



**Auburn Lewiston Municipal Airport - Board of Directors - Meeting Agenda  
July 10, 2024 5:30 P.M.  
Administrative Conference Room 80 Airport Drive, Auburn, Maine**

**Call to Order (by Board Secretary Larry Allen)**

- I. Election of Officers**
  1. Chair
  2. Vice – Chair
  3. Treasurer
  4. Secretary – Per By-laws, can be Airport Director unless otherwise elected by Board
  
- II. Consent Items**
  
- III. Minutes**
  1. June 12, 2024 Meeting
  
- IV. Financial Report – Treasurer**
  1. FY 2024 thru June (Revenue and Expense, Balance Sheet UNAUDITED)
  2. Fuel Sales Year over Year Comparisons (with supplemental chart on LEW aircraft operations)
  
- V. Communications –**
  
- VI. Public Comment –** *Members of the public are invited to speak to the Board of Directors about any issue directly related to airport business.*
  
- VII. Old Business**
  
- VIII. New Business**
  1. An Order Establishing the Fee Structure for FY2025
  2. An Order Authorizing the Airport Director to Request that Each Sponsor Reallocate Local-only CIP Items to Fund Priority Projects
  3. An Order Amending the Airport Minimum Standards for Commercial Activities Per FAA Recommendations
  
- IX. Reports**
  1. Airport Director Report
  2. Board of Directors Reports
  
- X. Executive Sessions**
  1. Pursuant 1 MRSA 405(6) A – Discussion of a Personnel Matter

**X. Adjournment (Next Board Meeting, August 14, 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 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 at 5:36 PM**

**Present – P. Crowell, D. Chittim, B. Weisner, M. Blais, J. LaBonte, M. Garside (at 5:45 PM)**

**Absent – L. Allen, T. Roy**

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

**I. Consent Items**

**II. Minutes**

1. May 22<sup>nd</sup>, 2024 and June 5, 2024 Meetings – Motion by D. Chittim, Seconded by M. Blais to accept both minutes as presented. Approved 5-0-1 (B. Weisner abstained)

**III. Financial Report – Treasurer**

1. FY 2024 thru May (Revenue and Expense, Balance Sheet) – No action due to Treasurer absence.
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**

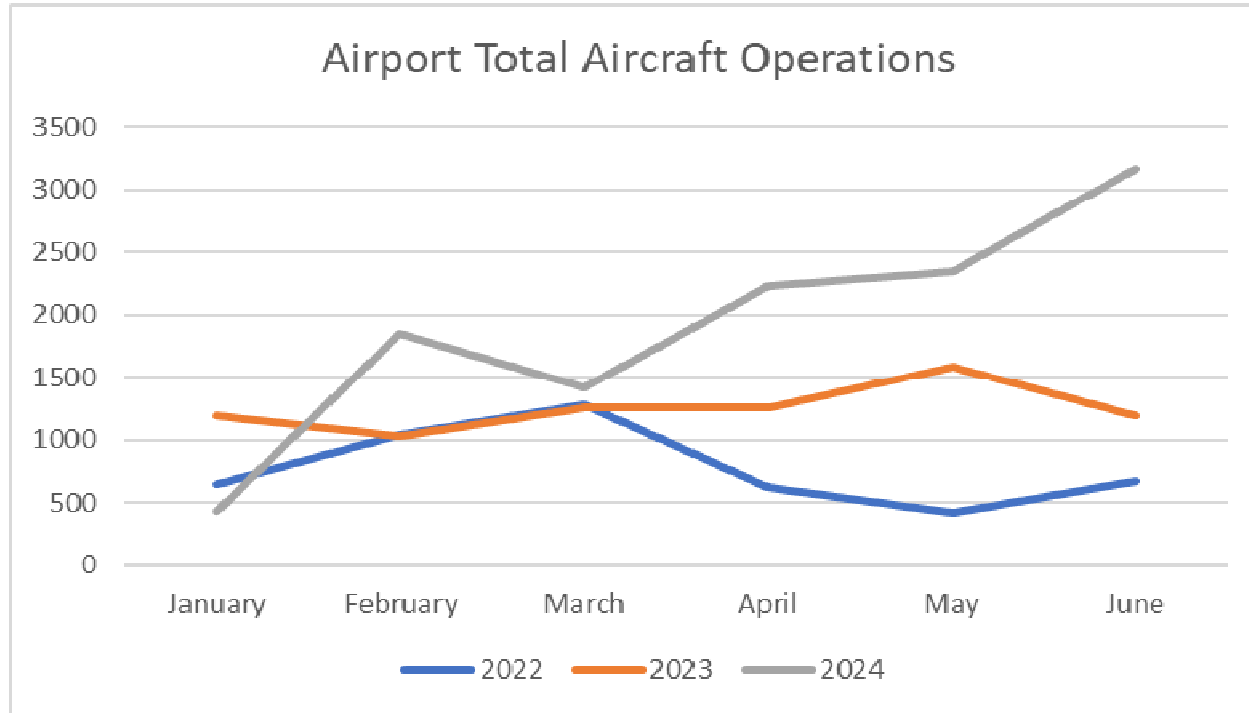
**X. Adjournment at 7:18 PM (Motion by P. Crowell, Seconded by D. Chittim, Approved 6-0)**

