



**Auburn Lewiston Municipal Airport - Board of Directors - Meeting Agenda
June 12, 2024 5:30 P.M.**

Administrative Conference Room 80 Airport Drive, Auburn, Maine

Call to Order

Workshop – Presentation by McFarland Johnson on Airport Master Plan Update Process

I. Consent Items

II. Minutes

1. May 22nd, 2024 and June 5, 2024 Meetings

III. Financial Report – Treasurer

1. FY 2024 thru May (Revenue and Expense, Balance Sheet)
2. Fuel Sales Year to Date Comparisons

IV. Communications –

V. Public Comment – *Members of the public are invited to speak to the Board of Directors about any issue directly related to airport business.*

VI. Old Business

VII. New Business

VIII. Reports

1. Board Chair Report
2. Board of Directors Reports

IX. Executive Sessions

X. Adjournment (Next Board Meeting, July 10, 2024)

Executive Session: On occasion, the Board of Directors discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Director must make a motion in public. The motion must be recorded. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable are:

A. Discussion of personnel issues

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency

D. Labor contracts

E. Contemplated litigation



Auburn-Lewiston Airport

Auburn-Lewiston Municipal Airport

Master Plan Project

June 12th, 2024



McFARLAND JOHNSON

Agenda

- What is a master plan?
- Why a new master plan?
- Master plan process
- Schedule
- Key issues and goals
- Components of master plan
- Public outreach
- Next steps

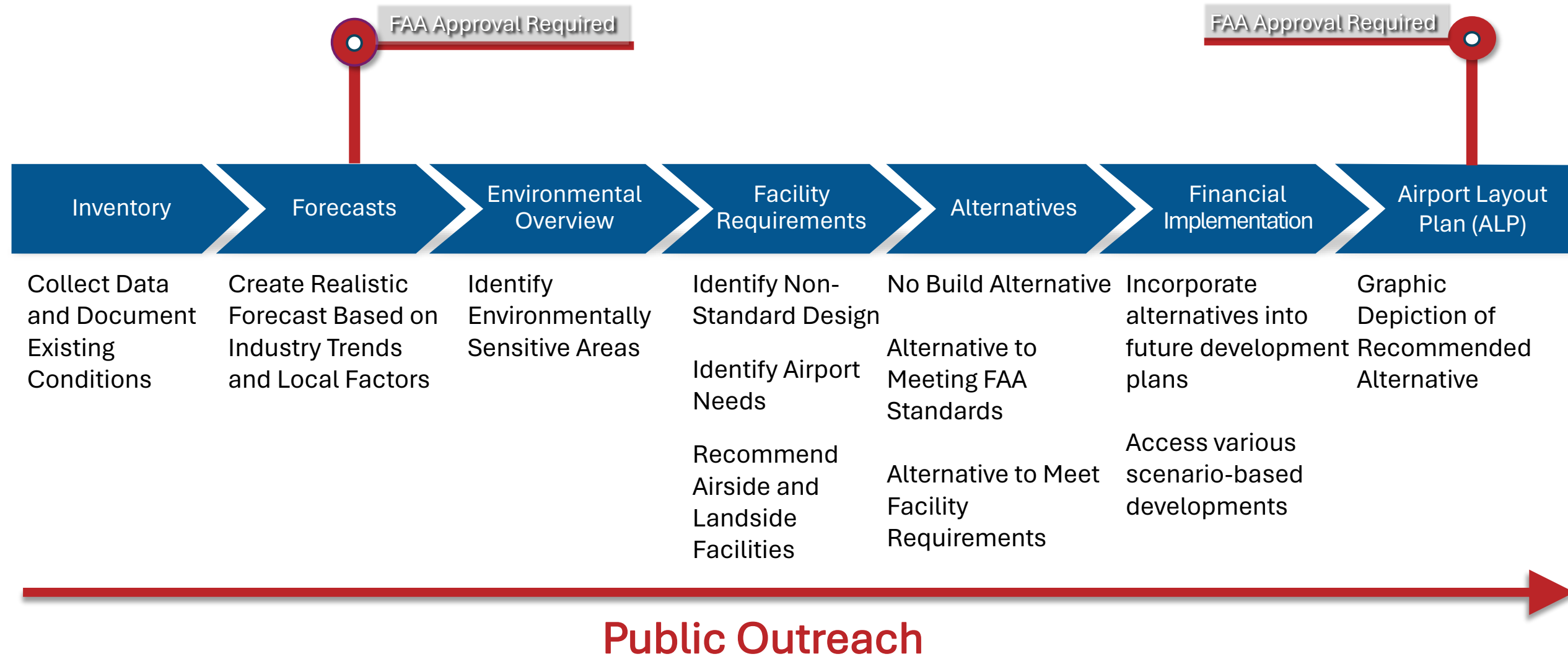
What is the Master Plan?

- Is the official FAA airport planning document
- Completes a comprehensive study for short-, medium-, and long-term development
- Graphically shows the Airport's long-term development plan
- Justifies and validates proposed development
- Establishes an implementation plan
- Is prepared per FAA AC 150/5070-6B, *Airport Master Plan*

Why a New Master Plan?

- The last Master Plan was published in 2007
- The Federal Aviation Administration standards have changed
- The airplane fleet has changed since the last Master Plan

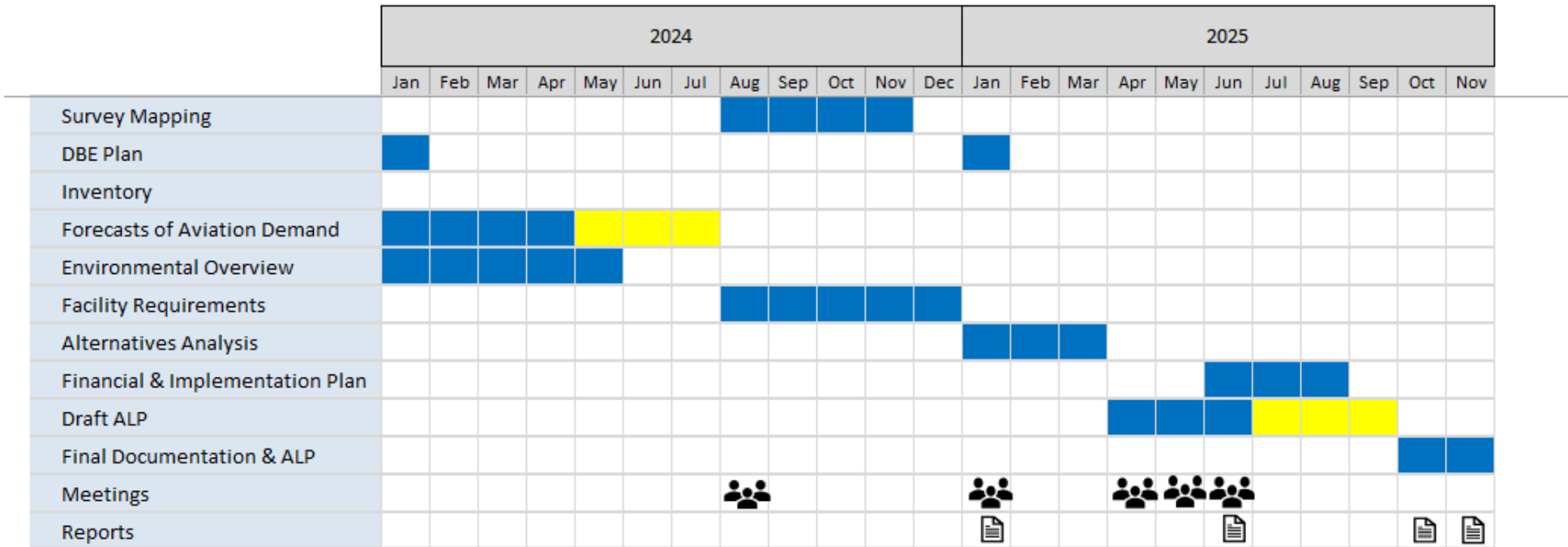
Master Plan Process



Schedule

Auburn-Lewiston Municipal Airport Master Plan Update

McFarland Johnson



Legend

MJ Work

FAA Review

Key Issues

- Additional hangar space need
- Crosswind runway eligibility
- Aeronautical and non-aeronautical land
- Airport electrification
- Intermodal connections
- Route 95 Exit 75 realignment integration
- Airport financials

Key Goals

- Meet aviation needs of citizens and businesses in the airport service area
- Maintain safe and efficient airside facilities compliant with design standards with FAA and MaineDOT compliance
- Create opportunity for economic stability
- Position to be regional air transportation leader
- Maintain flexibility for future changes
- Engage public throughout planning process

Inventory

Inventory

Forecasts

Environmental
Overview

Facility
Requirements

Alternatives

Financial
Implementation

Airport Layout
Plan (ALP)

Complete

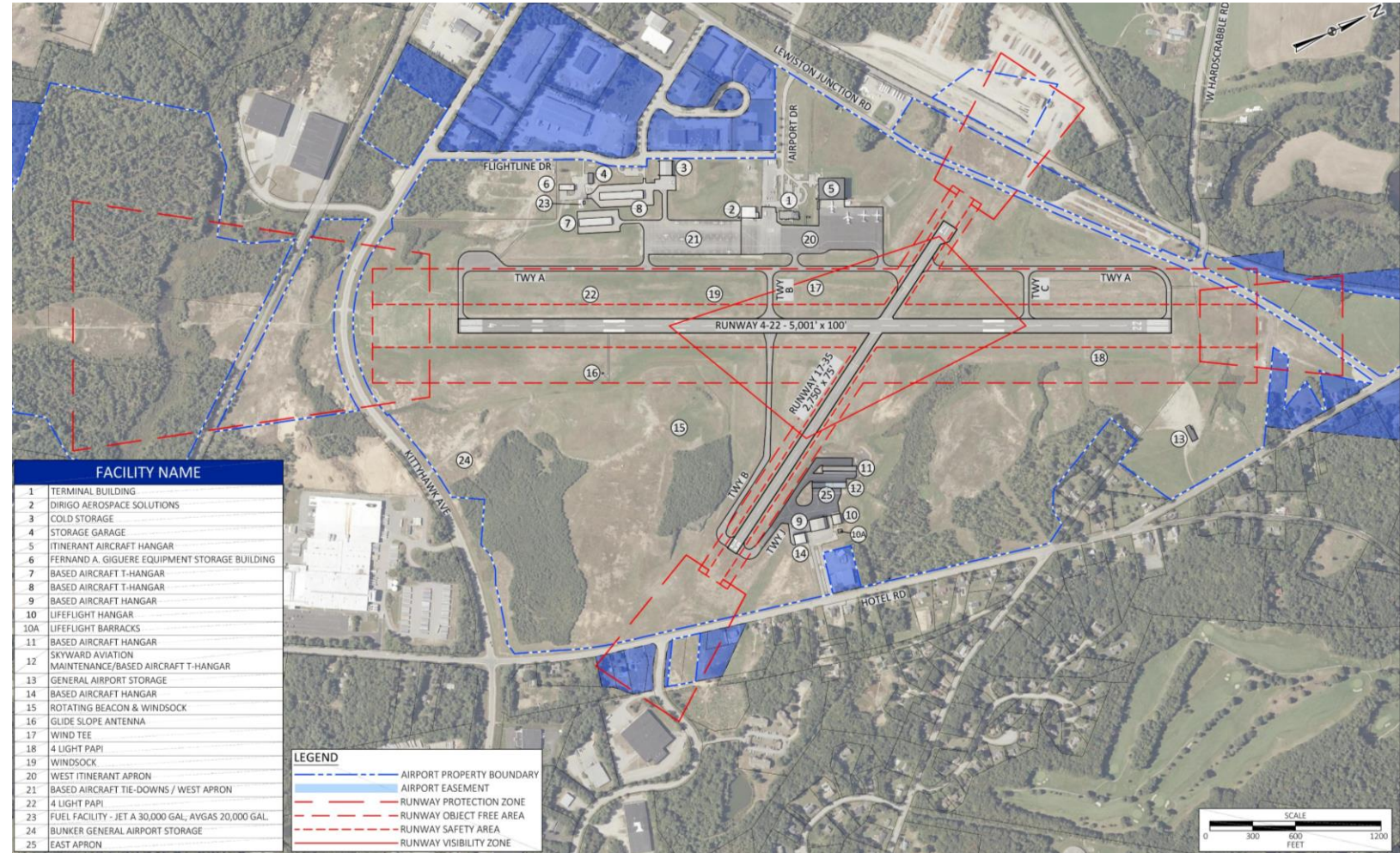
- Goal: Identify existing facilities and conditions

- Runway
- Taxiways
- Aprons
- Hangars
- Terminal building
- Support facilities



Runways, Taxiways, Hangars, and Aprons

- Runway 4-22 (primary)
 - 5,001' x 100'
 - Precision approach
- Runway 17-35 (crosswind)
 - 2,750' x 75'
 - Visual approach
- Taxiways
 - Parallel: A, B, J
 - Entrance: B, C, J
- 10 hangars
- Two aprons: based & itinerant aprons



Terminal Building and Support Facilities

- Terminal: 6,000 SF
 - Constructed in 1970's
 - Expanded in 2012
 - Used for airport administration offices
- Support facilities
 - Fueling: Jet-A, 100LL
 - Snow removal equipment and maintenance equipment



Forecasts

Inventory

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Implementation

Airport Layout
Plan (ALP)

In Progress

- Goal: Devise a realistic forecast to predict airport usage over the next 20 years
 - Document historical operations, based aircraft, enplanements
 - Forecast operations, based aircraft, enplanements
 - Review historical airport trends and national trends
 - Determine the existing and future critical aircraft

Forecasted Operations and Based Aircraft

- Based aircraft recent growth
 - New businesses on airport
 - Proposed t-hangar building
 - Methodologies: manual adjustments and national forecast trends
 - Total 2043: 90 based aircraft (1.2% compound annual growth rate (CAGR))
- Total 2023 operations estimated: 14,550
- Methodology: Maine Aviation System Plan (MASP) operations per based aircraft
 - Two growth scenarios reviewed
 - 2.7% CAGR
 - Total in 2043: ~24,740



Critical/Design Aircraft (Existing and Future)

- Runway 4-22: B-II
- Runway 17-35: B-I, small
- Design aircraft: Embraer 110
Bandeirante/King Air 350



Embraer 110 Bandeirante



King Air 350

Environmental

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Airport Layout
Plan (ALP)

In Progress

- **Goal: Early identification of constraints to avoid or minimize environmental impacts**

- Biotic resources
- Water resources
- Coastal resources
- Section 4(f) resources
- Historic resources
- Farmlands
- Land use
- Noise
- Visual effects
- Air quality
- Hazardous materials and solid waste
- Energy
- Climate
- Socioeconomics and environmental justice



Biotic Resources

- Plants: none
- Federal:
 - 1 endangered
 - 1 proposed endangered
- State:
 - 1 endangered (same as federal)
 - 3 threatened



Tri-Colored Bat



Upland Sandpiper



Northern Long-Eared Bat

Historical and Cultural Resources

- Multiple pre-European Indigenous archeological sites
- Documented and excavated sites:
 - Keogh
 - Michaud
 - Taxiway
 - Cornier
- Documented: Beacon Hill
 - Paleoindian period
 - Native American history



