

City of Biddeford
Airport Commission

October 28, 2021 7:00 PM Council Chambers and via Zoom

Please click the link below to join the webinar:

<https://biddeford.zoom.us/j/94406799990?pwd=RXBKNDE4WXp6M1BPS29ZUXJ5SSStiUT09>

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Webinar ID: 944 0679 9990

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1. Roll Call

2. Pledge of Allegiance

Acceptance of Minutes:

September 23, 2021 Airport Commission Meeting Minutes

[9-23-2021 Airport Commission Minutes.docx](#)

3. New Business

3.1. Gale Associates Update

[October Gale Associates Update.pdf](#)

3.2. Discussion: Airport Master Plan

Chapter 7 - Schedule of Improvements

Chapter 8 - Airport Recycling, Reuse and Waste Reduction Plan

[Airport Master Plan - Chapter 7.pdf](#)

[Airport Master Plan - Chapter 8.pdf](#)

3.3. Discussion: Airport Layout Plan

[Airport Layout Plan - Oct 2021.pdf](#)

4. Airport Managers Report

5. Adjourn

**Airport Commission Meeting
September 23, 2021**

Committee Chair, Rick Laverriere called the meeting to order at 6:33 p.m.

Roll Call: Rick Laverriere, Gerald Bernier, Carmen Morris, Frederick Oliver, Tom Bryand, Roland Pelletier and Dean Tourigny

Also present: Airport Manager Peter Donaher; Jackie Marks, Matt Caron and Nikolas Ippolito from Gale Associates

The Commission recited the Pledge of Allegiance.

Acceptance of Minutes: **August 26, 2021**

Motion by Fred Oliver, seconded by Tom Bryand to accept the minutes as printed.

Vote: Unanimous.

Presentation: **Gale Associates Project Updates:**

Gale Associates Representative Nikolas Ippolito gave the update.

Runway Project (Outstanding Items):

- The Contractor has returned to the site to perform additional restoration work on the properties on Breton Street. This work is scheduled to be completed by the end of September.
- The FAA's electrical structures located by the Airport's new PAPIs were scheduled to be repaired during the week of September 13th. Upon completion of this work, the FAA will schedule their flight inspection to commission these NAVAIDs.
- Gale will be scheduling the final inspection on this project immediately following completion of the remaining work.
- Upon completion of the final inspection, the Contractor will have forty-five (45) days to complete any remaining punch list work.
- Gale will assist the Airport in filing the required grant closeout paperwork. This will include a closeout report, and final reimbursement request for all project costs outstanding.
- Tim LeSiege from MDOT was on-site to do a walk-around inspection at the airport and was pleased with the work that has been done.

Airport Master Plan Update:

Gale Associates has completed Chapters 1 through 6 of the Master Plan, and has submitted the Chapters to the Airport Commission for review. These Chapters can be found on the City's website for public review and comment – <https://www.biddefordmaine.org/2255/Airport-Master-Plan>

The remaining Chapters and items to be completed and submitted for review are:

- Chapter 7 – Schedule of Improvements
- Chapter 8 – Airport Recycling, Reuse and Waste Reduction
- Airport Layout Plan
- Wildlife Hazard Site Visit Report

NewEarth Ecological has provided a final Wildlife Hazard Site Visit Report, which has been forwarded to FAA and MaineDOT for review and comment. No comments have been received.

The Commissions' next steps in the Master Plan process will be to develop a schedule of improvements and review the last of the Master Plan chapters, as well as the Airport Layout Plan, which will also be made available for review by the public.

Commission Chair, Rick Laverriere reviewed the results of the Master Plan, Chapter 6 – Development & Evaluation of Alternatives Survey that each Commissioner completed:

Runway Extension: Commission indicated 6 to 1 to construct Runway 06 end and extension & RSA to achieve 3200 feet.

Taxiway: Commission indicated 6 to 1 to construct a partial parallel taxiway at midfield.

Hangar Building: Commission indicated 4 to 3 two options: (1) construct hangars adjacent to existing hangar complex; and (2) reserve west apron for future T-hangars or tie down development.

AWOS: Commission indicated 5 to 2 to install Weather Monitoring Cameras.

Fuel Farm: Commission indicated unanimously to construct aboveground fuel facility in terminal area.

Perimeter Fence: Commission indicated 6 to 1 to construct full perimeter fencing around the airport property.

SRE Building: Commission indicated unanimously to construct SRE Building behind EAA Hangar.

Apron Reconfiguration: Commission indicated 6 to 1 to expand west apron and reduce terminal apron.

Motion by Rick Laverriere, seconded by Tom Bryand to approve all the above survey results, as indicated by the choices of the Airport Commissioners.

Vote: Unanimous.

New Business:

The next step in the Master Plan process is to development a schedule of improvements and priorities. It was agreed that one of the top priorities is the replacement of the fuel farm in light of the fact that the current fuel tank will expire in January 2028. The Commission will need to have a more in-depth discussion about options and project costs, especially for purposes of budget planning.

Jackie Marks offered to come up with a schedule and possible costs for improvements and prioritizing projects. She will present this schedule to the Commission for discussion and review.

Airport Manager Report:

Airport Manager Peter Donaher had the following items:

- ❖ On Sept. 14th, the FAA performed a flight check to verify the current construction project. A jet was used for the flight check, which prompted some citizens to call in their concerns about jets flying in and out of the airport. Peter gave public assurances that jets are not going to be a normal flying event at the airport; and the FAA flight checks are a routine, once-in-a-while event.
- ❖ Sept. 22nd, Peter participated in the Maine Aeronautical Advisory Board meeting. It appears that other airports are also moving towards installing Weather Monitoring Cameras and away from the AWOS.
- ❖ He informed the Commission that the John Deere mower is currently not working, and he's waiting for a part to come in. He hopes to have it running again next week.
- ❖ Owner of CHI Aerospace Fuels, LLC, Chris Hosford has been at the airport to see what work needs to be done to improve the hangar in which he intends to operate his business. A meeting has been set up for Sept. 24th with the Code Enforcement Officer, Public Works Director, Peter and Chris Hosford to create a list of items that need to be taken care of.

On a final note, Rick Laverriere publicly thanked Dean Tourigny for his years of service on the Airport Commission. Dean is resigning from the Commission and tonight is his last meeting.

Motion by Fred Oliver, seconded by Dean Tourigny to adjourn.

Vote: Unanimous.

Time: 7:06 p.m.



B19

Biddeford Municipal Airport



MONTHLY PROJECT UPDATE

Biddeford Municipal Airport

Biddeford, Maine

October 28, 2021

Gale Associates, Inc. (Gale) is currently administering the following projects on behalf of the Biddeford Airport Commission:

1. Final Design and Construction Phase Services for Runway 6-24, AIP No. 3-23-0009-015-2020

Project Description: This project includes the preparation of final construction phase design plans and specifications (Bid Documents) for the Runway 06-24 Reconstruction and associated Drainage, Compliant Runway Safety Area, and Vegetation Obstruction Removal in the Runway 24 End. This project will include grant funding for Project 1 above, as well as all Gale and FAA Reimbursable Contracts, and the Construction Contract with the low bidder.

Project Funding

FAA Share (100%)	\$5,783,470.00
MaineDOT Share (0%)	\$0.00
City of Biddeford Share (0%)	\$0.00
TOTAL PROJECT	\$5,783,470.00

Project Status:

- The Contractor returned to the site to perform additional restoration work on the properties located on Brenton Street. This work is not complete.
- The FAA's electrical structures have been modified to drain water from the system. FAA has accepted these installations and is now in the process of finalizing their NAVAIDs.
- Gale is in the process of finalizing the Contractor's final payment request. Prior to processing this request Gale will meet with the Contractor to perform a final walkthrough and address any observed deficiencies.
- Gale will assist the Airport in filing the required grant closeout paperwork. This will include a closeout report, and final reimbursement request for all project costs outstanding.
- If there are any costs associated with this Project that the Airport would like to have reimbursed (Legal reviews, mailings, or other expenses that were directly related to this project) please submit those invoices to Gale and we will incorporate them into the final reimbursement.

Recommended Discussions and/or Action Items:

- Please sign and forward the final Reimbursement Request upon receipt.

2. Airport Master Plan Update (AMPU), AIP No. 3-23-0009-14-2020

Project Description: The Airport's Master Plan was last completed in 2005. This AMPU will review the adequacy of the Airport's landside and airside facilities with respect to compliance with Federal Aviation Administration (FAA) design standards and ability to address the needs of the Airport through the planning period (FY-2020-2039). Included in this project is an update to the Airport's ALP to include current conditions and recommended improvements as outlined in FAA Order 5100.38D. A schedule of improvements will be generated to organize the implementation of various improvements in the short- (0-5 years), medium- (6-10 years), and long-term (11-20 years) periods to assist the sponsor in defining the Airport's Capital Improvement Plan. This project will also include a wildlife hazard site visit.

Project Funding:

FAA Share (90%)	\$173,855.00
MaineDOT Share (0%)	\$0.00
City of Biddeford Share (0%)	\$0.00
TOTAL PROJECT	\$173,855.00

Project Status:

- The CARES Act includes funding to cover Airport projects at 100% for FY 2020. This means that the Airport Master Plan will not require a local or state share.
- To date, the Commission has reviewed and approved the following chapters:
 - o Draft Chapter 1 – Introduction
 - o Draft Chapter 2 – Inventory of Existing Facilities
 - o Draft Chapter 3 – Existing Environmental Conditions and Sensitive Areas
 - o Draft Chapter 4 – Forecasts of Aviation Demand and Capacity
 - o Draft Chapter 5 – Facility Requirements
 - o Chapter 6 – Development and Evaluation of Alternatives
- Remaining chapters are as follows:
 - o Chapter 7 – Schedule of Improvements
 - o Chapter 8 – Airport Recycling, Reuse, and Waste Reduction
- Commission voted on recommended alternatives during the 9/23/2021 meeting.
- Gale subsequently prepared the schedule of improvements and airport recycling chapters (7/8) for review and comment by the Commission and agencies. The chapters were revised based on feedback from the group and uploaded to the Airport's webpage on 10/22/2021.
- The final Master Plan chapters (7 & 8), Airport Layout Plan (ALP), and Wildlife Hazard Site Visit Report will be presented during tonight's meeting.
- The next step in the process will be to submit the ALP to FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) System for review by various FAA entities. Review period for this review is 45 days.
- Following OE/AAA review, the ALP can be distributed to the Airport, MaineDOT, and FAA for final signatures and approval.

Recommended Discussions and/or Action Items:

- o Commission vote on Chapters 7 and 8, pending any revisions as a result of tonight's discussions.
 - o Commission vote to approve Gale to submit the ALP to OE/AAA for review by FAA.
-

Other Items:

- On October 13, 2021, MaineDOT notified the Airport that an Environmental Assessment (EA) in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures must be conducted during FY-2022. The purpose of the EA is to satisfy NEPA (National Environmental Policy Act) review requirements for upcoming projects identified in the Master Plan. Gale will schedule a scoping meeting for this project following the completion of the Master Plan, which is anticipated in early 2022.

CHAPTER 7 – SCHEDULE OF IMPROVEMENTS

This Chapter provides a summary of facility improvements and estimated costs according to selected preferred alternative development scenarios identified in Chapter 6, Development and Evaluation of Alternatives. Also included are the reconstruction and/or replacement of facilities as they exceed their design life. These projects have been compiled into an overall schedule of improvements, which is organized by short-term (2022-2026), mid-term (2027-2031), and long-term (2032-2041) projects, in order to assist the airport in the development of its five-year Capital Improvement Program (CIP) according to FAA and MaineDOT requirements.

7.1 CONSIDERATIONS FOR INFLATION

The total cost of implementing a particular project is based upon current (2021) estimates of construction costs, the costs of engineering and design work, and minor construction items and contingencies. These preliminary estimates are based, in most cases, on unit prices common to airport and highway construction in Maine in 2021. The costs cited are estimates only and should not be construed as final or conclusive. It is important to consider that inflation will likely affect future CIP project costs. Project cost estimates should be updated at the time a project is ready to be implemented using current data in order to reflect accurate labor rates and material costs.

7.2 ENVIRONMENTAL PLANNING PROJECT COSTS

Costs associated with obtaining environmental permits are estimated using assumed scopes of work and from experience with similar types of projects and cannot be accurately estimated until a project scope of work is developed. Developing the scope of work is a process that takes place approximately one year prior to the start of a project in preparation for funding applications. The costs of these types of projects may vary greatly due to changes in the actual scope of the project and therefore have not been included in the estimates provided in this chapter.

