131st MAINE LEGISLATURE, 2nd Regular Session

THE JOINT STANDING COMMITTEE ON INNOVATION, DEVELOPMENT, ECONOMIC ADVANCEMENT, AND BUSINESS

Scott Hinkel

Green 4 Maine, LLC Campus

JANUARY 16, 2024

TESTIMONY OPPOSING LD 1998: An Act to Transfer the Arch Hangar at the Former Loring Air Force Base to the Loring Air Museum

Senator Curry, Representative Roberts, and members of the Joint Standing Committee on Innovation, Development, Economic Advancement, and Business:

My name is Scott Hinkel and I am the President of Green 4 Maine at the former Loring Air Force Base.

I am offering testimony today in opposition to LD 1998, An Act to Transfer the Arch Hangar at the Former Loring Air Force Base to the Loring Air Museum.

As this committee knows, Green 4 Maine's mission is to revitalize the former base at Loring. Green 4 Maine is working with the Loring Development Authority in a strategic alliance to bring back jobs, economic activity, and families to this once busy installation.

Simply put, this bill undercuts all of Green 4 Maine's efforts to date and severely jeopardizes further development. Because the Arch Hanger is one of the centerpieces of our development plans, its transfer deals a significant—and likely fatal blow—to our goal of transforming Loring into a 21st century hub for aviation and innovation. The reason the Arch Hanger is so important to Green 4 Maine's plans is it is the largest monolithic arch roofed structure in the US. It was originally built for the simultaneous maintenance of two B-36 bombers so it has the space, engineering, and necessary infrastructure to house multiple aviation elements.

Because of these characteristics, Green 4 Maine has spent significant time cultivating and attracting major tenants to the base that will take advantage of the Arch Hangar. One important company is HyperSpace Propulsion, Inc who aims to manufacture and build its revolutionary Hypersonic Space Plane within the Arch Hangar walls. (You will hear from its CEO, Richard Lugg, later today as he too opposes this legislation.) Green 4 Maine has

spent over a year courting HyperSpace Propulsion and myriad others to the campus and the attraction of the Arch Hanger cannot be underestimated. For Loring to have the same redevelopment trajectory that the former Brunswick Naval Air Station did, a functional Arch Hanger must be part of those plans. Anything less and Loring's redevelopment will likely fail.

A secondary impact of this proposed transfer is it prevents Loring's runway from receiving acceptance by the Federal Aviation Authority (FAA). Without acceptance as an FFA-compliant runway and airport, Loring would be prevented from receiving critical and much-needed long-term federal funding. As specific examples, Loring's runway is in poor shape and will need to be repaved and the runway's lighting and current controls need updating. These types of mandatory, FFA-required updates could cost upwards of $120 million and the need for FFA certification is foundational to receiving these funds.

In addition, Green 4 Maine has been supportive of the effort, led by the Loring Development Authority and Steve Levesque in coordination with the Department of Economic and Community Development, to receive a Federal Trade Zone designation for the entire property. The proposed transfer of the Arch Hanger threatens that shared goal.

Lastly, this transfer would greatly impact the work being done by Terry Shehata, the Executive Director of the NASA-funded Maine Space Grant Consortium who I know this committee knows. Maine is fortunate to have two former DoD military installations that have converted to civilian use. Like the former Brunswick Naval Air Station, let's make sure we keep Loring on that list of operable—and investable—former bases.

If the Arch Hanager is not available for the economic development and in support of the job creation that it was meant for, it will be the slow death of the entire campus. What is today a cavernous empty space is the centerpiece for tomorrow's rebirth of Loring. As noble as the proposed transfer may be, it is not the highest and best use of that building. Let's keep the Arch Hanger operational, let's keep the Arch Hanger housing aviation innovation, and let's keep the Arch Hanger as a pillar for economic redevelopment.

Respectfully

Scott Hinkel

President of Green 4 Maine

DuBois & King Inc.

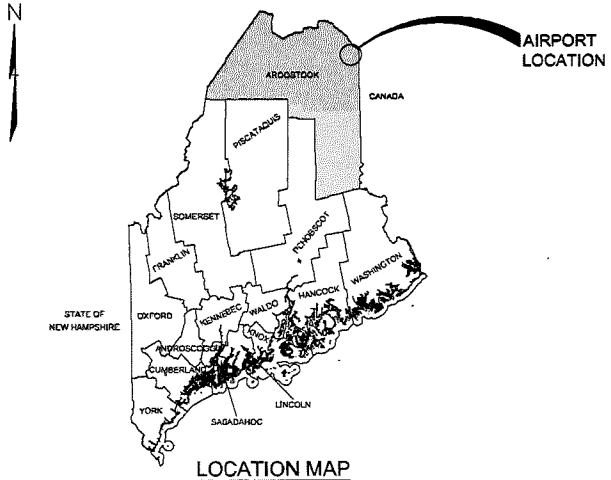
engineering planning management development

LORING INTERNATIONAL AIRPORT

LIMESTONE, MAINE

AIRPORT LAYOUT PLAN

LIMESTONE REGIONAL DIVERSIFICATION - GRANT NO. HQ00052310010
FOR THE LORING DEVELOPMENT AUTHORITY
DECEMBER 2023



LOCATION MAP
NOT TO SCALE

INDEX OF SHEETS		
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6	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 18-36	
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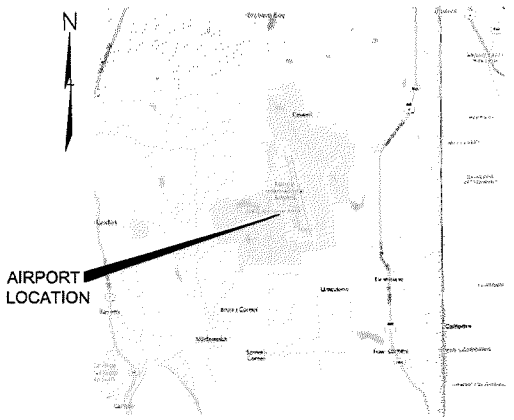
FEDERAL AVIATION ADMINISTRATION	STATE OF MAINE	LORING INTERNATIONAL AIRPORT
NEW ENGLAND REGION	DEPARTMENT OF TRANSPORTATION	LORING DEVELOPMENT AUTHORITY
AIRPORTS DIVISION		
APPROVED BY:	APPROVED BY:	APPROVED BY:
TITLE:	TITLE:	TITLE:
DATE:	DATE:	DATE:



VICINITY MAP
SCALE: 1" = 10,000'

LORING COMMERCE CENTRE

LORING DEVELOPMENT AUTHORITY
154 DEVELOPMENT DRIVE - SUITE F
LIMESTONE, ME 04750

COVER SHEET

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DRAWN BY:	DATE:
AJL	DEC. 2023
CHECKED BY:	PROJECT NO.
CAR	329005
PROJECT MGR:	SHEET NO.:
PJS	1

