOWN OF TRENTON | 5.9 NE |
| LAND OWNED (ACRES)/AIRPORT AREA FEE | 432.63 |
| AIRPORT AREA EASEMENTS (ACRES) | 105.42 +/- |
| OWNER | HANCOCK COUNTY |
| OPERATIONAL ROLE (NPIAS) | NON-HUB PRIMARY |
| MAG. DECLINATION AUG 22,2003 | 18° 32' 2" W (1992) |
| AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE | C-II |

| EXISTING RUNWAY DATA | | |
|---|---|---|
| ITEM | RUNWAY 04-22 | RUNWAY 17-35 |
| LENGTH | 5,200' | 3,364' with a 683' displaced threshold on Runway 17 |
| WIDTH | 100' | 75' |
| RUNWAY END COORDINATES - NAD 83 | RUNWAY 04 | RUNWAY 17 |
| | 44°26' 37.88"N | 44°27' 08.84"N |
| | 68°22' 02.27"W | 68°21' 43.13"W |
| | RUNWAY 22 | RUNWAY 35 |
| | 44°27' 24.53"N | 44°26' 40.21"N |
| | 68°21' 32.47"W | 68°21' 19.63"W |
| RUNWAY ELEVATION | RUNWAY 04 | RUNWAY 17 |
| | 66.6' | 80.0' |
| | RUNWAY 22 | RUNWAY 35 |
| | 68.2' | 46.7' |
| TRUE BEARING | N23°03' 00"E | N31°34' 00"W |
| PAVEMENT STRENGTH | SWL – 48,000<br>DW – 72,000<br>DTW – 120,000 | SWL – 13,000<br>DW – 20,000 |
| SURFACE MATERIAL | BITUMINOUS CONCRETE | BITUMINOUS CONCRETE |
| EFFECTIVE GRADIENT (%) | 0.33 | 1.13 |
| CLASSIFICATION/APPROACH CATEGORY | RUNWAY 04 | RUNWAY 17 |
| | NON-PRECISION | VISUAL/UTILITY |
| | RUNWAY 22 | RUNWAY 35 |
| | PRECISION | VISUAL/UTILITY |
| APPROACH MINIMUMS (CEILING/VISIBILITY) | RUNWAY 04 | RUNWAY 17 |
| | MDA 440' & VIS NOT LOWER THAN 1-MILE | VISUAL & NOT LOWER THAN 1-MILE |
| | RUNWAY 22 | RUNWAY 35 |
| | DH 284' & VIS NOT LOWER THAN 3/4-MILE | VISUAL & NOT LOWER THAN 1-MILE |
| VISUAL/APPROACH AIDS | RUNWAY 04: REILS (1), VASI (2) | RUNWAY 17: NONE |
| | RUNWAY 22: MALSF (3), VASI (2), OM (4), MM (5) | RUNWAY 35: NONE |
| NAVIGATIONAL AIDS | RUNWAY 04: GPS (6), LOC/DME (BC) (7) | RUNWAY 17: NONE |
| | RUNWAY 22: ILS (8) | RUNWAY 35: NONE |
| RUNWAY LIGHTING | HIRL | NONE |
| RUNWAY MARKING | RUNWAY 04: NON-PRECISION | RUNWAY 17: VISUAL/BASIC |
| | RUNWAY 22: PRECISION | RUNWAY 35: VISUAL/BASIC |
| RPZ (Length, Inner Width, Outer Width) | RUNWAY 04: 1,700', 500', 1,010' | RUNWAY 17: 1,000', 500', 700' |
| | RUNWAY 22: 1,700', 1,000', 1,510' | RUNWAY 35: 1,000', 500', 700' |
| DESIGNATED INSTRUMENT RUNWAY | RUNWAY 22 | N/A |
| AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE | C-II | B-II |
| CRITICAL AIRCRAFT | GULFSTREAM III | CESSNA CONQUEST |
| CRITICAL AIRCRAFT (WING SPAN) | 77.8' | 49.3' |
| CRITICAL AIRCRAFT APPROACH SPEED (KNOTS) | 136 | 100 |
| CRITICAL AIRCRAFT MTOW (POUNDS) | 68,700 | 9,925 |
| PARALLEL TAXIWAY | H | NONE |
| TAXIWAY LIGHTING | MITL | NONE |

NOTES:
(1) REILS - RUNWAY END IDENTIFIER LIGHTS
(2) VASI - VISUAL APPROACH SLOPE INDICATOR
(3) MALSF - 1,400-FOOT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS, OR FLASHING LIGHTS
(4) OM - OUTER MARKER
(5) MM - MIDDLE MARKER
(6) GPS - GLOBAL POSITIONING SYSTEM APPROACH
(7) LOC/DME (BC) - LOCALIZER (BACK COURSE) APPROACH WITH DISTANCE MEASUREING EQUIPMENT
(8) ILS - INSTRUMENT LANDING SYSTEM

REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| | | | |

STATE PROJECT NO. SAIP 11.8004 (20)

FEDERAL PROJECT NO. AIP3-23-0006-16


PROJECT DESIGNER
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| DATE: MAY, 2004 | DES. BY KRS | DR. BY DDS | CHKD. BY KRS |
|---|---|---|---|
| SCALE: AS SHOWN | | | |

HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# AIRPORT LAYOUT PLAN (EXISTING FACILITIES)

HTA PROJ. No.: 030329

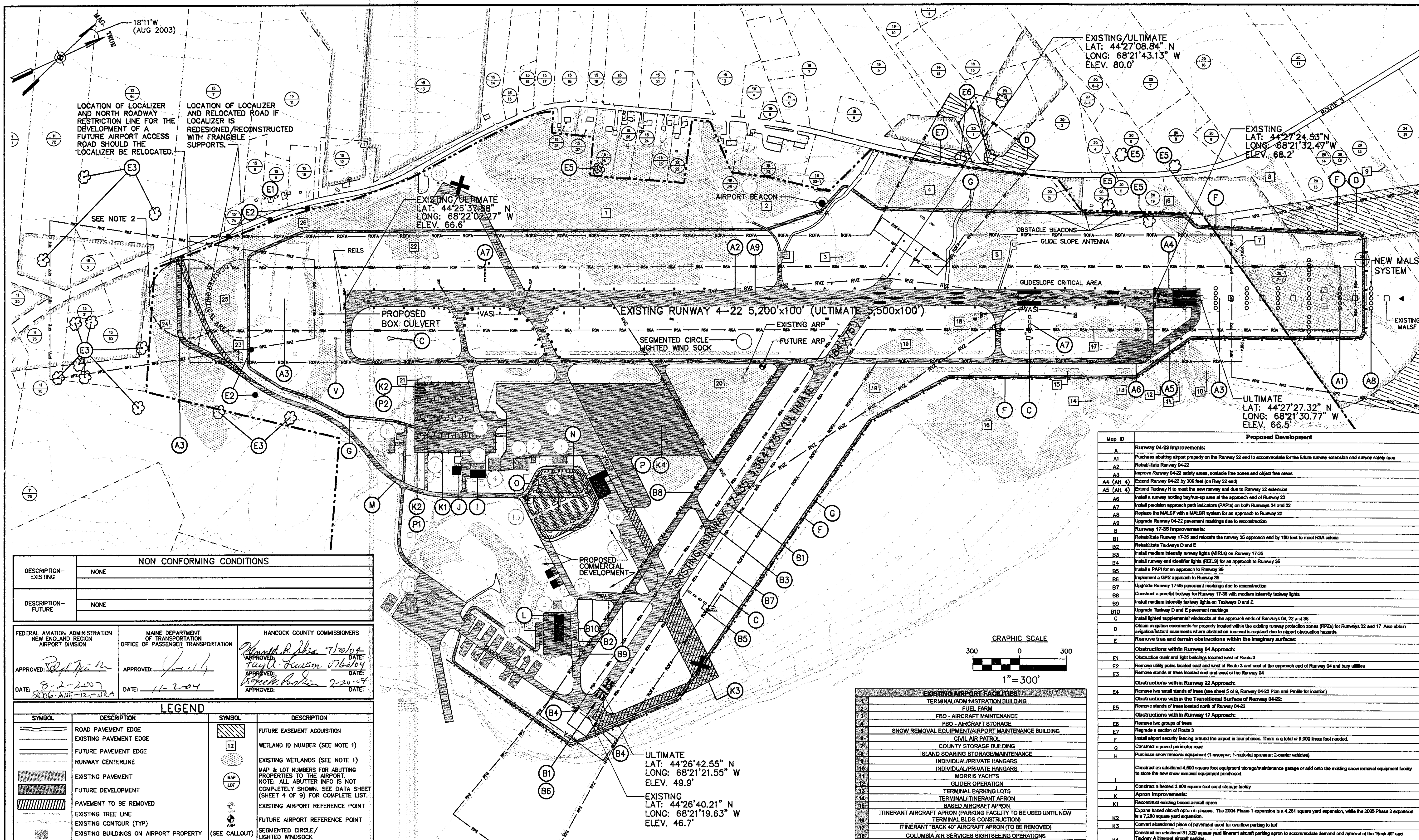
BHBEALP

DRAWING NO.