(Next Board Meeting, July 10, 2024)

**Auburn Air Center - Fuel Sales Comparison by Fiscal Year (FY14 to FY24)**

		Quantity (gallons) by Fiscal Year										
Product	Pay Type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Avgas 100LL	Cash/Invoiced	29116.67	30619.5	38620.35	26927.59	26102.8	20266.1	20355.5	14934.3	12084.3	12798.7	18650.5
Avgas 100LL	Credit Card	13739.53	13506.6	16688.72	14861.45	14211.2	13104.8	12819.56	13888	10638.5	10187.35	15236.6
	<b>TOTAL 100LL</b>	<b>42856.2</b>	<b>44126.1</b>	<b>55309.07</b>	<b>41789.04</b>	<b>40314</b>	<b>33370.9</b>	<b>33175.06</b>	<b>28822.3</b>	<b>22722.8</b>	<b>22986.05</b>	<b>33887.1</b>
Jet A Fuel	Cash	12729.9	16888	16737.9	31089	48957.2	60589.4	52058.3	19812	16889	5211	1552
Jet A Fuel	Contract Fuel	29264.7	28121	27268	36045	35172	29536	62387	51810	74907	62887.12	94090.5
Jet A Fuel	Credit Card	26375.4	23947	26421	22755	21781	27053.1	18139	15849	26066	21875	21477
	<b>TOTAL Jet A</b>	<b>68370</b>	<b>68956</b>	<b>70426.9</b>	<b>89889</b>	<b>105910.2</b>	<b>117179</b>	<b>132584.3</b>	<b>87471</b>	<b>117862</b>	<b>89973.12</b>	<b>117119.5</b>

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





## Auburn – Lewiston Municipal Airport Board Meeting Information Sheet

**Board Workshop or Meeting Date:** July 11, 2024

**Author:** Jonathan P. LaBonte, Airport Director

**Subject:** FY2025 Airport Fees Update

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**Information:** The Airport charges various fees to cover the costs of delivering those services and to generate additional revenue to support the overall operations of the Airport. As the Airport continues on a path to financial sustainability, and under optimum conditions a reduction in requested property tax subsidies, it is important that our fees are set accordingly. The Airport can generate revenue in several ways, all of which can be reviewed as we build a financial model for the new Airport Master Plan. The focus of this agenda item is to better align our fees with the marketplace, while staying competitively priced.