SHEET 1 OF 14

EXISTING RUNWAY DATA TABLE

DESCRIPTION		EXISTING	
		RUNWAY 1	RUNWAY 19
RUNWAY DESIGN CODE (RDC)		D - V	
APPROACH REFERENCE CODE (APRC)		D - V	
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 155,000 LBS, DOUBLE WHEEL 265,000 LBS, TANDEM WHEEL 440,000 LBS	
	SURFACE	ASPHALT CEMENT / PORTLAND CEMENT CONCRETE	
	PCR	N/A	
	TREATMENT	GROOVED PORTLAND CEMENT CONCRETE	
EFFECTIVE GRADIENT (%)		***EXTRAPOLATE EFFECTIVE RUNWAY GRADIENT FROM GEOPRO SURVEY***	
RUNWAY LENGTH		12,101'	
RUNWAY WIDTH		300'	
RUNWAY END ELEVATION		745.6	744.1
DISPLACED THRESHOLD ELEVATION		NONE	
RUNWAY SAFETY AREA (RSA)		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83)	LATITUDE	46° 56' 03.56" N	46° 57' 59.62" N
	LONGITUDE	67° 52' 47.21" W	67° 53' 27.14" W
DISPLACED THRESHOLD COORDINATES (NAD 83)	LATITUDE	NONE	
	LONGITUDE	NONE	
RUNWAY LIGHTING		NON-STANDARD HIRL	
RUNWAY PROTECTION ZONE		1,000' x 1,750' x 2,500'	
RUNWAY MARKING		NON-STANDARD AND IN POOR CONDITION	
14 CFR PART 77 APPROACH SLOPE		INNER 10,000' AT 50:1 AND REMAINING 40,000' AT 40:1	
PART 77 APPROACH TYPE		PRECISION INSTRUMENT APPROACH	
VISIBILITY MINIMUMS		1/2 MILE	
AERONAUTICAL SURVEY TYPE		18B AERIAL SURVEY	
RUNWAY DEPARTURE SURFACE		YES	
RUNWAY OBJECT FREE AREA (ROFA)		800' (W) x 1,000' (L) BEYOND RUNWAY END	
TERPS SURFACE		SURFACES 5 (400' x 3,400' x 10,000', 34:1) AND 6 (500' x 1,520' x 10,200', 30:1)	
NAVIGATIONAL AIDS	VISUAL	VASI (V12), ALSF1	VASI (V12), ALSF1
	INSTRUMENT	LOCALIZER, GLIDESLOPE, RVR	PAR, RVR
TOUCHDOWN ZONE (TDZ) ELEVATION		XXXX	XXXX
TAXIWAY (TW) WIDTH		TW B: 175', TW C: 175', TW D: 175', TW NC: 200', TW SC: 200' (WEST OF RW 36) 75' (EAST OF RW 36), TW TAA: 75'	
TAXILANE (TL) WIDTH		N/A	
TAXIWAY SAFETY AREA (TSA) WIDTH		214'	
TAXILANE SAFETY AREA (TLSA) WIDTH		N/A	
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH		286'	
TAXILANE OBJECT FREE AREA (TLOFA) WIDTH		N/A	
TAXIWAY SAFETY AREA (TSA) LIST OF OBJECTS WITHIN		***CHECK GEOPRO AERIAL SURVEY AND LIST OBJECTS WITHIN TOFAS***	
TAXILANE SAFETY AREA (TLSA) LIST OF OBJECTS WITHIN		N/A	
TAXIWAY (TW) CENTERLINE DIMENSION TO OBJECTS		(ADG V) TAXIWAY SEPARATION: TWY CENTERLINE TO FIXED OR MOVABLE OBJECTS SHOULD BE AT LEAST 142.5 FEET AWAY	
TAXILANE (TL) CENTERLINE DIMENSION TO OBJECTS		135'	
TAXIWAY / TAXILANE LIGHTING		HITL	

ULTIMATE RUNWAY DATA TABLE

DESCRIPTION		ULTIMATE	
		RUNWAY 36	RUNWAY 19
RUNWAY DESIGN CODE (RDC)		D - V	
APPROACH REFERENCE CODE (APRC)		D - V	
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 155,000 LBS, DOUBLE WHEEL 265,000 LBS, TANDEM WHEEL 440,000 LBS	
	SURFACE	ASPHALT CEMENT / PORTLAND CEMENT CONCRETE	
	PCR	N/A	
	TREATMENT	GROOVED PORTLAND CEMENT CONCRETE	
EFFECTIVE GRADIENT (%)		***EXTRAPOLATE EFFECTIVE RUNWAY GRADIENT FROM GEOPRO SURVEY***	
RUNWAY LENGTH		12,101'	
RUNWAY WIDTH		300'	
RUNWAY END ELEVATION		745.6	744.1
DISPLACED THRESHOLD ELEVATION		NONE	
RUNWAY SAFETY AREA (RSA)		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83)	LATITUDE	46° 56' 03.56" N	46° 57' 59.62" N
	LONGITUDE	67° 52' 47.21" W	67° 53' 27.14" W
DISPLACED THRESHOLD COORDINATES (NAD 83)	LATITUDE	NONE	
	LONGITUDE	NONE	
RUNWAY LIGHTING		NON-STANDARD HIRL	
RUNWAY PROTECTION ZONE		1,000' x 1,750' x 2,500'	
RUNWAY MARKING		NON-STANDARD AND IN POOR CONDITION	
14 CFR PART 77 APPROACH SLOPE		INNER 10,000' AT 50:1 AND REMAINING 40,000' AT 40:1	
PART 77 APPROACH TYPE		PRECISION INSTRUMENT APPROACH	
VISIBILITY MINIMUMS		1/2 MILE	
AERONAUTICAL SURVEY TYPE		18B AERIAL SURVEY	
RUNWAY DEPARTURE SURFACE		YES	
RUNWAY OBJECT FREE AREA (ROFA)		800' (W) x 1,000' (L) BEYOND RUNWAY END	
TERPS SURFACE		SURFACES 5 (400' x 3,400' x 10,000', 34:1) AND 6 (500' x 1,520' x 10,200', 30:1)	
NAVIGATIONAL AIDS	VISUAL	VASI (V12), ALSF1	VASI (V12), ALSF1
	INSTRUMENT	LOCALIZER, GLIDESLOPE, RVR	
TOUCHDOWN ZONE (TDZ) ELEVATION		XXXX	XXXX
TAXIWAY (TW) WIDTH		TW B: 175', TW C: 175', TW D: 175', TW NC: 200', TW SC: 200' (WEST OF RW 36) 75' (EAST OF RW 36), TW TAA: 75'	
TAXILANE (TL) WIDTH		N/A	
TAXIWAY SAFETY AREA (TSA) WIDTH		214'	
TAXILANE SAFETY AREA (TLSA) WIDTH		N/A	
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH		286'	
TAXILANE OBJECT FREE AREA (TLOFA) WIDTH		N/A	
TAXIWAY SAFETY AREA (TSA) LIST OF OBJECTS WITHIN		***CHECK GEOPRO AERIAL SURVEY AND LIST OBJECTS WITHIN TOFAS***	
TAXILANE SAFETY AREA (TLSA) LIST OF OBJECTS WITHIN		N/A	
TAXIWAY (TW) CENTERLINE DIMENSION TO OBJECTS		(ADG V) TAXIWAY SEPARATION: TWY CENTERLINE TO FIXED OR MOVABLE OBJECTS SHOULD BE AT LEAST 142.5 FEET AWAY	
TAXILANE (TL) CENTERLINE DIMENSION TO OBJECTS		135'	
TAXIWAY / TAXILANE LIGHTING		HITL	