2

SHEET 2 OF 9

REV




| NON CONFORMING CONDITIONS | |
|---|---|
| DESCRIPTION–EXISTING | NONE |
| DESCRIPTION–FUTURE | NONE |

| FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION AIRPORT DIVISION | MAINE DEPARTMENT OF TRANSPORTATION OFFICE OF PASSENGER TRANSPORTATION | HANCOCK COUNTY COMMISSIONERS |
|---|---|---|
| APPROVED: Ralph Nicosia-Rusin | APPROVED: [signature] | Kenneth R. Shea 7/20/04 APPROVED: DATE: |
| DATE: 8-2-2007 2006-ANE-12-NRA | DATE: 11-2-04 | Fay A. Lawson 07/20/04 APPROVED: DATE: |
| | | Royce M. Perkins 7-20-04 APPROVED: DATE: |

## LEGEND

| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
|---|---|---|---|
| | ROAD PAVEMENT EDGE | | FUTURE EASEMENT ACQUISITION |
| | EXISTING PAVEMENT EDGE | 12 | WETLAND ID NUMBER (SEE NOTE 1) |
| | FUTURE PAVEMENT EDGE | | EXISTING WETLANDS (SEE NOTE 1) |
| | RUNWAY CENTERLINE | MAP / LOT | MAP & LOT NUMBERS FOR ABUTTING PROPERTIES TO THE AIRPORT. NOTE: ALL ABUTTER INFO IS NOT COMPLETELY SHOWN. SEE DATA SHEET (SHEET 4 OF 9) FOR COMPLETE LIST. |
| | EXISTING PAVEMENT | | EXISTING AIRPORT REFERENCE POINT |
| | FUTURE DEVELOPMENT | ARP | FUTURE AIRPORT REFERENCE POINT |
| | PAVEMENT TO BE REMOVED | (SEE CALLOUT) | SEGMENTED CIRCLE/ LIGHTED WINDSOCK |
| | EXISTING TREE LINE | BEA | AIRPORT BEACON/ UNLIGHTED WINDSOCK |
| | EXISTING CONTOUR (TYP) | | EXISTING TIE DOWN |
| | EXISTING BUILDINGS ON AIRPORT PROPERTY | | FUTURE TIE DOWN |
| | EXISTING BUILDINGS OFF AIRPORT PROPERTY | | EXISTING RUNWAY PROTECTION ZONE |
| | PROPOSED BUILDINGS ON AIRPORT PROPERTY | RPZ | ULTIMATE RUNWAY PROTECTION ZONE |
| | EXISTING FENCELINE | RSA | ULTIMATE RUNWAY SAFETY AREA |
| —x—x—x— | FUTURE FENCELINE | ROFA | ULTIMATE RUNWAY OBJECT FREE AREA |
| | AIRPORT PROPERTY LINE | TOFA | ULTIMATE TAXIWAY OBJECT FREE AREA |
| | ABUTTING PROPERTY LINES | RVZ | ULTIMATE RUNWAY VISIBILITY ZONE |
| | EXISTING AVIGATION EASEMENT AREA | | |
| | FUTURE PROPERTY ACQUISITION | | |

NOTES:
1. SEE CHAPTER 6 ENVIROMENTAL ISSUES OF THE MAY 2004 MASTER PLAN UPDATE REPORT FOR FURTHER DISCUSSION ON WETLANDS.
2. POTENTIAL 250' LIMIT OF LOCALIZER CRITICAL AREA IF LOCALIZER IS RELOCATED.

| | EXISTING AIRPORT FACILITIES |
|---|---|
| 1 | TERMINAL/ADMINISTRATION BUILDING |
| 2 | FUEL FARM |
| 3 | FBO - AIRCRAFT MAINTENANCE |
| 4 | FBO - AIRCRAFT STORAGE |
| 5 | SNOW REMOVAL EQUIPMENT/AIRPORT MAINTENANCE BUILDING |
| 6 | CIVIL AIR PATROL |
| 7 | COUNTY STORAGE BUILDING |
| 8 | ISLAND SOARING STORAGE/MAINTENANCE |
| 9 | INDIVIDUAL/PRIVATE HANGARS |
| 10 | INDIVIDUAL/PRIVATE HANGARS |
| 11 | MORRIS YACHTS |
| 12 | GLIDER OPERATION |
| 13 | TERMINAL PARKING LOTS |
| 14 | TERMINAL/ITINERANT APRON |
| 15 | BASED AIRCRAFT APRON |
| 16 | ITINERANT AIRCRAFT APRON (PARKING FACILITY TO BE USED UNTIL NEW TERMINAL BLDG CONSTRUCTION) |
| 17 | ITINERANT "BACK 40" AIRCRAFT APRON (TO BE REMOVED) |
| 18 | COLUMBIA AIR SERVICES SIGHTSEEING OPERATIONS |

### AIRPORT DATA

| ITEM | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT ELEVATION (U.S.G.S. – M.S.L.) | 83' | SAME |
| AIRPORT REFERENCE POINT (ARP) | 46° 26' 58.58" N<br>068° 21' 41.09" W | 44° 27' 0.224" N<br>068° 21' 41.459" W |
| MEAN MAX TEMPERATURE HOTTEST MONTH | 77°F | SAME |
| NAVIGATIONAL AIDS | ILS, LOC/DME, GPS | ILS, LOC/DME, 2 GPS |
| DISTANCE FROM TOWN OF TRENTON | 5.9 NE | SAME |
| LAND OWNED (ACRES)/AIRPORT AREA FEE | 432.63 | 438.33 |
| AIRPORT AREA EASEMENTS (ACRES) | 105.42 +/- | 163.62 +/- |
| OWNER | HANCOCK COUNTY | SAME |
| OPERATIONAL ROLE (NPIAS) | NON-HUB PRIMARY | SAME |
| MAG. DECLINATION AUG 22,2003 | 18° 32' 2" W (1992) | SAME |
| AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE | C-II | SAME |

| Map ID | Proposed Development |
|---|---|
| A | **Runway 04-22 Improvements:** |
| A1 | Purchase abutting airport property on the Runway 22 end to accommodate for the future runway extension and runway safety area |
| A2 | Rehabilitate Runway 04-22 |
| A3 | Improve Runway 04-22 safety areas, obstacle free zones and object free areas |
| A4 (Alt 4) | Extend Runway 04-22 by 300 feet (on Rwy 22 end) |
| A5 (Alt 4) | Extend Taxiway H to meet the new runway end due to Runway 22 extension |
| A6 | Install a runway holding bay/run-up area at the approach end of Runway 22 |
| A7 | Install precision approach path indicators (PAPIs) on both Runways 04 and 22 |
| A8 | Replace the MALSF with a MALSR system for an approach to Runway 22 |
| A9 | Upgrade Runway 04-22 pavement markings due to reconstruction |
| B | **Runway 17-35 Improvements:** |
| B1 | Rehabilitate Runway 17-35 and relocate the runway 35 approach end by 180 feet to meet RSA criteria |
| B2 | Rehabilitate Taxiways D and E |
| B3 | Install medium intensity runway lights (MIRLs) on Runway 17-35 |
| B4 | Install runway end identifier lights (REILS) for an approach to Runway 35 |
| B5 | Install a PAPI for an approach to Runway 35 |
| B6 | Implement a GPS approach to Runway 35 |
| B7 | Upgrade Runway 17-35 pavement markings due to reconstruction |
| B8 | Construct a parallel taxiway for Runway 17-35 with medium intensity taxiway lights |
| B9 | Install medium intensity taxiway lights on Taxiways D and E |
| B10 | Upgrade Taxiway D and E pavement markings |
| C | Install lighted supplemental windsocks at the approach ends of Runways 04, 22 and 35 |
| D | Obtain avigation easements for property located within the existing runway protection zones (RPZs) for Runways 22 and 17 Also obtain avigation/hazard easements where obstruction removal is required due to airport obstruction hazards. |
| E | **Remove tree and terrain obstructions within the imaginary surfaces:** |
| | **Obstructions within Runway 04 Approach:** |
| E1 | Obstruction mark and light buildings located west of Route 3 |
| E2 | Remove utility poles located east and west of Route 3 and east of the approach end of Runway 04 and bury utilities |
| E3 | Remove stands of trees located east and west of the Runway 04 |
| | **Obstructions within Runway 22 Approach:** |
| E4 | Remove two small stands of trees (see sheet 5 of 9, Runway 04-22 Plan and Profile for location) |
| | **Obstructions within the Transitional Surface of Runway 04-22:** |
| E5 | Remove stands of trees located north of Runway 04-22 |
| | **Obstructions within Runway 17 Approach:** |
| E6 | Remove two groups of trees |
| E7 | Regrade a section of Route 3 |
| F | Install airport security fencing around the airport in four phases. There is a total of 9,000 linear feet needed. |
| G | Construct a paved perimeter road |
| H | Purchase snow removal equipment (1-sweeper; 1-material spreader; 2-carrier vehicles) |
| I | Construct an additional 4,500 square foot equipment storage/maintenance garage or add onto the existing snow removal equipment facility to store the new snow removal equipment purchased. |
| J | Construct a heated 2,800 square foot sand storage facility |
| K | **Apron Improvements:** |
| K1 | Reconstruct existing based aircraft apron |
| K2 | Expand based aircraft apron in phases. The 2004 Phase 1 expansion is a 4,281 square yard expansion, while the 2005 Phase 2 expansion is a 7,280 square yard expansion. |
| K3 | Convert abandoned piece of pavement used for overflow parking to turf |
| K4 | Construct an additional 31,320 square yard itinerant aircraft parking apron to accommodate demand and removal of the "Back 40" and Taxiway A itinerant aircraft parking. |
| L | Construct a 10 unit t-hanger with aircraft wash rack and 2 small maintenance hangars. This will also require a 10 stall automobile parking facility and access roadway. |
| M | Rehabilitate the airport access road pavement |
| N | Rehabilitate the terminal automobile parking lot located directly in front of the existing terminal building |
| O | Expand existing and reconfigure the automobile parking lot |
| P | Construct a new 13,000 square foot terminal building and associated air carrier apron |
| Q | Complete an Environmental Assessment for all proposed development |
| R | Master Plan Update 2013 |
| S | Pavement Maintenance at $30,000 every three years |
| T | Complete an Obstruction Survey for Runway 17 |
| U | Storm Water Pollution and Prevention Plan (SWPPP) Update |
| V | Install a sign at the entrance onto Runway 04 regarding engine testing |

| REVISIONS | | | |
|---|---|---|---|
| REV. NO. | DATE | BY | DESCRIPTION |
| △ | | | |

STATE PROJECT NO. SAIP 11.8004 (20)