Facility Requirements

Inventory

Forecasts

Environmental
Overview

Facility
Requirements

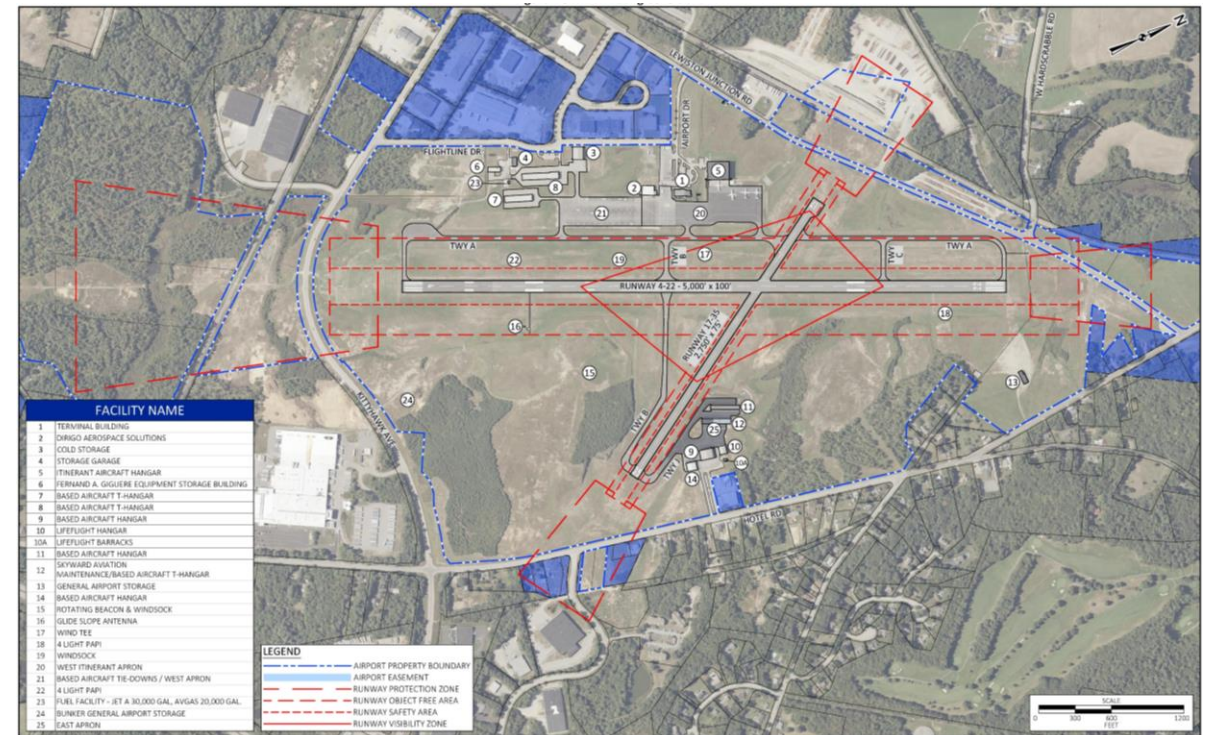
Alternatives

Financial
Implementation

Airport Layout
Plan (ALP)

Not started

- Goal: Identify needs for airport
 - Compare existing conditions to:
 - FAA safety standards
 - FAA design standards
 - Code of Federal Regulations airspace surfaces
 - Approved forecasts



Auburn-Lewiston Airport

Alternatives

Inventory

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Facility
Requirements

Alternatives

Financial
Implementation

Airport Layout
Plan (ALP)

Not started

- Goal: Determine the preferred long-term alternative
 - No build alternative
 - Build alternatives to meet standards and improve conditions
 - Build alternatives to meet forecast demand, if possible
 - Study participants' input

Financial Implementation

Inventory

Forecasts

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Alternatives

Financial
Implementation

Airport Layout
Plan (ALP)

- Goal: Create an implementation plan for project funding and phasing

- Cost estimates for projects
- Regulatory requirements
- Construction phasing
- Funding availability
- Priority needs

Not started



Airport Layout Plan

Inventory

Forecasts

Environmental
Overview

Facility
Requirements

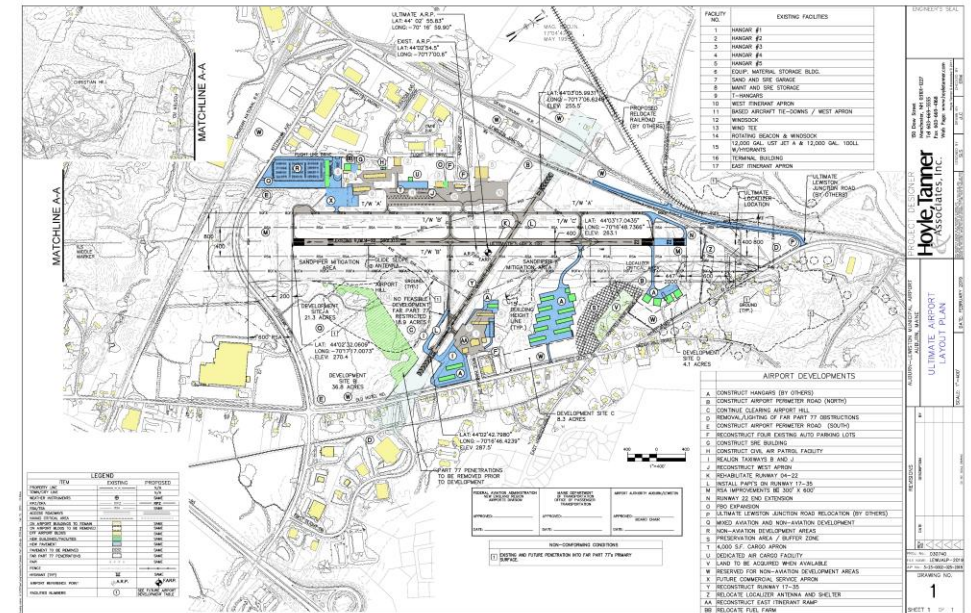
Alternatives

Financial
Implementation

Airport Layout
Plan (ALP)

Not started

- Goal: Review obstructions and create the Airport Layout Plan (ALP)
 - The recommended alternative becomes the ALP
 - Requires Federal Aviation Administration (FAA) approval
 - This concludes the Master Plan



Auburn-Lewiston Airport

Public Outreach

- Two terminal advisory committee (TAC) meetings
 - TAC meeting #1
 - TAC meeting #2
- Two public meetings
 - Public meeting #1 held jointly with the TAC meeting #1
 - Public meeting #2 held on same day as TAC meeting #2

Next Steps

- Forecasts (requiring FAA approval)
- Facility requirements
- TAC/public meeting #1
- Alternatives
- TAC/public meeting #2
- Financial/implementation plan
- Airport layout plan

1. INVENTORY

1.1. Introduction

The airport master planning process for Auburn-Lewiston Municipal Airport (LEW or the Airport) includes collecting baseline information relating to the Airport's property, facilities, services, tenants, access, and utilities. This information is vital in determining any changes or facility improvements necessitated by the existing or anticipated future aeronautical demand. The information presented in this chapter was obtained through a variety of sources including airport site visits, interviews with Airport management and staff, and review of other public documents having a bearing on the development considerations at LEW.

This chapter is organized into the following sections:

- Airport Background
- Recent Airport Development
- Meteorological Conditions and Climate
- Existing Airport Facilities
- Aviation Businesses and Groups
- Land Use and Zoning
- Airport Reuse and Recycling Plan

1.2. Airport Background

1.2.1. Airport Location and Details

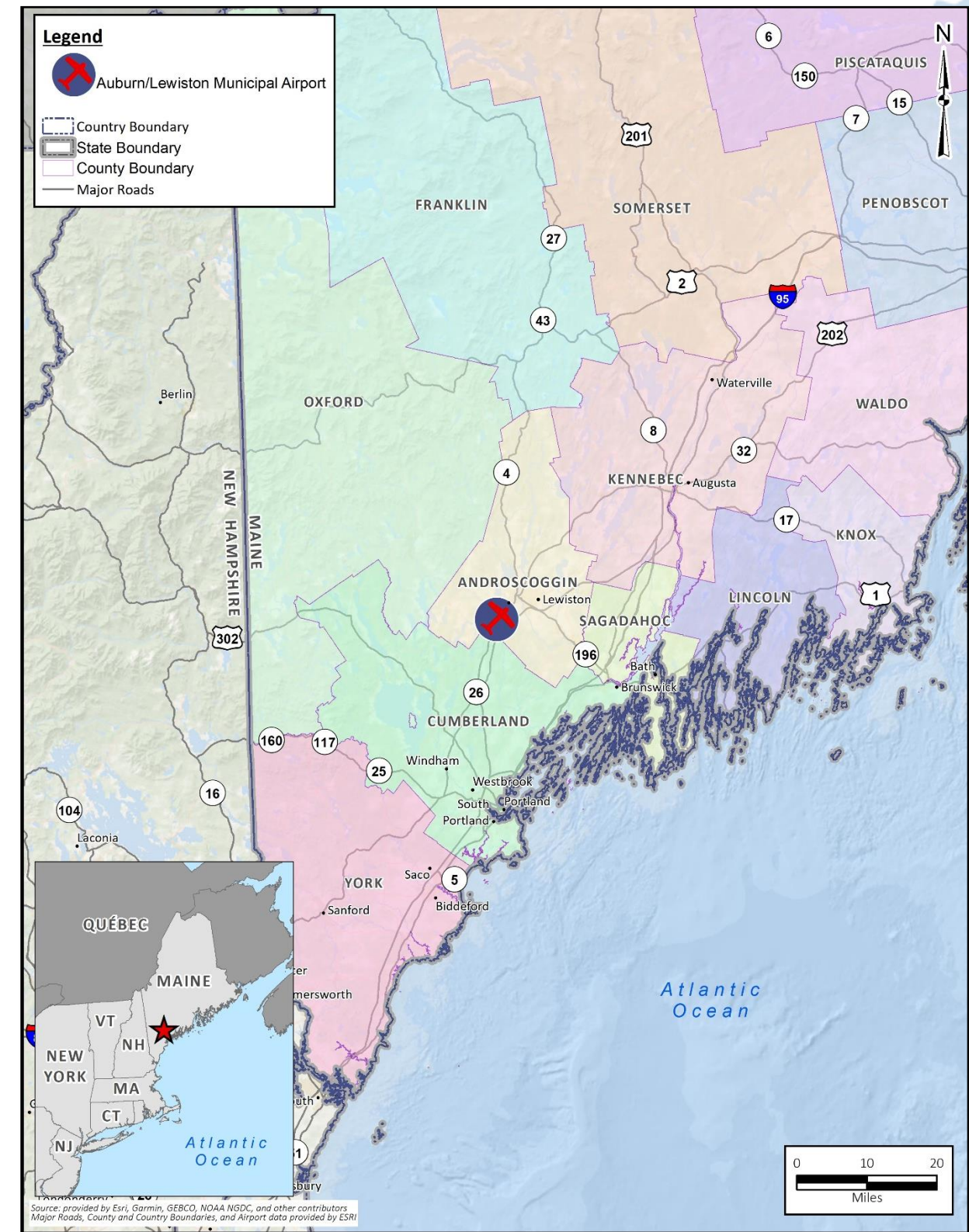
The Airport is located five miles southwest of the central business district of the City of Auburn. Both the Cities of Auburn and Lewiston co-own and operate the Airport. **Table 1-1** identifies basic characteristics of the Airport. The Federal Aviation Administration (FAA) airport reference point (ARP) coordinates identify the geometric center of the Airport at 44° 2' 54.502" north latitude and 70° 17' 0.627" west longitude. **Figure 1-1** displays the Airport setting within the region.

Table 1-1: 2023 Airport Characteristics

Element	Airport Information
Owners	Cities of Auburn & Lewiston
Acreage	565
FAA NPIAS Classification	GA Reliever

Sources: FAA Form 5010 (Dec. 2023), FAA National Plan of Integrated Airport Systems (NPIAS) 2023-2027, and Airport Management.

Figure 1-1: LEW Location Map



Source: McFarland Johnson, 2023.

1.2.2. Airport History

Auburn-Lewiston Municipal Airport opened in 1935. During World War II the Airport was under control of the United States Navy for anti-submarine patrols. In late 1945, the Airport was decommissioned as a naval air station and returned as surplus back to the Cities of Auburn and Lewiston. Starting in the 1950's, the Airport was serviced by Northeast Airlines and Air New England for nearly two decades, with Northeast Airlines merging with Delta Airlines in 1972, and Air New England ceasing operations in 1981. In 1985, Bar Harbor Airlines Flight 1808 crashed short of the runway. In total, there were 11 fatalities, most notably Samantha Smith who was a goodwill ambassador to the Soviet Union. Starting in 2007, a restoration project for a Lockheed "Super" Constellation got underway which resulted in Building 5 being built for the project. However, the project was cancelled in 2018. Taxiway A was constructed in the late 2000s as a full-length parallel taxiway for Runway 4-22. Both Runways 4-22 and 17-35 were rehabilitated and grooved between 2020-2021. This project also included the Taxiway B extension to the approach end of Runway 35 and the Taxiway J connection of the east ramp and Runway 35. The Airport is not serviced by any commercial air carrier, but most recently, Elite Airways operated at the Airport with maintenance repair operations (MRO) from 2019-2022. Twin Cities Air Service, the last remaining privately owned FBO at the Airport, closed in 2012. The Airport serves general aviation (GA) traffic. In November 2022, nearby Twitchell Airport closed after 76 years but the seaplane base remained open for the 2023 summer season as Dirgio Aerospace Solutions moved to Auburn-Lewiston and continues to provide seaplane base services (fueling and maintenance). In 2024, Chickadee Aviation began operating as a flight school at the Airport, and Sunbird Aviation began operations out as an MRO, both operations are in Building 9.

1.2.3. Roadway Access

Interstate 95 from both the north and south provide access to the Airport via exit 75. From there, the Airport can be accessed via Route 202 to Kittyhawk Avenue to Lewiston Junction Road. Lewiston Junction Road is used as a point of entry from the west and east. Flight Line Drive and Airport Road are owned by the Airport, and not maintained by the city. Both Airport Road and Flight Line Drive need reconstruction and the Airport does not have funding or receive any funding for this project need.

1.2.4. Public Transit Access

As of 2023, the Cities of Auburn and Lewiston do not offer public transit to the Airport. Western Maine Transportation Services provides demand response bus service to access the airport/airport at request. Most demand response services offer "door-to-door" service at one to two-day notice.

1.2.5. Airport Service Area

The service area of a GA airport is often influenced by several factors. These include the number and type of airports in the region, the facilities and services at the airport, the aeronautical demands from the regional community, and aircraft owners and pilots in the vicinity. The service area represents the realistic distance an airport user could be expected to travel to access and utilize airport facilities.

Twitchell SPB has a partnership with the Airport for fueling, while Augusta SPB does not have fuel services located at their facility.

The airport service area selected for Auburn-Lewiston Municipal Airport assesses areas within 30-minute and 60-minute drive times of the Airport. Oxford County Regional Airport (81B) is the only airport within the 30-minute drive of LEW. Portland (PWM) is the only commercial airport and is within the 60-minute drive time. Three GA airports are within the 60-minute drive time: Brunswick Executive (BXM), Augusta State Airport (AUG), and Wiscasset Airport (IWI). As shown in **Table 1-2**, BXM has the longest runway of airports within the 60-minute drive time. Augusta Seaplane Base (M00) is also within the LEW airport service area, which is shown in **Figure 1-2**.