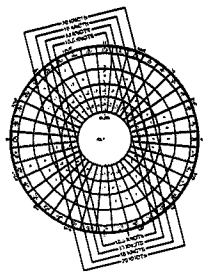
EXISTING AIRPORT DATA TABLE

DATA		EXISTING
AIRPORT REFERENCE CODE (ARC)		D - V
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		76.4° (JULY)
AIRPORT ELEVATION		748.0'
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		LOCALIZER, GLIDESLOPE (LDA)
AIRPORT REFERENCE POINT (NAD 83/NAVD 88)	LATITUDE	46° 57' 01.54" N
	LONGITUDE	67° 53' 06.10" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		ALSF1, V12 VASI, NON-STANDARD HIRL, WIND INDICATOR (LDA)
CRITICAL AIRCRAFT		D - V / BOEING B-52 STRATOFORTRESS - WINGSPAN: 185'-0", TAIL HEIGHT: 40'-10", APPROACH SPEED: 141
AIRPORT MAGNETIC DECLINATION		16° 19' 36" E, ± 0° 24' CHANGING BY 0° 07' 48" E / YR (OCT, 2023)
NPIAS SERVICE LEVEL		N/A
STATE SERVICE LEVEL		PRIVATELY OWNED / PRIVATE USE AIRPORT

ULTIMATE AIRPORT DATA TABLE

DATA		ULTIMATE
AIRPORT REFERENCE CODE (ARC)		D - V
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		76.4° (JULY)
AIRPORT ELEVATION		748.0'
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		LOCALIZER, GLIDESLOPE (LDA)
AIRPORT REFERENCE POINT (NAD 83/NAVD 88)	LATITUDE	46° 57' 01.54" N
	LONGITUDE	67° 53' 06.10" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		ALSF1, V12 VASI, NON-STANDARD HIRL, WIND INDICATOR (LDA)
CRITICAL AIRCRAFT		D - V / BOEING B-52 STRATOFORTRESS - WINGSPAN: 185'-0", TAIL HEIGHT: 40'-10", APPROACH SPEED: 141
AIRPORT MAGNETIC DECLINATION		16° 19' 36" E, ± 0° 24' CHANGING BY 0° 07' 48" E / YR (OCT, 2023)
NPIAS SERVICE LEVEL		N/A
STATE SERVICE LEVEL		PRIVATELY OWNED / PRIVATE USE AIRPORT

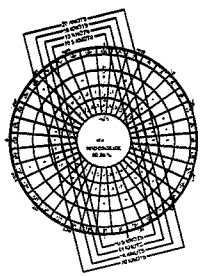
IFR WIND ROSE



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
1 - 19	93.13%	97.41%	99.35%	99.88%

SOURCE: 727120 CARIBOU MUNICIPAL AIRPORT ANNUAL PERIOD RECORD 2013-2022

ALL-WEATHER WIND ROSE



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
1 - 19	95.29%	97.42%	99.27%	99.82%

SOURCE: 727120 CARIBOU MUNICIPAL AIRPORT ANNUAL PERIOD RECORD 2013-2022

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE OF APPROVAL
-	NONE	-	-	-	-

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH	RSA LENGTH	DATE OF APPROVAL
1	12,101'	13,101'	13,101'	12,101'	1,000'	1,000'	14,101'	-
19	12,101'	13,101'	13,101'	12,101'	1,000'	1,000'	14,101'	-

NON-STANDARD CONDITIONS

NO.	NON-STANDARD CONDITION	FAA STANDARD (D - V)	PROPOSED ACTION
1	THERE IS NO AIRPORT BEACON.	A ROTATING BEACON IS STANDARD FOR ANY AIRPORT WITH RUNWAY EDGE LIGHTS.	INSTALL A NEW AIRPORT ROTATING BEACON.
2	THERE IS NO THRESHOLD LIGHTING.	THRESHOLD LIGHTING IS INCLUDED IN STANDARD HIRL SYSTEMS.	INSTALL THRESHOLD LIGHTING.
3	THERE IS NO EDGE LIGHTING AT TAXIWAY INTERSECTIONS.	MITL IS INCLUDED AT AIRPORTS WHERE RUNWAY LIGHTING SYSTEMS ARE INSTALLED.	INSPECT EXISTING MITL FOR FUNCTIONALITY AND INSTALL NEW MITL AT ALL TAXIWAY INTERSECTIONS.
4	LAST 2,000' OF RUNWAY LIGHTING MISSING AMBER LENSES.	THE CAUTION ZONE (LAST 2,000' OF THE RW) OF ANY RUNWAY WITH HIRL SHALL EMIT YELLOW LIGHT IN THE DIRECTION FACING THE INSTRUMENT APPROACH THRESHOLD.	INSPECT CAUTION ZONE LIGHTING FOR FUNCTIONALITY AND REPAIR/REPLACE ALL CAUTION ZONE LIGHTING.

NOTES

1. PRIMARY DESIGN AIRCRAFT IS THE BOEING B-52 STRATOFORTRESS.
2. THE PORTLAND CEMENT CONCRETE PORTIONS OF THE RUNWAY ARE GROOVED FOR 1,000' x 140' (70' LEFT AND RIGHT OF CENTERLINE).
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (AMSL).
4. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD83 MAINE STATE EAST ZONE.
5. PLANIMETRICS AND AERIAL SURVEY/OBSTRUCTION INFORMATION AND COORDINATES OBTAINED FROM THE FOLLOWING:

   GEOPRO CONSULTANTS, LLC, SURVEY DATE: XX/XX/XXXX
6. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.
7. MAGNETIC DECLINATION CALCULATED BY USING NOAA'S MAGNETIC DECLINATION CALCULATOR.

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LORING DEVELOPMENT AUTHORITY