Landing Fees are the fees charged to support Airport infrastructure. Typically, they are based on the weight of the aircraft landing (and in turn its impact). The recommended new structure shifts us away from needing to look up the Aircraft weight to calculate a fee (currently \$3.25/1,000 pounds) and to a landing fee based on aircraft type. This will make future reporting on aircraft mix and rate reviews more efficient. Without running a transaction report for all of the last fiscal year and then completing a search by tail number, it is not simple to estimate the likely increase in landing fee revenue for FY2025.

Ramp Fees are the fees typically charged by an FBO to fund the cost of staffing and providing operational tools for the flight line. Often, FBO's will waive a Ramp Fee in exchange for the purchase of a minimum of fuel. In the case of our Airport, we also run the FBO and the Landing Fee (for our infrastructure) has been conflated with the traditional Ramp Fee. For the FBO to become a self-sustaining business line that contributes to overall Airport Operations, a Ramp Fee is proposed based on aircraft type. Without running a transaction report for all of the last fiscal year and then completing a search by tail number, it is not simple to estimate the likely increase in revenue for FY2025. That being said, we have seen 30-40% of transient traffic not purchase fuel, so we should expect to either see continued fuel sales growth or growth of fuel and this new revenue stream. As part of our agreement with Flight Level Aviation, 25% of these fees will be paid to them.

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**Airport Financial Impacts:** To be determined/monitored, but will be a net positive for Airport revenues

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**Recommended Action:** Adoption of the Fiscal Year 2025 Fee Structure

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**Previous Meetings and History:**

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**Attachments:**

Airport Fees Comparison (utilized previous format from November 2022 to July 2024)

Airport Fees Spreadsheet (New template modeled after BXM to simplify fee reviews)

# Airport Fees

Proposed as of July 11, 2024

## Landing Fees - As of November 7, 2022

- Aircraft will be charged a fee of \$3.25 per 1,000 lbs. if greater than 4,000 lbs.
- Aircraft under 4,000 lbs., based aircraft, and government/military are not charged this fee.

## Landing Fees – Proposed as of July 11<sup>th</sup>, 2024

Single Piston –	\$0 (current \$0)
Light Twin Piston -	\$0 (current ~\$15)
Heavy Twin Piston -	\$20 (current ~\$20)
Light Turboprop -	\$55 (current ~\$30)
Medium Turboprop -	\$65 (current ~\$45)
Heavy Turboprop -	\$75 (current ~\$50)
Light Jet -	\$100 (current ~\$75)
Heavy Light/Medium Jet -	\$125 (current ~\$85)
Heavy Medium/Heavy Jet -	\$150 (current ~\$100)
Other Jet -	\$200 (current ~\$190)
Turbo Helicopter -	\$30 (current ~\$15)

## Ramp Fees - Proposed as of July 11<sup>th</sup>, 2024 (minimum fuel purchase will waive fee)

Single Piston –	\$0 (current \$0)
Light Twin Piston -	\$0 (current \$0)
Heavy Twin Piston -	\$40 (current \$0)
Light Turboprop -	\$50 (current \$0)
Medium Turboprop -	\$75 (current \$0)
Heavy Turboprop -	\$200 (current \$0)
Light Jet -	\$200 (current \$0)
Heavy Light/Medium Jet -	\$250/\$400 (current \$0)
Heavy Medium/Heavy Jet -	\$400/\$500 (current \$0)
Other Jet -	\$600 (current \$0)
Turbo Helicopter -	\$50 (current \$0)

## Aircraft Parking - As of November 7, 2022

<u>Landing weight</u>	<u>Overnight parking fee</u>
• <4000 lbs	\$20 per week, not prorated
• 4000-12500 lbs	\$25 per night
• 12500 > lbs	\$50 per night