Table 1-2: LEW and Surrounding Paved Runway Airports

Airport	Runway(s)	Runway Length & Width	Based Aircraft	Instrument Approaches	Associated City	Distance from LEW (Statute Miles (SM))
KLEW	4-22 17-35	5,001' x 100' 2,750' x 75'	59*	ILS or LOC/DME, RNAV	Auburn, ME	0
81B	15-33	2,997' x 75'	22	RNAV	Oxford, ME	11 nm NW
KBXM	01L-19R 01R-19L	8,000' x 200' 8,000' x 200'	50	ILS, LOC, RNAV	Brunswick, ME	18 nm SE
KPWM	11-29 18-36	7,200' x 150' 6,100' x 150'	35	ILS, RNAV	Portland, ME	24 nm S
KIWI	07-25	3,397' x 75'	31	RNAV	Wiscasset, ME	25 nm E
KAUG	17-35 08-26	5,002' x 100' 2,613' x 75'	47	ILS, RNAV	Augusta, ME	27 nm E

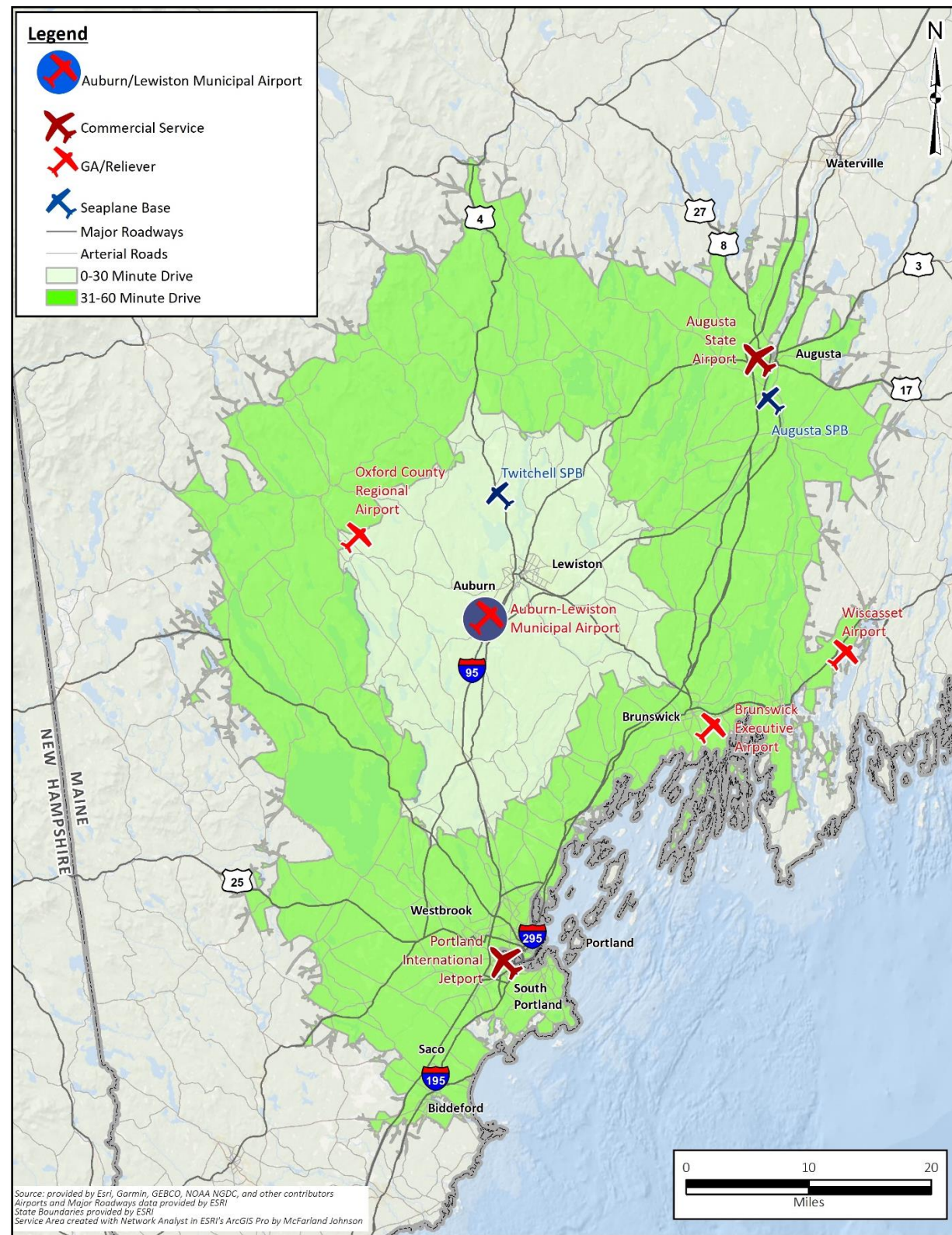
Source: FAA Airport Data and Information Portal (ADIP), 2023 and (*) Airport update, 2024.

1.2.6. Airport Classification and Level of Service

The National Plan of Integrated Airport System (NPIAS) identifies nearly 3,000 public-use airports that are included in the national airport system. This includes the roles they serve, the amounts and types of airport development eligible for federal funding under the airport improvement program (AIP) over the next five years. The FAA identifies LEW as a Regional reliever airport, which include metropolitan statistical areas with an urban core population of at least 50,000 or micropolitan statistical areas with a core urban core population between 10,000 and 50,000. The Maine Aviation Systems Plan Update classifies the Airport as a GA regional airport.

1.2.7. Socioeconomic Data

To better understand the true service area of the Airport, as well as local and regional trends, data regarding the socioeconomic atmosphere of the communities surrounding the Airport was collected. Population, income, and unemployment were analyzed within the Cities of Auburn and

Figure 1-2: LEW Airport Service Area


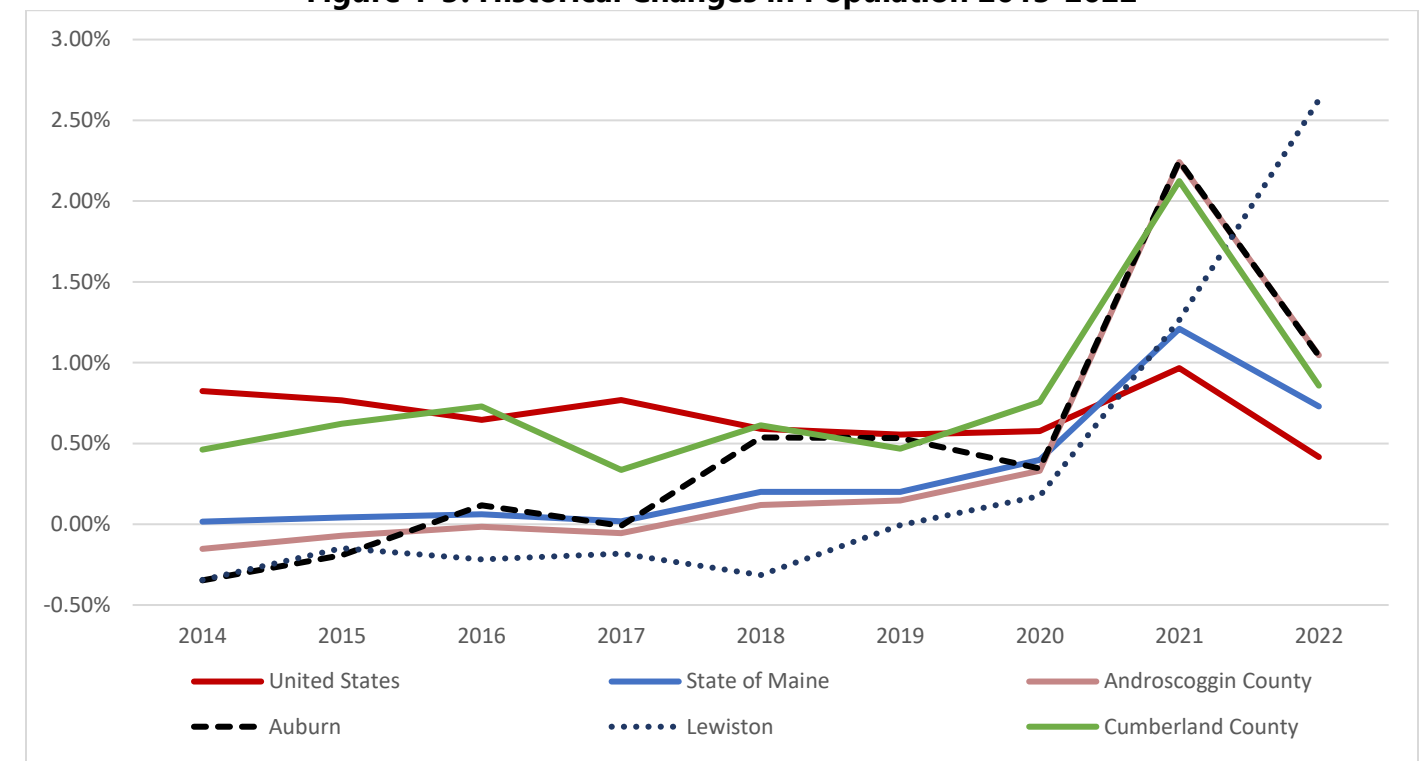
Source: McFarland Johnson, 2023.

Lewiston, as well as with the County, State, and national context. Cumberland County, which includes the City of Portland, was included in the socioeconomic data due to constraints for GA at PWM and since those suburbs have shown to be a key area of growth for the Airport.

1.2.7.1. Population

According to the *United States Census Bureau Update* 2013 to 2022 showed a 0.4 percent compound annual growth rate (CAGR) in population for Androscoggin County while the State of Maine, during the same period, showed a 0.3 percent growth. Details are shown in **Figure 1-3**.

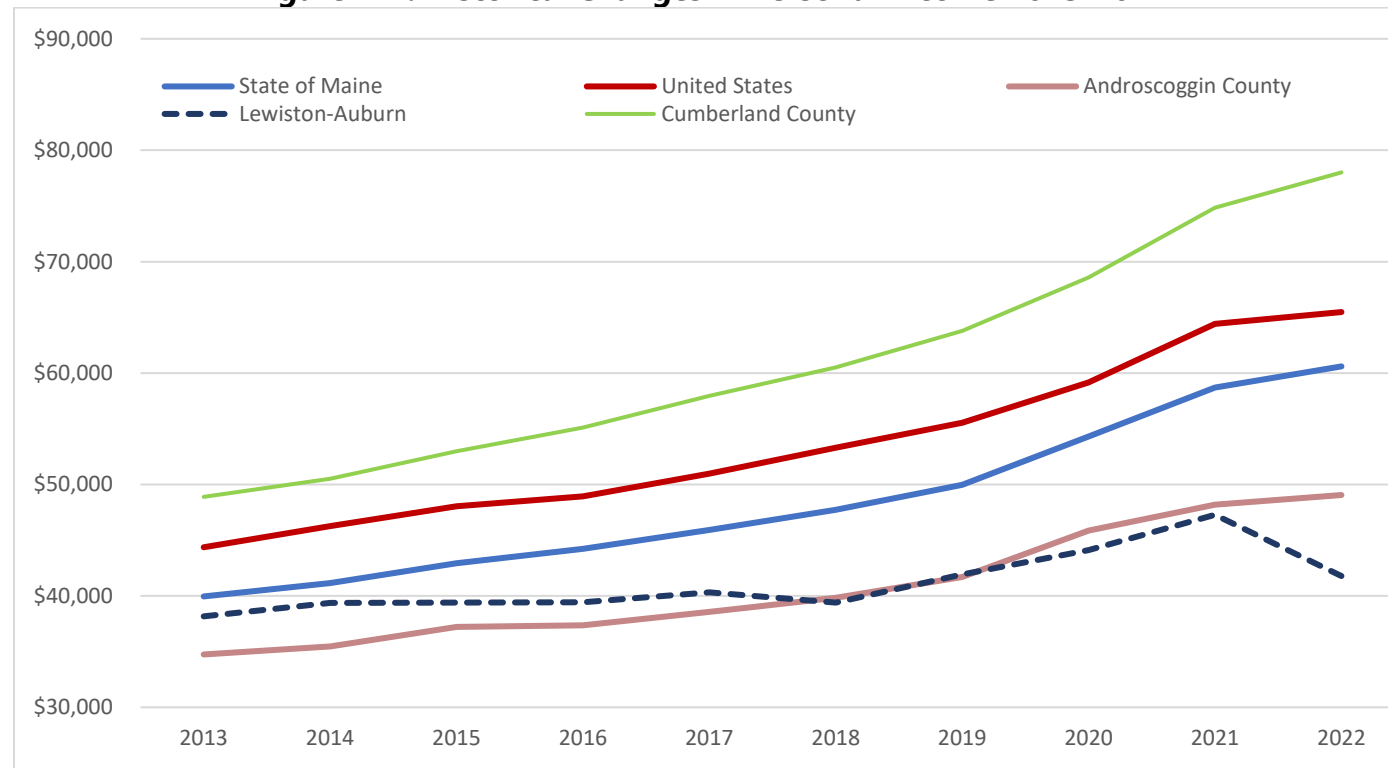
The Cities of Auburn and Lewiston have both had higher than average population growth from 2020 to 2022 than the nation and State of Maine.

Figure 1-3: Historical Changes in Population 2013-2022


Source: United States Census Bureau, Federal Reserve Economic Data, 2023.

1.2.7.2. Income

Regarding year-over-year increases in personal income, the Cities of Auburn and Lewiston were below the mean of Maine, Androscoggin County, Cumberland County, and the United States. It is possible in 2018 and 2022 that this data for Auburn-Lewiston may be anomalies and not part of the norm. This data can be seen in **Figure 1-4**.

Figure 1-4: Historical Changes in Personal Income 2013-2022


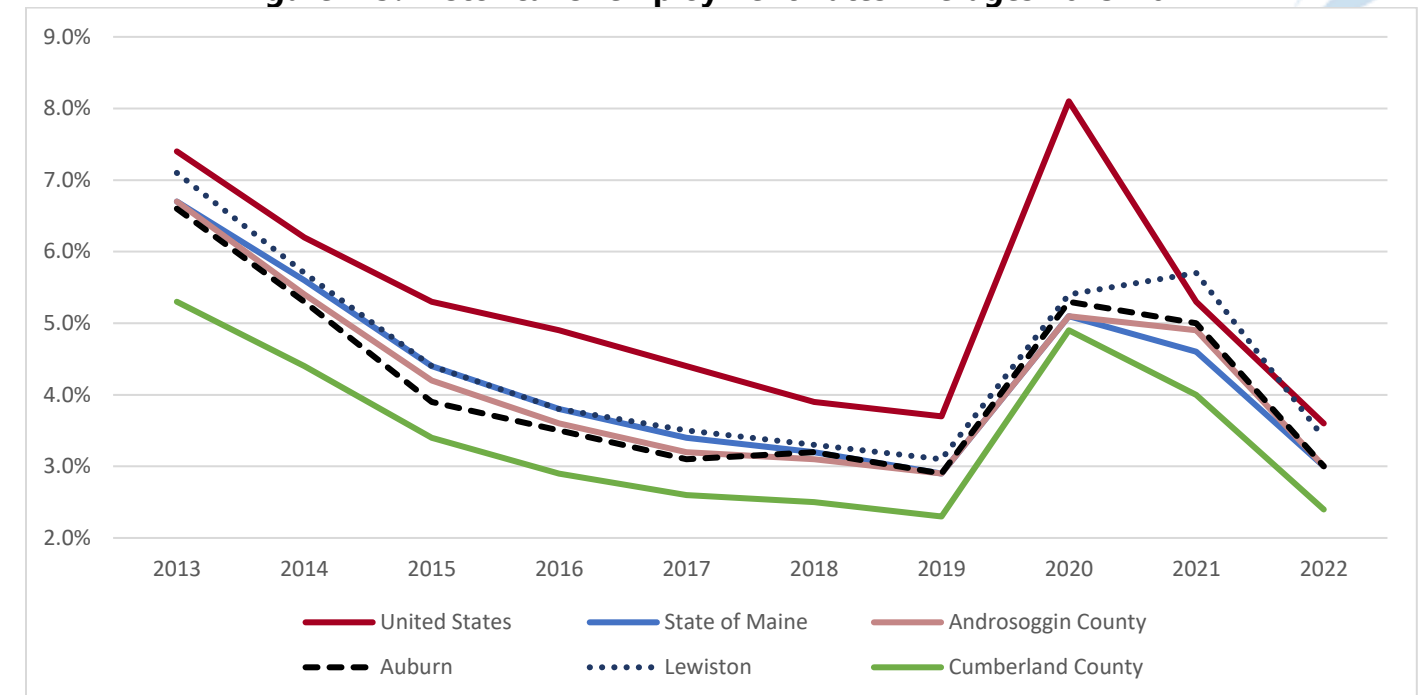
Source: Federal Reserve Economic Data, 2023.