154 DEVELOPMENT DRIVE, SUITE F
LIMESTONE, ME

207-328-7005

LORING INTERNATIONAL AIRPORT

MASTER PLAN

SHEET TITLE

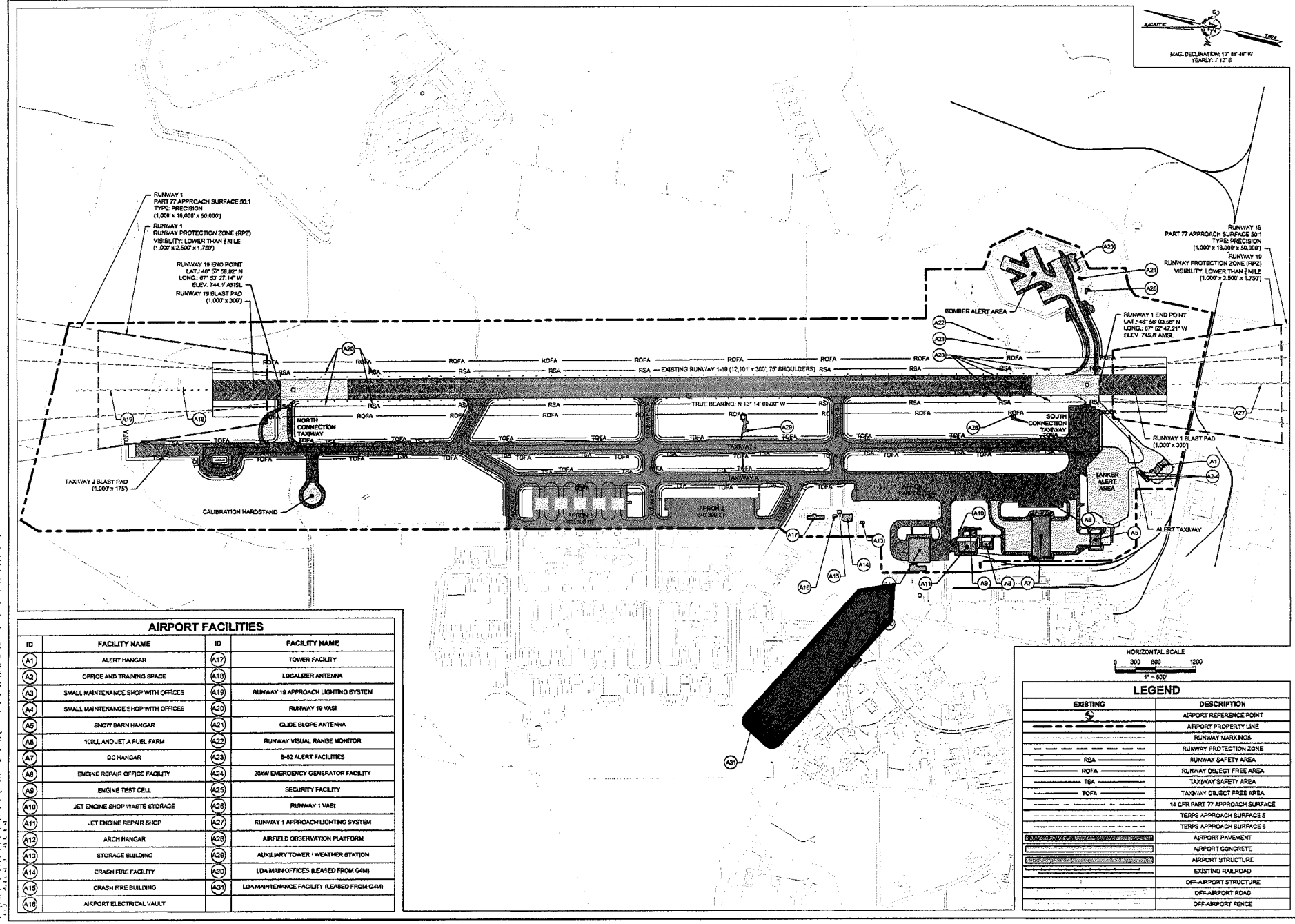
AIRPORT DATA SHEET

DRAWN BY	DATE
AJL	DEC, 2023
CHECKED BY	D&K PROJECT #
GAR	326605
PRO. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

2

SHEET 2 OF 15



AIRPORT FACILITIES

ID	FACILITY NAME	ID	FACILITY NAME
A1	ALERT HANGAR	A17	TOWER FACILITY
A2	OFFICE AND TRAINING SPACE	A18	LOCALIZER ANTENNA
A3	SMALL MAINTENANCE SHOP WITH OFFICES	A19	RUNWAY 19 APPROACH LIGHTING SYSTEM
A4	SMALL MAINTENANCE SHOP WITH OFFICES	A20	RUNWAY 19 VASI
A5	SNOW BARN HANGAR	A21	GLIDE SLOPE ANTENNA
A6	100LL AND JET A FUEL FARM	A22	RUNWAY VISUAL RANGE MONITOR
A7	DC HANGAR	A23	B-52 ALERT FACILITIES
A8	ENGINE REPAIR OFFICE FACILITY	A24	30KW EMERGENCY GENERATOR FACILITY
A9	ENGINE TEST CELL	A25	SECURITY FACILITY
A10	JET ENGINE SHOP WASTE STORAGE	A26	RUNWAY 1 VASI
A11	JET ENGINE REPAIR SHOP	A27	RUNWAY 1 APPROACH LIGHTING SYSTEM
A12	ARCH HANGAR	A28	AIRFIELD OBSERVATION PLATFORM
A13	STORAGE BUILDING	A29	AUXILIARY TOWER / WEATHER STATION
A14	CRASH FIRE FACILITY	A30	LDA MAIN OFFICES (LEASED FROM G4M)
A15	CRASH FIRE BUILDING	A31	LDA MAINTENANCE FACILITY (LEASED FROM G4M)
A16	AIRPORT ELECTRICAL VAULT		

HORIZONTAL SCALE
0 300 600 1200
1" = 600'

LEGEND

EXISTING	DESCRIPTION
	AIRPORT REFERENCE POINT
	AIRPORT PROPERTY LINE
	RUNWAY MARKINGS
	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
	14 CFR PART 77 APPROACH SURFACE
	TERPS APPROACH SURFACE 5
	TERPS APPROACH SURFACE 6
	AIRPORT PAVEMENT
	AIRPORT CONCRETE
	AIRPORT STRUCTURE
	EXISTING RAILROAD
	OFF-AIRPORT STRUCTURE
	OFF-AIRPORT ROAD
	OFF-AIRPORT FENCE

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207-328-7005

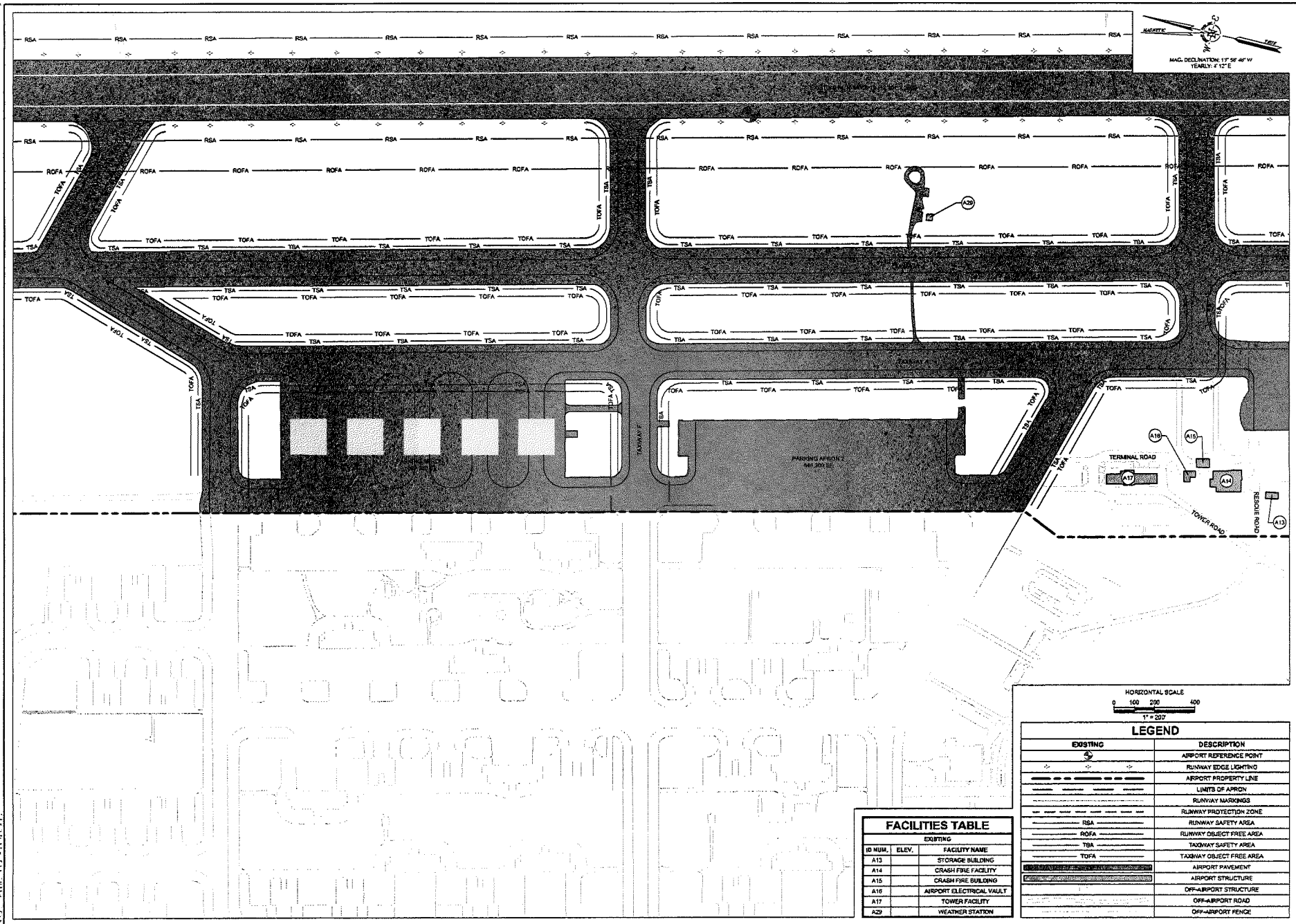
LORING INTERNATIONAL AIRPORT
MASTER PLAN