## Aircraft Parking – Proposed as of July 11<sup>th</sup>, 2024 (night/week)

Single Piston –	\$20/30
Light Twin Piston -	\$30/50
Heavy Twin Piston -	\$30/50
Light Turboprop -	\$50
Medium Turboprop -	\$50
Heavy Turboprop -	\$75
Light Jet -	\$75
Heavy Light/Medium Jet -	\$100
Heavy Medium/Heavy Jet -	\$100
Other Jet -	\$150
Turbo Helicopter -	\$30/50

**Call Out Fees - As of November 7, 2022**

- Customers will be charged \$200 call out fee for the first 2 hours and \$50 per hour for any additional hours needed
- Customers will be charged \$65 for after-hours fee if the activity occurs within an hour of normal operation times with advanced notice. Management requests customers to reserve these after-hour services prior to 5:00 pm to ensure this rate

**Call Out Fees – Proposed as of July 11, 2024**

\$150 per hour, Small Single Piston \$100

**Deicing - As of November 7, 2022**

(LifeFlight of Maine ONLY effective winter 2023/2024)

- Startup/Application fee: \$200 (includes 10 gallons of heated fluid)

**Deicing – TBD for winter 2024/2025****Engine Preheat - As of November 7, 2022**

- \$50 for every 30 minutes

**Power GPU - As of November 7, 2022**

\$75 /hour

**Lavatory Service - As of November 7, 2022**

\$75 all aircraft

**Based Aircraft and Long-Term Apron Parking - As of November 7, 2022**

- \$60/month electric and \$50/month non-electric (single engine)
- \$65/month electric and \$55/month non-electric (multi-engine)
- \$250/month (turbo prop, single/twin)
- \$400/month (jet)

**Annual Commercial Activity Fee - As of November 7, 2022**

All persons involved in commercial activity as defined in the Airport Minimum Standards at the airport will be charged \$600 (\$50 monthly) annual activity fee

**Auto Parking - As of November 7, 2022**

Non-airport customer vehicles, parked in the airport parking lot, will be charged \$1/day or \$30 per month. Long Term Vehicle Lot Parking (Boats, RVs, Cars) \$65 per month

**Gate Cards - As of November 7, 2022**

Gate Cards can be purchased by based aircraft owners/pilots for \$50 each

**Catering Fees - As of November 7, 2022**

Fees agreed upon in advance

**Airport Simulator - As of November 7, 2022**

Under Operating Rights Agreement to Chickadee (\$20/hour to Airport)

**Towing Fee - As of November 7, 2022**

\$25 per hour (does not apply to aircraft in airport hangars)





Min Fuel Purchase waives Ramp Fee only (unless otherwise stated). "/" differentiates category of flying in the following order: Part 91 or Owner Use / Part 135 Charter / Part 135 Large Charter or Fractional (e.g. NetJets, FlexJet, PlaneSense, FlightOptions, Delta etc.). For Large Charter Category Only: Daily Parking applies to light jet and above / RON charge to be applied for every calendar day during which aircraft resides on ramp. **Use Smaller fees for Part 91, Small Fractional/Private Owner Planes. Use Larger fees for Part 135/passenger charters.**

AIRCRAFT	Min Fuel Purchase (Gallons)	Ramp Fee	Landing Fee	Current Landing Fee	Ramp (Night/Week)
<b>Single Piston</b>					
Archer	10 or Top-Off also Waives 1st RON	\$0	\$0	\$0	\$20/\$30
Bonanza					
Cessna 152					
Cessna 172					
Cessna 182					
Cessna 210 (Centurion)					
Cessna 350/400 (Columbia)					
Cherokee Arrow					
Cirrus SR20					
Cirrus SR22					
Comanche					
DA20					
DA40					
Debonair 33					
Mooney					
Navion Rangemaster					
Piper Warrior					
RV10					
RV7					
RV8					
Saratoga					
Stinson					
Tomahawk (PA-38)					
Trinidad (TB-20)					