FEDERAL PROJECT NO. AIP3-23-0006-16


HTA Consulting Engineers

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


| DES. BY | DR. BY | CHKD. BY |
|---|---|---|
| KRS | DDS | KRS |

SCALE: AS SHOWN DATE: MAY, 2004

HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# AIRPORT LAYOUT PLAN (ULTIMATE FACILITIES)

HTA PROJ. No.: 030329

BHBPALP

DRAWING NO. 3

 REV △

## EXISTING AND ULTIMATE RUNWAY DATA

| ITEM | EXISTING RUNWAY 04-22 | FUTURE RUNWAY 04-22 | EXISTING RUNWAY 17-35 | ULTIMATE RUNWAY 17-35 |
|---|---|---|---|---|
| LENGTH | 5,200' | 5,500 | 3,364' with a 683' displaced threshold on Runway 17 | 3,184' |
| WIDTH | 100' | SAME | 75' | SAME |
| RUNWAY END COORDINATES - NAD 83 | RUNWAY 04 | RUNWAY 04 | RUNWAY 17 | RUNWAY 17 |
| | 44°26' 37.88"N | SAME | 44°27' 06.84"N | SAME |
| | 68°22' 02.27"W | SAME | 68°21' 43.13"W | SAME |
| | RUNWAY 22 | RUNWAY 22 | RUNWAY 35 | RUNWAY 35 |
| | 44°27' 24.53"N | 44°27' 27.32"N | 44°26' 40.21"N | 44°26' 42.55"N |
| | 68°21' 32.47"W | 68°21' 30.77"W | 68°21' 19.63"W | 68°21' 21.55"W |
| RUNWAY ELEVATION | RUNWAY 04 | RUNWAY 04 | RUNWAY 17 | RUNWAY 17 |
| | 66.6' | SAME | 60.0' | SAME |
| | RUNWAY 22 | RUNWAY 22 | RUNWAY 35 | RUNWAY 35 |
| | 66.2' | 66.5' | 46.7' | 49.9' |
| TRUE BEARING | N23°03' 00"E | SAME | N31°34' 00"W | SAME |
| PAVEMENT STRENGTH | SWL – 48,000 | SAME | SWL – 13,000 | SAME |
| | DW – 72,000 | | DW – 20,000 | |
| | DTW – 120,000 | | | |
| SURFACE MATERIAL | BITUMINOUS CONCRETE | SAME | BITUMINOUS CONCRETE | SAME |
| EFFECTIVE GRADIENT (%) | 0.33 | SAME | 1.13 | SAME |
| CLASSIFICATION/APPROACH CATEGORY | RUNWAY 04 | RUNWAY 04 | RUNWAY 17 | RUNWAY 17 |
| | NON-PRECISION | SAME | VISUAL/UTILITY | SAME |
| | RUNWAY 22 | RUNWAY 22 | RUNWAY 35 | RUNWAY 35 |
| | PRECISION | SAME | VISUAL | NON-PRECISION |
| APPROACH MINIMUMS (CEILING/VISIBILITY) | RUNWAY 04 | RUNWAY 04 | RUNWAY 17 | RUNWAY 17 |
| | MDA 440' & VIS NOT LOWER THAN 1-MILE | SAME | VISUAL & NOT LOWER THAN 1-MILE | SAME |
| | RUNWAY 22 | RUNWAY 22 | RUNWAY 35 | RUNWAY 35 |
| | DH 284' & VIS NOT LOWER THAN 3/4-MILE | DH TBD & VIS NOT LOWER THAN 1/2-MILE | VISUAL & NOT LOWER THAN 1-MILE | MDA TBD & VIS NOT LOWER THAN 1-MILE |
| VISUAL/APPROACH AIDS | RUNWAY 04: REILS (1), VASI (2) | RUNWAY 04: REILS (1), PAPI (8) | RUNWAY 17: NONE | RUNWAY 17: NONE |
| | RUNWAY 22: MALSF (3), VASI (2), OM (4), MM (5) | RUNWAY 22: MALSR (9), PAPI (8), OM (4), MM (5) | RUNWAY 35: NONE | RUNWAY 35: REILS (1), PAPI (8) |
| NAVIGATIONAL AIDS | RUNWAY 04: GPS (6), LOC/DME (BC) (7) | SAME | RUNWAY 17: NONE | SAME |
| | RUNWAY 22: ILS (10) | SAME | RUNWAY 35: NONE | RUNWAY 35: GPS (6) |
| RUNWAY LIGHTING | HIRL | SAME | NONE | MIRL |
| RUNWAY MARKING | RUNWAY 04: NON-PRECISION | SAME | RUNWAY 17: VISUAL/BASIC | SAME |
| | RUNWAY 22: PRECISION | SAME | RUNWAY 35: VISUAL/BASIC | RUNWAY 35: NON-PRECISION |
| RPZ (Length, Inner Width, Outer Width) | RUNWAY 04: 1,700', 500', 1,010' | SAME | RUNWAY 17: 1,000', 500', 700' | SAME |
| | RUNWAY 22: 1,700', 1,000', 1,510' | SAME | RUNWAY 35: 1,000', 500', 700' | RUNWAY 35: 1,700', 500', 1,010' |
| DESIGNATED INSTRUMENT RUNWAY | RUNWAY 22 | SAME | N/A | RUNWAY 35 |
| AIRPORT REFERENCE CODE/AIRPORT DESIGN CODE | C-II | SAME | B-II | SAME |
| CRITICAL AIRCRAFT | GULFSTREAM III | SAME | CESSNA CONQUEST | SAME |
| CRITICAL AIRCRAFT (WING SPAN) | 77.8 | SAME | 49.3' | SAME |
| CRITICAL AIRCRAFT APPROACH SPEED (KNOTS) | 136 | SAME | 100 | SAME |
| CRITICAL AIRCRAFT MTOW (POUNDS) | 68,700 | SAME | 9,925 | SAME |
| PARALLEL TAXIWAY | H | SAME | NONE | TBD |
| TAXIWAY LIGHTING | MITL | SAME | NONE | MITL |

NOTES:

(1) REILS – RUNWAY END IDENTIFIER LIGHTS
(2) VASI – VISUAL APPROACH SLOPE INDICATOR
(3) MALSF – 1,400-FOOT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS, OR FLASHING LIGHTS
(4) OM – OUTER MARKER
(5) MM – MIDDLE MARKER
(6) GPS – GLOBAL POSITIONING SYSTEM APPROACH
(7) LOC/DME (BC) – LOCALIZER (BACK COURSE) APPROACH WITH DISTANCE MEASURING EQUIPMENT
(8) PAPI – PRECISION APPROACH SLOPE INDICATOR
(9) MALSR – 2,400-FOOT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS

## AIRPORT DESIGN CRITERIA

| AIRPORT INFRASTRUCTURE | RUNWAY 04-22 | | | RUNWAY 17-35 | | |
|---|---|---|---|---|---|---|
| RUNWAY | DESIGN CRITERIA C-II (FT) | EXISTING (FT) | FUTURE (FT) | DESIGN CRITERIA B-II (FT) | EXISTING (FT) | FUTURE (FT) |
| LENGTH | SEE NOTE (1) | 5,200 | 5,500 | SEE NOTE (1) | 3,364 W/A 683-FOOT DISPLACED THRESHOLD AT THE 17 END | SAME |
| WIDTH | 100 | 100 | SAME | 75 | 75 | SAME |
| RUNWAY SAFETY AREA (RSA) | | | | | | |
| WIDTH | 400 (2) | RUNWAY 04: 400 + | SAME | 150 | RUNWAY 17: 150 + | SAME |
| | | RUNWAY 22: 400 + | SAME | | RUNWAY 35: 150 + | SAME |
| LENGTH BEYOND RUNWAY END | 1,000 | RUNWAY 04: 100 | RUNWAY 04: 1,000 | 300 | RUNWAY 17: 300 + | SAME |
| | | RUNWAY 22: 270 | RUNWAY 22: 1,000 | | RUNWAY 35: 180 | 300 |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | | | | | | |
| WIDTH | 400 | RUNWAY 04: 400 + | SAME | 250 | RUNWAY 17: 250 + | SAME |
| | | RUNWAY 22: 400 + | SAME | | RUNWAY 35: 250 + | SAME |
| LENGTH BEYOND RUNWAY END | 200 | RUNWAY 04: 100 | RUNWAY 04: 200 | 200 | RUNWAY 17: 200 + | SAME |
| | | RUNWAY 22: 270 | SAME | | RUNWAY 35: 180 | 200 |
| INNER APPROACH OFZ WIDTH (3) | 400 | RUNWAY 22: 400 + | SAME | N/A | N/A | SAME |
| INNER APPROACH OFZ LENGTH (3) (4) | 1,600 | RUNWAY 22: 1,600 | 2,600 | N/A | N/A | SAME |
| INNER APPROACH OFZ SLOPE (3) (5) | 50:1 | RUNWAY 22: 34:1 | SAME | N/A | N/A | SAME |
| RUNWAY OBJECT FREE AREA (ROFA) | | | | | | |
| WIDTH | 800 | RUNWAY 04: 800 + | SAME | 500 | RUNWAY 17: 500 | SAME |
| | | RUNWAY 22: 800 + | SAME | | RUNWAY 35: 500 | SAME |
| LENGTH BEYOND RUNWAY END | 1,000 | RUNWAY 04: 100 | RUNWAY 04: 1,000 | 300 | RUNWAY 17: 300 + | SAME |
| | | RUNWAY 22: 270 | RUNWAY 22: 1,000 | | RUNWAY 35: 180 | 300 |
| PARALLEL TAXIWAY | | | | | | |
| WIDTH | 35 | 35 | SAME | 35 | N/A | 35 |
| TAXIWAY SAFETY AREA (TSA) | 79 | 79 + | SAME | 79 | N/A | 79 |
| TAXIWAY OBJECT FREE AREA (TOFA) WIDTH | 131 | 131 + | SAME | 131 | N/A | 131 |
| RUNWAY SEPARATION STANDARDS | | | | | | |
| RUNWAY CENTERLINE TO TAXIWAY/TAXILANE CENTERLINE | 300 | 400 + | SAME | 240 | N/A | 240 |
| RUNWAY CENTERLINE TO AIRCRAFT PARKING AREA | 400 | 400 + | SAME | 250 | 250 | SAME |
| TAXIWAY/TAXILANE SEPARATION STANDARDS | | | | | | |
| TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE | 105 | N/A | SAME | 105 | N/A | SAME |
| TAXIWAY CENTERLINE TO A FIXED OR MOVABLE OBJECT | 65.5 | 65.5 + | SAME | 65.5 | N/A | 65.5 |

NOTES:

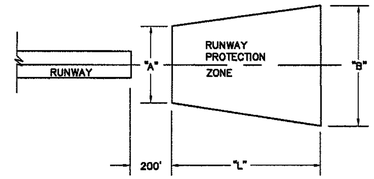
(1) SEE FURTHER DISCUSSION IN CHAPTER 2 – AIRFIELD ISSUES, SECTION 2.2.8 – RUNWAY LENGTH, OF THE 2004 AIRPORT MASTER PLAN UPDATE REPORT.

(2) ACCORDING TO ADVISORY CIRCULAR 150/5300-13, AIRPORT DESIGN, FOR ARC C-I AND C-II, A RUNWAY SAFETY AREA WIDTH OF 400 FEET IS PERMISSIBLE.

(3) THE INNER APPROACH OFZ (WIDTH, LENGTH AND SLOPE) IS A DEFINED VOLUME OF AIRSPACE CENTERED ON THE RUNWAY APPROACH AREA. IT APPLIES ONLY TO RUNWAYS WITH AN APPROACH LIGHTING SYSTEM (ALS), SUCH AS RUNWAY 22 AT HANCOCK COUNTY – BAR HARBOR AIRPORT, WITH A MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS, OR FLASHING LIGHTS (MALSF).

(4) THE INNER APPROACH OFZ LENGTH EXTENDS 200 FEET BEYOND THE LAST ALS LIGHT UNIT. THE MALSF FOR RUNWAY 22 EXTENDS 1,400 FEET BEYOND THE END OF THE RUNWAY THRESHOLD; THEREFORE, THE EXISTING INNER APPRAOCH OFZ LENGTH IS 1,600 FEET. IF A MALSR IS INSTALLED IN THE FUTURE, WHICH EXTENDS 2,400 FEET BEYOND THE END OF THE RUNWAY THRESHOLD, THE FUTURE INNER APPROACH OFZ LENGTH WOULD BE 2,600 FEET.

(5) DESIGN STANDARDS REQUIRE A SLOPE OF 50 FEET (HORIZONTALLY) TO 1 FOOT (VERTICALLY) FOR A PRECISION APPROACH RUNWAY (RUNWAY 22) WITH 3/4 MILE VISIBILITY MINIMUMS. HOWEVER, THE FAA ACCEPTS A SLOPE OF 34:1 DUE TO THE SURROUNDING MOUNTAINOUS TERRAIN, A COMMON PHENOMENON WITHIN THE NEW ENGLAND REGION.




## RUNWAY PROTECTION ZONE DATA

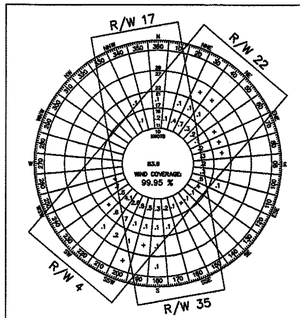
| | RUNWAY | APPROACH CATEGORY | "L" (FT) | "A" (FT) | "B" (FT) |
|---|---|---|---|---|---|
| ULTIMATE | 4 | SAME | SAME | SAME | SAME |
| | 22 | SAME | SAME | SAME | SAME |
| | 17 | SAME | SAME | SAME | SAME |
| | 35 | NON-PRECISION | 1,700 | 500 | 1,010 |
| EXISTING | 4 | NON-PRECISION | 1,700 | 500 | 1,010 |
| | 22 | PRECISION | 1,700 | 1,000 | 1,510 |
| | 17 | VISUAL/UTILITY | 1,000 | 500 | 700 |
| | 35 | VISUAL/UTILITY | 1,000 | 500 | 700 |

## RUNWAY APPROACH SLOPE DATA

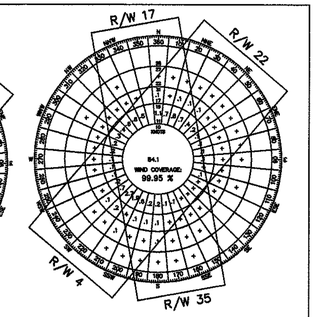
| | RUNWAY | APPROACH CATEGORY | APPROACH SLOPE |
|---|---|---|---|
| FUTURE | 4 | SAME | SAME |
| | 22 | SAME | SAME |
| | 17 | SAME | SAME |
| | 35 | NON-PRECISION | SAME |
| EXISTING | 4 | NON-PRECISION | 34:1 |
| | 22 (1) | PRECISION | 34:1 |
| | 17 | VISUAL/UTILITY | 20:1 |
| | 35 | VISUAL/UTILITY | 20:1 |

NOTE:

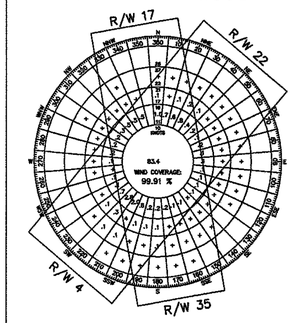
(1) FAR Part 77's approach surface standards require an approach slope of 50:1 for Runway 22, a precision approach runway with 3/4 mile visibility minimums. However, the FAA accepted a slope of 34:1 due to the surrounding mountainous terrain, a common phenomenon within the New England region. The horizontal distance of the precision approach surface for Runway 22 is 50,000 feet, not 10,000 feet, which is the standard distance required for a 34:1 slope. This is due to the imaginary surface requirements for a precision approach to Runway 22, which should be maintained even if the 50:1 slope cannot.




**I.F.R.-2 WIND ROSE**




**V.F.R. WIND ROSE**




**ALL WEATHER WIND ROSE**

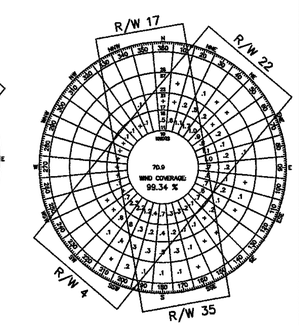
STATION: ROCKLAND, MAINE
SOURCE: NATIONAL CLIMATIC CENTER
ASHEVILLE, NORTH CAROLINA
PERIOD: JUNE 1954–MAY 1959
(FEB. 1960 SUBSTITUTED FOR FEB. 1958)
AVERAGE 13 OBSERVATIONS PER DAY
TOTAL OBSERVATIONS: 21,533

12 MPH COVERAGE:
R/W 4 – 58.7% COMBINED
R/W 22– 58.8% 4–22 = 91.2%

R/W 17– 51.8% COMBINED
R/W 35– 62.7% 17–35 = 88.2%
TOTAL = 97.1%

15 MPH COVERAGE:
R/W 4 – 60.3% COMBINED
R/W 22– 62.1% 4–22 = 96.1%

R/W 17– 54.4% COMBINED
R/W 35– 66.4% 17–35 = 94.5%
TOTAL = 99.1%




**I.F.R.-1 WIND ROSE**

STATION: #14616, BAR HARBOR
SOURCE: NATIONAL CLIMATIC CENTER
ASHEVILLE, NORTH CAROLINA
PERIOD: 1950–1958 & 1958–1959
AVERAGE 13 OBSERVATIONS PER DAY
TOTAL OBSERVATIONS: 13,746
JUNE–SEPTEMBER INCLUSIVE
(I.F.R. WEATHER OCCURS 7.84% OF THE TIME)