SHEET TITLE
EXISTING AIRPORT LAYOUT PLAN

DRAWN BY	DATE
AJL	DEC. 2023
CHECKED BY	D&K PROJECT #
GAR	329005
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER
3

SHEET 3 OF 15



FACILITIES TABLE

EXISTING		
ID NUM.	ELEV.	FACILITY NAME
A13		STORAGE BUILDING
A14		CRASH FIRE FACILITY
A15		CRASH FIRE BUILDING
A18		AIRPORT ELECTRICAL VAULT
A17		TOWER FACILITY
A29		WEATHER STATION

LEGEND

EXISTING	DESCRIPTION
	AIRPORT REFERENCE POINT
	RUNWAY EDGE LIGHTING
	AIRPORT PROPERTY LINE
	LIMITS OF APRON
	RUNWAY MARKINGS
	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
	AIRPORT PAVEMENT
	AIRPORT STRUCTURE
	OFF-AIRPORT STRUCTURE
	OFF-AIRPORT ROAD
	OFF-AIRPORT FENCE

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LORING INTERNATIONAL AIRPORT

MASTER PLAN

SHEET TITLE

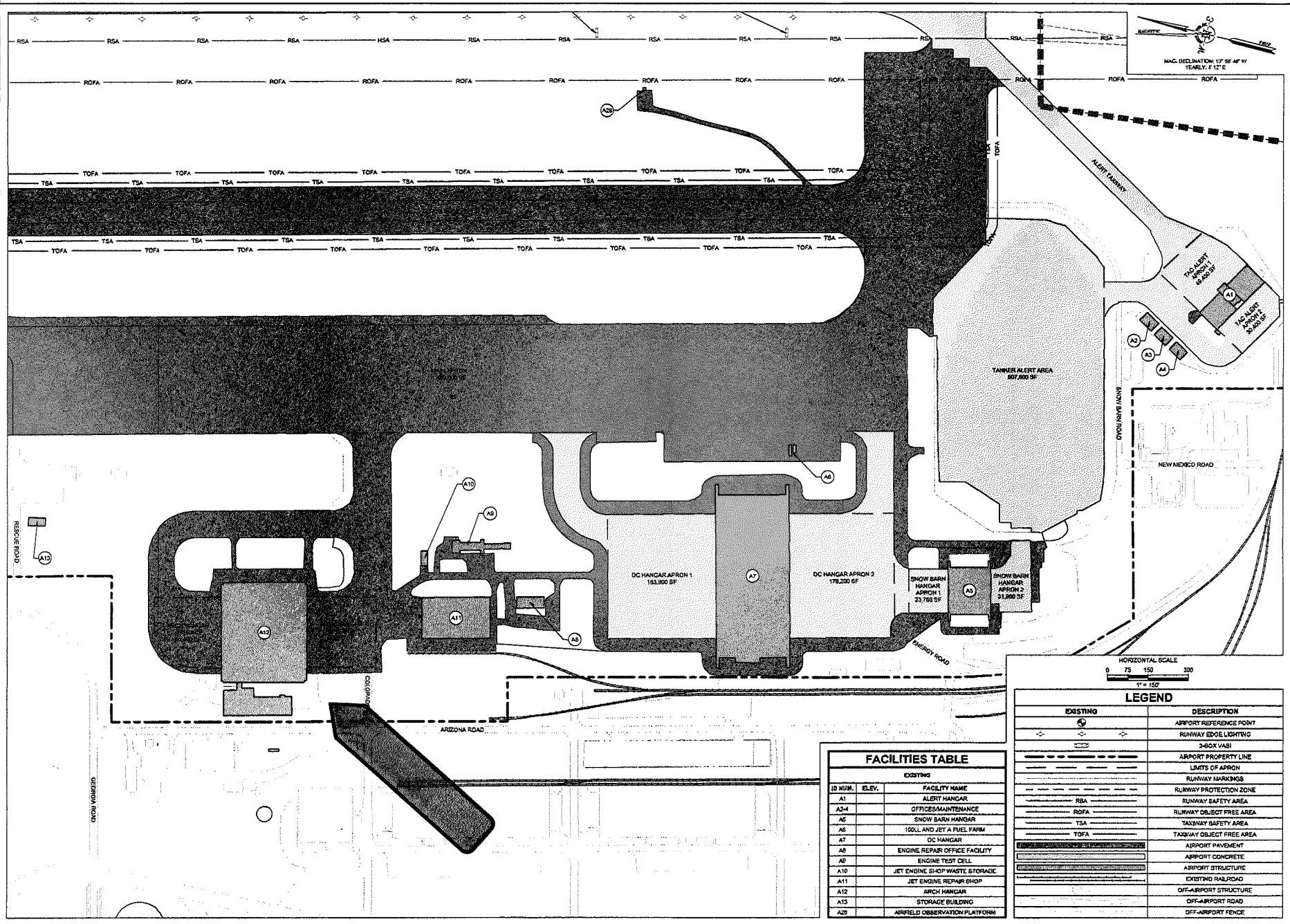
FACILITIES LAYOUT - PARKING APRONS 1 AND 2

DRAWN BY	DATE
AJL	DEC. 2023
CHECKED BY	D&K PROJECT #
GAR	329005
PROJ. MGR.	D&K ARCHIVE?
PJS	

SHEET NUMBER

8

SHEET 8 OF 15



HORIZONTAL SCALE
0 75 150 300
1" = 150'