7.3 FORECASTED VS. ACTUAL DEMAND

It is important to note that the recommended improvement schedule presented below is predicated in part on the forecasted demand outlined in Chapter 4, and that projects may not be eligible for funding until actual demand for facility improvements is present. It is common for Airport CIPs to be adjusted on a yearly basis to accommodate actual demand by either advancing projects when demand materializes earlier than originally anticipated or delaying projects when anticipated demand does not occur as expected.

7.4 PERIODIC ROUTINE MAINTENANCE

In addition to the capital improvements outlined in the following sections of this chapter, the Airport should monitor conditions of all facilities to schedule maintenance as needed. Maintenance activities include, but are not necessarily limited to, pavement maintenance activities (e.g., crack sealing and slurry sealing) and vegetation management (e.g., mowing, brush hogging, and tree removal in accordance with the Vegetation Management Plan). These activities are necessary to maintain a safe and functional airfield and are further described in the following paragraphs.

It is recommended that the Airport monitor pavement conditions and results of Pavement Management Reports, which are provided periodically by MaineDOT. The most recent Pavement Condition Report (PCR) at B19 was completed in 2018 and recommends work repair levels based on pavement condition index (PCI) ratings, which include the following:

- PCI above 70 (Satisfactory): preventative maintenance
- PCI between 60 and 70 (Fair): major rehabilitation
- PCI below 60 (Poor to Failed): reconstruction

According to the PCR, pavement generally deteriorates at a rate of between 1 and 3 PCI per year, and maintenance activities should be programmed as necessary to extend the useful life of airfield pavements.

Vegetation growth should be monitored and managed as follows, in accordance with the Airport's 2007 Vegetation Management Plan (VMP):

- Upland infield areas and grassed areas surrounding aprons: routine mowing from May to October
- Remaining upland airfield areas: brush hogging at least every two years as needed
- Airfield wetlands: selective hand pruning at least every two years as needed
- Off-airport easements: field survey every three to five years and selective clearing as needed

Additional details regarding the timing and methods for vegetation management are contained in the Airport's 2007 VMP and should be followed accordingly.

7.5 SHORT-TERM IMPROVEMENTS

The following projects are proposed for short-term development over the next 5-year period (2022-2026). The following descriptions are for planning purposes only and may require refinements and review prior to starting work on a particular project.

7.5.1 RECONSTRUCT WEST APRON

This project is for the reconstruction of the Airport's West Apron (i.e., GA Apron), including construction of a taxilane from the apron to Runway 06-24, midway between the existing stub taxiway and the Runway 06 end to accommodate future construction of a parallel taxiway. The West Apron with a PCI of 41 (poor) exceeded its useful life in 2007. This project includes:

- Full depth reconstruction including removal of existing pavement and base materials, subgrade preparation.
- Placement of a gravel subbase, aggregate base layers, and bituminous concrete pavement.
- Erosion control.
- Application of markings.

Apron reconstruction is eligible for AIP funding provided that it will be used for aircraft parking. The project cannot include pavement for auto parking, other non-aeronautical uses, or exclusive use areas (must be public use).

Estimated project cost: \$900,000 (FAA Share \$810,000; State Share \$45,000; Local Share \$45,000)

7.5.2 CONSTRUCTION OF ABOVEGROUND FUEL FACILITY

This project is for the construction of an aboveground fuel facility in the terminal area, consisting of one 10,000-gallon storage tank, fueling apron, and associated taxilanes. Installation of the aboveground facility should take place in advance of the decommissioning of the existing underground storage tank, which will expire in January of 2028. Project timing in conjunction with the reconstruction of the Main Apron (i.e., Terminal Apron) should be considered to avoid an interruption to the Airport's fuel revenue.

Per the FAA AIP Handbook, because the Airport already has a 100-LL fuel facility on site, this project is not eligible for AIP funding, as AIP funding can only be used to fund the initial construction of fuel facilities and cannot fund maintenance or repair.

Estimated project cost: \$600,000 (FAA Share \$0.00; State Share \$0.00; Local Share \$600,000)

7.5.3 RECONSTRUCT MAIN APRON

This project is for the reconstruction of the Airport's Main Apron. The Main Apron (i.e., terminal apron) with a PCI of 42 (poor) exceeded its useful life in 1997. This project includes the removal and decommissioning of the underground fuel storage tank, which is scheduled to expire in 2028 and must be removed per MaineDEP regulations. This project will also include:

- Full depth reconstruction including removal of existing pavement and base materials, subgrade preparation.
- Placement of a gravel subbase, aggregate base layers, and bituminous concrete pavement.
- Erosion control.
- Application of markings.

Apron reconstruction is eligible for AIP funding provided that it will be used for aircraft parking. The project cannot include pavement for auto parking, other non-aeronautical uses, or exclusive use areas (must be public use).

Estimated project cost: \$800,000 (FAA Share \$720,000; State Share \$40,000; Local Share \$40,000)

7.5.4 CONSTRUCT HANGARS ADJACENT TO EXISTING HANGAR COMPLEX

This project is for the construction of hangar units as needed in the area adjacent to the existing hangar complex. Based on current demand and discussions with Airport Management, it is assumed that hangars will be constructed by private developers and that the Airport will incur no costs associated with their construction. Box hangars and/or T-hangars can be constructed based on the needs of the developers at the time. It should be noted that coordination with Skydive Coastal Maine may be required to relocate the existing skydiving landing area to a different location on the airfield, as the proposed area for hangar construction may conflict with their existing operation.

7.5.4 TERMINAL BUILDING IMPROVEMENTS

This project is for the renovation of the Airport's terminal building to repair issues with the leaking roof and bring the public areas of the building (including but not limited to the entrance, hallways, and restrooms) into compliance with Americans with Disabilities Act (ADA) requirements.

According to the AIP handbook, terminal building modifications to meet federal mandates (e.g., ADA standards) are eligible for AIP funding, provided that modifications are being made to public use areas, such as public entrances, hallways, and restrooms. Additionally, certain terminal building rehabilitation projects, such as the replacement of a significant portion of a terminal roof, are eligible for AIP funding. Terminal building improvements are not eligible for discretionary funding, so the Airport would be limited to nonprimary entitlements (\$150,000 per year) for the terminal building improvements described above.

Estimated project cost: \$300,000 (FAA Share \$270,000; State Share \$15,000; Local Share \$15,000)

7.6 MID-TERM IMPROVEMENTS

The following projects are proposed for mid-term development over the 5 to 10-year planning period (2027-2031). The following descriptions are for planning purposes only and may require refinements and review prior to starting work on a particular project.

7.6.1 CONSTRUCT SRE BUILDING

This project is for the construction of a snow removal equipment building (estimated at 1,600 square feet) in accordance with FAA regulations for buildings for storage and maintenance of airport snow and ice control equipment and materials, with access driveway in the area behind the EAA hangar. This project will avoid occupying space suitable for hangar construction, and instead will construct the building outside of the fence.

SRE building construction is eligible for federal funding assistance; however, costs for the construction of SRE building space for personnel quarters, training space, or other non-equipment storage functions are not eligible.

Estimated project cost: \$1,100,000 (FAA Share \$990,000; State Share \$55,000; Local Share \$55,000)

7.6.2 ACQUISITION OF SNOW REMOVAL EQUIPMENT

This project is for the acquisition of a carrier vehicle and attachments to replace or supplement the Airport's existing equipment. The Airport is currently operating a 2004 John Deer loader, which is in good condition; however, it is recommended that acquisition of a replacement vehicle or a second carrier vehicle be programmed for later in the mid-term planning period. At the end of the mid-term period (2031), the existing loader will be 27 years old.

As outlined in Chapter 5, B19 is eligible to receive AIP funding for acquisition of SRE in accordance with FAA regulations for airport snow and ice control equipment

Estimated project cost: \$350,000 (FAA Share \$315,000; State Share \$17,500; Local Share \$17,500)

7.6.3 INSTALL WEATHER MONITORING CAMERAS

This project is for the installation of weather monitoring cameras at the Airport to provide pilots with real-time photos of weather conditions on the airfield. The Airport should consult with the FAA Weather Camera Office and MaineDOT in advance of the project to discuss ideal locations for weather camera locations, timing of installation, and maintenance requirements.

The installation of weather monitoring cameras is not AIP eligible; however, MaineDOT is currently exploring the feasibility of a statewide program, so additional funding assistance may be available for this project in the future.

Estimated project cost: \$20,000 (FAA Share \$0.00; State Share \$0.00; Local Share \$20,000)

7.6.4 RECONSTRUCT HANGAR TAXILANE – HANGAR ROW 1

This project is for the reconstruction and reconfiguration of the Hangar Row 1 Taxilane . The taxilane will be reconfigured to accommodate future construction of a parallel taxiway by connecting Hangar Row 1 to the Main Apron at the standard 125-foot centerline separation. According to the Airport's Pavement Condition Report, the Hangar Row 1 Taxilane has a PCI of 39 (very poor). Considering that this report was prepared in 2018, and it is estimated that pavements will deteriorate at a rate of between 1 to 3 points per year, it is reasonable to estimate that, conservatively, the taxilane will deteriorate as follows by the beginning of the mid-term planning period (2027):

- Hangar Row 1 Taxilane: PCI of 30 (very poor)

.This project will include:

- Full depth reconstruction including removal of existing pavement and base materials, subgrade preparation.
- Placement of a gravel subbase, aggregate base layers, and bituminous concrete pavement.
- Erosion control.
- Application of markings.

Taxilane reconstruction projects are eligible for AIP funding assistance.

Estimated project cost: \$1,000,000 (FAA Share \$900,000; State Share \$100,000; Local Share \$100,000)

7.6.4 RECONSTRUCT HANGAR TAXILANE – HANGAR ROW 2

This project is for the reconstruction and reconfiguration of the Hangar Row 2 Taxilane. The taxilane will be reconfigured to accommodate future construction of a parallel taxiway by connecting Hangar Row 2 to the new Hangar Row 1 Taxilane at the standard 125-foot centerline separation. According to the Airport's Pavement Condition Report, the Hangar Row 2 Taxilane has a PCI of 69 (fair). Considering that this report was prepared in 2018, and it is estimated that pavements will deteriorate at a rate of between 1 to 3 points per year, it is reasonable to estimate that, conservatively, the taxilane will deteriorate as follows by the beginning of the mid-term planning period (2027):

- Hangar Row 2 Taxilane: PCI of 60 (fair)

.This project will include:

- Full depth reconstruction including removal of existing pavement and base materials, subgrade preparation.
- Placement of a gravel subbase, aggregate base layers, and bituminous concrete pavement.

- Erosion control.
- Application of markings.

Taxilane reconstruction projects are eligible for AIP funding assistance.

Estimated project cost: \$1,000,000 (FAA Share \$900,000; State Share \$100,000; Local Share \$100,000)

7.6.5 CONSTRUCT FULL PERIMETER FENCING AROUND AIRPORT PROPERTY

This project is for the construction of approximately 15,250 LF of perimeter fencing and associated access gates to fully enclose airport property. This will prevent large, bodied mammals (e.g., deer and domestic dogs) and trespassers from accessing the airfield and will enhance safety and security.

Fencing projects are eligible for AIP funding assistance.

Estimated project cost: \$950,000 (FAA Share \$855,000; State Share \$47,500; Local Share \$47,500)

7.7 LONG-TERM IMPROVEMENTS

The following projects are proposed for long-term development over the 5 to 10-year planning period (2022-2041). The following descriptions are for planning purposes only and may require refinements and review prior to starting work on a particular project.

7.7.1 COMPLETE PARTIAL PARALLEL TAXIWAY

This project is for the construction of the final portion of the partial parallel taxiway, connecting the hangar taxilanes with Runway 06-24, midway between the existing stub taxiway and the Runway 24 end. This project will enhance airfield safety by removing the non-compliant stub taxiway from Runway 06-24 to the Main Apron and eliminating direct runway-to-apron access and the direct line from vehicle gate to Runway 06-24. This project will include:

- Placement of a gravel subbase, aggregate base layers, and bituminous concrete pavement.
- Erosion control.
- Application of markings.

Taxiway construction projects are eligible for AIP funding assistance.

Estimated project cost: \$700,000 (FAA Share \$630,000; State Share \$35,000; Local Share \$35,000)

7.7.2 CONSTRUCT RUNWAY 06 END EXTENSION AND RSA TO ACHIEVE 3,200 FEET

This project is for the construction of a 199-foot extension to the Runway 06 end, including a compliant Runway Safety Area (RSA), to achieve a total runway length of 3,200 feet. This project will include the following:

- Full-depth construction of an additional 199 feet of pavement on the Runway 06 end.
- Application of runway markings.
- Installation of runway lights.
- Construction of an additional 139 feet of RSA.