12 MPH COVERAGE:
R/W 4 – 47.2% COMBINED
R/W 22– 72.8% 4–22 = 95.6%

R/W 17– 74.7% COMBINED
R/W 35– 40.0% 17–35 = 90.3%
TOTAL = 97.7%

15 MPH COVERAGE:
R/W 4 – 48.6% COMBINED
R/W 22– 73.7% 4–22 = 97.9%

R/W 17– 78.3% COMBINED
R/W 35– 42.5% 17–35 = 96.4%
TOTAL = 99.0%

## AIRPORT ABUTTERS

| MAP | LOT NO. | OWNER | BOOK/PAGE | TOTAL ACRES |
|---|---|---|---|---|
| 11 | 73 | NARROWS CAMPING RESORT | 2230/190 | 41 |
| 15 | 6 | RICHARD & JOYCE HARDING | 1488/247 | 33.00 |
| 15 | 7 | GERALD KANE SR. & LEONA E. KANE | 2489/212 | 39.50 |
| 15 | 8 | GERALD KANE SR. & LEONA E. KANE | 2577/341 | 1.40 |
| 15 | 9 | STEPHEN L. FLOOD | 2043/226 | 1.88 |
| 15 | 10 | NORMA WENTWORTH | 1880/443 | 2.91 |
| 15 | 11 | GAIL LELAND & CAROLL LELAND | 2141/196 | 12.00 |
| 15 | 12 | AUSTIN E. HODGKINS & VINCENT PANGIA | 2705/345 | 1.96 |
| 15 | 13 | CITICORP VENDER FINANCE I | 0/0 | UNK |
| 15 | 13-1 | RONALD & CYNTHIA MURPHY | 3182/293 | 1.86 |
| 15 | 14 | BRUCE & DEBRA STAPLES | 1457/440 | 3.10 |
| 15 | 15 | GAIL LELAND & CAROLL LELAND | 1472/556 | 41.95 |
| 15 | 16 | GAIL LELAND & CAROLL LELAND dba CAROLL'S SUPERMARKET | 1462/320 | 0.46 |
| 15 | 17 | GAIL LELAND & CAROLL LELAND | 1427/218 | 5.18 |
| 15 | 22 | CAROLL LELAND | 1422/555 | 1.00 |
| 15 | 23 | ED & CHERYL LIBITZKI | 1363/77 | 1.00 |
| 15 | 24 | WILLIAM SANBORN & JOHNATHAN E. HUTCHINS | 1732/90 | 1.10 |
| 15 | 25 | WILLIAM & EUGENIA LABELLE | 2665/392 | 0.94 |
| 15 | 26 | DOUGLAS & CHERYLE MONSON | 1194/104 | 1.20 |
| 15 | 27 | ELLEN JO BROWN | 2058/276 | 0.60 |
| 15 | 28 | CAROLL LELAND | 2321/215 | 0.50 |
| 15 | 30 | RICHARD & JOYCE HARDING | 1105/77 | 7.11 |
| 15 | 31 | TRENTON GRANGE HALL | 0/0 | 1.15 |
| 15 | 201 | HANCOCK COUNTY AIRPORT | 0/0 | 229.16 |
| 16 | 1 | RICHARD & DONALD STOVER | 1253/492 | 16.00 |
| 16 | 2 | ROBERT KATES | 2633/203 | 4.82 |
| 19 | 23 | LEONARD J. DEMURO | 2859/266 | 2.57 |
| 19 | 23-1 | LEONARD J. DEMURO | 3422/85 | 1.83 |
| 19 | 25 | GARY & ELOISE MCDONALD | 2855/646 | 0.92 |
| 20 | 17 | JEANNE HIGGINS | 3388/129 | 16.80 |
| 20 | 18 | HANCOCK COUNTY AIRPORT | 2297/315 | 8.57 |
| 20 | 19 | ELLEN W. MCEVLVAIN & WILLIAM H. MCEVLVAIN SR. | 2902/649 | 0.60 |
| 20 | 20 | RICHARD & MARGARET DUNN | 1435/58 | 2.70 |
| 20 | 21 | VINCENZA JACQUES | 1396/316 | 0.40 |

NOTES:

INFORMATION PROVIDED BY THE TOWN OF TRENTON ACCORDING TO PROPERTY OWNERSHIP DATA AS OF AUGUST 2003

MAP 20, LOT NO. 21, VINCENZA JACQUES, HOLDS AN EXISTING EASEMENT WITH HANCOCK COUNTY, WHICH ALLOWS HIS LEACH FIELD TO BE ON AIRPORT PROPERTY

REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| | | | |

STATE PROJECT NO. SAIP 11.8004 (20)
FEDERAL PROJECT NO. AIP3-23-0006-16


HTA Consulting Engineers
PROJECT DESIGNER
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Tel: (603) 669-5555 Fax: (603) 669-4168 WEB PAGE: www.hta-nh.com


DES. BY WPR | DR. BY DDS | CHKD. BY JRL
SCALE: AS SHOWN | DATE: MAY, 2004

HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

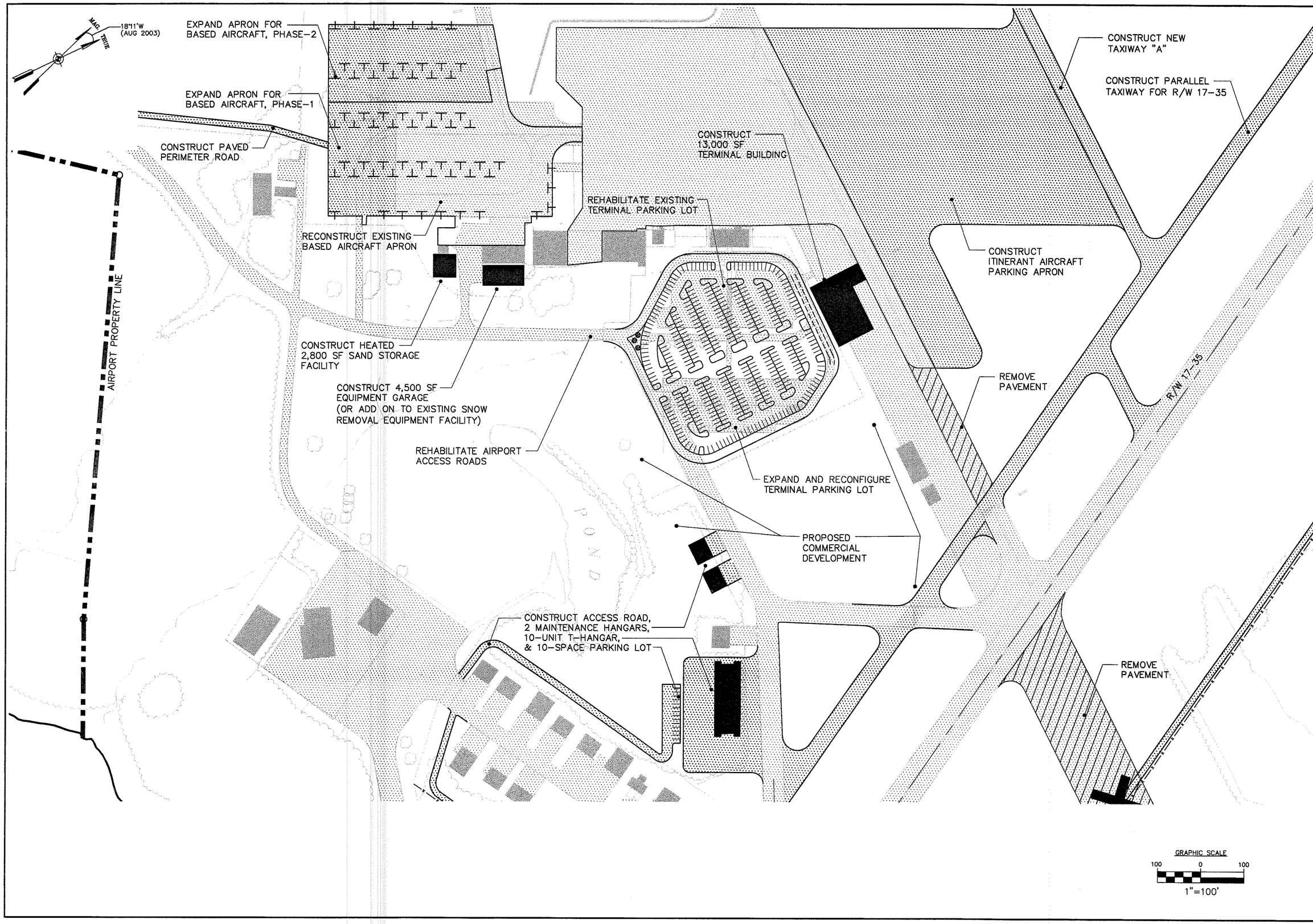
# ALP (ULTIMATE FACILITIES) DATA SHEET

HTA PROJ. No.: 030329
8HBDSHT.dwg

DRAWING NO.
4



REV




REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| | | | |

STATE PROJECT NO. SAIP 11.8004 (20) BHBCTA01

FEDERAL PROJECT NO. AIP3-23-0006-16

PROJECT DESIGNER
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HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# TERMINAL AREA PLAN