1.2.7.3. Unemployment

Historically, both Auburn and Lewiston follow the same trajectory with unemployment numbers being below the United States average from 2013 to 2020. The spike in high unemployment numbers in 2020 was due to the COVID-19 pandemic, but the spike did not reach the levels of the United States during this period. The City of Lewiston unemployment rate did exceed the United States average in 2021, which may also explain part of the decline in Lewiston-Auburn personal income dip in 2022. Unemployment averages can be seen in **Figure 1-5**.

1.3. Recent Airport Development

Total AIP entitlement and discretionary funding from 2005 to 2021 totaled over \$18.2 million. As a GA airport, LEW receives \$150,000 in entitlement funds each year, which can be carried over and banked for a maximum of three years to use on future projects. Recent AIP funded projects are shown in **Table 1-3**. This list does not include projects that did not receive federal funding, such as hangar constructions, terminal improvements, barracks, and other projects.

Figure 1-5: Historical Unemployment Rates Averages 2013-2022


Sources: Maine.Gov, Labor Force Statistics accessed November 20th, 2023.

Table 1-3: LEW AIP Funded Projects

Fiscal Year	Project	AIP Federal Funds
2005	Update Airport Master Plan Study	\$216,030
2006	Conduct Environmental Study	\$155,610
2007	Acquire Snow Removal Equipment	\$360,842
2007	Construct Taxiway	\$5,370,248
2008	Update Airport Master Plan Study	\$106,634
2009	Conduct Environmental Study	\$67,372
2010	Acquire Land for Development	\$396,094
2011	Conduct Environmental Study	\$198,335
2012	Acquire Snow Removal Equipment	\$190,053
2016	Expand Apron	\$376,345
2016	Rehabilitate Apron	\$341,325
2017	Rehabilitate Taxiway	\$734,655
2018	Reconstruct Runway	\$130,528
2018	Rehabilitate Runway	\$301,287
2019	Reconstruct Runway	\$3,212,756

Fiscal Year	Project	AIP Federal Funds
2019	Rehabilitate Runway	\$4,506,416
2020	Acquire Land for Approaches	\$132,098
2021	Reconstruct Taxiway	\$985,140
2021	Shift or Reconfigure Existing Taxiway	\$507,497

Source: FAA, 2023.

1.4. Meteorological Conditions and Climate

1.4.1. Climate

Weather plays an important role in adequate planning for an airport. Temperature and wind are essential factors in determining runway length and orientation. The need for navigational aids and lighting is determined by the percentage of time that visibility is impaired due to cloud cover or other conditions. The hottest month of the year in Auburn is July, with an average high of 85 degrees Fahrenheit¹. The month with the most rain in Auburn is October, with an average rainfall of 4.2 inches. The month with the most snow in Auburn is January, with an average snowfall of 16.5 inches.²

1.4.2. Ceiling and Visibility

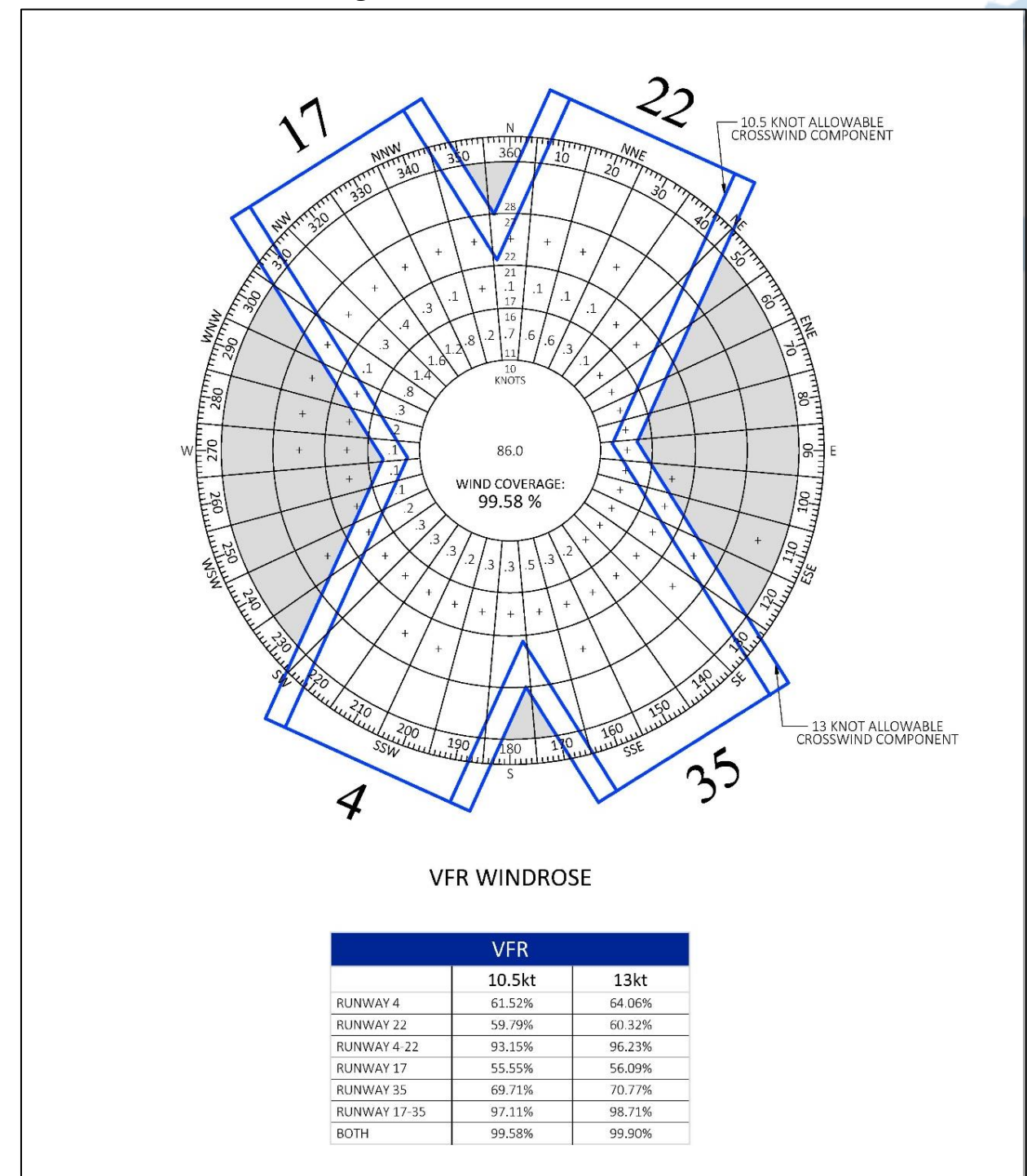
FAA advisory circular (AC) 150/5060-5, *Airport Capacity and Delay*, identifies three categories of ceiling and visibility minimums. These categories include VFR, IFR, and PVC. Meteorological data were obtained through the NCDC consisting of 10 years of hourly observations and meteorological conditions reported by the AWOS on the airfield. This data was analyzed to explore ceiling, visibility, and wind conditions at the Airport. Over the last 10 years, the Airport was in VFR conditions approximately 78.7 percent of the time, in IFR conditions approximately 20.7 percent of the time, and closed approximately 0.6 percent of the time. VFR and IFR are defined in **Appendix A**.

1.4.3. Wind Coverage

The orientation of runways for takeoff and landing operations is primarily a function of wind velocity and direction taken together with the ability of aircraft to operate under adverse conditions. Generally, the primary runway at an airport is aligned as closely as possible with the direction of the prevailing winds. The crosswind component is the vector of wind velocity and direction, which acts at an angle to the runway. Runway wind coverage refers to the percentage of time in which operations can safely occur given crosswind components. The FAA has established that all the runways combined should provide acceptable crosswind conditions 95 percent of the time, based on different allowable crosswind components that are derived from the RDC for each runway. The previous ALP identified Runway 4-22 RDC of B-II-2400 and Runway 17-35 RDC of B-I-Small-5000. The forecast chapter will identify the existing and future RDC for LEW. Wind coverages are shown in **Figure 1-6, Figure 1-7, and Figure 1-8**.

¹ FAA Future Climate Scenarios for Runway Length: Assessment of Future Temperature and Precipitation Trends Accessed November 15, 2023.

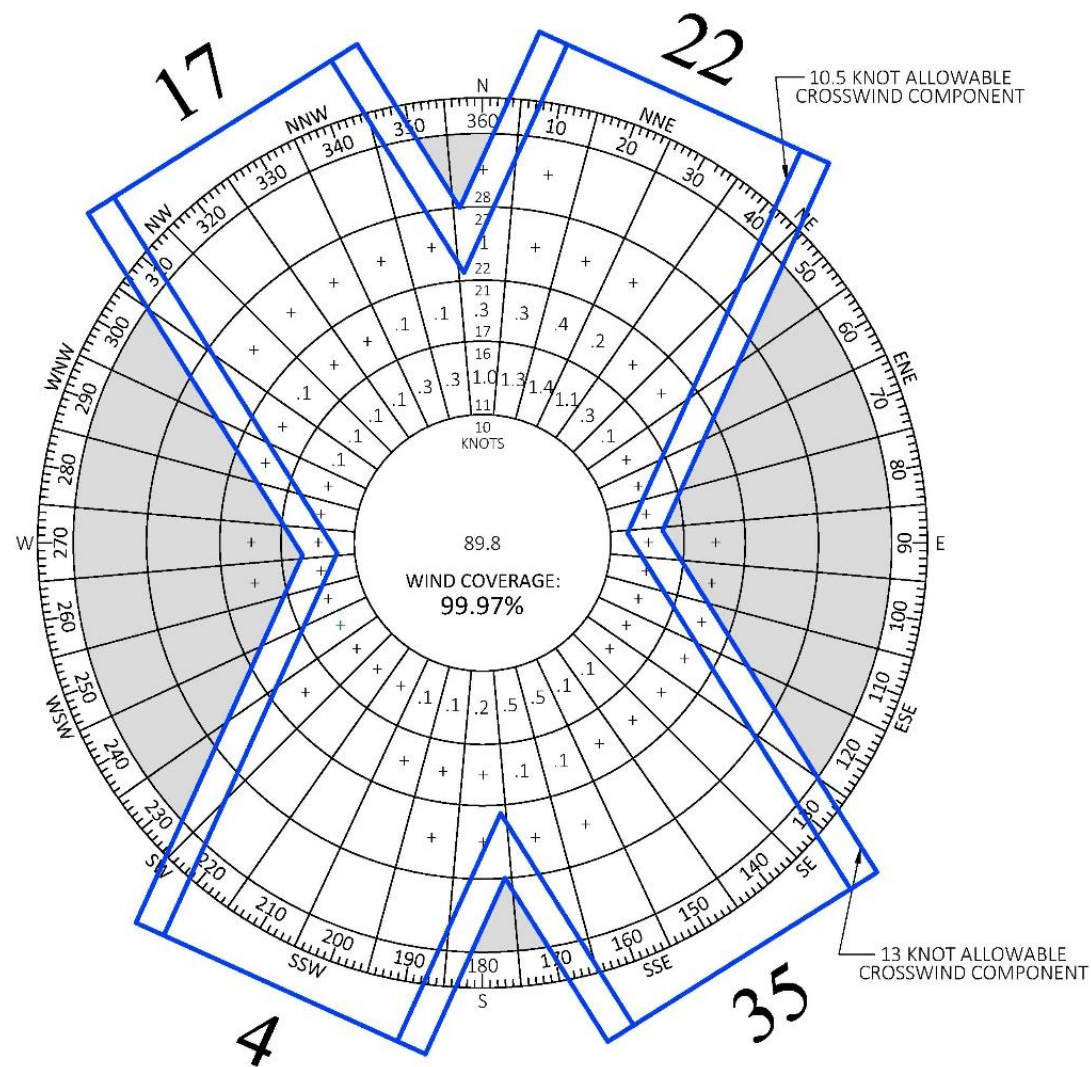
Figure 1-6: LEW VFR Wind Rose



Source: Auburn-Lewiston Municipal Airport 2013-2022 (Station: 726184).

² [Auburn Climate, Weather By Month, Average Temperature \(Maine, United States\) - Weather Spark](#) Accessed November 15, 2023.

Figure 1-7: IFR Windrose

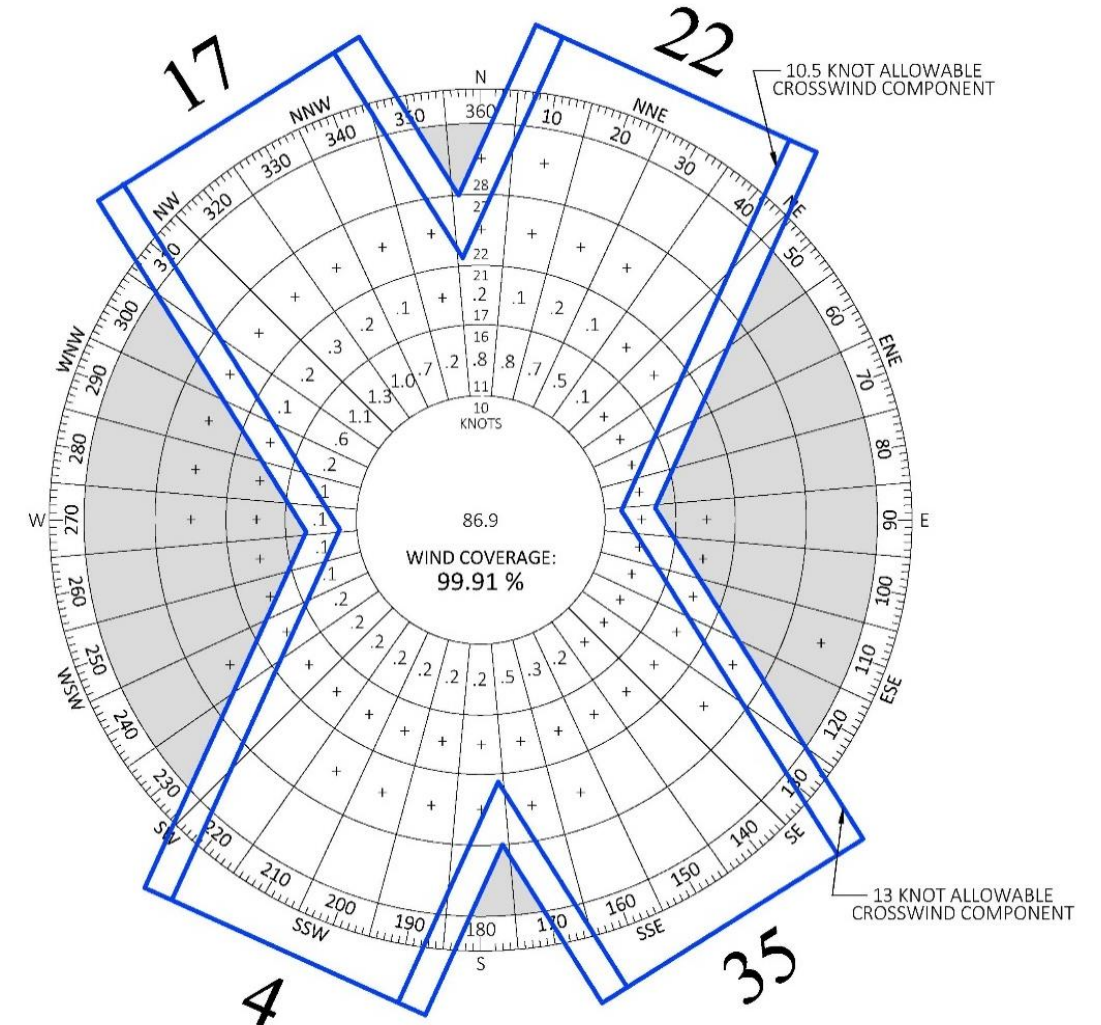


IFR WINDROSE

	IFR	
	10.5kt	13kt
RUNWAY 4	70.89%	7.32%
RUNWAY 22	59.03%	59.42%
RUNWAY 4-22	98.44%	99.26%
RUNWAY 17	63.13%	63.30%
RUNWAY 35	64.57%	66.52%
RUNWAY 17-35	96.23%	98.35%
BOTH	99.85%	99.97%

Source: Auburn-Lewiston Municipal Airport 2013-2022 (Station: 726184).