Runway construction projects are eligible for AIP funding assistance.

Estimated project cost: \$515,000 (FAA Share \$463,500; State Share \$25,750; Local Share \$25,750)

7.7.3 APRON EXPANSION

This project is for the expansion of the Airport's aprons to accommodate additional tie-down spaces or hangar construction in the West Apron area as demand warrants. This project will also include:

- Full depth construction including removal of existing pavement and base materials, subgrade preparation.
- Placement of a gravel subbase, aggregate base layers, and bituminous concrete pavement.
- Erosion control.

- Application of markings.

Apron construction is eligible for AIP funding provided that it will be used for aircraft parking. The project cannot include pavement for auto parking, other non-aeronautical uses, or exclusive use areas (must be public use).

Estimated project cost: \$600,000 (FAA Share \$540,000; State Share \$30,000; Local Share \$30,000)

DRAFT

CHAPTER 8 – AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION PLAN

This chapter reviews the Airport's current waste management practices in areas where the Airport has direct control of waste management, as outlined in FAA Guidance of Airport Recycling, Reuse, and Waste Reduction Memorandum, dated September 30, 2014. This chapter includes a description of how the Airport's current program fits into the local municipality's waste management program.

8.1 TYPES OF WASTE GENERATED AT AIRPORTS

Airports generate various types of solid waste depending on the size of the facility, number of operations, passengers, etc. Per the FAA Memorandum, guidance is provided to address material that can be legally disposed of in a landfill or equivalent state-permitted facility. The guidance applies to the following:

- *Municipal Solid Waste (MSW)* consists of everyday items that are used and discarded (aluminum and steel, glass bottles and containers, plastic bottles and containers, packaging, bags, paper products, and cardboard).
- *Construction and Demolition (C&D) Debris* is generally categorized as MSW. C&D debris is any non-hazardous solid waste that results from land clearing, excavation, or construction, demolition, renovation, or repair of structure, roads and utilities.
- *Compostables* are also categorized as MSW. They are sometimes referred to as green waste and food waste. Green waste consists of tree, shrub, and grass clippings, leaves, weeds, small branches, seeds, pods, and similar debris generated by landscape maintenance activities. Food waste is food that is not consumed or generated during food preparation activities and discarded.
- *Deplaned Waste* is MSW that is removed from passenger aircraft. These materials include bottles and cans, newspapers and mixed paper, plastic cups and utensils, food waste, food-soiled paper, magazines, unconsumed or surplus food, and paper towels.

Sources of waste per the FAA September 30, 2014 memo, is broken down by how much control the airport has on the generation and disposal of waste. The three levels of control are:

- 1) Areas where the airport has direct control of waste management (public space, office space, terminal building, airfield, etc.). These areas are under the control and custody of the airport, and they are able to introduce recycling, reuse, and waste reductions programs directly.
- 2) Areas where the airport has no direct control but can influence waste management (i.e. tenant facilities and deplaned waste). These areas are owned by the airport; however, they are leased out to tenants.
- 3) Areas over which the airport has no direct control or influence. These are areas the airport neither owns nor leases. Therefore, these areas are excluded from further discussion in this chapter

8.2 RECYCLING, REUSE, AND WASTE MANAGEMENT AT B19

Currently, the Airport has the following practices in place to address recycling, reuse, and waste reduction:

- The Airport has both trash and zero-sort recycling receptacles located throughout the administration building, which are emptied regularly by Airport Management and collected by the City's public Works Department on a weekly basis.
- The Airport also has a dumpster on site for any items that are too large to fit into the City-provided waste and recycling receptacles. This dumpster is emptied on an as-needed basis.
- All Airport tenants are responsible for the removal and disposal of their own waste and recycling items.

The Airport participates in the City-wide waste management program, as outlined below.

8.2.1 CITY OF BIDDEFORD WASTE MANAGEMENT PROGRAM

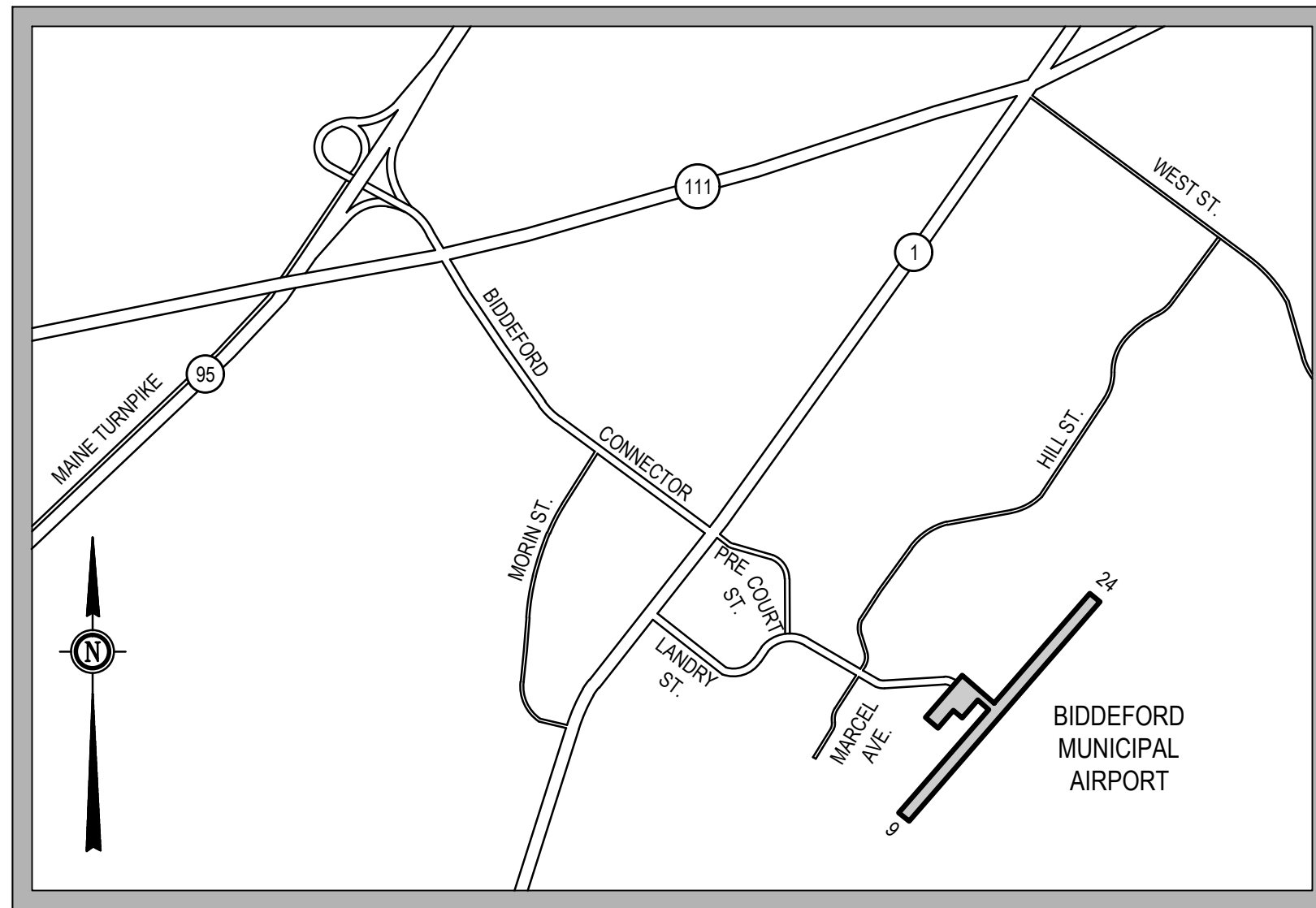
The City of Biddeford Public Works Department is responsible for the City's solid waste management programs including, collection of household trash, management of the recycling center and transfer station, implementation of annual household hazardous waste collection, and maintenance and monitoring of a closed landfill and surrounding site.

In 2013, the Public Works Department implemented a city-wide zero sort curbside recycling program to collect recyclable materials including cardboard/paper (e.g., corrugated cardboard, boxboard, junk mail, office paper), plastic (e.g., rigid plastic bottles, jugs, tubs, and lids marked #1-7), metal (e.g., aluminum and steel cans, aluminum foil, bi-metal cans), and glass (e.g., empty food and beverage bottles and jars). Trash and recycling are collected once per week from City-provided containers.

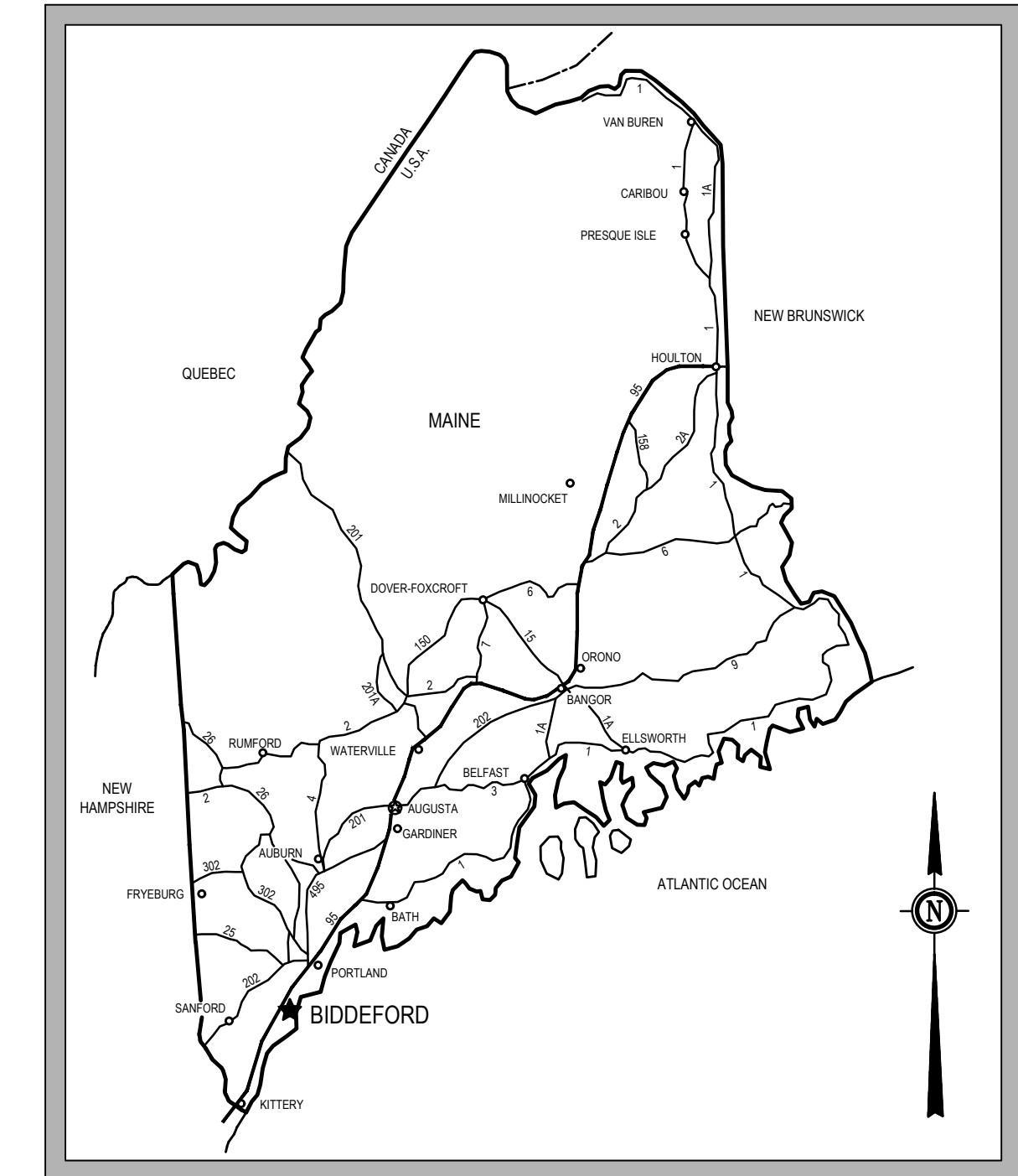
Each resident is provided with a 65-gallon blue bin for recycling and a 35-gallon green bin for trash. Trash in excess of the 35-gallon container is collected in "pay as you throw" (PAYT) bags, which are available for purchase in 15-gallon and 30-gallon sizes. PAYT bags are collected at the same time as the regular trash pickup and cost \$1.75 for a small bag and \$2.25 for a large bag.