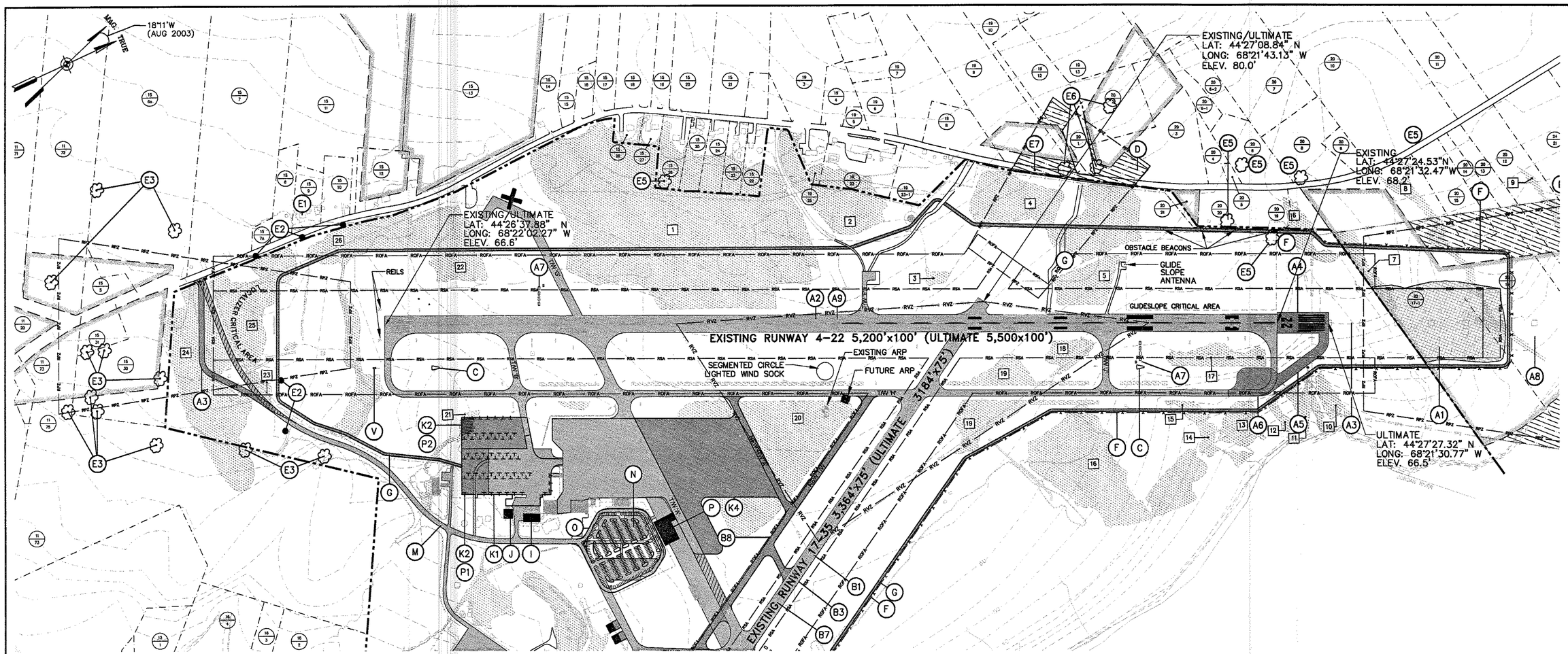
HTA PROJ. No.: 030329

DRAWING NO.

5

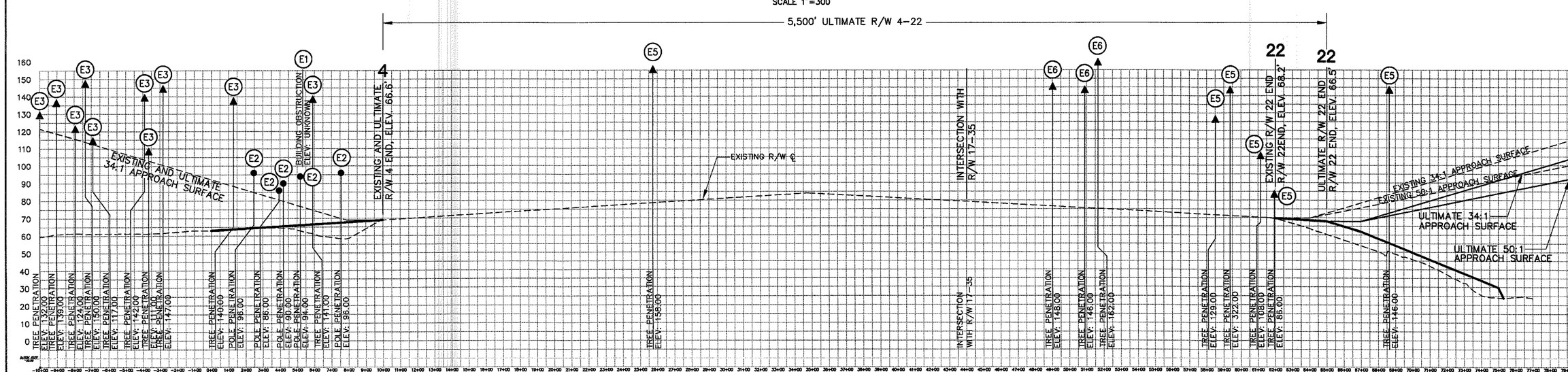
SHEET 5 OF 9

REV




## PLAN

SCALE 1"=300'




## PROFILE

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

REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
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STATE PROJECT NO. SAP 11.8004 (20) BHBP/LPR

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HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# RUNWAY 4-22 PLAN & PROFILE

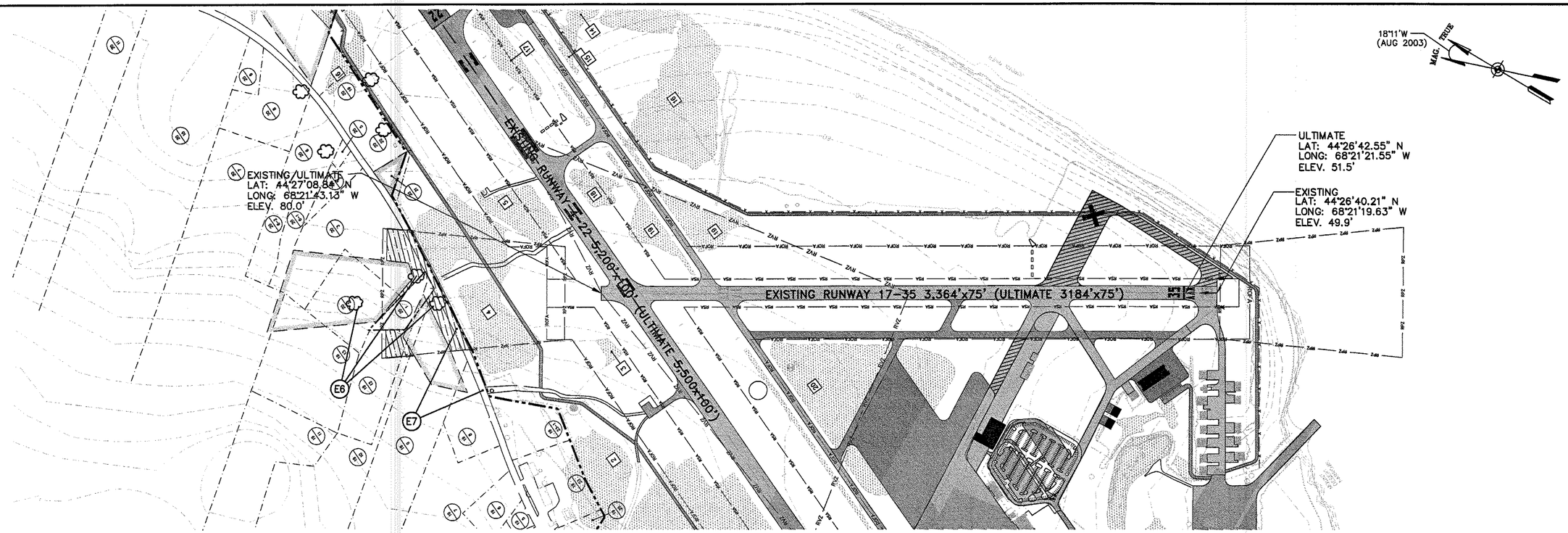
HTA PROJ. No.: 030329

DRAWING NO.