AIRCRAFT	Min Fuel Purchase (Gallons)	Ramp Fee	Landing Fee	Current Landing Fee	Ramp (Night/Week)
<b>Light Twin Piston / Cabin Class Single Piston</b>					
Apache/Aztec	20 or Top-Off also Waives 1st RON	\$0	\$0	~\$15	\$30/\$50
Baron					
Cessna 310					
Cessna 337 (Skymaster)					
Cessna 340					
Aerostar					
Cessna 162 (Stationair)					
Malibu, Matrix, Mirage Seneca					
<b>Heavy Twin Piston</b>					
Cessna 402	30	\$40	\$20	~\$20	\$30/\$50
Cessna 404 Titan					
Cessna 414 Chancellor					
Cessna 421 Golden Eagle					
Navajo					
<b>Light Turboprop / VLJ</b>					
Meridian	50	\$50	\$55	~\$30	\$50
Cessna 208 Caravan					
Cheyenne 1					
Cheyenne 2					
Cessna 425 Conquest 1					
Cessane 441 Conquest 2					
Turbo Commander					
King Air 90					
Mitsubishi (MU2)					
TBM 700 - 900					
Cirrus Vision					
Cessa 510 Citation Mustang					
Eclipse 550 / 500					

AIRCRAFT	Min Fuel Purchase (Gallons)	Ramp Fee	Landing Fee	Current Landing Fee	Ramp (Night/Week)
<b>Medium Turboprop~</b>					
Cheyenne 3	60	\$75	\$65	~\$45	\$50
Cheyenne 400LS					
King Air 100					
Piaggio					
Pilatus PC-12					
Twin Otter					
King Air 200					
King Air 300					
King Air 350					
<b>Heavy Turboprop</b>					
B1900	150	\$200	\$75	~\$50	\$75
Embraer 120					
Saab 340					
Dash 8 / Dornier 328					
<b>Light Jet</b>					
Citation 1	150	\$200	\$100	~\$75	\$75
Cessna 525 CJ1 / M2					
Cessna 525A CJ2					
Cessna 525B CJ3					
Embraer Phenom 100					
Honda Jet					
Premier					
L23					
L39					
Lear 31					
Lear 35					
Lear 40					
Citation 5 / Ultra / Encore					
Citation II/Bravo					
Hawker 200					
Hawker 400					
Beechjet 400A					
JetStream 31 / 3100					
Falcon 10/100					

AIRCRAFT	Min Fuel Purchase (Gallons)	Ramp Fee	Landing Fee	Current Landing Fee	Ramp (Night/Week)
<b>Heavy Light / Medium Jet</b>					
Cessna Citation 3 / 6 / 7	300	\$250/\$400	\$125	~\$85	\$100
Cessna 525C CJ4					
Cessna Citation 560XL (Excel)					
Embraer Phenom 300					
Lear 45, 55, 60, 70, 75, 85					
Sabreliner 75A/80					
Westwind					
Gulfstream 150					
Pilatus PC-24					
Falcon 20/200					
<b>Heavy Medium / Heavy Jet</b>					
Cessna Citation Sovereign/Latitude/Longitude	400	\$400/\$500	\$150	~\$100	\$100
Cessna Citation X					
Challenger 300 Series					
Challenger 600 Series					
Falcon 2000					
Falcon 50					
Gulfstream G200					
Gulfstream G280					
Hawker 4000					
Challenger 850					
Hawker 1000					
Falcon 900					
Gulfstream II					
Hawker 700, 750					
Hawker 800					
Hawker 850XP					
Praetor 600					
Hawker 900					
Legacy 450, 500 or 650					