The recycling/transfer station is open Tuesday through Saturday each week for the collection and recycling items as described above, plus brush, yard clippings, leaves, tires, waste motor oil, latex paint, and disposal of household items, furniture, carpeting, televisions, and computer monitors, among others. Materials not accepted include items such as regular household trash, hazardous waste, propane tanks, sheet rock/gypsum board, equipment tires, gasoline, and tar, among others. The City allows residents to dispose of hazardous materials one day per year, free of charge, at the transfer station with some limitations on accepted items.

AIRPORT LAYOUT PLAN UPDATE



VICINITY MAP
N.T.S.



LOCATION MAP
SCALE: 1" = 40 MILES

AIP NO. 3-23-0009-14-2020
DATE: SEPTEMBER 2021

FAA APPROVAL STAMP

MAINEDOT AIRPORTS AND AVIATION APPROVAL STAMP

AIRPORT COMMISSION'S APPROVAL

INDEX TO DRAWINGS

SHEET	SHEET TITLE	REVISION DATE
1 OF 8	TITLE SHEET	10/1/21
2 OF 8	AIRPORT DATA SHEET	10/1/21
3 OF 8	EXISTING FACILITIES	10/1/21
4 OF 8	ULTIMATE AIRPORT LAYOUT PLAN	10/1/21
5 OF 8	TERPS APPROACH PLAN AND PROFILE RUNWAY 6-24	10/1/21
6 OF 8	INNER PORTION OF THE APPROACH PLAN AND PROFILE	10/1/21
7 OF 8	14 CFR PART 77 SURFACES PLAN	10/1/21
8 OF 8	ZONING AND LAND USE PLAN	10/1/21



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AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.		777092	
CADD FILE		01-TITLE SHEET	
DESIGNED BY		APL	
DRAWN BY		APL	
CHECKED BY		MPC	
DATE		OCTOBER 2021	
DRAWING SCALE		NOT TO SCALE	

GRAPHIC SCALE

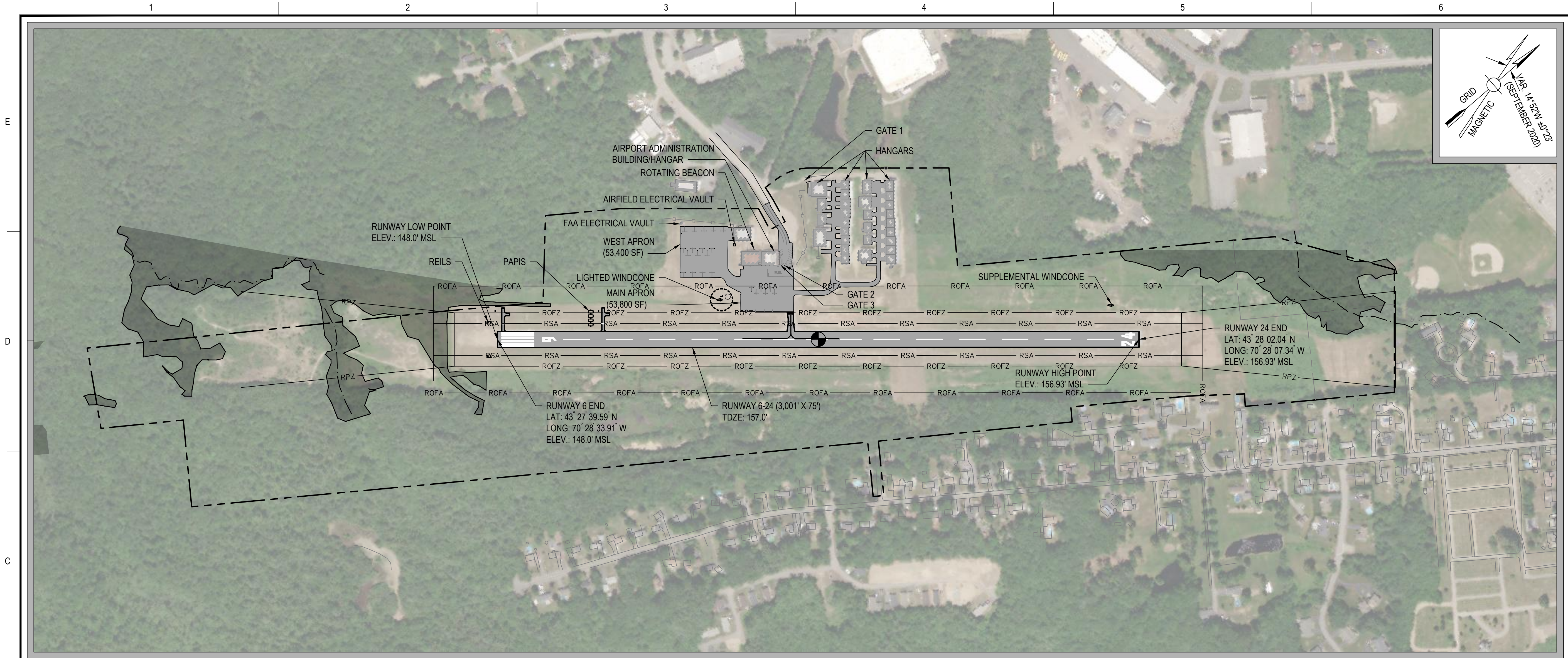
SHEET TITLE

TITLE SHEET

DRAWING NO.

1

1 OF 8



EXISTING FACILITIES PLAN

1" = 250'

GATES		
GATE NUMBER	LOCATION	TYPE
GATE 1	BEHIND HANGARS	MOTORIZED SLIDE GATE
GATE 2	ENTRANCE TO MAIN APRON	MOTORIZED SLIDE GATE
GATE 3	ABUTTING ADMIN BUILDING	PEDESTRIAN GATE

LEGEND	
ITEM	(E) EXISTING
AIRPORT PROPERTY LINE	---
RUNWAY SAFETY AREA (RSA)	— RSA —
RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —
RUNWAY PROTECTION ZONE (RPZ)	— RPZ —
RUNWAY OBSTACLE FREE ZONE (ROFZ)	— ROFZ —
WETLANDS	
BUILDINGS	
PAVEMENT	
RIVER	— · — · — · — · —
8' HIGH FENCE	— □ — □ — □ — □ — □ —
AIRPORT REFERENCE POINT	

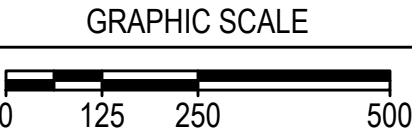
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PROJECT
AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

OWNER
BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.	777092		
CADD FILE	03-EXISTING FAC.		
DESIGNED BY	APL		
DRAWN BY	APL		
CHECKED BY	MPC		
DATE	OCTOBER 2021		
DRAWING SCALE	1" = 250'		



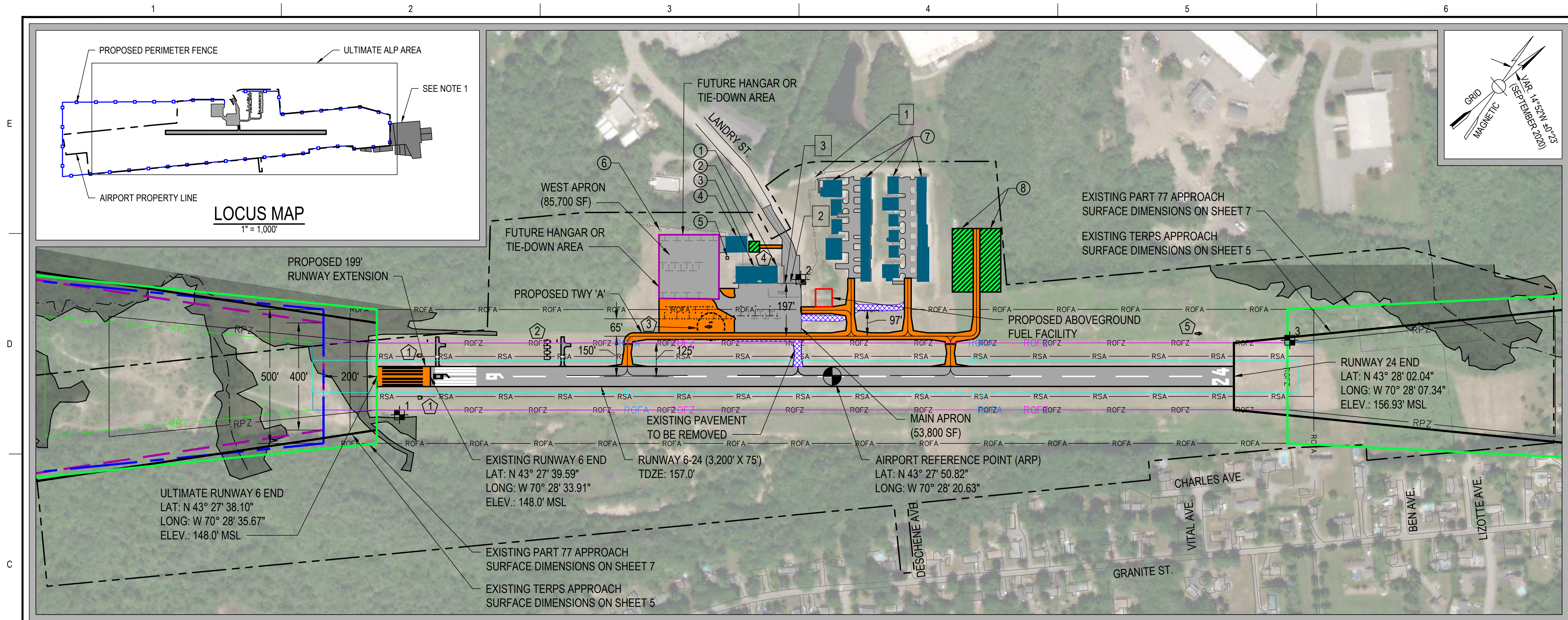
SHEET TITLE

EXISTING FACILITIES

DRAWING NO.

3

3 OF 8



ULTIMATE AIRPORT LAYOUT PLAN

1" = 200'

NAVAIDS LIST

IDENTIFIER	TYPE	OPERATOR	STATUS
①	REILS 6	FAA	EXISTING
②	PAPIS 6	FAA	EXISTING
③	WINDCONE AND SEGMENTED CIRCLE	AIRPORT	TO BE REOCATED
④	ROTATING BEACON	AIRPORT	EXISTING
⑤	SUPPLEMENTAL WINDCONE	AIRPORT	EXISTING

SURVEY MONUMENTS

IDENTIFIER	LATITUDE	LONGITUDE	ELEV.	DESCRIPTION
①	N 43° 27' 37.81"	W 70° 28' 33.46"	142.2'	SACS
②	N 43° 27' 52.28"	W 70° 28' 25.38"	163.46'	PACS
③	N 43° 28' 4.47"	W 70° 28' 6.88"	158.2'	SACS

GATES

GATE IDENTIFIER	LOCATION	TYPE
①	BEHIND HANGARS	MOTORIZED SLIDE GATE
②	ENTRANCE TO MAIN APRON	MOTORIZED SLIDE GATE
③	ABUTTING ADMIN BUILDING	PEDESTRIAN GATE

FACILITIES LIST

(E) EXISTING (F) FUTURE (R) TO BE REMOVED

IDENTIFIER	TYPE	OPERATOR	STATUS	TOS ELEVATION (MSL)
①	ADMIN. BUILDING AND MAINTENANCE HANGAR	AIRPORT	(E)	
②	SRE BUILDING	AIRPORT	(F)	
③	STORAGE HANGAR	AIRPORT	(E)	
④	EAA HANGAR	EAA	(E)	
⑤	AIRFIELD ELECTRICAL VAULT	AIRPORT	(E)	
⑥	FAA ELECTRICAL VAULT	FAA	(E)	
⑦	HANGAR COMPLEX	AIRPORT	(E)	
⑧	HANGARS	AIRPORT	(F)	

MAINEDOT APPROVAL

APPROVED _____

DATE _____

AIRPORT COMMISSION'S APPROVAL

APPROVED _____ MR. RICK LAVERRIERE, BIDDEFORD AIRPORT COMMISSION

DATE _____

APPROVED _____ MR. PETER DONAHER, AIRPORT MANAGER

DATE _____

FAA APPROVAL

NOTES:

1. FOR EASEMENT INFORMATION, SEE EXHIBIT A DATED MAY, 2016 AND REVISED APRIL 12, 2018

LEGEND

ITEM	(E) EXISTING	(F) FUTURE
AIRPORT PROPERTY LINE	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
RUNWAY OBSTACLE FREE ZONE (ROFZ)	---	---
WETLANDS	---	---
BUILDINGS	---	---
PAVEMENT	---	---
RIVER	---	---
AIRPORT REFERENCE POINT (ARP)	---	---
8' FENCING	---	---
AVIGATION EASEMENT	---	---
14 CFR PART 77 20:1 APPROACH SURFACE	---	---
TERPS 20:1 APPROACH SURFACE	---	---



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AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

PROJECT

OWNER

BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.	777092		
CADD FILE	04-ULTIMATE ALP		
DESIGNED BY	APL		
DRAWN BY	APL		
CHECKED BY	MPC		
DATE	OCTOBER 2021		
DRAWING SCALE	AS SHOWN		

GRAPHIC SCALE

0 100 200

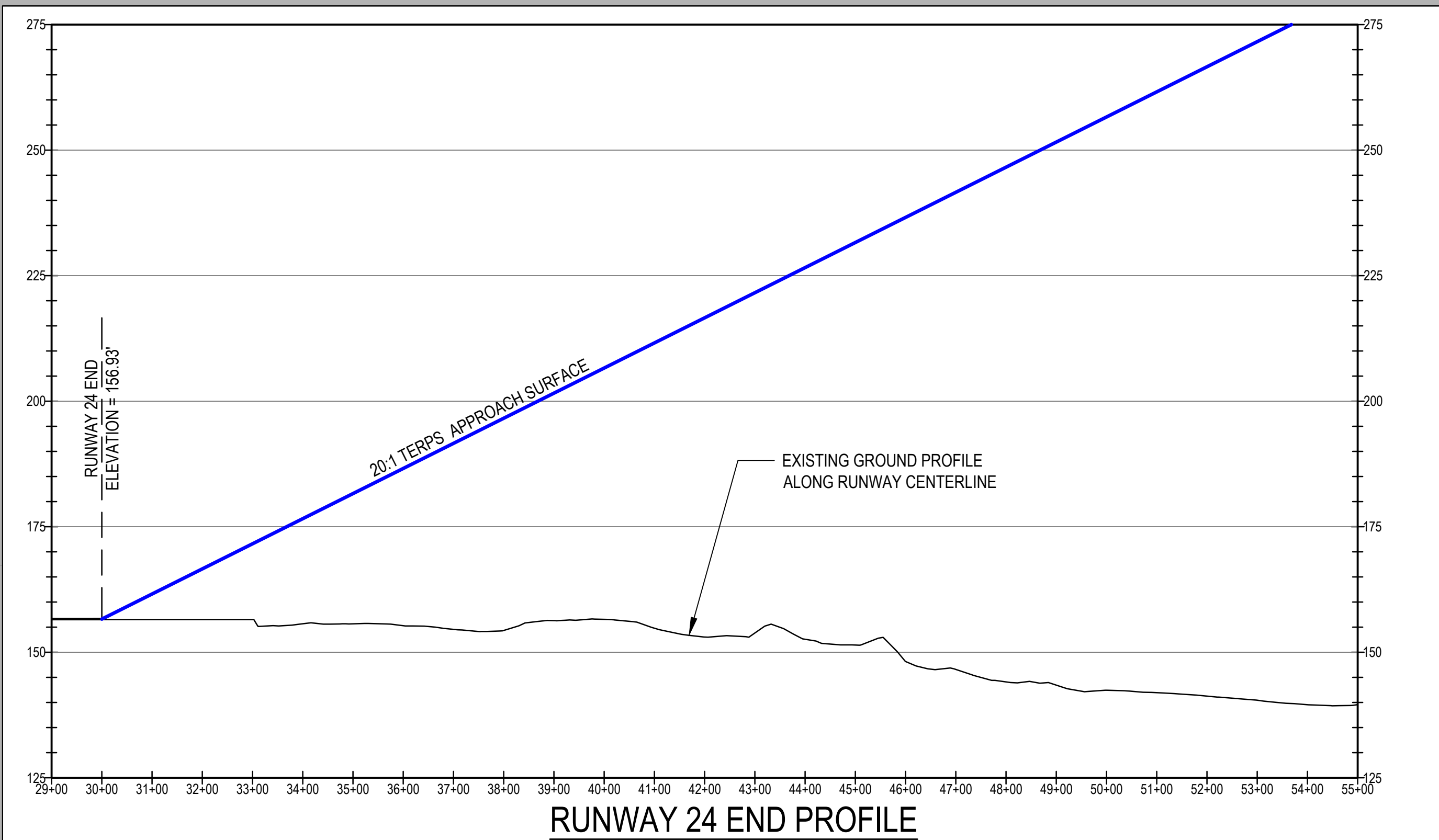
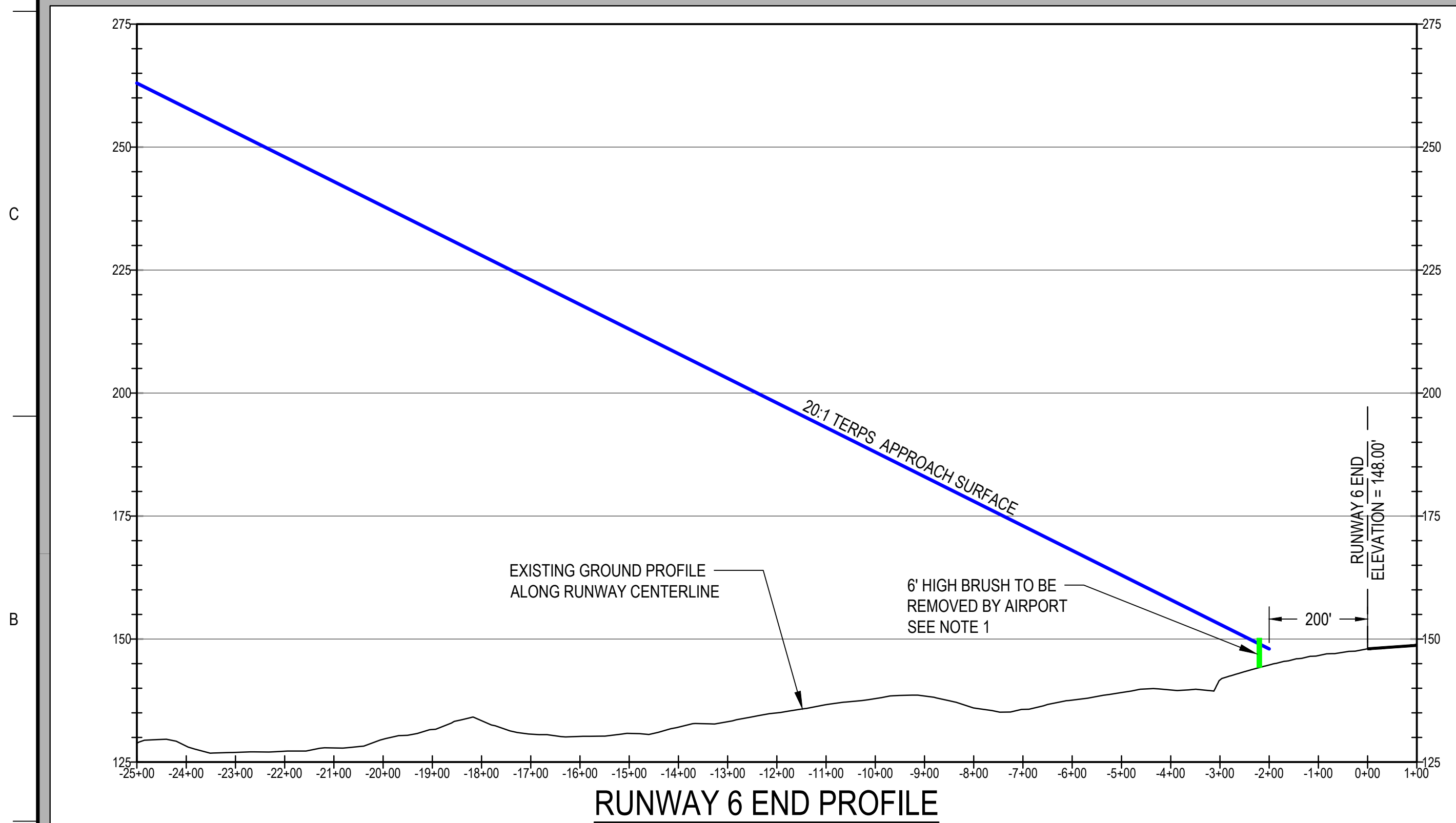
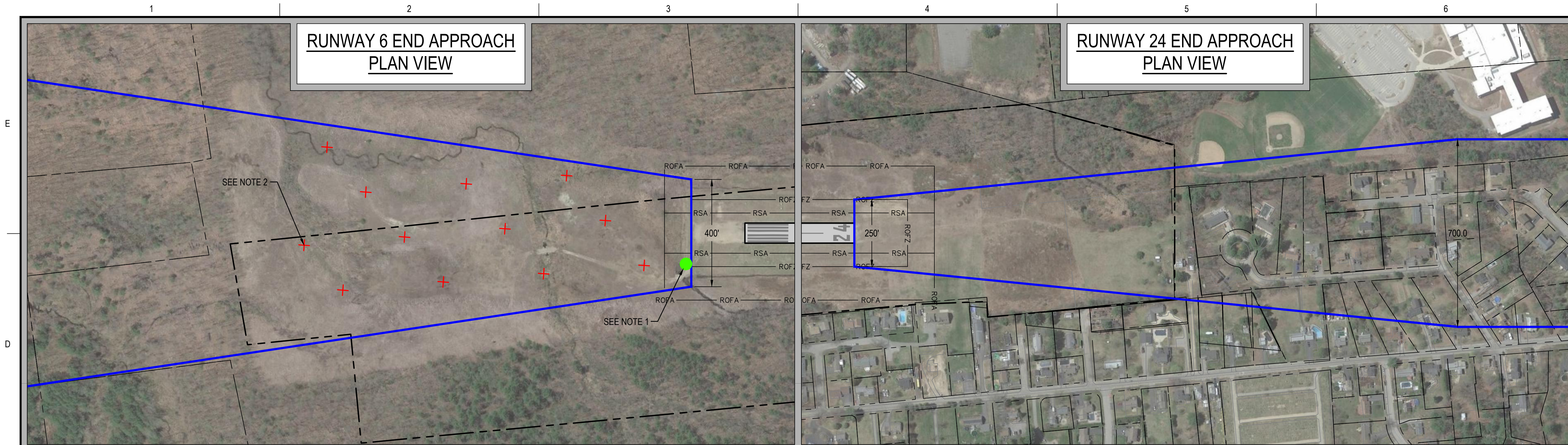
SHEET TITLE

ULTIMATE AIRPORT
LAYOUT PLAN

DRAWING NO.