6

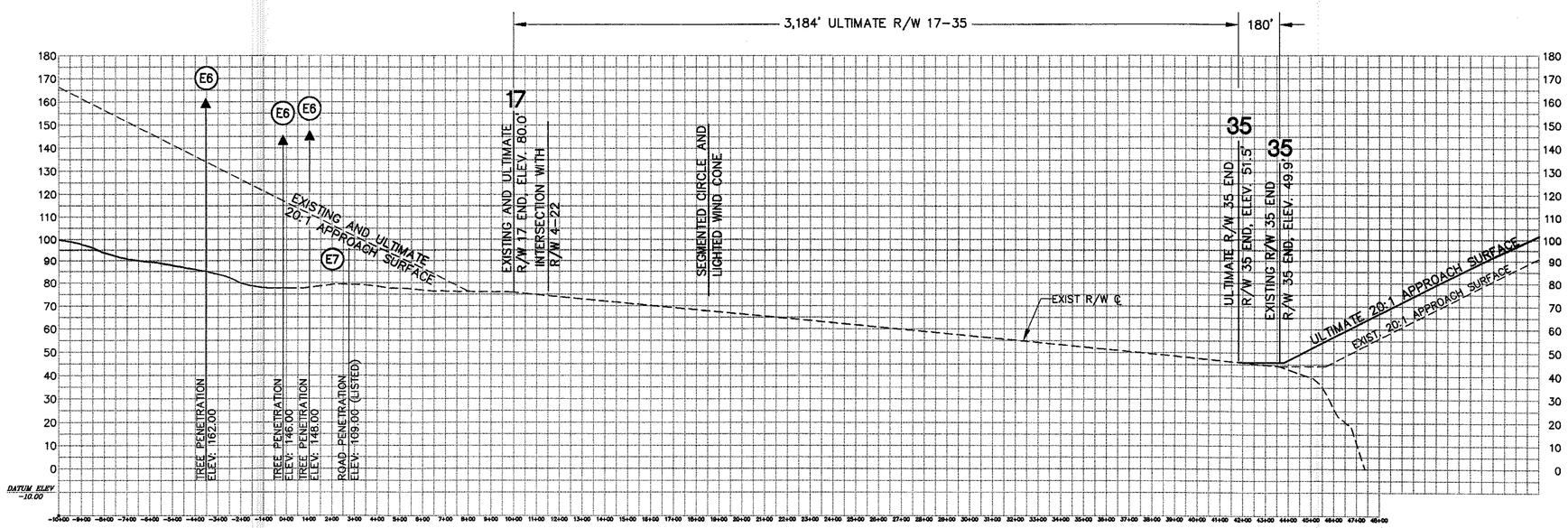
SHEET 6 OF 9

REV




## PLAN

SCALE 1"=300'




## PROFILE

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

REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
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HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# RUNWAY 17-35 PLAN & PROFILE

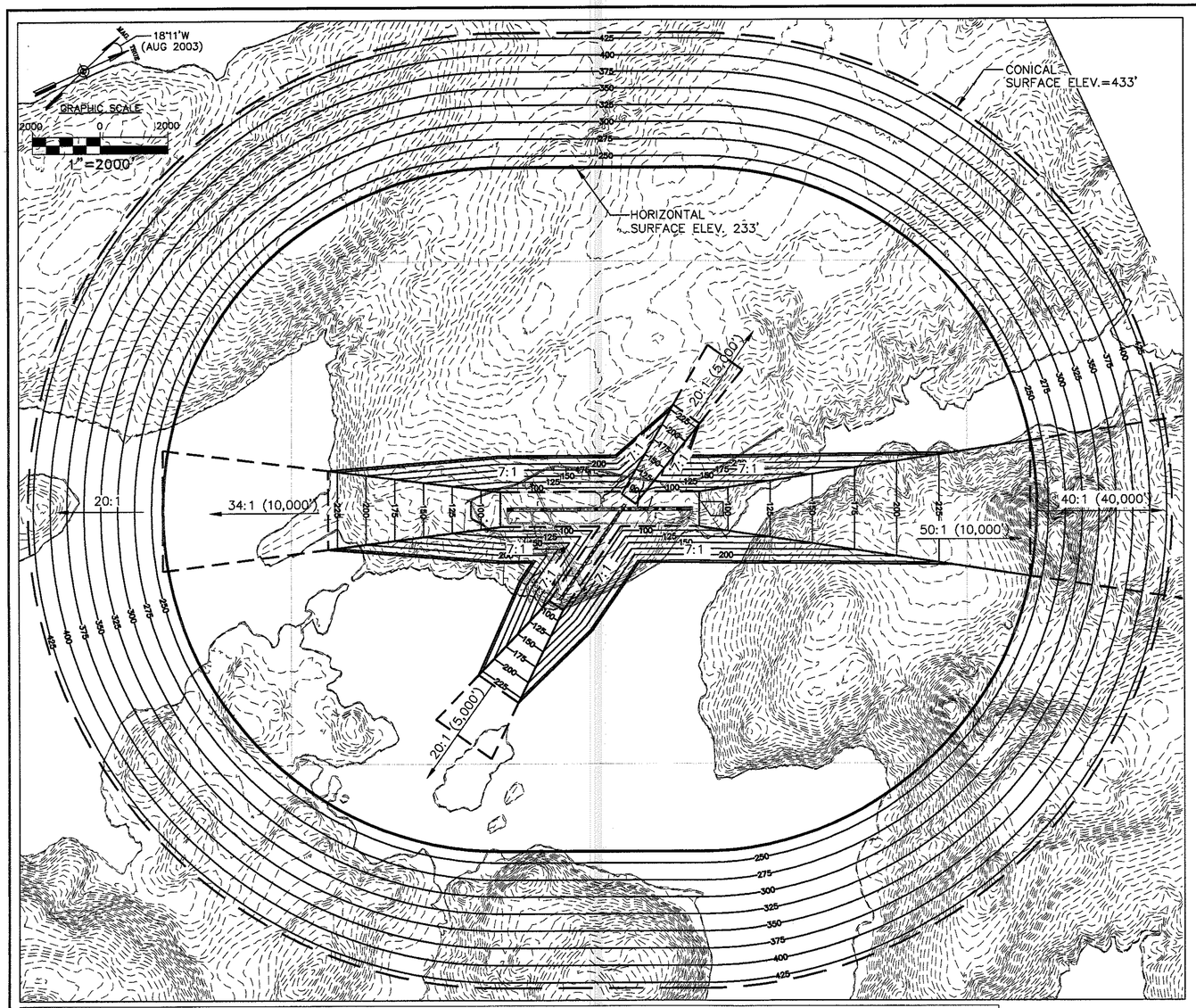
HTA PROJ. No.: 030329

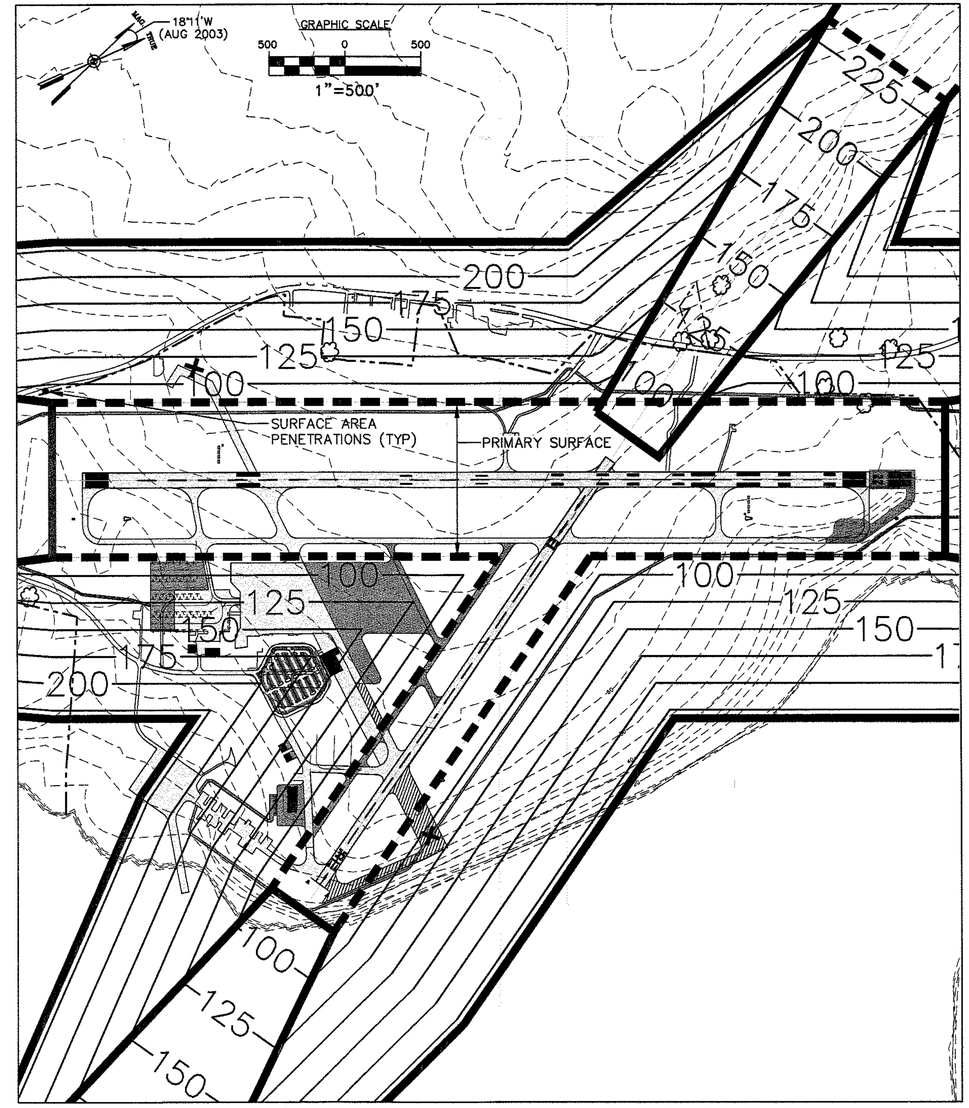
DRAWING NO.