Figure 1-8: LEW All-Weather Wind Rose



ALL WEATHER WINDROSE
ALL CEILING AND VISIBILITIES

	ALL WEATHER	
	10.5kt	13kt
RUNWAY 4	63.35%	65.45%
RUNWAY 22	59.88%	60.38%
RUNWAY 4-22	94.27%	96.87%
RUNWAY 17	57.31%	57.77%
RUNWAY 35	68.24%	69.84%
RUNWAY 17-35	96.44%	98.65%
BOTH	99.63%	99.91%

Source: Auburn-Lewiston Municipal Airport 2013-2022 (Station: 726184).

1.5. Existing Airport Facilities

This section is divided into the following subsections:

- Airside facilities
- Airspace
- Instrument approach procedures
- Landside facilities and services
- Airport support facilities

1.5.1. Airside Facilities

The airside facilities include runways, taxiways, and visual and navigational aids. Existing airside facilities are shown in **Figure 1-9**.

1.5.1.1.Runways

LEW has two runways which consist of primary, Runway 4-22, and a crosswind, Runway 17-35. Runway data for the Airport can be found in **Table 1-4**.

Table 1-4: LEW Runway Data

Runway	4-22	17-35
Surface	Asphalt-Grooved	Asphalt
Dimensions	5,001' x 100'	2,750' x 75'
Pavement Condition	Excellent	Excellent
Markings	Precision / Non-precision	Basic
Lighting	HIRL	MIRL
End Elevation (MSL)	270.4' / 263.1'	255.5' / 287.5'
Approach Minimums	½ SM / 1 SM	Visual
Visual Approach Aids	4-PAPI / 4-PAPI	None
Instrument Approach Aids	ILS, MALSR, DME / None	None
CFR Part 77 Category	PIR / NPI	Visual

Sources: FAA Airport Data and Information Portal (ADIP), effective December 28th, 2023, and McFarland Johnson analysis, 2023.

1.5.1.2.Taxiways

There are four taxiways present on the airfield. Taxiways A, B, C, and J. Taxiway details can be found in the subsections below.

Taxiway A

Taxiway A is a full-length parallel taxiway measuring 35 feet wide. Taxiway A is separated 370 feet from the Runway 4-22 centerline. A run-up/bypass area is located at the end of Runway 4.

Taxiway B

Taxiway B connects from Taxiway A to Runway 17 crossing Runway 4-22 in its middle third (high energy area). The taxiway is 35 feet wide. It is used as a crossover taxiway to Runway 4-22 and partial parallel taxiway to Runway 17-35. Taxiway B has an unexpected hold line parallel to Runway 17-35, which can increase the risk of pilots taxiing through the hold line and causing a runway incursion.

Taxiway C

Taxiway C connects Taxiway A and Runway 4-22 and is used as an entrance taxiway for Runway 4-22. It measures roughly 300 feet long and 35 feet wide.

Taxiway J

Taxiway J connects the east apron to Runway 17-35 and measures 50 feet wide. Taxiway J is used as an entrance taxiway for Runway 17-35. Taxiway J has a parallel hold line next to Runway 17-35 which can increase the risk of pilots taxiing through the hold line and causing a runway incursion.

1.5.1.3.Aircraft Hangars

There are ten airport hangars located at the Airport which are described in **Table 1-5**, and whose location on the Airport are shown in **Figure 1-9**.

Table 1-5: Hangar Areas

Hangar	Aircraft Storage	Office Space	Maintenance	Total SF*
Building 2	1,008 SF	850 SF	6,992 SF	8,850 SF
Building 3	9,300 SF	-	-	9,300 SF
Building 5	25,650 SF	-	1,350 SF	27,000 SF
Building 7	11,000 SF	-	-	11,000 SF
Building 8	18,000 SF	-	-	18,000 SF
Building 9	9,360 SF	1,640 SF	-	11,000 SF
Building 10	4,200 SF	-	-	4,200 SF
Building 11	7,000 SF	-	3,000 SF	10,000 SF
Building 12	-	-	8,000 SF	8,000 SF
Building 14	5,700 SF	-	-	5,700 SF

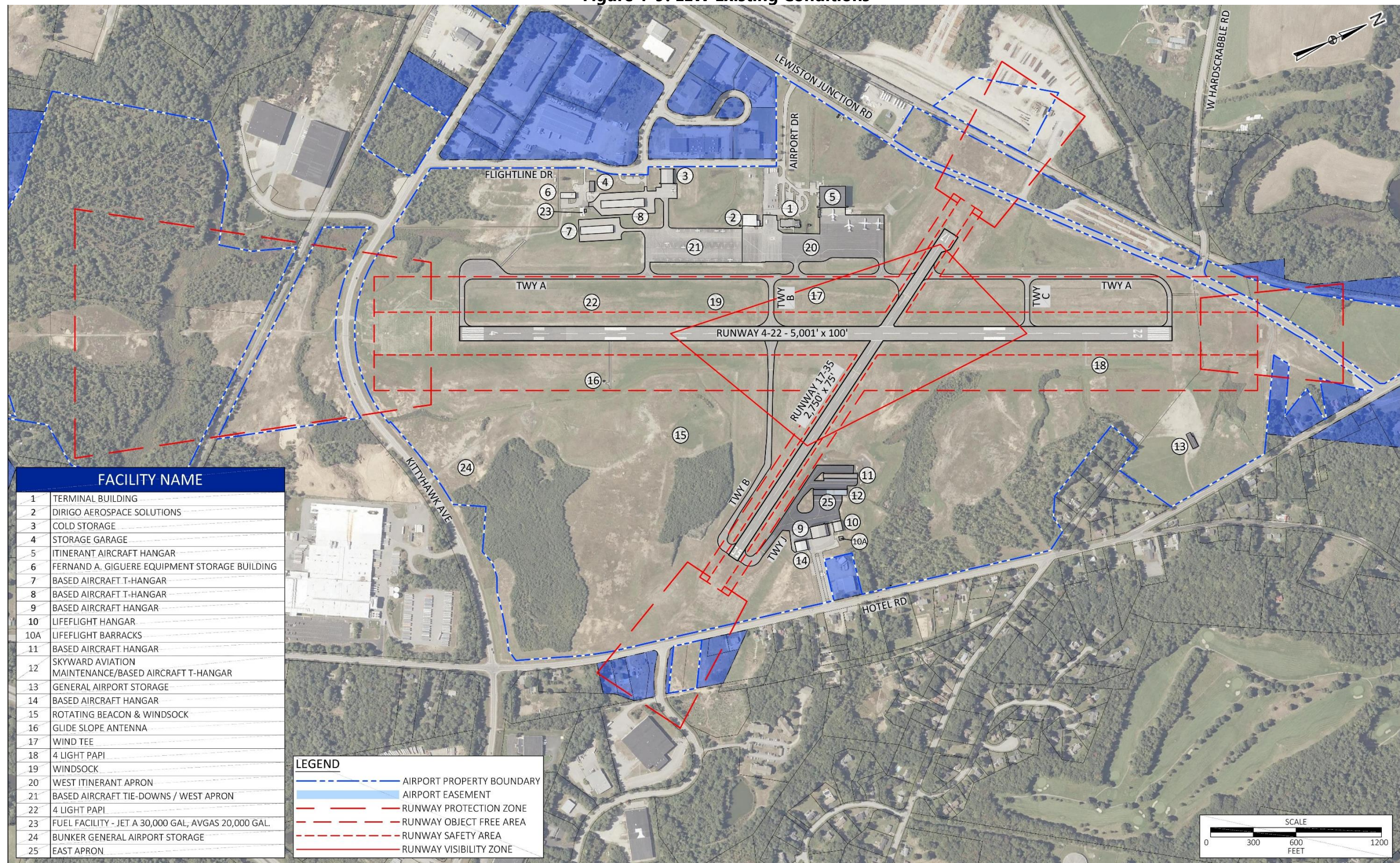
*Approximate parcels measurements were determined using Google Earth and will be adjusted appropriately when updated mapping is available.

Sources: Airport management and McFarland Johnson, 2023.

1.5.1.4.Aircraft Parking

There are two aircraft parking locations at the Airport. The based aircraft apron has 48 tie-downs and is approximately 162,000 SF. The west itinerant apron spans from Building 2 to the apron in front of Building 5, totaling approximately 248,000 SF.

Figure 1-9: LEW Existing Conditions



Sources: 2019 Airport Layout Plan, 2021 Exhibit A, and McFarland Johnson, 2024.

1.5.1.5. Visual Aids

Runway 4 is supported by a medium-intensity approach lighting system with runway alignment indicator lights (MALSR) which is part of the instrument landing system (ILS) approach for Runway 4. Other components of the ILS include the glideslope and the localizer which is present on the approach end of Runway 22. The only runway supported with runway end identifier lights (REILs) is Runway 22. Both ends of Runway 4-22 have 4-light PAPIs. Runway 17-35 does not have visual approach aids.

1.5.2. Airspace

LEW is an untowered airport. Airspace in the U.S. is classified as controlled, uncontrolled, or special use. A detailed explanation of different airspace classes can be found in **Appendix A** Section A.2. The airspace surrounding LEW is Class G airspace from the surface to 700 feet above the surface of the Airport, where Class E airspace starts. Class G airspace is uncontrolled. Class E airspace is controlled airspace up to 14,500 feet MSL. The closest Class C airport is PWM. The closest Class D airport is AUG. The closest class B airport is Boston Logan International Airport (BOS). Military operations area (MOA), referred to as Condor 1 is located north of LEW. According to the Massachusetts National Guard, Condor 1 is used for training operations. The surface starts at 7,000 feet MSL to 17,999 feet MSL. For activity status for this MOA, pilots are required to contact Bangor Radio on 122.60. To view airspace surrounding the Airport, refer to **Figure 1-10**.

1.5.3. Instrument Approach Procedures

A flight procedure is a set of predetermined maneuvers using electronic navigational or visual aids that assist pilots in locating and landing or departing from an airport, particularly in bad weather. LEW has three published instrument approach procedures. One of the approaches utilizes ground-based equipment of the ILS and two approaches are area navigation (RNAV) that utilize GPS. Both GPS approaches are localizer performance with vertical guidance (LPV) approaches.

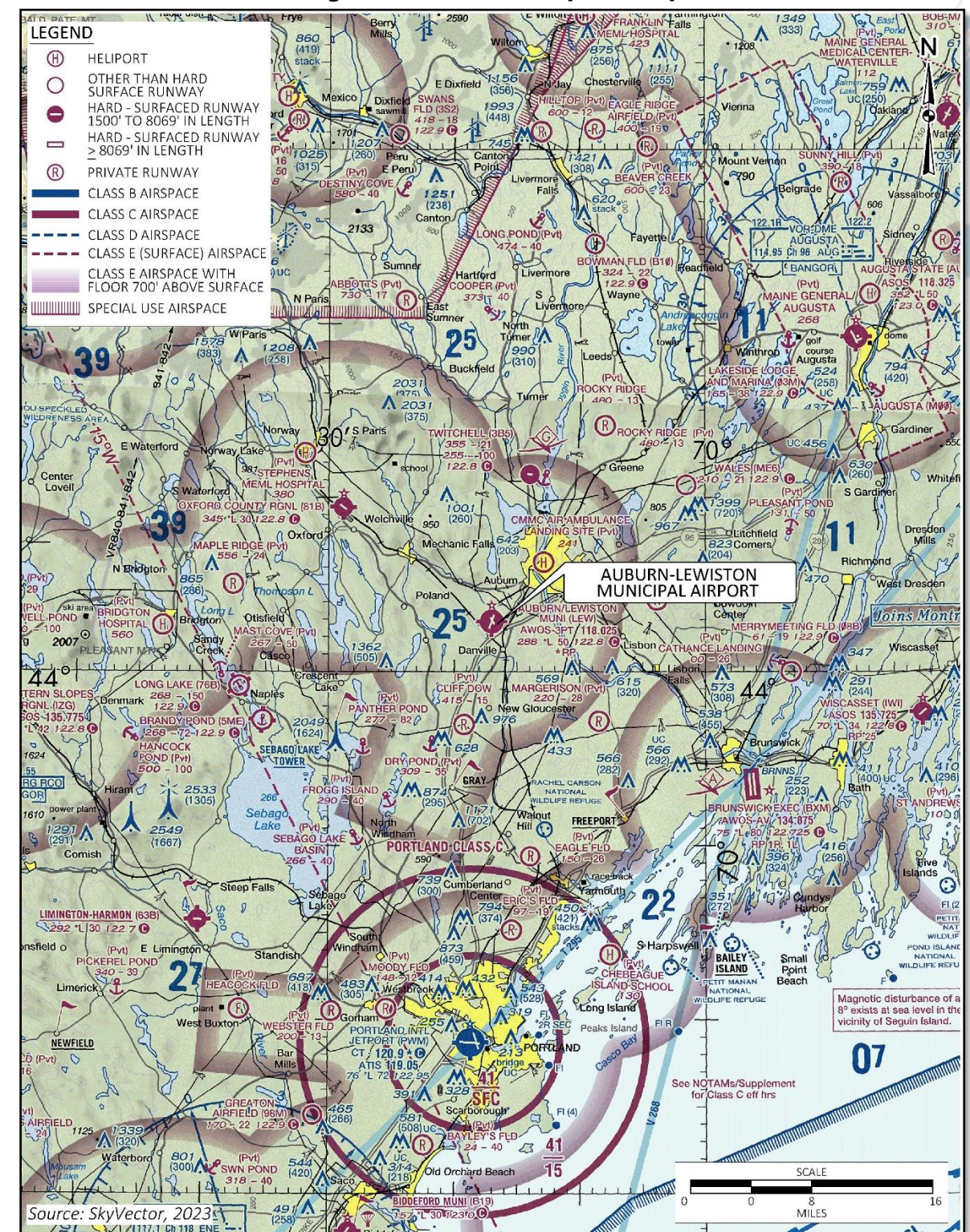
Table 1-6 shows the instrument approach procedure minimums for the Airport.