4

4 OF 8



A

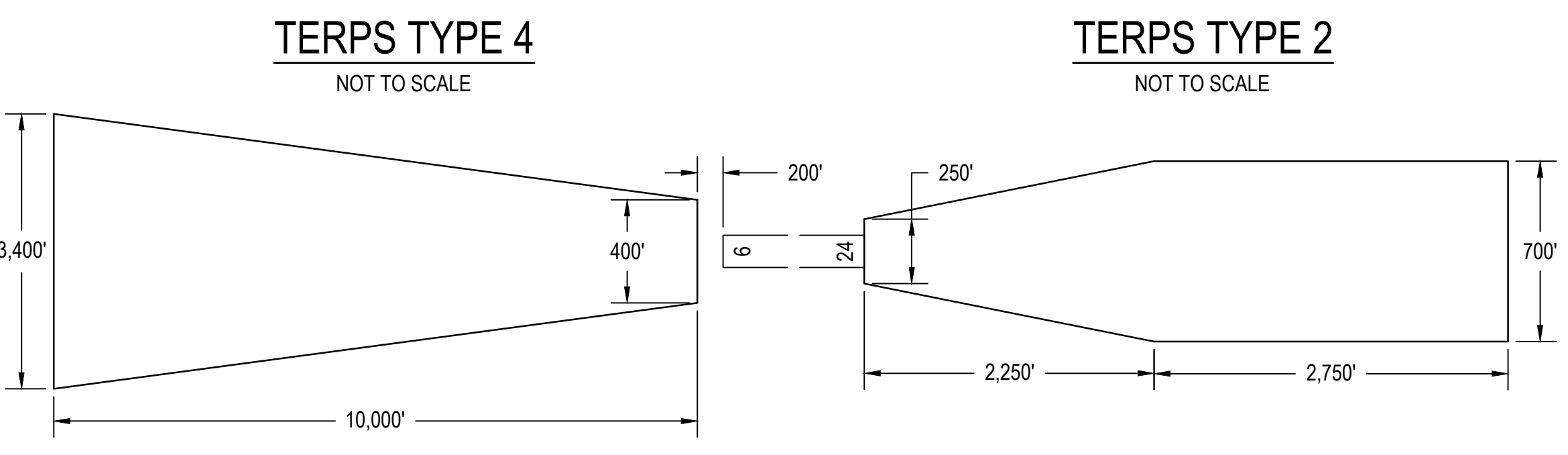
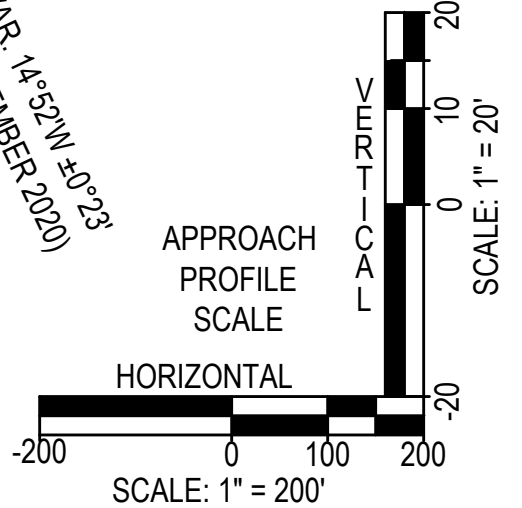
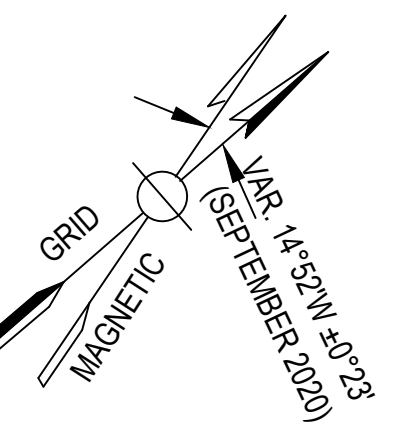
LEGEND

AIRPORT PROPERTY LINE	---	TERPS 20:1 APPROACH SURFACE	---
RUNWAY SAFETY AREA (RSA)	---	EXISTING PAVEMENT	---
RUNWAY OBJECT FREE AREA (ROFA)	---	OBSTRUCTION IDENTIFIED BY AVIATION TECHNOLOGIES, LLC	●
RUNWAY OBSTACLE FREE ZONE (ROFZ)	---	OBSTRUCTION IDENTIFIED BY THE FAA	+

NOTES:

1. VEGETATIVE OBSTRUCTIONS IDENTIFIED BY AVIATION TECHNOLOGIES, LLC ON AUGUST 8, 2021.

2. OBSTRUCTION DATA GIVEN TO GALE ASSOCIATES, INC. BY THE FAA ON APRIL 27, 2021. A DRONE SURVEY CONDUCTED BY GALE ASSOCIATES, INC. ON MAY 4, 2021 APPEARS TO SHOW NO OBSTRUCTIONS TO THE 20:1 APPROACH SURFACE FOR RUNWAY 6.



GALE

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PROJECT
AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

OWNER
BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

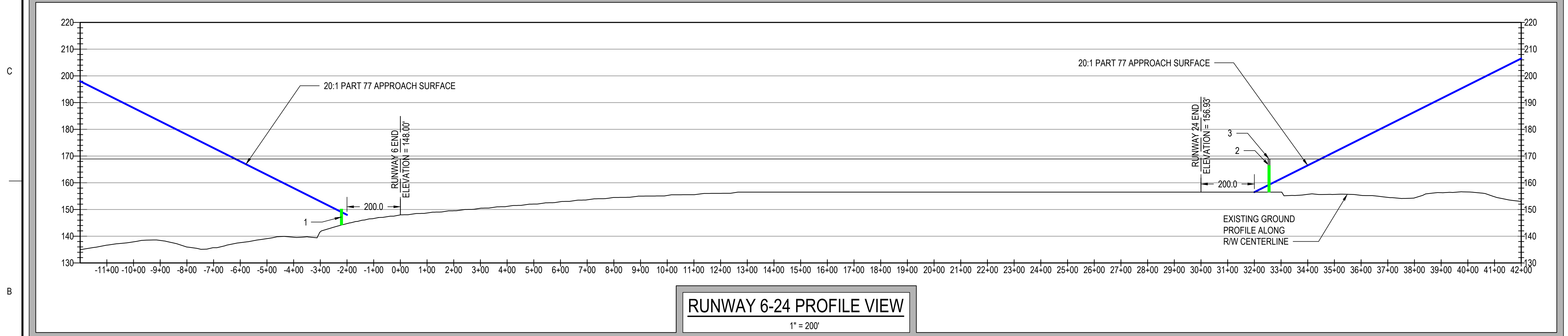
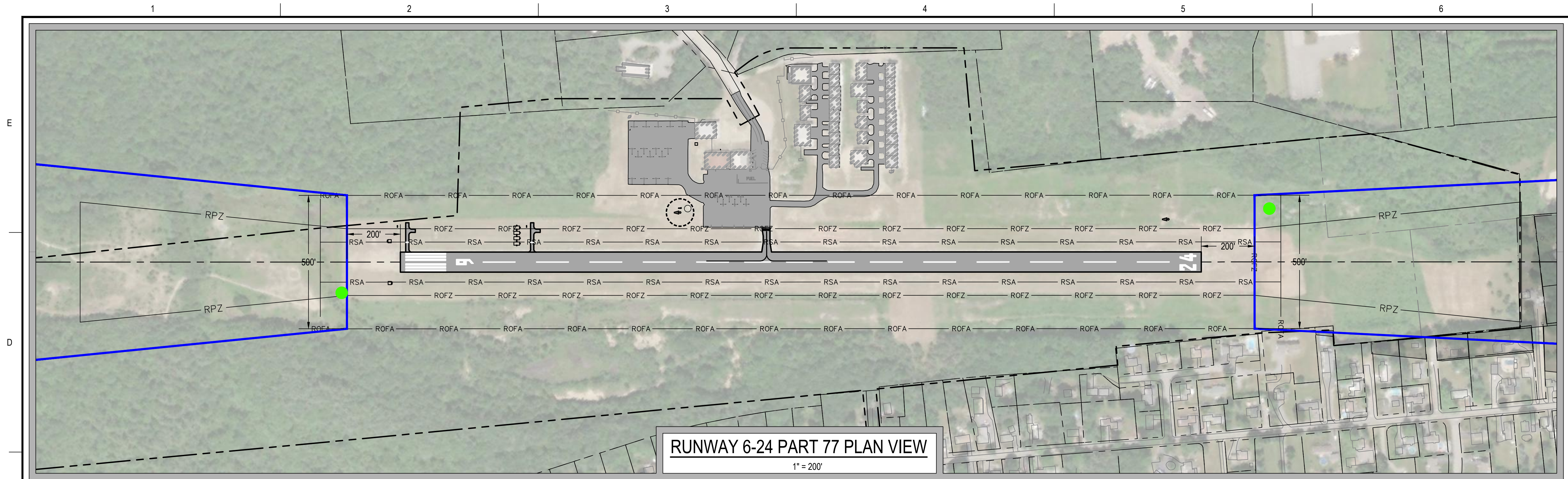
NO.	DATE	DESCRIPTION	BY
PROJECT NO.	777092		
CADD FILE	05-TERPS PLAN		
DESIGNED BY	APL		
DRAWN BY	APL		
CHECKED BY	MPC		
DATE	OCTOBER 2021		
DRAWING SCALE	1" = 200'		

GRAPHIC SCALE

0 100 200 400

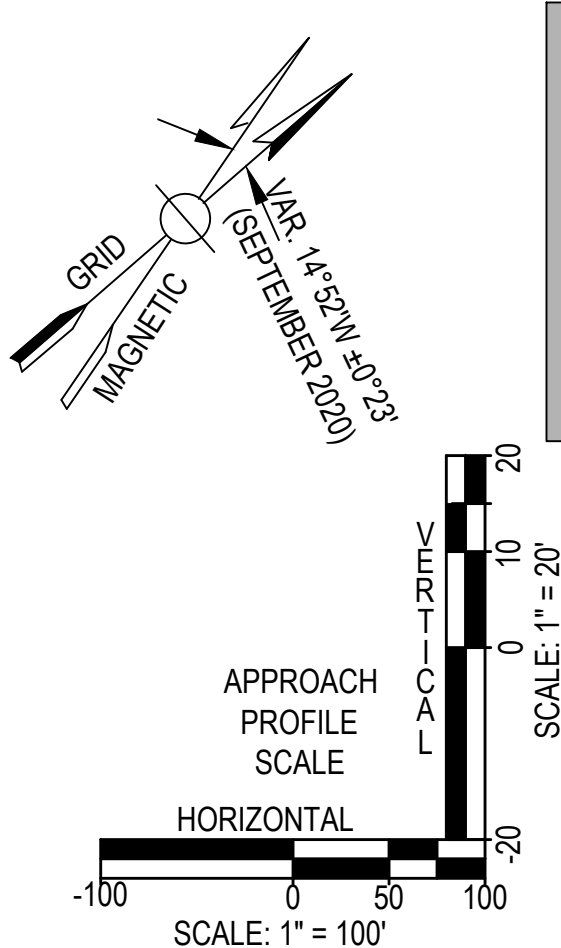
SHEET TITLE
TERPS APPROACH
PLAN AND PROFILE
RUNWAY 6-24

DRAWING NO.
5
5 OF 8



OBSTRUCTION DATA					
OBJECT ID	DESCRIPTION	GROUND ELEVATION (MSL)	PENETRATION (FT)	PART 77 SURFACE(S)	PROPOSED ACTION
1	BRUSH	150.2'	1.16'	APPROACH SURFACE	REMOVE

LEGEND	
AIRPORT PROPERTY LINE	-----
RUNWAY SAFETY AREA (RSA)	----- RSA -----
RUNWAY OBJECT FREE AREA (ROFA)	----- ROFA -----
RUNWAY OBSTACLE FREE ZONE (ROFZ)	----- ROFZ -----
20:1 PART 77 APPROACH SURFACE	-----
EXISTING PAVEMENT	=====
EXTENDED RUNWAY CENTERLINE	-----



OBSTRUCTION DATA					
OBJECT ID	DESCRIPTION	GROUND ELEVATION (MSL)	PENETRATION (FT)	PART 77 SURFACE(S)	PROPOSED ACTION
2	TREE	166.5'	7.25'	APPROACH SURFACE	REMOVE
3	LEDGE	168.91'	9.66'	APPROACH SURFACE	OFAAA CASE NO. 2020-ANE-125-NRA

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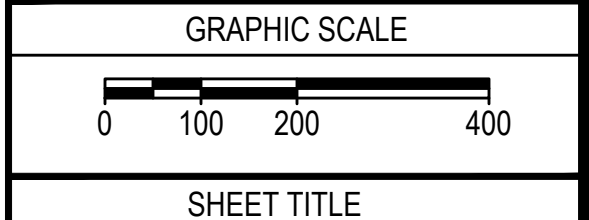
PROJECT

AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

OWNER

BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.	777092		
CADD FILE	06-INNER TERPS		
DESIGNED BY	APL		
DRAWN BY	APL		
CHECKED BY	MPC		
DATE	OCTOBER 2021		
DRAWING SCALE	1" = 200'		