7

SHEET 7 OF 9

REV




**Existing and Future Part 77 Airspace Surfaces: Hancock County, Bar Harbor Airport (1)**

| Airport Data | Existing Runway 04 | Future Runway 04 | Existing Runway 22 | Future Runway 22 | Existing Runway 17 | Future Runway 17 | Existing Runway 35 | Future Runway 35 |
|---|---|---|---|---|---|---|---|---|
| Classification | Non-precision | Same | Precision | Same | Visual – Utility | Same | Visual – Utility | Non-precision – Utility |
| Approach | Non-precision | Same | Precision | Same | Visual | Same | Visual | Non-precision |
| Visibility Minimums | 1 mile | Same | 3/4 mile | ½ mile | 1 mile | Same | 1 mile | Same |
| Airport Elevation (feet, MSL) | 83 | | | | | | | |
| **Airport Imaginary Surface** | **Existing Runway 04** | **Future Runway 04** | **Existing Runway 22** | **Future Runway 22** | **Existing Runway 17** | **Future Runway 17** | **Existing Runway 35** | **Future Runway 35** |
| **Horizontal Surface:** | | | | | | | | |
| Horizontal Surface Elevation (feet, MSL) | 233 | | | | | | | |
| Horizontal Surface Radius | 10,000 | Same | 10,000 | Same | 5,000 | Same | 5,000 | Same |
| **Conical Surface:** | | | | | | | | |
| Conical Surface Elevation (feet, MSL) | 433 | | | | | | | |
| Horizontal Distance | 4,000 | | | | | | | |
| Slope | 20:1 | | | | | | | |
| **Primary Surface:** | | | | | | | | |
| Length Beyond runway end | 200 | Same | 200 | Same | 200 | Same | 200 | Same |
| Width | 1,000 (2) | Same | 1,000 (2) | Same | 250 | 500 (3) | 250 | 500 (3) |
| **Approach Surface:** | | | | | | | | |
| Horizontal Distance | 10,000 | Same | 10,000 and 40,000 (4) | Same | 5,000 | Same | 5,000 | Same |
| Inner Edge Width | 1,000 | Same | 1,000 | Same | 250 | 500 | 250 | 500 |
| Outer Edge Width | 3,500 | Same | 16,000 | Same | 1,250 | Same | 1,250 | 2,000 |
| Slope | 34:1 | Same | 34:1 (4) | Same | 20:1 | Same | 20:1 | Same |
| **Transitional Surface:** | 7:1 | Same | 7:1 | Same | 7:1 | Same | 7:1 | Same |

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Federal Aviation Regulation Part 77 & Objects Affecting Navigable Airspace, U.S. Government Printing Office, Washington, DC, 1975, pp. 6 & 7.

**NOTES:**

(1) Dimensions are in feet unless otherwise noted

(2) The width of the primary surface of a runway is the width prescribed for the most precise approach for either end of that runway; therefore, the precision approach to Runway 22 also determines the primary surface width of 1,000 feet for Runway 04.

(3) Parallel to note number 2, the most precise approach for either end of Runway 17–35 in the future is that of a non-precision approach to Runway 35; therefore, the non-precision approach to Runway 35 determines the primary surface width of 500 feet for Runway 17.

(4) FAR Part 77's approach surface standards require a horizontal distance of 10,000 feet at a slope of 50 (horizontally) to 1 (vertically) with an additional 40,000 feet at a slope of 40 (horizontally) to 1 (vertically) for all precision instrument runways, such as Runway 22, a precision instrument approach runway with 3/4 mile visibility minimums. However, the FAA accepted a slope of 34:1 due to the surrounding mountainous terrain, a common phenomenon within the New England region. The horizontal distances of 10,000 and 40,000 for the precision approach surface for Runway 22 is the approach surface standard required for a precision approach, not the standard distance required for a non-precision approach. This is the horizontal distance imaginary surface requirement for a precision approach to Runway 22, which should be maintained even if the 50:1 slope cannot.

**LEGEND**

| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
|---|---|---|---|
| | CONICAL SURFACE | | APPROACH SURFACE ABOVE HORIZONTAL SURFACE ELEVATION |
| | HORIZONTAL SURFACE | | APPROACH SURFACE |
| —150— | SURFACE ELEVATION CONTOUR | | SURFACE PENETRATIONS (TREES) |
| | EXISTING CONTOUR | • | SURFACE PENETRATIONS (POLES) |
| | PRIMARY SURFACE | | |

REVISIONS

| REV. NO. | DATE | BY | DESCRIPTION |
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| | | | |

STATE PROJECT NO. SAIP 11.8004 (20) BHBP77

FEDERAL PROJECT NO. AIP3-23-0006-16

PROJECT DESIGNER
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| DES. BY | DR. BY | CHKD. BY |
|---|---|---|
| KRS | DDS | JRL |

SCALE: AS SHOWN DATE: MAY, 2004

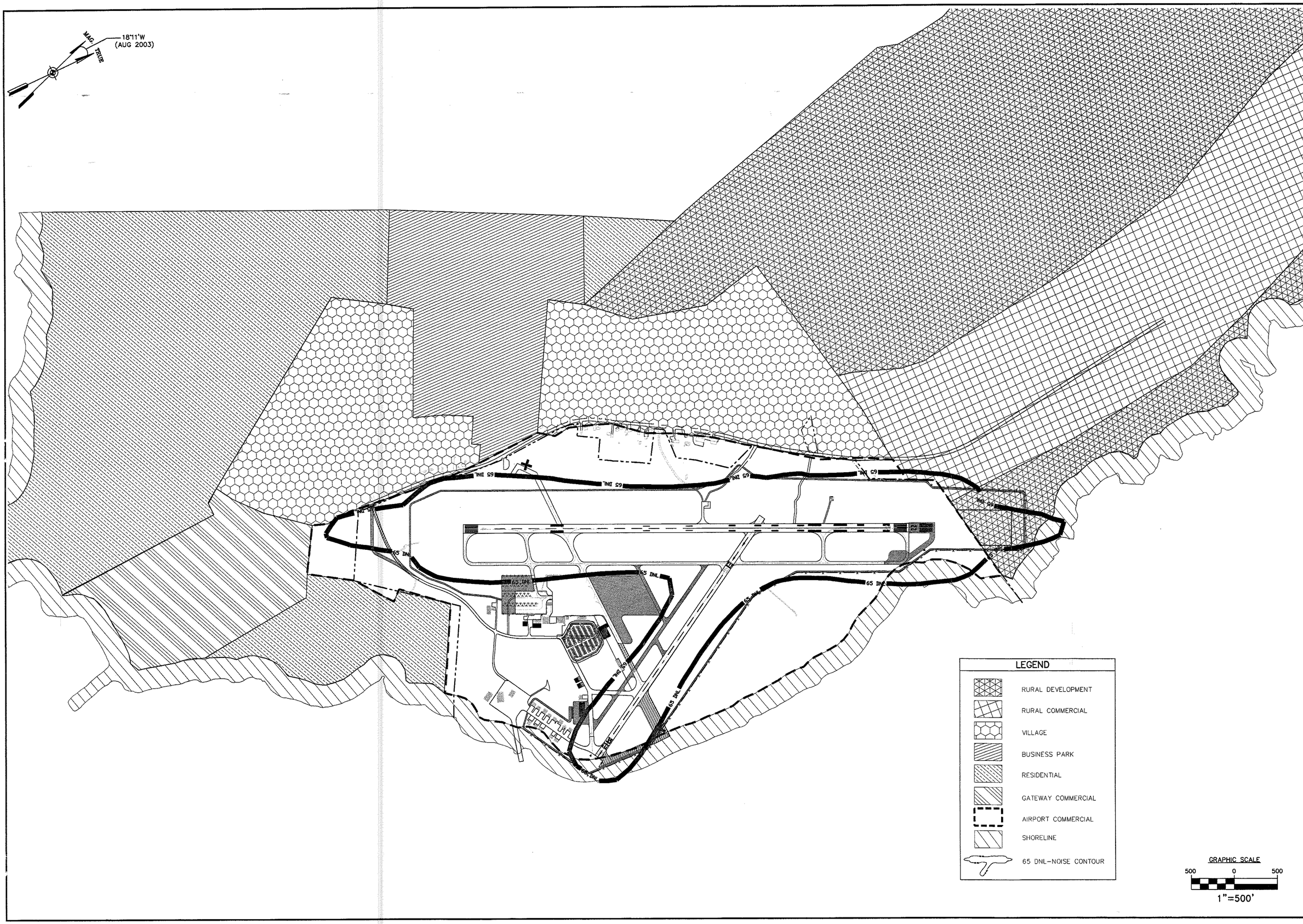
HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# FAR PART 77 AIRSPACE SURFACES

HTA PROJ. No.: 030329

DRAWING NO.
8

SHEET 8 OF 9 REV

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SAIP 11.8004 (20)
BHB-LNDUSE

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HTA Consulting Engineers

PROJECT DESIGNER
**Hoyle, Tanner & Associates, inc.**
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HANCOCK COUNTY, BAR HARBOR AIRPORT
AIRPORT MASTER PLAN UPDATE

# LAND USE AREA ZONING AND NOISE CONTOUR PLAN

HTA PROJ. No.: 030

DRAWING N

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SHEET 9 OF 9