FACILITIES TABLE

EXISTING		
ID NUM.	ELEV.	FACILITY NAME
A1		ALERT HANGAR
A2-4		OFFICES/MAINTENANCE
A5		SNOW BARN HANGAR
A6		100LL AND JET A FUEL FARM
A7		DC HANGAR
A8		ENGINE REPAIR OFFICE FACILITY
A9		ENGINE TEST CELL
A10		JET ENGINE SHOP WASTE STORAGE
A11		JET ENGINE REPAIR SHOP
A12		ARCH HANGAR
A13		STORAGE BUILDING
A28		AIRFIELD OBSERVATION PLATFORM

LEGEND

EXISTING	DESCRIPTION
	AIRPORT REFERENCE POINT
	RUNWAY EDGE LIGHTING
	3-BOX VASI
	AIRPORT PROPERTY LINE
	LIMITS OF APRON
	RUNWAY MARKINGS
	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
	AIRPORT PAVEMENT
	AIRPORT CONCRETE
	AIRPORT STRUCTURE
	EXISTING RAILROAD
	OFF-AIRPORT STRUCTURE
	OFF-AIRPORT ROAD
	OFF-AIRPORT FENCE

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LORING INTERNATIONAL AIRPORT

MASTER PLAN

SHEET TITLE

FACILITIES LAYOUT - MAIN APRON AND TANKER ALERT AREA

DRAWN BY	DATE
AJL	DEC. 2023
CHECKED BY	D&K PROJECT #
GAR	329005
PROJ. MGR.	D&K ARCHIVE #
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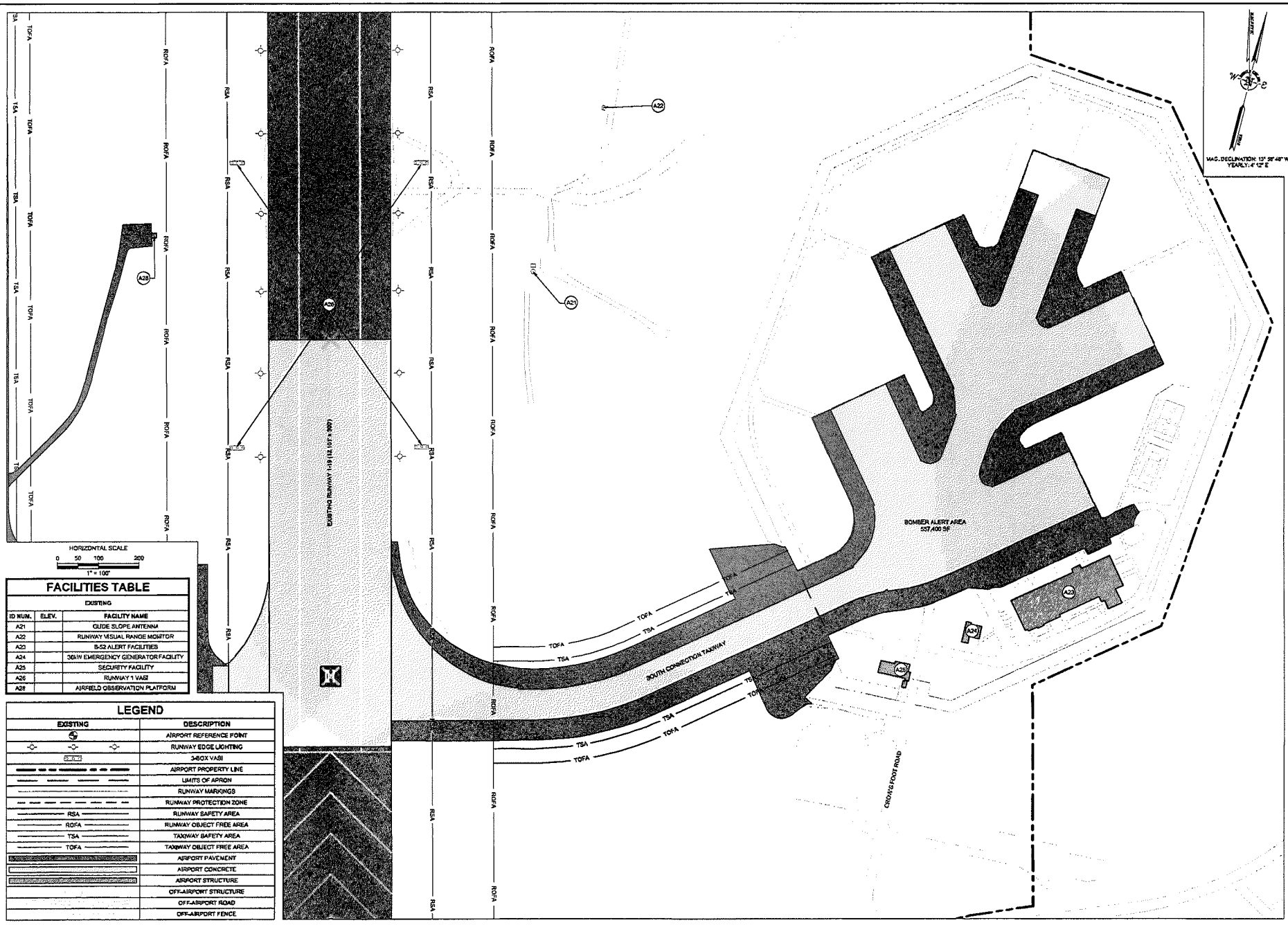
SHEET NUMBER

9

SHEET 9 OF 15



FACILITIES TABLE

EXISTING		
ID NUM.	ELEV.	FACILITY NAME
A21		GLIDE SLOPE ANTENNA
A22		RUNWAY VISUAL RANGE MONITOR
A23		B-52 ALERT FACILITIES
A24		30kW EMERGENCY GENERATOR FACILITY
A25		SECURITY FACILITY
A26		RUNWAY 1 VASI
A28		AIRFIELD OBSERVATION PLATFORM

LEGEND

EXISTING	DESCRIPTION
	AIRPORT REFERENCE POINT
	RUNWAY EDGE LIGHTING
	3-BOX VASI
	AIRPORT PROPERTY LINE
	LIMITS OF APRON
	RUNWAY MARKINGS
	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
	AIRPORT PAVEMENT
	AIRPORT CONCRETE
	AIRPORT STRUCTURE
	OFF-AIRPORT STRUCTURE
	OFF-AIRPORT ROAD
	OFF-AIRPORT FENCE