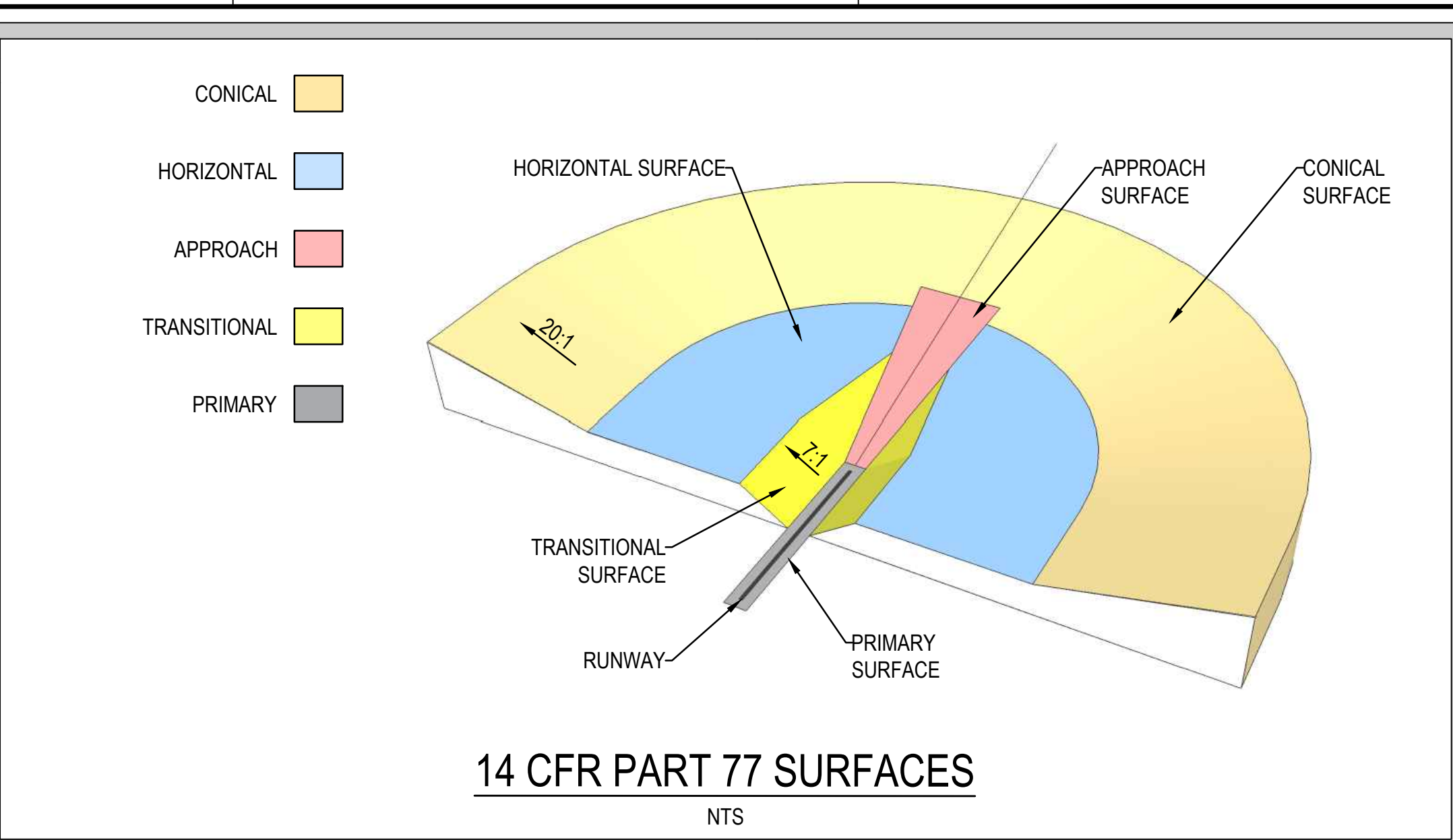
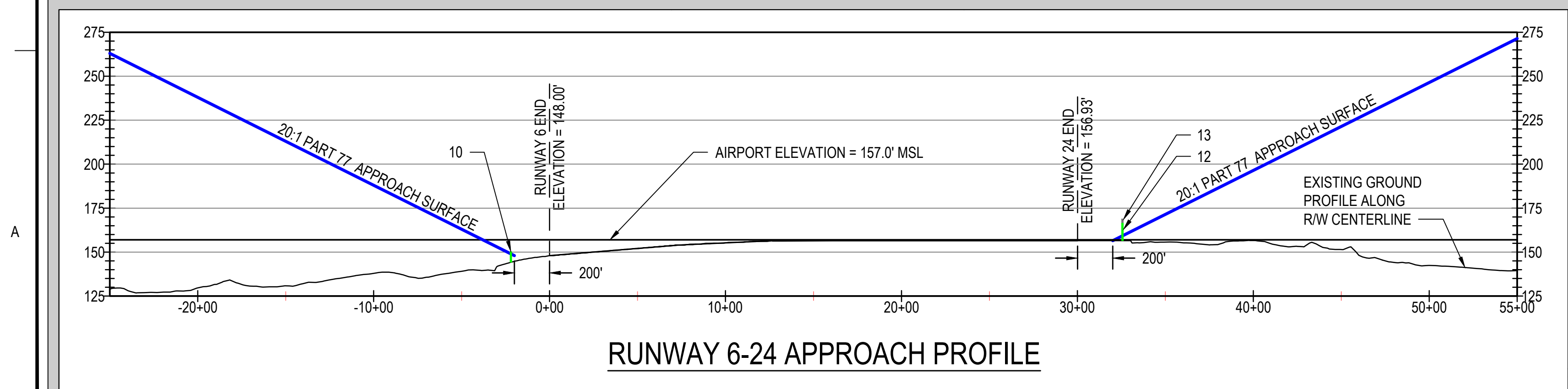
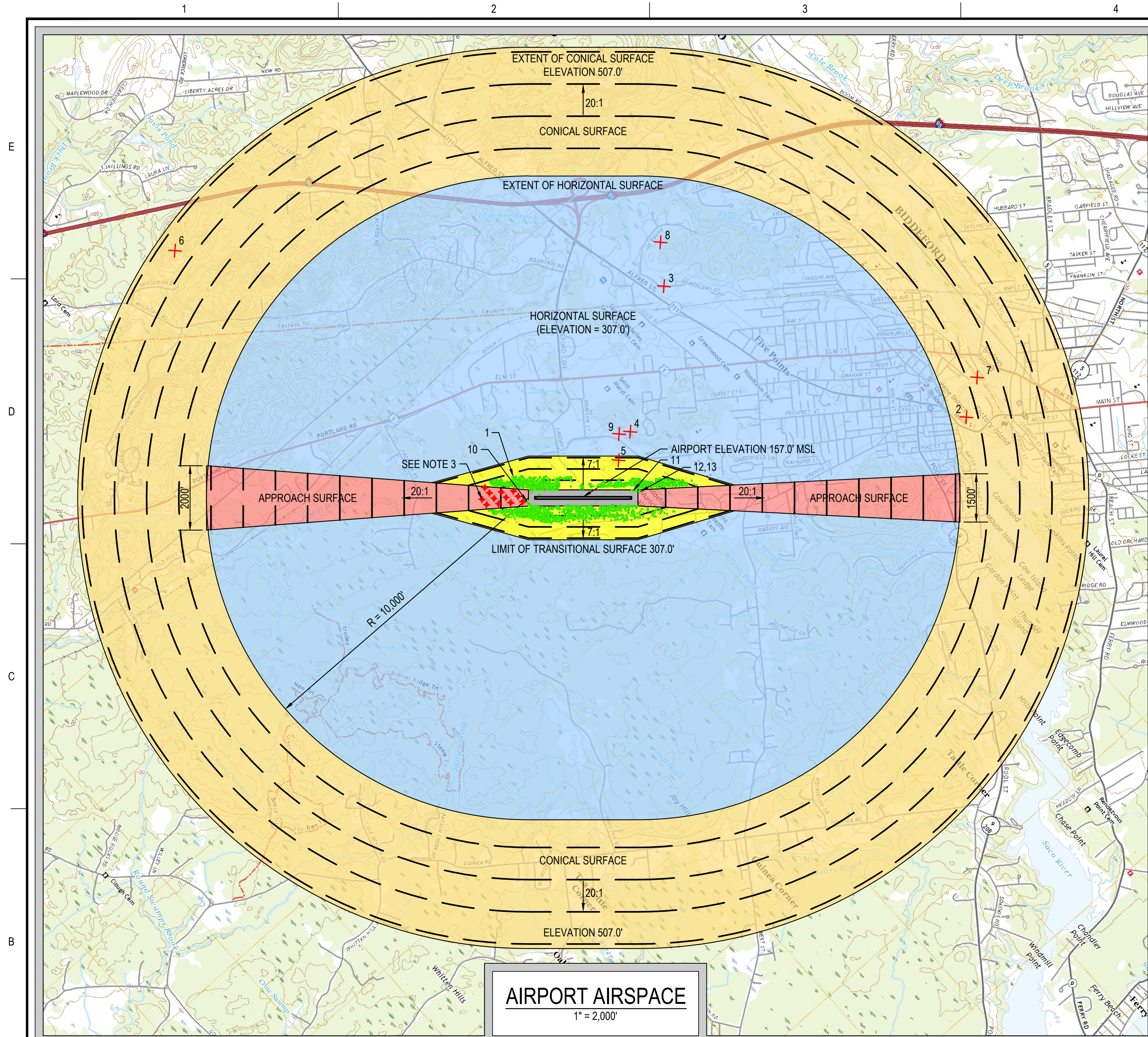
SHEET TITLE

INNER PORTION OF
THE APPROACH
PLAN AND PROFILE
RUNWAY 6-24

DRAWING NO.