Table 1-6: LEW Instrument Approach Procedures Minimums

Runway End	Type of Approach	Ceiling (Feet Above Ground)	Visibility (Statute Miles)
Runway 04	ILS or LOC/DME	200	1/2
Runway 04	RNAV (GPS)	200	1/2
Runway 22	RNAV (GPS)	300	1

Source: FAA Terminal Procedures, 2023.

Figure 1-10: LEW Airspace Map



Source: SkyVector, 2023.

1.5.4. Landside Facilities and Services

Landside facilities and services are associated with the terminal, hangars, aircraft parking, vehicle parking, fencing, and utilities. Buildings 1, 2, 3, 4, 5, 6, 9, 10, 10A, and 13 are owned by the Airport. Building 13, known as the Rondee House is located next to Hotel Road and is unheated and stores general airport storage and airplane in parts. General airport storage is also located by Kittyhawk Avenue shown as #24 in **Figure 1-9**.

Private leased buildings include buildings 7 and 8 which are leased by BelAir and Auburn Hangar Condo Associations. Buildings 11, 12 and the newest hangar building, 14, are also privately leased.

1.5.4.1. Terminal Building

The terminal building can be seen in **Figure 1-11** and its location on the Airport, in **Figure 1-9**. The terminal building spans roughly 6,000 square feet (SF). The area includes a waiting area, conference room, a space for a former airport restaurant, pilots lounge, and airport management offices. The terminal was constructed in the 1970's and expanded in 2012 for airline operators and includes a baggage sorting area. The terminal building is staffed daily 7am to 5pm. The breakdown of terminal space is shown in **Table 1-7**.

Figure 1-11: Terminal Building



Source: McFarland Johnson, 2023.

Table 1-7: Terminal Building Areas

Facility	Square Footage
Airport Administration	1,716 SF
Concessions	911 SF
Public Areas	1,616 SF
Public Circulation	1,264 SF
Restrooms	484 SF
Total	5,991 SF

Source: McFarland Johnson, 2024.

1.5.4.2. Vehicle Parking

The main parking lot is in front of the main terminal, totaling approximately 36 parking spaces. A second parking lot is located behind both Buildings 1 and 2. The secondary lot closest to Flightline Drive, accommodates truck storage with availability of up to eight vehicles. The remaining portion of the parking lot is used for extended airport parking with manager permission and for airport business.

1.5.4.3. Fencing

The Airport has fencing to enclose airside activities, but not property wide. Airport Management has expressed concern regarding the portion of the fencing along Kittyhawk Avenue when the snow height rises. During times of large amounts of snow, deer can jump the fence and enter airport property.

1.5.4.4. Airport Utilities

The following utilities provide service for the Airport:

- Electric: Central Maine Power
- Gas: Unitil
- Water: Auburn Water/Sewer
- Fiber optic and internet: First Light Fiber

There are no known issues with the utilities.

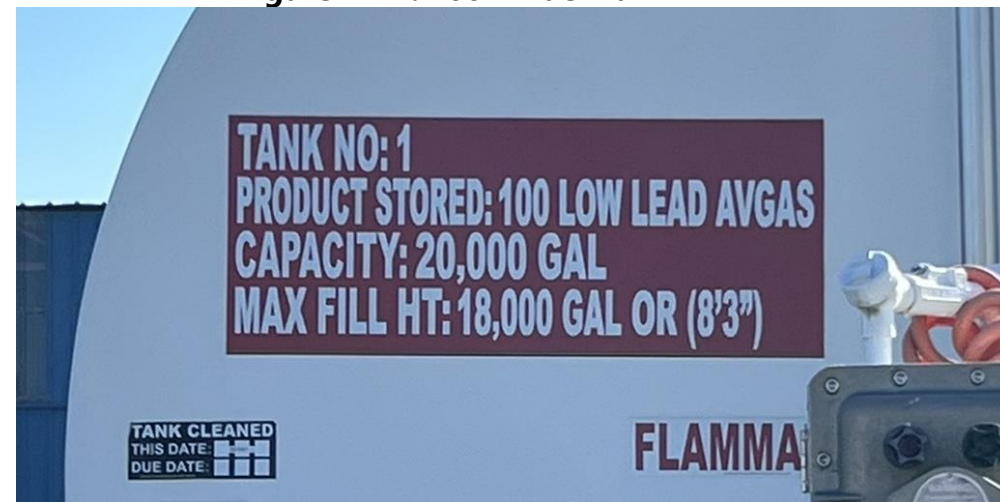
1.5.5. Airport Support Facilities

Airport support facilities include aviation fueling facilities, firefighting, and maintenance and snow removal equipment (SRE).

1.5.5.1. Aviation Fueling Facilities

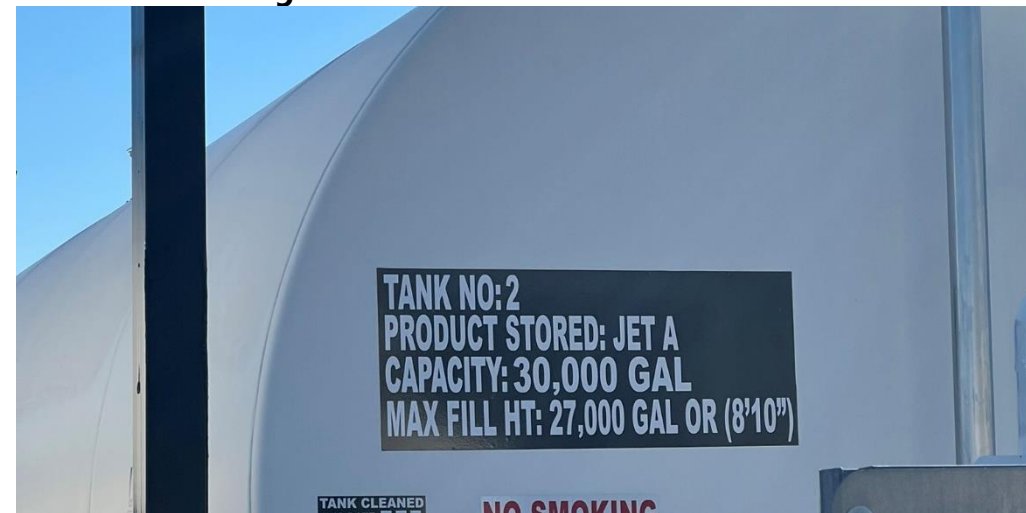
Located on the southwest portion of the Airport between Buildings 7 and 8 are two fuel tanks. The Avgas/100LL fuel tank holds 20,000 gallons and the Jet-A fuel tank holds 30,000 gallons. These tanks are shown in **Figure 1-12** and **Figure 1-13**. Both tanks were installed in 2021. Airport management has indicated the Avgas tank will be moved in 2024 to a new self-serve Avgas facility between Buildings 1 and 2. This is anticipated to be completed in the fall of 2024.

Figure 1-12: 100LL Fuel Tank



Source: McFarland Johnson, 2023.

Figure 1-13: Jet-A Fuel Tank



Source: McFarland Johnson, 2023.

1.5.5.2. Firefighting

The Airport has no firefighting equipment. The following fire departments provide emergency response for aircraft emergencies:

- Auburn Central Station, 550 Minot Avenue: First responding station (7-minute response time)
- City of Lewiston, 2 College Street: Second responding station (15-minute response time)
- Town of Poland, 33 Poland Corner Road: Assisting with mutual aid (9-minute response time)

1.5.5.3. Maintenance and Snow Removal Equipment (SRE)

SRE and maintenance equipment and their respective storage locations are shown in **Table 1-8**. The Roundy garage is connected to Building 13. Cold storage for seasonal airport equipment is located at the bunker next to Kittyhawk Avenue.

Table 1-8: SRE and Maintenance Equipment Inventory

Year/Model	Details	Location
SRE		
2008 Oshkosh	Snowblower	Building 6
2013 7500 International	Speed plow	Building 6
1998 Snowplow Accessories	Snowplow attachments	Building 4
2022 624 John Deere	Front End Loader	Building 6
2022 John Deere	16' Box Plow	Building 6 (Outside)
Maintenance Equipment		
2007 Silverado	Maintenance	Operations Lot
2017 Bush Hog	Heavy Duty Mower	Building 6
2010 Ford Escape	Airport Operations/Maintenance	Terminal Ramp
2014 Zero Turn Mower	Maintenance	Roundy Garage Storage
2019 John Deere 6215R Tractor	Maintenance	Building 6
2020 John Deere 3039RHR3 Tractor	Maintenance	Building 6

Source: Airport management, 2024.

Building 4 stores sand for the Airport for traction on taxiways after snow and ice accumulation.

1.6. Aviation Businesses and Groups

The following on-airport businesses and groups are present at LEW:

- **Fixed Base Operator (FBO):** FBO functions such as fueling, tie-down, and parking services as well as services for various types of commercial operations are handled by Airport personnel. In 2023 a request for proposal (RFP) for an FBO was issued by the Airport.
- **T-Hangar Condo Associations:** There are two areas of t-hangars on the Airport, each of which is run by BelAir and Auburn Hangar Condo Associations. In total, these two associations cover Buildings 7 and 8 and approximately 22 based aircraft.
- **Medical and Emergency Response:** Life Flight of Maine operates a Sabaca A-109 and is based in Hangar 10. Crew facilities for rest areas are in Building 10a. Life Flight of Maine helicopters also use Hangar 9 for space if needed.
- **Cargo:** Wiggins Airways provides cargo to the Auburn-Lewiston area. As of February 2024, flights operate once in the morning and once in the evening from Manchester, New Hampshire and Hyannis, Massachusetts. Wiggins parks its aircraft in front of Hangar 3 and also has a lease for Hangar 5 on an as-needed basis.
- **Flight School:** Chickadee Aviation started operating in 2024 out of Hangar 9. Chickadee Aviation brought in a single-engine based aircraft and has plans to add two more single-engine and one a multi-engine aircraft anticipated to join the fleet in the short term. They also operate the Red Bird simulator under an operating rights agreement with the Airport.

- **Maintenance and Seaplane Operations:** Dirigo Aerospace Solutions provides itinerant hangar space as well as aircraft maintenance. Twice a year Dirigo helps seaplane operators remove or install floats. Additionally, Dirigo helps facilitate the seaplane operations at Twitchell Seaplane base, offering 100LL for arriving aircraft. This is accomplished by using a 100LL fuel truck at the seaplane base. Many float aircraft fly into the airport during the start and conclusion of seaplane operations. Dirigo Aerospace Solutions occupies Hangar 2.

Skyward Aviation is in Building 11 on the east ramp and performs A&P maintenance for piston aircraft.

In 2023, Sunbird Aviation signed a lease with the Airport and started operating out of Hangar 9. A portion of Building 9 is subleased to Chickadee Aviation.

1.7. Land Use and Zoning

When considering improvement projects that meet airport development goals, it is important early in the planning process to identify potential impacts to existing land uses on Airport property and in the surrounding area. This determines how potential airport projects will affect future land use and development patterns. Identifying potential conflicts enables airport plans to incorporate measures into the future design and layout of airport developments that will avoid or minimize land use conflicts as well as improve on existing conflicts when practicable.

1.7.1. Land Use

The City of Auburn classifies land use into several categories. Most of the Airport and surrounding the Airport are used for commercial and industrial purposes, which is compatible with an Airport. However, there are some areas of residential and commercial activities on airport property that are not compatible with airport uses and should be considered for land use changes. **Figure 1-14** details land uses surrounding the Airport.

1.7.2. Zoning

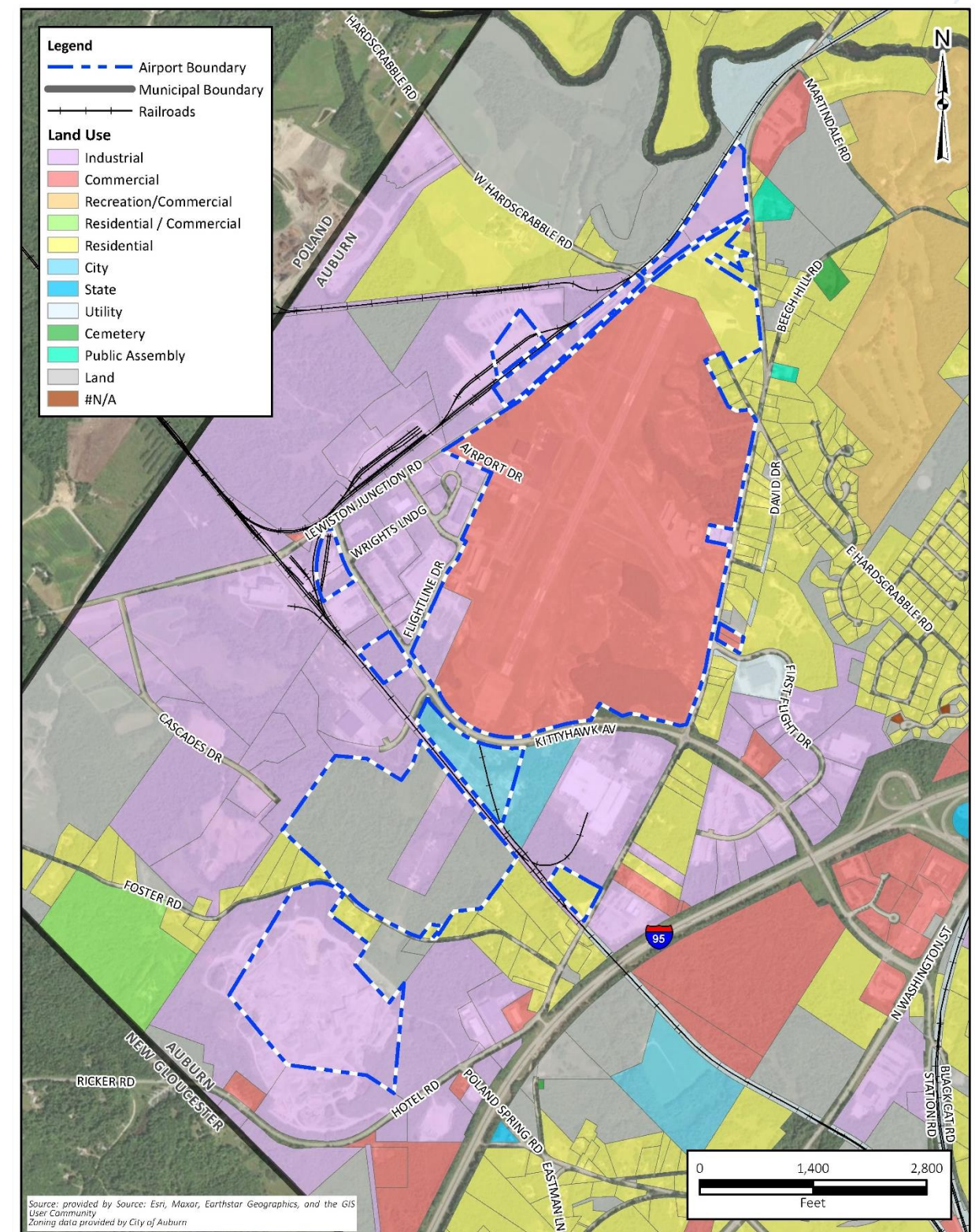
Figure 1-15 shows the zoning map. The Airport is located within an industrial zone encompassing the east, southeast and a small northern portion of the zoning map.