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SHEET TITLE

FACILITIES LAYOUT - BOMBER ALERT AREA

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AJL	DEC. 2023
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GAR	329005
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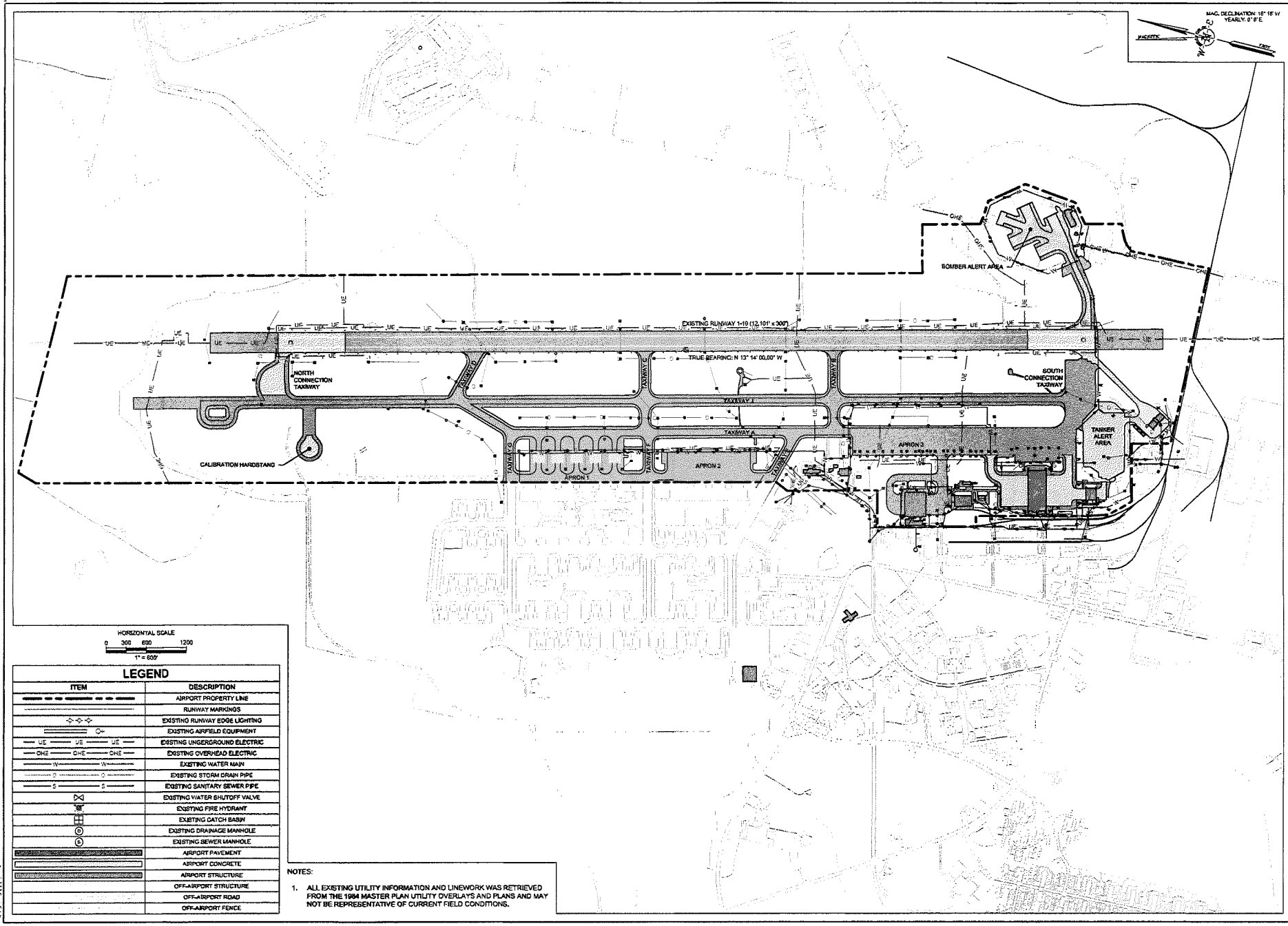
SHEET NUMBER

10

SHEET 10 OF 15



HORIZONTAL SCALE
0 300 600 1200
1" = 600'

LEGEND

ITEM	DESCRIPTION
	AIRPORT PROPERTY LINE
	RUNWAY MARKINGS
	EXISTING RUNWAY EDGE LIGHTING
	EXISTING AIRFIELD EQUIPMENT
UE UE UE	EXISTING UNDERGROUND ELECTRIC
OHE OHE OHE	EXISTING OVERHEAD ELECTRIC
W W	EXISTING WATER MAIN
D D	EXISTING STORM DRAIN PIPE
S S	EXISTING SANITARY SEWER PIPE
	EXISTING WATER SHUTOFF VALVE
	EXISTING FIRE HYDRANT
	EXISTING CATCH BASIN
D	EXISTING DRAINAGE MANHOLE
S	EXISTING SEWER MANHOLE
	AIRPORT PAVEMENT
	AIRPORT CONCRETE
	AIRPORT STRUCTURE
	OFF-AIRPORT STRUCTURE
	OFF-AIRPORT ROAD
	OFF-AIRPORT FENCE

NOTES:

1. ALL EXISTING UTILITY INFORMATION AND LINEWORK WAS RETRIEVED FROM THE 1984 MASTER PLAN UTILITY OVERLAYS AND PLANS AND MAY NOT BE REPRESENTATIVE OF CURRENT FIELD CONDITIONS.

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UTILITIES PLAN

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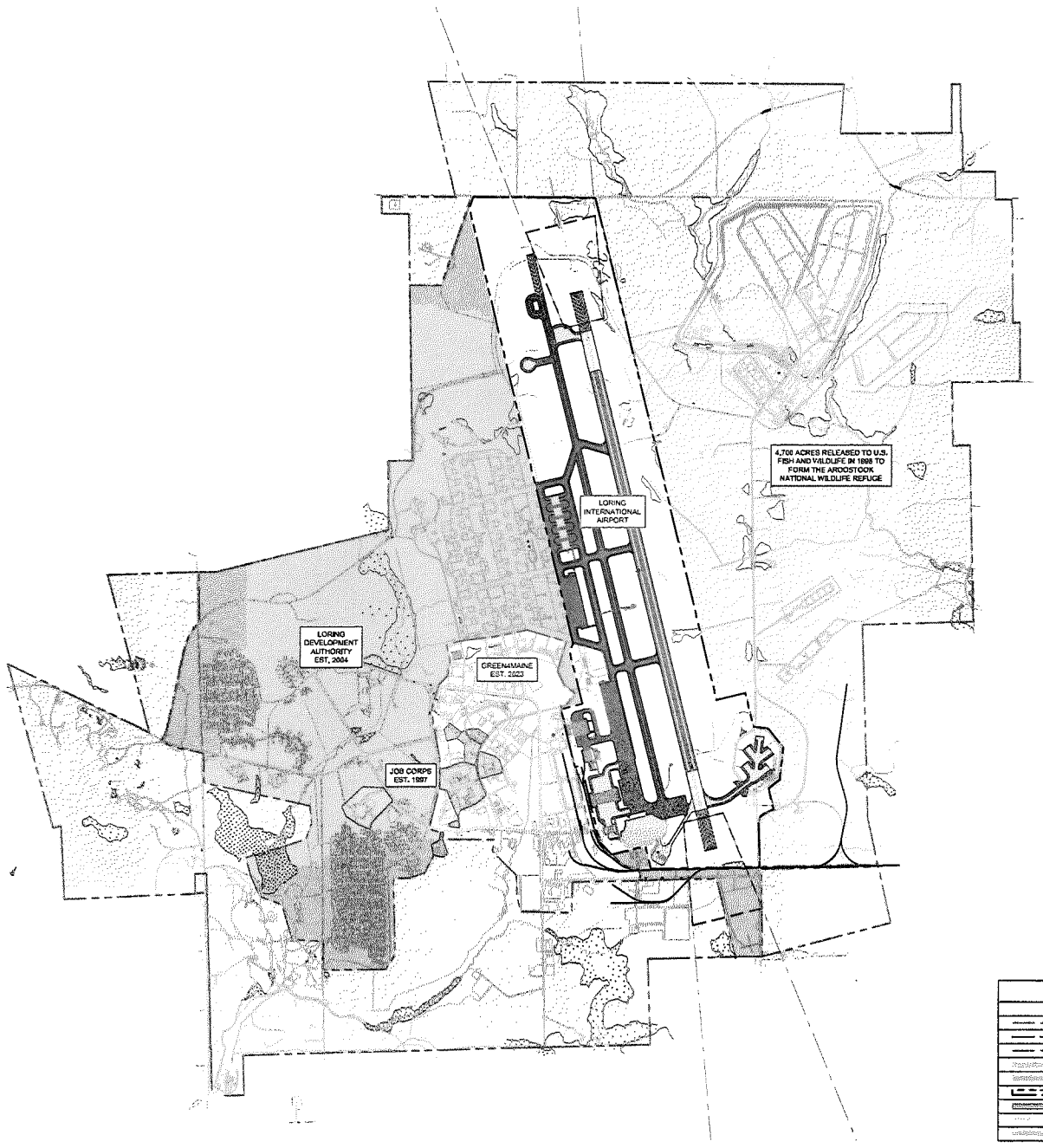
SHEET NUMBER