AIRCRAFT	Min Fuel Purchase (Gallons)	Ramp Fee	Landing Fee	Current Landing Fee	Ramp (Night/Week)
<b>Embraer Legacy / Canadair RJ</b>	600	\$600	\$200	~\$190	\$150
<b>Falcon 7X</b>					
<b>Global Express</b>					
<b>Gulfstream III / 350</b>					
<b>Gulfstream IV / 450</b>					
<b>Gulfstream V / 550</b>					
<b>Gulfstream VI / 650</b>					
<b>Airliner (BBJ, A319 etc.)</b>	Call GM				
<b>Bell 47 (Heli)</b>	10 or Top-off Waives 1st RON Only	\$0	\$0	\$0	\$20/\$40
<b>Robinson R22 (Heli)</b>					
<b>Robinson R44 (Heli)</b>					
<b>Turbo Helicopter</b>					
<b>Augusta Heli (AW139)</b>	50	\$50	\$30	~\$15	\$30/\$50
<b>Bell 206 (Heli)</b>					
<b>Bell 407 (Heli)</b>					
<b>Bell 429 (Heli)</b>					
<b>Bell 430 (Heli)</b>					
<b>Dauphin (Heli)</b>					
<b>Heli Sikorsky S64</b>					
<b>Heli Sikorsky S76</b>					
<p>*Crew car is available at the discretion of the front desk but priority goes to profit generating customers.</p> <p>After Hours / Call Out: \$150/hour, \$100/hour for Single Piston</p> <p>De-ICE: TBD</p> <p>GPU: \$75 for hookup and first hour \$75 per Hour thereafter</p> <p>LAV: \$75</p> <p>Piston Plug-in: TBD</p> <p>Catering: TBD</p>					



## Auburn – Lewiston Municipal Airport Board Meeting Information Sheet

**Board Workshop or Meeting Date:** July 11, 2024

**Author:** Jonathan P. LaBonte, Airport Director

**Subject:** FY2025 Capital Projects Change Request

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**Information:** The Airport annually submits to the two sponsors (Cities of Auburn and Lewiston) a capital program including current fiscal year requests. We have been slowly rebuilding the long term capital planning efforts at the Airport and intend, with the help of the Airport Master Plan Update and MaineDOT-funded pavement assessment, to have a full five year CIP for the FY2026 budget process. In the meantime, it is recommended that we focus on continuing to deliver on investments that improve the Airport's operations and financial position. This agenda item seeks Board of Directors support to approach both cities for a re-allocation of previously approved capital projects.

The two projects currently funded by the cities that are not to be pursued are the Hangar #2 Door Repair (\$75,000 per city) and the Hangar #2 Roof Repair (\$30,000 – Lewiston, Auburn funding was blended with other projects).

The Airport currently is operating under a joint development agreement with Fielding Properties LLC for their development of a box hangar site next to the Cold Storage Hangar off Flight Line Drive. This agreement allowed the airport to co-invest to secure three additional, pre-approved, pre-permitted box hangar sites to list for lease. To prepare to move to construction as the planning process concludes, I would request that both cities re-allocate funding for the expansion of the apron in front of the Cold Storage Hangar. It would be my intention to leverage the pavement funding from both cities in FY25 to reconstruct the apron in front of Cold Storage at the same time and achieve some economies of scale.

With funding remaining from the re-allocation, I would request Board authorization to secure a new (or new to the Airport) Operations truck. The current 2007 truck cannot secure a sticker and leaves Airport staff needing to use personal vehicles to trailer equipment to vendors or to secure parts/supplies off-site. We are also limited in bringing guests/customers to different areas of the Airport given the condition of this truck. Unlike in previous years, there is strong confidence in the care given to our equipment by our maintenance team, and investing in a quality truck for their use is a priority.

In advance of FY2026, we should have completed or have awarded contracts for the outstanding CIP (through FY2024) items and will prioritize reallocation of any unexpended capital dollars before requesting additional.