Surrounding the airport are:

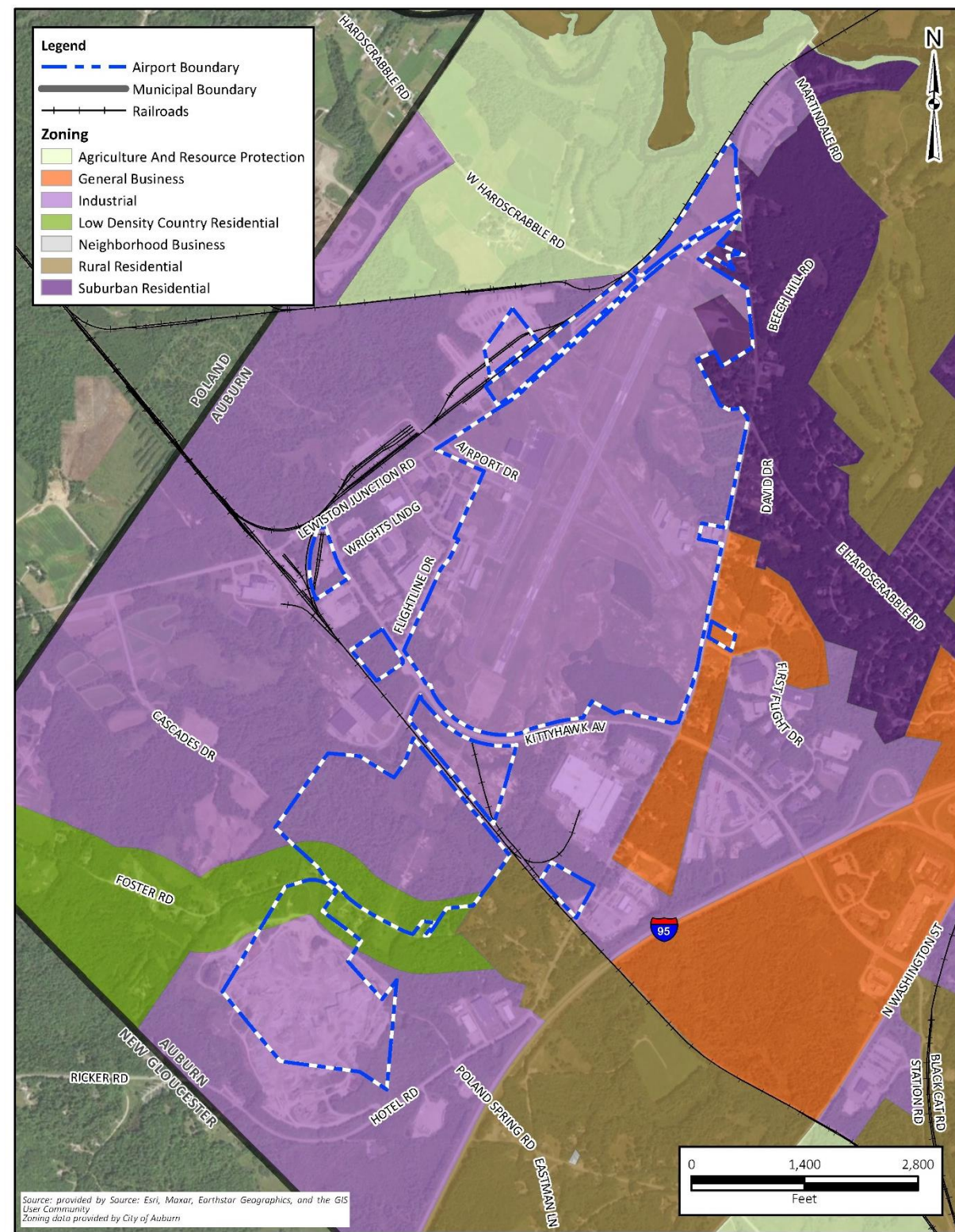
- Agricultural and resource protection zoning are located north of the Airport.
- General business areas are located southeast of the Airport.
- Low density country residential areas are located southwest of the Airport.
- Neighborhood business zoning is located north and west of the Airport.
- Rural and suburban residential zoning are located southeast and east of the Airport.

Zoning on and around airports should generally be limited to commercial and industrial. Especially residential zoning should not be located on airport property or surrounding airport property within RPZ, approach areas, near terminals, or near areas where aircraft operate. It is recommended that the Airport work with the City of Auburn to rezone certain areas.

Figure 1-14: LEW Surrounding Land Uses



Source: City of Auburn, 2023.

Figure 1-15: LEW Zoning Map


Source: City of Auburn, 2023.

1.8. Airport Reuse and Recycling Plan

Solid waste management is an issue of importance to both the Airport and the City of Auburn. This Recycling, Reuse, and Waste Reduction Plan (RRWR Plan or the Plan) addresses materials management at LEW by:

- Reviewing existing recycling, waste reduction, and reuse policies, and facilities at the Airport;
- Analyzing the opportunities, costs, and benefits of initiating or expanding these efforts; and
- Recommending goals and/or initiatives to establish, operate, and maintain an airport recycling, reuse, and waste reduction program, in compliance with FAA guidance.

1.8.1. Federal Airport Waste Management Plans and Policies

The U.S. Congress passed the FAA Modernization and Reform Act of 2012 (FMRA or the Act) which amended Title 49 of the U.S. Code (U.S.C.). The Act included several changes to the AIP, two of which related to recycling, reuse, and waste reduction at airports. Section 132(b) of the Act expanded the definition of airport planning to include “developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable state and local recycling laws, including the cost of a waste audit.”

Section 133 of the Act added a provision that requires airports that are updating their master plan to address issues relating to solid waste recycling at the airport. This includes:

- Assessing the feasibility of municipal solid waste recycling at the Airport,
- Minimizing the generation of solid waste at the Airport,
- Documenting operation and maintenance requirements,
- Reviewing waste management contracts, and
- Identifying the potential for cost savings or the generation of revenue.

As defined by Congress, “recycling” refers to any program, practice, or opportunity to reduce the amount of waste disposed of in a landfill. This includes reuse and waste reduction as well as the recycling of materials.

The FAA issued a Memorandum dated September 30, 2014, to guide the preparation of airport RRWR plans as an element of a master plan or master plan update, within a sustainability planning document, or as a stand-alone document. The guidance is immediately applicable to all federally obligated airports, which includes LEW.

1.8.2. Existing Waste Sources

Conversations with Airport management indicate that all recycling and solid waste are collected in one dumpster, once per week through a contractual agreement with Almighty Waste. Further discussions identified that all tenants in their respective hangars are responsible for their own waste and recycling. There is a trash area in the terminal.

Areas within the Airport property can be divided into how much control the Airport has over the generation of waste. The three levels of control are:

- Areas where the Airport has direct control of waste management;

- Areas where the Airport has no direct control but can influence waste management; and
- Areas where the Airport has no control or influence over waste management.

Table 1-9 shows the areas on the Airport in which waste generation is and is not under Airport control.

Table 1-9: Waste Generator and Control at LEW

Area	Waste generated	Control
Area 1: Terminal Building and offices	Paper, plastic, aluminum cans, trash, used oil, and aircraft parts	Direct Control
Area 2: Hangars/tenants	Paper, plastic, aluminum cans, trash, deplaned waste, possibly used oil, and aircraft parts	Direct control on airport owned hangars

Source: *Airport Management*, 2023.

1.8.2.1. Direct Control Areas

The Airport has direct control over the main hangar and offices, and any Airport maintenance vehicles or operations. Airport management has expressed interest in having other users fill the existing dumpster utilized by the main terminal.

1.8.2.2. No Direct Control or Influence Areas

These are areas that the Airport neither owns nor leases. All other hangars and buildings on the Airport are required to monitor and handle their own trash and recycling needs.

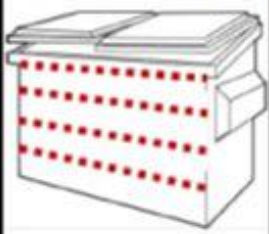
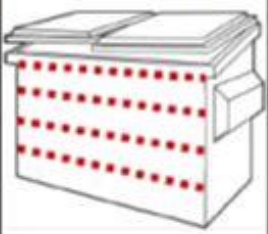
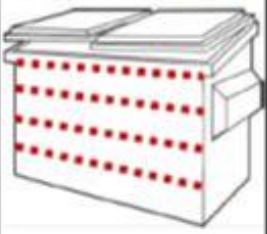
1.8.3. Overview of Existing Airport Recycling, Reuse, and Waste Management

During conversations with Airport management, the Airport Manager expressed combining Dirigo Aerospace Solutions waste with the terminal, as the current waste only fills the dumpster roughly half full per week. LEW has an established contract for waste and recycling pickup with Almighty Waste of Auburn, Maine. Conversations with Almighty Waste revealed that all trash and recycling are sorted at a transfer station after pickup.

1.8.4. Recommendations

The Airport should explore devoting some portion of time each week to record estimates of volume and weight of waste and recycled materials at the time private hauling contractor comes to collect. As described, there is no record of these measures at the Airport today, and estimates of materials sent to landfill versus those diverted for recycling and reuse is helpful to appreciate the Airport's contribution to sustainability. A sample for monitoring recycling performance at the Airport is shown in **Figure 1-16**.

Figure 1-16: Sample Waste and Recyclable Material Volume Monitoring

Waste	Pick Up Record	Pick Up Record	Pick Up Record
	Date: _____ Time: _____ Initials: _____ 100% <input type="checkbox"/> 75% <input type="checkbox"/> 50% <input type="checkbox"/> 25% <input type="checkbox"/>	Date: _____ Time: _____ Initials: _____ 100% <input type="checkbox"/> 75% <input type="checkbox"/> 50% <input type="checkbox"/> 25% <input type="checkbox"/>	Date: _____ Time: _____ Initials: _____ 100% <input type="checkbox"/> 75% <input type="checkbox"/> 50% <input type="checkbox"/> 25% <input type="checkbox"/>
Terminal Dumpster 1 (Capacity: 6 CY)			

Source: *McFarland Johnson*, 2024.



Auburn Lewiston Municipal Airport - Board of Directors - MINUTES

May 22, 2024 5:30 P.M.

Administrative Conference Room 80 Airport Drive, Auburn, Maine

Present: M Garside, T Roy, J LaBonte, L Allen, D Chittim, P Crowell, Absent: B Weisner, M Blais

Call to Order 5:30pm

- I. **Consent Items – All items with an asterisk (*) are considered routine and will be enacted by one motion. - None**
- II. **Minutes**
 1. April 10, 2024 Meeting

Motion to approve the meeting minutes for April 10, 2024 **by M Garside, 2nd by P Crowell, Vote 6-0, motion carried.**
- III. **Financial Report – Treasurer**
 1. FY 2024 thru April (Revenue and Expense, Balance Sheet)
 2. Fuel Sales Year to Date Comparisons

Motion to accept the treasurers FY2024 through April report and place on file **by P Crowell, 2nd by D Chittim, Vote 6-0, motion carried.**
- IV. **Communications –**
 1. Line Services Staffing Support RFP (for information)
 2. May 2024 Aviation Digest Write-up and Ad
- V. **Public Comment – *Members of the public are invited to speak to the Board of Directors about any issue directly related to airport business.* - None**
- VI. **Old Business - None**
- VII. **New Business**
 1. Order authorizing the Board Chair to execute a contract with the City of Sanford for the 2024 Pavement Marking project.

Motion authorizing the Board Chair to execute a contract with the City of Sanford for the 2024 Pavement Marking Project **by P Crowell, 2nd by M Garside, Vote 6-0, motion carried.**
 2. Order authorizing the Board Chair to execute an interim non-aeronautical lease with George Field, Jr for Mowing/Haying

Motion authorizing the Board Chair to execute an interim non-aeronautical lease with George Field, Jr for Mowing/Haying **by M Garside, 2nd by T Roy, Vote 6-0, motion carried.**
 3. Order authorizing the Board Chair to execute an Operating Rights Agreement with Skyward Aviation

Motion authorizing the Board Chair to execute an Operating Rights Agreement with Skyward Aviation **by D Chittim, 2nd by T Roy, Vote 6-0, motion carried.**

4. Order authorizing the Board Chair to execute an Operating Rights Agreement with JJAL Aviation LLC

Motion authorizing the Board Chair to execute an Operating Rights Agreement with JJAL Aviation LLC **by D Chittim, 2nd by T Roy, Vote 6-0, motion carried.**

5. Order authorizing the Board Chair to execute a contract for valuation services for Christian Hill and Airport Hill

Motion authorizing the Board Chair to execute a contract for valuation services for Christian Hill and Airport Hill **by D Chittim, 2nd by M Garside, Vote 6-0, motion carried.**

VIII. Reports

1. Board Chair Report- **None**
2. Board of Directors Reports - **None**

IX. Executive Sessions

1. Pursuant 1 MRSA 405(6) C – Discussion of Airport Lease Negotiations (Airport Hill and Christian Hill)
5:52pm Motion to enter into Executive Session #1 **by P Crowell, 2nd by D Chittim, Vote 6-0, motion carried.**
6:03pm End of Executive Session #1
2. Pursuant 1 MRSA 405(6) C – Discussion of Airport Lease Negotiations (Cold Storage Hangar)
6:08pm Motion to enter into Executive Session #2 **by D Chittim, 2nd by M Garside, Vote 6-0 motion carried.**
6:17pm End of Executive Session #2
3. Pursuant 1 MRSA 405(6) C – Discussion of Airport Negotiations (Flight Line Service)
6:18 Motion to enter into Executive Session #3 **by D Chittim, 2nd by T Roy, Vote 6-0, motion carried.**
6:49pm End of Executive Session #3

- X. **Adjournment** (Next Board Meeting, June 5, 2024 7:30am to discuss Flight Line Services Contract, then June 12, 2024, to include a ***McFarland Johnson Airport Master Plan Update presentation***)
Motion to adjourn by P Crowell, 2nd by M Garside, Vote 6-0, motion carried.
Meeting Adjourned 6:53pm

Executive Session: On occasion, the Board of Directors discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Director must make a motion in public. The motion must be recorded. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable are:

- A. Discussion of personnel issues
- C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency
- D. Labor contracts
- E. Contemplated litigation



Auburn Lewiston Municipal Airport

Board of Directors

MINUTES

June 5, 2024 7:30 A.M.

Administrative Conference Room 80 Airport Drive, Auburn, Maine

Attending: P Crowell, M Blais, J LaBonte, T Roy, L Allen, D Chittim, M Garside Absent: B Weisner

7:30am Meeting called to order

7:31am Motion to enter into Executive Session by D Chittim, 2nd by T Roy, Vote 7-0, motion carried.

I. Executive Sessions

1. Pursuant 1 MRSA 405(6) C – Discussion of Airport Contract Negotiations (Flight Line Staffing Services), Action to Follow

8:20am End Executive Session

Motion authorizing Airport Board Chair to negotiate and execute a contract for Flight Line Staffing Services with Flight Level Aviation **by D Chittim, 2nd by P Crowell, Vote 6-1 (M Blais – No), motion carried.**

II. Adjournment (Next Meeting, Wednesday June 12th, 2024, 5:30 PM)

Motion to adjourn by P Crowell, 2nd by M Garside, Vote 7-0, motion carried.

8:23am Meeting adjourned.