12



MAG. DECLINATION: 13° 08' 48" W
YEARLY: 4' 12" E

HORIZONTAL SCALE
0 625 1250 2500
1" = 1250'

LEGEND

EXISTING	DESCRIPTION
	LDA PROPERTY BOUNDARY LINE
	AIRPORT PROPOSED BOUNDARY LINE
	BASNAD83.DWG BOUNDARY LINE
	AROOSTOOK NATIONAL WILDLIFE REFUGE
	LDA - NON-AERONAUTICAL
	LDA - AERONAUTICAL
	JOB CORPS PARCEL
	GREEN4MAINE PARCEL
	PRIVATELY OWNED

PLAN REFERENCES:
1. BRSA PROPERTY LINE BOUNDARY TRACED FROM A PLAN ENTITLED "LOCATION PLAN", DATED 9-14-99, REVISED 3-30-14, BY BRSA.
2. BASNAD83.DWG PROPERTY LINE BOUNDARY FROM A DWG NAMED BASNAD83.DWG, DATED 8-29-23

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MASTER PLAN

SHEET TITLE
PROPERTY MAP

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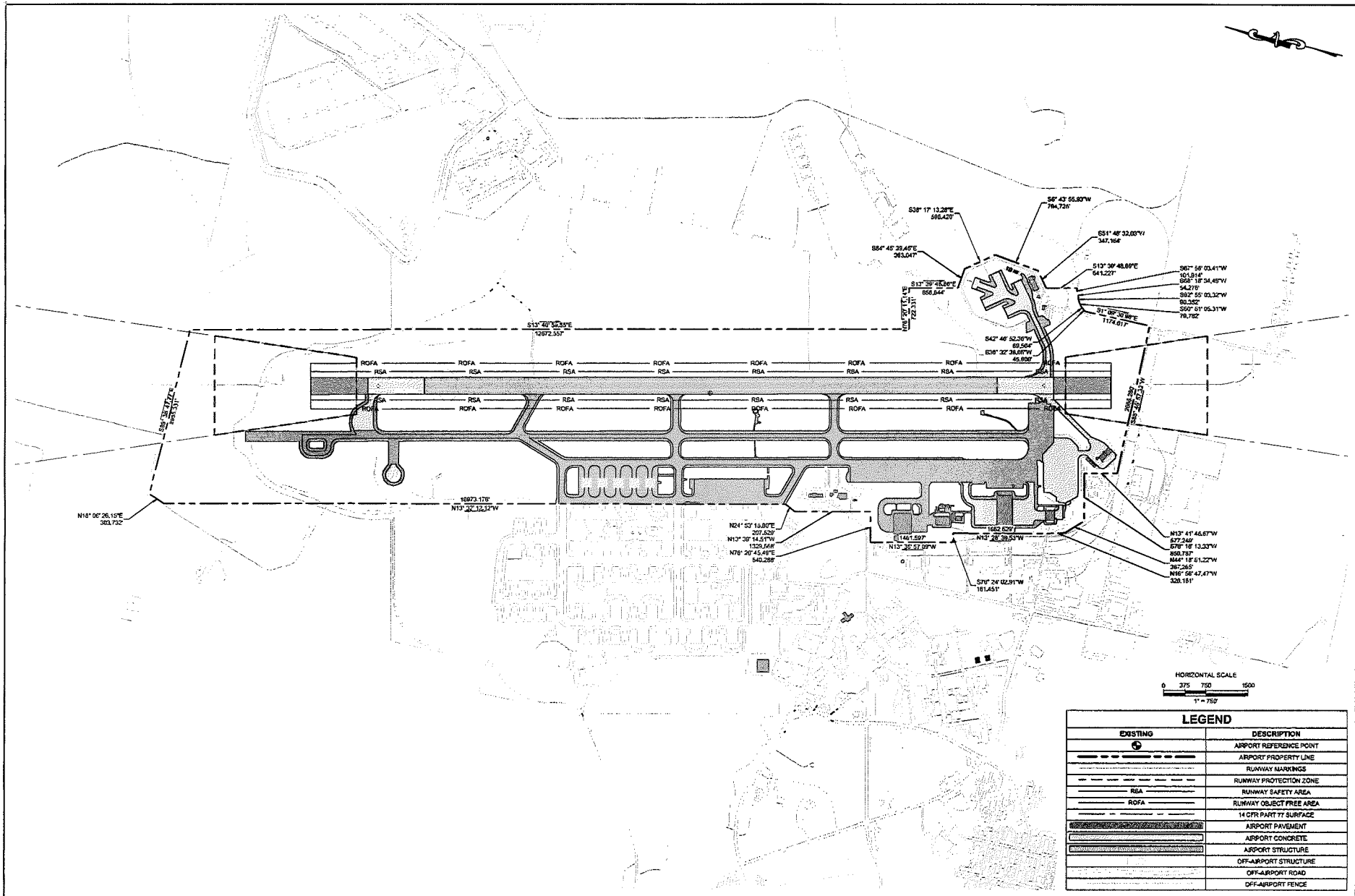
SHEET NUMBER
13



HORIZONTAL SCALE
0 375 750 1500
1" = 750'

LEGEND

EXISTING	DESCRIPTION
	AIRPORT REFERENCE POINT
	AIRPORT PROPERTY LINE
	RUNWAY MARKINGS
	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	14 CFR PART 77 SURFACE
	AIRPORT PAVEMENT
	AIRPORT CONCRETE
	AIRPORT STRUCTURE
	OFF-AIRPORT STRUCTURE
	OFF-AIRPORT ROAD
	OFF-AIRPORT FENCE

INVENTORY OF AIRPORT PARCELS

REF. NO.	DEED REFERENCE			PROPERTY OWNER		METHOD OF ACQUISITION	ACREAGE	PURPOSE
	RECORDED DATE	BOOK	PAGE	GRANTOR	GRANTEE			
1	12/22/2004	4066	292	UNITED STATES OF AMERICA	LORING DEVELOPMENT AUTHORITY	FEE SIMPLE	918.00	PRIVATE AIRPORT

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SHEET TITLE
EXHIBIT 'A'

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SHEET NUMBER
14