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**Airport Financial Impacts:** Approximately \$210,000 in total, between both sponsors, re-allocated for apron expansion for new private hangars and a replacement operations truck

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**Recommended Action:** Authorize the Airport Director to request a re-allocation of capital from both cities

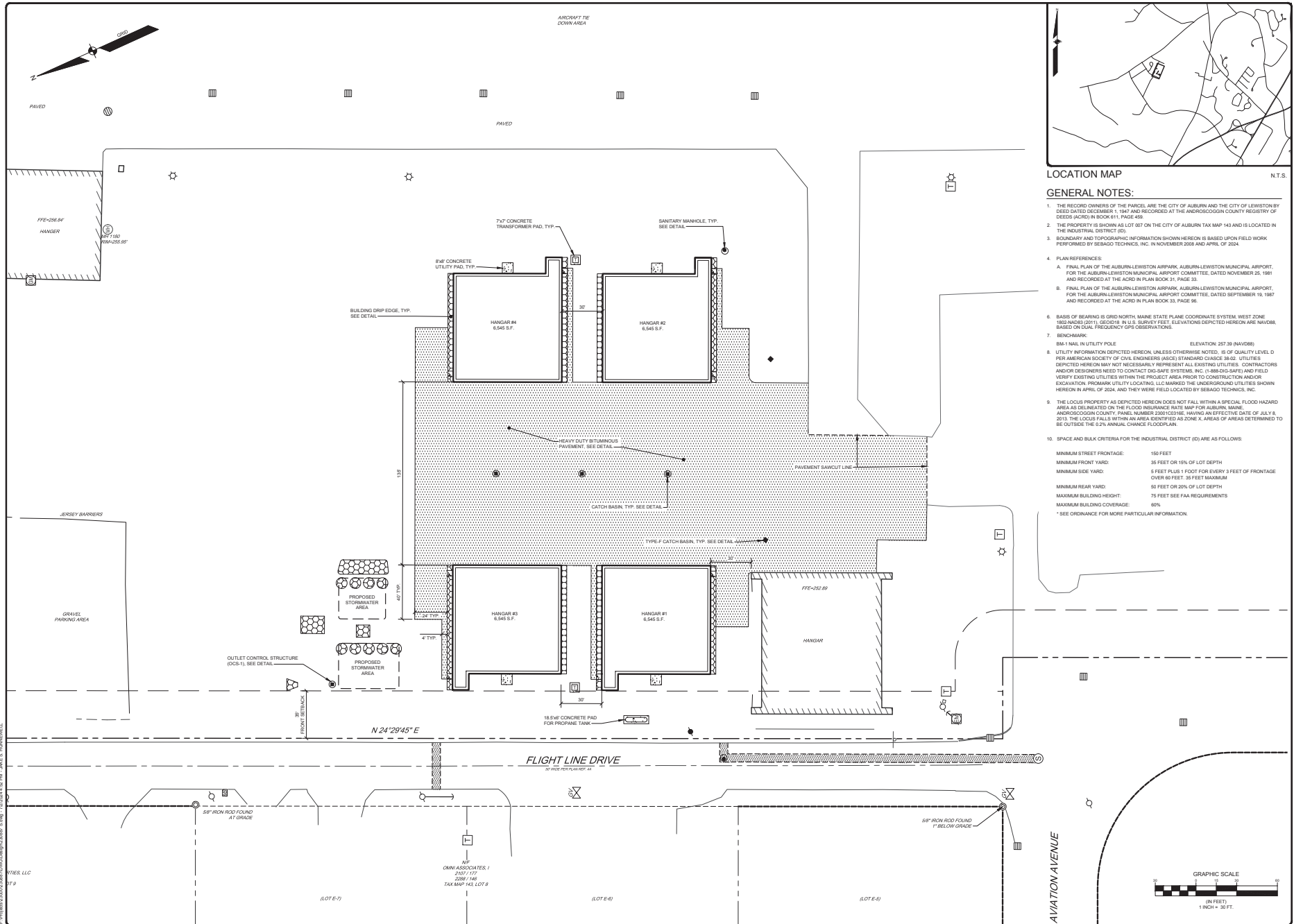
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**Previous Meetings and History:**

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**Attachments:**

Draft Site Plan for Private Box Hangars



LOCATION MAP N.T.S.