Executive Session: On occasion, the Board of Directors discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Director must make a motion in public. The motion must be recorded. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable are:

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D. Labor contracts

E. Contemplated litigation

YEAR-TO-DATE BUDGET REPORT

FOR 2024 11

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
9000 Airport Operations							
9000 Airport Operations							
9000 420035 Fees - Fuel Flowage	-13,500	0	-13,500	-12,726.81	.00	-773.19	94.3%*
9000 420040 Fees - Landings	-27,000	0	-27,000	-27,737.42	.00	737.42	102.7%
9000 429005 Christian Hill Mate	-100,000	0	-100,000	-72,795.56	.00	-27,204.44	72.8%*
9000 429025 Rental Fees	-207,500	0	-207,500	-117,530.40	.00	-89,969.60	56.6%*
TOTAL NO PROJECT	-348,000	0	-348,000	-230,790.19	.00	-117,209.81	66.3%
TOTAL Airport Operations	-348,000	0	-348,000	-230,790.19	.00	-117,209.81	66.3%
9001 Airport Personnel							
9001 611000 Regular salaries	262,035	0	262,035	138,342.87	.00	123,692.13	52.8%
9001 613000 Overtime	4,000	0	4,000	6,476.99	.00	-2,476.99	161.9%*
9001 617020 Fringe Benefits	159,620	0	159,620	77,137.11	.00	82,482.89	48.3%
9001 617030 Professional Develo	6,000	0	6,000	3,132.52	.00	2,867.48	52.2%
TOTAL NO PROJECT	431,655	0	431,655	225,089.49	.00	206,565.51	52.1%
TOTAL Airport Personnel	431,655	0	431,655	225,089.49	.00	206,565.51	52.1%
9002 Airport Operations							
9002 628000 Contract Services	9,000	0	9,000	58,167.97	.00	-49,167.97	646.3%*
9002 633030 Fuels and Oil for v	20,000	0	20,000	25,732.03	42.65	-5,774.68	128.9%*
9002 633040 Snow and Ice Contro	18,000	0	18,000	.00	.00	18,000.00	.0%
9002 641100 Utilities	125,500	0	125,500	80,912.26	.00	44,587.74	64.5%
TOTAL NO PROJECT	172,500	0	172,500	164,812.26	42.65	7,645.09	95.6%
TOTAL Airport Operations	172,500	0	172,500	164,812.26	42.65	7,645.09	95.6%
9003 Airport Maintenance							
9003 628000 PS - Gen/Profession	0	0	0	167.50	.00	-167.50	100.0%*

YEAR-TO-DATE BUDGET REPORT

FOR 2024 11

ACCOUNTS FOR:	ORIGINAL	TRANFRS/	REVISED				AVAILABLE	PCT
9000 Airport Operations	APPROP	ADJSTMTS	BUDGET	YTD	ACTUAL	ENCUMBRANCES	BUDGET	USE/COL
9003 628019 Building Maintenan	23,100	0	23,100	26,980.85		6,250.00	-10,130.85	143.9%*
9003 628020 Vehicle Maintenance	17,831	0	17,831	25,414.69		.00	-7,583.69	142.5%*
9003 628021 Radio Maintenance	1,700	0	1,700	785.75		.00	914.25	46.2%
9003 628038 Electrical Maintena	7,000	0	7,000	2,665.11		.00	4,334.89	38.1%
9003 628039 Airfield Maintenance	30,750	0	30,750	6,243.26		9,197.25	15,309.49	50.2%
9003 633041 Computer/Office Mac	20,500	0	20,500	11,307.31		.00	9,192.69	55.2%
9003 633042 Pavement Maintenan	6,000	0	6,000	17,036.10		.00	-11,036.10	283.9%*
TOTAL NO PROJECT	106,881	0	106,881	90,600.57		15,447.25	833.18	99.2%
TOTAL Airport Maintenance	106,881	0	106,881	90,600.57		15,447.25	833.18	99.2%
9004 Airport Administration								
9004 620000 Advertising and Pr	6,500	0	6,500	1,447.68		.00	5,052.32	22.3%
9004 628000 Professional Servic	35,800	0	35,800	17,871.35		.00	17,928.65	49.9%
9004 628016 Legal Services	45,000	0	45,000	16,964.82		.00	28,035.18	37.7%
9004 628041 Hangar Lease	12,000	0	12,000	.00		.00	12,000.00	.0%
9004 633000 Office Supplies	4,100	0	4,100	754.98		.00	3,345.02	18.4%
9004 640000 Telephone and Inter	5,700	0	5,700	8,577.63		.00	-2,877.63	150.5%*
9004 645000 Insurance Premiums	40,200	0	40,200	17,945.74		.00	22,254.26	44.6%
TOTAL NO PROJECT	149,300	0	149,300	63,562.20		.00	85,737.80	42.6%
TOTAL Airport Administration	149,300	0	149,300	63,562.20		.00	85,737.80	42.6%
9005 Airport Other Income								
9005 401600 Municipal Subsidy	-410,000	0	-410,000	-410,000.00		.00	.00	100.0%
9005 420063 Service Fees	-500	0	-500	-18,840.91		.00	18,340.91	3768.2%
9005 422000 Investment Income	-1,000	0	-1,000	-5,950.28		.00	4,950.28	595.0%
9005 429013 Sale of Assets	-75,000	0	-75,000	-220,190.83		.00	145,190.83	293.6%
9005 429019 FLIGHT SIMULATOR	-6,500	0	-6,500	-253.50		.00	-6,246.50	3.9%*
TOTAL NO PROJECT	-493,000	0	-493,000	-655,235.52		.00	162,235.52	132.9%
TOTAL Airport Other Income	-493,000	0	-493,000	-655,235.52		.00	162,235.52	132.9%
9010 Airport-FBO								
9010 420035 Fees - Fuel and Oi	-661,372	0	-661,372	-699,954.59		.00	38,582.59	105.8%

YEAR-TO-DATE BUDGET REPORT

FOR 2024 11

ACCOUNTS FOR:	ORIGINAL	TRANFRS/	REVISED				AVAILABLE	PCT
9000 Airport Operations	APPROP	ADJSTMTS	BUDGET	YTD	ACTUAL	ENCUMBRANCES	BUDGET	USE/COL
9010 420051 Tie Down/Hangar/Co	-50,000	0	-50,000	-69,848.69		.00	19,848.69	139.7%
9010 420059 Fees-Catering	0	0	0	-183.41		.00	183.41	100.0%
9010 420060 After Hour Call Out	-5,625	0	-5,625	-8,230.00		.00	2,605.00	146.3%
9010 420061 Flight Line Service	-6,620	0	-6,620	-4,058.40		.00	-2,561.60	61.3%*
9010 420064 Rental Car	-3,340	0	-3,340	-2,390.49		.00	-949.51	71.6%*
9010 420915 Service Lease	-7,200	0	-7,200	-3,600.00		.00	-3,600.00	50.0%*
9010 633047 PROCESSING FEE	0	0	0	6,307.08		.00	-6,307.08	100.0%*
TOTAL NO PROJECT	-734,157	0	-734,157	-781,958.50		.00	47,801.50	106.5%
TOTAL Airport-FBO	-734,157	0	-734,157	-781,958.50		.00	47,801.50	106.5%
9015 Services (FBO) Expenses								
9015 611000 Regular Salaries	150,000	0	150,000	34,330.41		.00	115,669.59	22.9%
9015 613000 Overtime	4,000	0	4,000	31.98		.00	3,968.02	.8%
9015 620000 Advertising	1,200	0	1,200	1,282.92		.00	-82.92	106.9%*
9015 628000 Prof/Contracted Ser	0	0	0	134,622.83		.00	-134,622.83	100.0%*
9015 628021 Plant Equipment	2,065	0	2,065	1,320.59		.00	744.41	64.0%
9015 628044 Ground Support Equi	16,000	0	16,000	20,555.41		93.76	-4,649.17	129.1%*
9015 628071 Fuel Flowage	12,500	0	12,500	9,507.83		.00	2,992.17	76.1%
9015 633030 Fuels & Oils	525,000	61,876	586,876	512,898.11		92,762.44	-18,784.22	103.2%*
9015 645000 Insurance Premiums	2,500	0	2,500	.00		.00	2,500.00	.0%
TOTAL NO PROJECT	713,265	61,876	775,141	714,550.08		92,856.20	-32,264.95	104.2%
TOTAL Services (FBO) Expenses	713,265	61,876	775,141	714,550.08		92,856.20	-32,264.95	104.2%
TOTAL Airport Operations	-1,556	61,876	60,320	-409,369.61		108,346.10	361,343.84	-499.0%
TOTAL REVENUES	-1,575,157	0	-1,575,157	-1,674,291.29		.00	99,134.29	
TOTAL EXPENSES	1,573,601	61,876	1,635,477	1,264,921.68		108,346.10	262,209.55	

BALANCE SHEET FOR 2024 11

FUND: 9000 Airport Operations			NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS				
9000	011010	Airport Checking	59,905.63	599,783.18
9000	011030	Cash-Petty Cash	.00	700.00
9000	011140	Interest Receivable	.00	.01
9000	011530	Accounts Receivable	-212,801.51	-10,722.64
9000	011540	Allowance for Uncollect Accts	.00	-1,747,727.63
9000	011545	Lease Receivable	.00	3,028,598.23
9000	011810	Prepaid Expenses	.00	15,162.01
9000	011811	Prepaid Rent	-100.00	-1,415.20
9000	011900	INVENTORY FOR RESALE	.00	58,465.97
9000	012110	Land	.00	1,717,208.27
9000	012111	Land Improvements	.00	26,972,543.84
9000	012112	Construction In Progress	.00	1,941,472.98
9000	012310	Buildings & Bldg Improvements	.00	4,458,442.82
9000	012410	Machinery & Equipment	.00	1,763,883.52
9000	012900	Accumulated Depreciation	.00	-17,876,614.76
9000	013000	DEF OUTFLOW-NET PENSION	.00	32,758.94
9000	016000	DUE TO / DUE FROM	120,740.60	-14,716,625.88
TOTAL ASSETS			-32,255.28	6,235,913.66
LIABILITIES				
9000	024210	Accounts Payable	.00	-11,000.00
9000	024230	Loan Payable-City of Auburn	.00	-599,531.67
9000	024231	Loan Payable-City of Lewiston	.00	-599,531.67
9000	024240	ACCRUED INTEREST	.00	-20,426.13
9000	024611	Compensated Absences	.00	-34,747.63
9000	024710	Federal Withholding Taxes	-1,198.74	-1,649.06
9000	024711	State Withholding Taxes	-574.00	-574.00
9000	024712	FICA Withholding Taxes	-1,441.40	-1,441.40
9000	024713	Medicare Withholding Taxes	-337.08	113.24
9000	024730	ICMA Deferred Comp-City	-300.00	-1,300.00
9000	024734	ME State Retirement	-944.03	-5,239.77
9000	024750	Life Insurance-City	.00	8.70
9000	024758	MMA Health Ins-Airport	3,903.75	-2,568.27
9000	024765	Dental	43.79	36.73
9000	024772	Flex Spending-Airport	-40.00	-169.00
9000	024773	Vision	11.14	-16.79
9000	024829	DUE TO STATE - SALES TAX	.00	-149.37
9000	025000	DEF INFLOW NET PENSION	.00	-23,516.00
9000	026000	NET PENSION LIABILITY	.00	-40,564.00
9000	029000	Deferred Inflow - Leases	.00	-1,238,990.41
TOTAL LIABILITIES			-876.57	-2,581,256.50
FUND BALANCE				
9000	037000	Ctrl Total - Encumbrances	-39,775.32	108,346.10
9000	037100	FB ASSIGNED CITY	.00	-1,836,398.00
9000	037104	FB UNASSIGNED	.00	-1,408,889.55
9000	037201	CTRL TOTAL-BUD FB DESIGNATED	39,775.32	-108,346.10
9000	037301	Ctrl Total - Bud FB Undesignat	.00	60,320.33
9000	047000	Ctrl Total - Revenues	-101,784.13	-1,674,291.29

BALANCE SHEET FOR 2024 11

FUND: 9000 Airport Operations			NET CHANGE FOR PERIOD	ACCOUNT BALANCE
FUND BALANCE				
9000	047001	CONTROL - ESTIMATED REVENUE	.00	1,575,157.00
9000	057000	CTRL TOTAL-EXPENDITURES	134,915.98	1,264,921.68
9000	057001	CTRL TOTAL-APPROPRIATIONS	.00	-1,635,477.33
TOTAL FUND BALANCE			33,131.85	-3,654,657.16
TOTAL LIABILITIES + FUND BALANCE			32,255.28	-6,235,913.66

BALANCE SHEET FOR 2024 11

FUND: 9020 Airport Capital Projects Fund			NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS				
9020	011530	Accounts Receivable	-14,278.90	840,964.45
9020	016000	Due to/from Other Funds	-120,740.60	15,241,692.94
TOTAL ASSETS			-135,019.50	16,082,657.39
FUND BALANCE				
9020	037000	Ctrl Total - Encumbrances	-48,959.00	499,661.28
9020	037104	FB-UNASSIGNED-CTY	.00	-15,378,791.97
9020	037201	Ctrl Total - Bud FB Designated	48,959.00	-499,661.28
9020	037301	Ctrl Total - Bud FB Undesignat	.00	422,424.49
9020	047000	Ctrl Total - Revenues	42,060.50	-989,258.23
9020	057000	Ctrl Total - Expenditures	92,959.00	285,392.81
9020	057001	Ctrl Total - Appropriations	.00	-422,424.49
TOTAL FUND BALANCE			135,019.50	-16,082,657.39
TOTAL LIABILITIES + FUND BALANCE			135,019.50	-16,082,657.39

BALANCE SHEET FOR 2024 11

FUND: 9030 Airport Land Fund				NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS					
9030	011111	Investments-MM-Airpark		.00	760,081.60
9030	011113	Investments-MILESTONES CD		.00	240.21
9030	016000	Due to/from Other Funds		.00	-525,067.06
TOTAL ASSETS				.00	235,254.75
FUND BALANCE					
9030	037104	FB-UNASSIGNED-CTY		.00	-229,851.14
9030	037301	Ctrl Total - Bud FB Undesignat		.00	7,000.00
9030	047000	Ctrl Total - Revenues		.00	-5,403.61
9030	057001	Ctrl Total - Appropriations		.00	-7,000.00
TOTAL FUND BALANCE				.00	-235,254.75
TOTAL LIABILITIES + FUND BALANCE				.00	-235,254.75

** END OF REPORT - Generated by Gina Klemanski **

Auburn Air Center - Fuel Sales Comparison for First 11 Months of FY (FY19 to FY24)

Quantity (gallons) by Fiscal Year							
Product	Pay Type	2019	2020	2021	2022	2023	2024
Avgas 100LL	Cash/Invoiced	18366.5	19156.9	13689.42	10868.8	11031.2	17140.4
Avgas 100LL	Credit Card	11923.45	11922.9	12377.6	9281.2	9647.05	12827.3
	TOTAL 100LL	30289.95	31079.8	26067.02	20150	20678.25	29967.7
Jet A Fuel	Cash	53210.4	52028.3	19397	16724	5015	1552
Jet A Fuel	Contract Fuel	28669	60161	45565	68552	49725.12	80028.5
Jet A Fuel	Credit Card	23347.1	17705	11921	22395	20375	20421
	TOTAL Jet A	105226.5	129894.3	76883	107671	75115.12	102002

**FY2020 included over 16,000 in Jet A sales to Elite Airways*