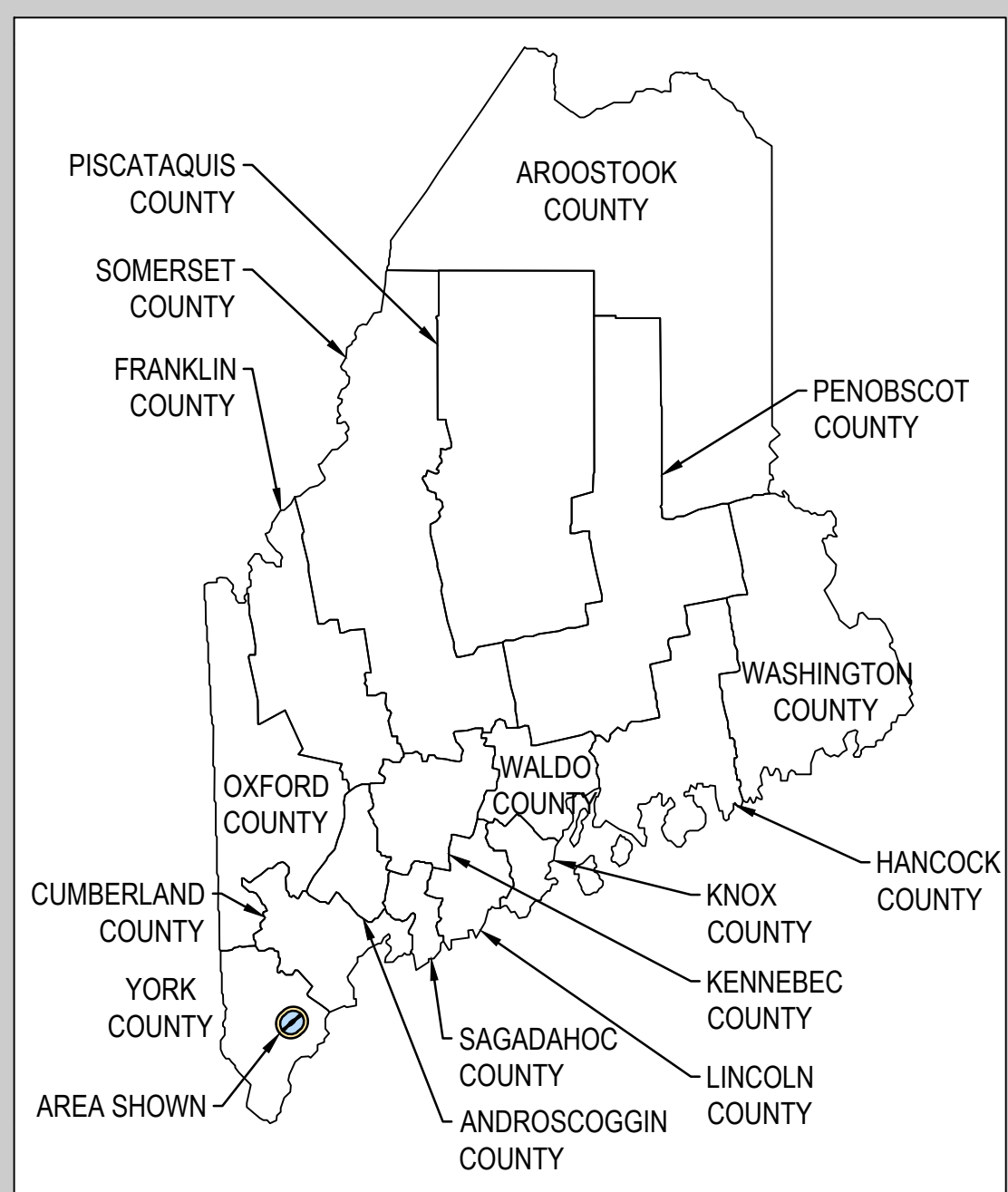
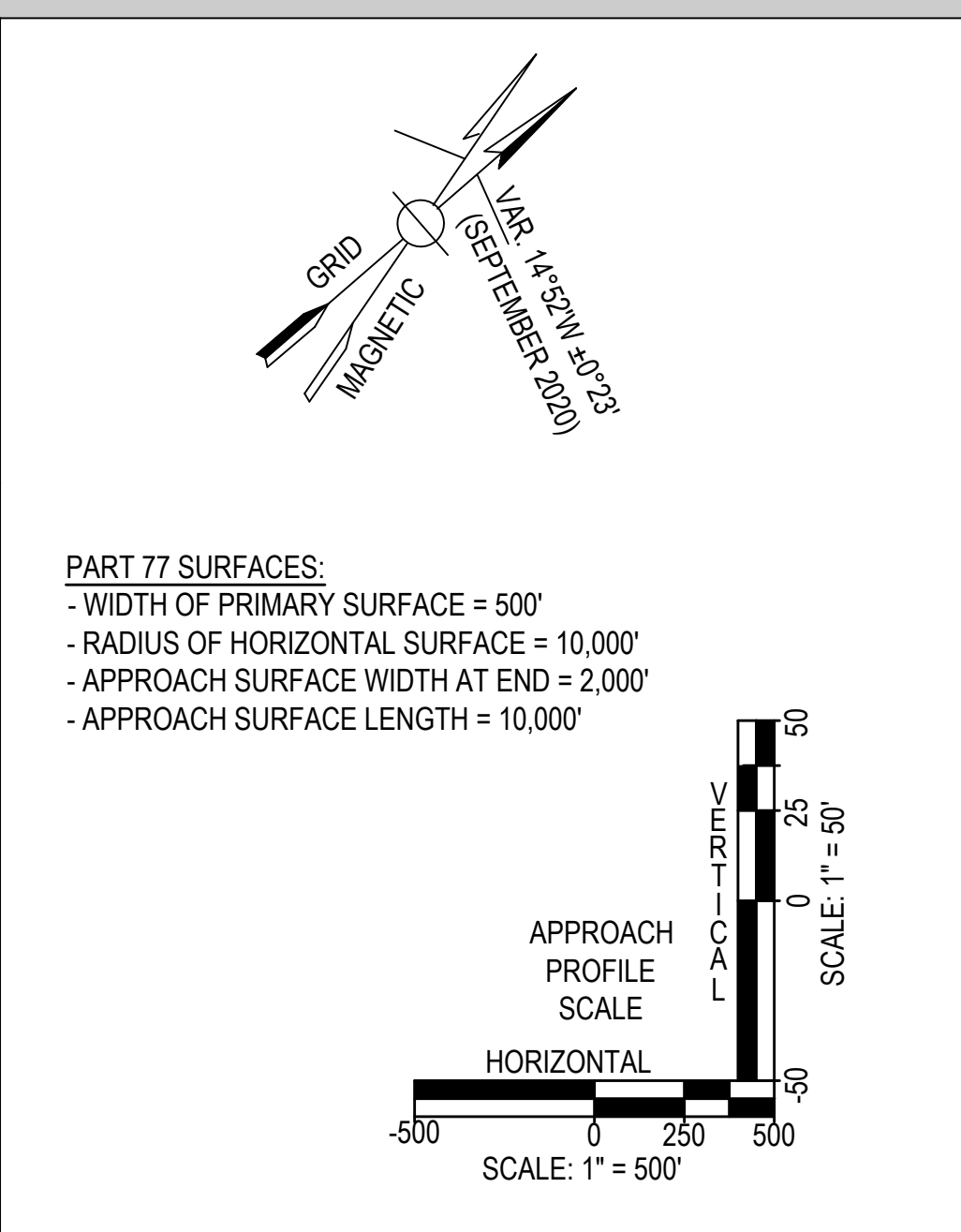
6

6 OF 8



OBSTRUCTION DATA						
OBJECT ID	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION (MSL)	PART 77 SURFACE(S)	PENETRATION (Y/N)
1 ²	VEGETATION	N43° 27' 52.91"	W70° 28' 21.77"		PRIMARY, TRANSITION	Y
2	STACK	N43° 29' 36.00"	W70° 27' 01.00"	170.00	CONICAL	N
3	TOWER	N43° 28' 52.00"	W70° 29' 05.99"	296.00	HORIZONTAL	N
4	TOWER	N43° 28' 15.02"	W70° 28' 28.80"	307.00	HORIZONTAL	Y
5	TOWER	N43° 28' 06.60"	W70° 28' 22.93"	346.00	TRANSITION	Y
6	TOWER	N43° 27' 05.46"	W70° 31' 31.76"	362.00	CONICAL	N
7	STACK	N43° 29' 46.47"	W70° 27' 10.70"	307.00	CONICAL	N
8	BUILDING	N43° 29' 00.00"	W70° 29' 21.00"	163.00	HORIZONTAL	N
9	TOWER	N43° 28' 11.96"	W70° 28' 31.19"	304.00	HORIZONTAL	N
10	VEGETATION	N43° 27' 37.20"	W70° 28' 34.68"	150.20	APPROACH	Y
11	ROCK LEDGE	N43° 28' 03.95"	W70° 28' 09.64"	162.55	PRIMARY	OFAA CASE NO. 2020-ANE-123-NRA
12	TREE	N43° 28' 05.24"	W70° 28' 07.14"	166.50	APPROACH	Y
13	ROCK LEDGE	N43° 28' 05.53"	W70° 28' 06.91"	168.91	APPROACH	OFAA CASE NO. 2020-ANE-125-NRA

- NOTES:
- CITY OF BIDDEFORD LAND DEVELOPMENT REGULATIONS (PART III, ARTICLE VI, SECTION 4, ITEM A) APPROACH ZONE HEIGHT LIMIT. NO STRUCTURE SHALL HEREAFTER BE ERRECTED OR VEGETATION BE ALLOWED TO GROW MORE THAN ONE FOOT IN HEIGHT FOR EACH 20 FEET OF HORIZONTAL DISTANCE FROM A POINT 200 FEET FROM THE ULTIMATE END OF A RUNWAY TO A POINT 10,200 FEET FROM THE ULTIMATE END OF A RUNWAY IN AN APPROACH ZONE.
 - VEGETATIVE OBSTRUCTION DATA FROM 2005 ALP.
 - OBSTRUCTION DATA PROVIDED TO GALE ASSOCIATES, INC. BY THE FAA ON APRIL 27, 2021. A DRONE SURVEY CONDUCTED BY GALE ASSOCIATES, INC. ON MAY 4, 2021 APPEARS TO SHOW NO OBSTRUCTIONS TO THE 20:1 APPROACH SURFACE FOR RUNWAY 6.



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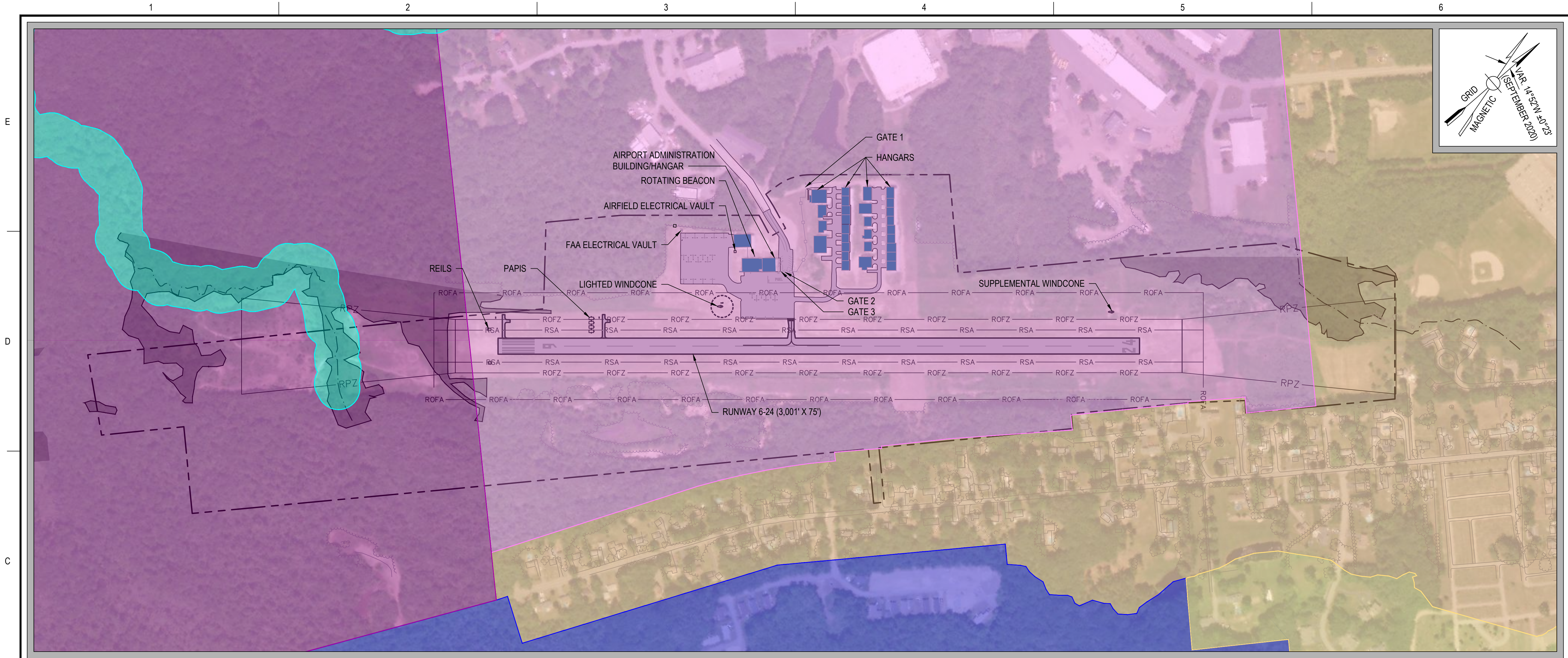
PROJECT

AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

OWNER

BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.	777092		
CADD FILE	07-AIRSPACE		
DESIGNED BY	APL		
DRAWN BY	APL		
CHECKED BY	MPC		
DATE	OCTOBER 2021		
DRAWING SCALE	AS SHOWN		
GRAPHIC SCALE			
SHEET TITLE			
14 CFR PART 77 SURFACES PLAN			
DRAWING NO.			7
			7 OF 8



LAND USE AND ZONING PLAN
1" = 250'

GATES		
GATE NUMBER	LOCATION	TYPE
GATE 1	BEHIND HANGARS	MOTORIZED SLIDE GATE
GATE 2	ENTRANCE TO MAIN APRON	MOTORIZED SLIDE GATE
GATE 3	ABUTTING ADMIN BUILDING	PEDESTRIAN GATE

LEGEND			
ITEM	(E) EXISTING	ITEM	(E) EXISTING
AIRPORT PROPERTY LINE	---	AIRPORT INDUSTRIAL	
RUNWAY SAFETY AREA (RSA)	— RSA —	GENERAL INDUSTRIAL	
RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —	SINGLE FAMILY RESIDENTIAL	
RUNWAY OBSTACLE FREE ZONE (ROFZ)	— ROFZ —	MOBILE HOME PARKS	
RUNWAY PROTECTION ZONE (RPZ)	— RPZ —	RURAL FARM	
8' HIGH FENCE	—○—	STREAM PROTECTION	
BUILDINGS		PAVEMENT	
RIVER	—x—	WETLANDS	



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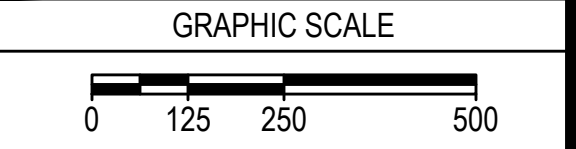
PROJECT

AIRPORT MASTER PLAN UPDATE
AIP NO. 3-23-0009-14-2020

OWNER

BIDDEFORD MUNICIPAL AIRPORT
BIDDEFORD, MAINE

NO.	DATE	DESCRIPTION	BY
PROJECT NO.	777092		
CADD FILE	08-LAND USE		
DESIGNED BY	APL		
DRAWN BY	APL		
CHECKED BY	MPC		
DATE	OCTOBER 2021		
DRAWING SCALE	1" = 250'		



SHEET TITLE

ZONING AND LAND
USE PLAN

DRAWING NO.

8

8 OF 8