**GENERAL NOTES:**

- THE RECORD OWNERS OF THE PARCEL ARE THE CITY OF AUBURN AND THE CITY OF LEWISTON BY DEED DATED DECEMBER 1, 1947 AND RECORDED AT THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS ACRO IN BOOK 811, PAGE 459.
- THE PROPERTY IS SHOWN AS LOT 007 ON THE CITY OF AUBURN TAX MAP 143 AND IS LOCATED IN THE INDUSTRIAL DISTRICT (ID).
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREIN IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICAL, INC. IN NOVEMBER 2008 AND APRIL OF 2024.
- PLAN REFERENCES:
  - FINAL PLAN OF THE AUBURN-LEWISTON AIRPARK, AUBURN-LEWISTON MUNICIPAL AIRPORT, FOR THE AUBURN-LEWISTON MUNICIPAL AIRPORT COMMITTEE, DATED NOVEMBER 26, 1981 AND RECORDED AT THE ACRO IN PLAN BOOK 31, PAGE 33.
  - FINAL PLAN OF THE AUBURN-LEWISTON AIRPARK, AUBURN-LEWISTON MUNICIPAL AIRPORT, FOR THE AUBURN-LEWISTON MUNICIPAL AIRPORT COMMITTEE, DATED SEPTEMBER 19, 1987 AND RECORDED AT THE ACRO IN PLAN BOOK 33, PAGE 96.
- BASIS OF BEARING IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1820NAD83 (2011), GEODESIC IN U.S. SURVEY FEET. ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON QUILT, FREQUENTLY GPS OBSERVATIONS.
- BENCHMARK:
  - BM-1 NAIL IN UTILITY POLE ELEVATION: 257.39 (NAV08)
- UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CHANCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION. PROGRAM UTILITY LOCATING, LLC MARKED THE UNDERGROUND UTILITIES SHOWN HEREIN IN APRIL OF 2024, AND THEY WERE FIELD LOCATED BY SEBAGO TECHNICAL, INC.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR AUBURN, MAINE, ANDROSCOGGIN COUNTY, PANEL NUMBER 2301-0318E, HAVING AN EFFECTIVE DATE OF JULY 8, 2015. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS OF AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
- SPACE AND BULK CRITERIA FOR THE INDUSTRIAL DISTRICT (ID) ARE AS FOLLOWS:
  - MINIMUM STREET FRONTAGE: 150 FEET
  - MINIMUM FRONT YARD: 35 FEET OR 15% OF LOT DEPTH
  - MINIMUM SIDE YARD: 5 FEET PLUS 1 FOOT FOR EVERY 3 FEET OF FRONTAGE OVER 60 FEET, 35 FEET MAXIMUM
  - MINIMUM REAR YARD: 50 FEET OR 20% OF LOT DEPTH
  - MAXIMUM BUILDING HEIGHT: 75 FEET SEE FAA REQUIREMENTS
  - MAXIMUM BUILDING COVERAGE: 60%

PROGRESS PRINT

NOT FOR CONSTRUCTION

A.	LOG	DATE	STATUS

**SEBAGO**  
 TECHNICAL, INC.  
 1000 PARKWAY, SUITE 100  
 AUBURN, MAINE 04210  
 South Portland, Bangor, Scarborough and Biddeford

**SITE PLAN**  
 OF  
**AUBURN-LEWISTON MUNICIPAL AIRPORT HANGARS**  
 BY WHITE HANGAR DRIVE  
 FOR  
**BILL FIELDING**  
 430 US ROUTE ONE  
 ANDROSCOGGIN COUNTY, ME 04274

DESIGNED	JBP
DRAWN	RGL
CHECKED	JGL
DATE	04-22-2024
SCALE	1" = 30'
PROJECT	230867

SHEET 4 OF 10