

MAINE STATE LEGISLATURE

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MAINE
LEGISLATIVE RESEARCH
COMMITTEE

REPORT
TO
NINETY-NINTH LEGISLATURE



STATE NEEDS FOR AIRPORTS

PUBLICATION NO. 99-2

JANUARY, 1959

MAINE
LEGISLATIVE RESEARCH
COMMITTEE

1957-1958

STATE OF MAINE

SUMMARY REPORT

to

NINETY-NINTH LEGISLATURE

LEGISLATIVE RESEARCH COMMITTEE

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Samuel H. Slosberg, Gardiner

Assistant Director:

Samuel S. Silsby, Jr., Augusta

January, 1959

To Members of the 99th Legislature:

The State Aeronautics Commission, by chapter 69 of the Resolves of 1957 was authorized to determine state needs for airports and to submit its report to the Legislative Research Committee. The Committee is pleased to submit herewith the final report of the State Aeronautics Commission.

It is the hope of the Committee that the information contained herein will be useful to the members of the 99th Legislature.

Respectfully submitted,

LEGISLATIVE RESEARCH COMMITTEE

By
Rodney E. Ross, Jr., Chairman

To Legislative Research Committee:

The Maine Aeronautics Commission hereby submits a report of its study of conditions and needs of airports within the State for the purpose of facilitating the development and coordination of overall long-range state and municipal airport improvement programs, pursuant to Resolves, 1957, chapter 69 which directed that a report of a study be prepared and submitted to the Legislative Research Committee.

STATE NEEDS FOR AIRPORTS Chapter 69 Resolves 1957

RESOLVE, Authorizing Aeronautics Commission to Determine
State Needs for Airports.

General study of State needs for airports; directed.

Resolved: That the Aeronautics Commission be, and hereby is, authorized and directed to make a study of conditions and needs of airports within the State for the purpose of facilitating the development and coordination of overall, long-range state and municipal airport improvement programs; that said study shall evaluate the policies and programs of the State and municipalities in relation to their effectiveness in meeting the aviation needs of the State and with regard to aviation planning in the New England States; that the study shall include, but not be limited to, determination and appraisal of conditions and needs relative to organization, administration, financing, federal aid, safety, construction, locations and other such matters consistent with the progressive technological and economic development of aviation in this State; and that said study shall present in addition, such relevant facts and materials as shall aid in determining and allocating municipal airport improvement priorities among municipalities under such long-range improvement programs; and be it further

Resolved: That a report, or reports, of the study be prepared, including the recommendations made and the reasons therefor, and that said report or reports be delivered to the Legislative Research Committee; and be it further

Resolved: That said Committee shall reproduce the same in suitable form and distribute copies thereof to the members of the Ninety-ninth Legislature.

STATE AIRPORT PLAN - 1959

An attempt has been made by preparing a State Airport Plan to forecast long-range needs of airports in the State.

In carrying out its obligations to the public, to the Air Transportation Industry, to general aviation and to the airline passengers and others using the airports of the State of Maine, the Maine Aeronautics Commission, together with Federal Agencies and municipalities, has already committed a substantial investment of public funds in its airport development program. Still further, investments will periodically be required to keep abreast of the growth of this great market and to assure the provisions of adequate terminal and ground traffic facilities to meet the demand of the future.

The 1959 State Airport Plan shows that new airports and improvements to existing airports are required within the present planning period at certain locations if the current and future needs of civil aviation are to be met.

Each location listed herein is justified as necessary to meet the needs of air commerce and general aviation. Only existing and proposed airports serving communities which have a substantial aeronautical requirement and which require airport development within the period, are covered by the plan. After careful screening of locations for their need of further development, this list of 50 places has been compiled.

Aeronautical Necessity Code:

The reasoning behind the inclusion of each airport in the 1959 State Plan is indicated by the Aeronautical Necessity Code used by the Civil Aeronautics Administration and modified to suit the State of Maine. Code numbers 10-18 (National Airport Plan) are used for airports for air commerce. Code numbers 20-29 (National Airport Plan) are used for airports for general aviation. Only those code numbers pertinent to the State of Maine are listed.

AIRPORTS FOR AIR COMMERCE

Code

<u>No.</u>	<u>Definition</u>	<u>No. of Airports</u>
10	Permanent Civil Aeronautics Board Certificate. The domestic traffic volume at the airport qualifies the community for an airport of the service type indicated.	8
13	Permanent Civil Aeronautics Board certificate. The potential rather than the actual air carrier traffic volume, justifies the required service type.	3
15	Permanent Civil Aeronautics Board Certificate. The air carrier route structure and/or equipment requires the indicated airport service type.	1
17	The airport service type is justified because it is needed as a provisional air carrier airport.	2
TOTAL AIR COMMERCE AIRPORTS		<hr/> 14

AIRPORTS FOR GENERAL AVIATION

Code

<u>No.</u>	<u>Definition</u>	<u>No. of Airports</u>
20	The airport is attended daily during normal working hours by an aircraft service operation based at the airport and offering, as a minimum service, the sale of aircraft fuel.	9
21	There are ten or more airworthy aircraft based in the community and the nearby area, and the airport serves or will serve the primary airport needs of the aircraft as a base for repairs and service.	3
22	Lack of adequate airport facilities is the primary factor in retarding the airworthy aircraft population of the community and a sufficient number of aircraft would be based in the community, or a high degree of use would be made, if adequate airport facilities existed.	10
23	The airport has extensive traffic during a protracted seasonal period.	3
24	The community has needs not measurable by the number of based aircraft, where the work functions of aircraft are ones in which the airplane performs a useful task and the degree of use by agricultural, commercial, industrial, executive, charter, corporate, instructional, personal flying, small irregular carriers, etc., existing or forecast, is economically important to the community.	6
25	The community is isolated, at least during certain periods, and one in which an airport is justified on the basis that it is required to permit the delivery of food and supplies or serves in lieu of other transportation media.	1

AIRPORTS FOR GENERAL AVIATION

Code

<u>No.</u>	<u>Definition</u>	<u>No. of Airports</u>
28	An emergency field to serve general aviation is needed in the community because of terrain or weather conditions along established well-travelled routes.	3
TOTAL GENERAL AVIATION AIRPORTS		35
TOTAL AIR COMMERCE AIRPORTS		14
SEAPLANE FACILITIES		<u>1</u>
TOTAL		50

E X P L A N A T O R Y N O T E S

(A) Aeronautical Necessity Code: The code indicates the reason for inclusion of the facility in the 1959 State Plan.

(B) Service Type -

Airports for Air Commerce

Those facilities necessary for the use of common carriers engaged in air transportation, i.e., scheduled and large irregular carriers.

Airports for General Aviation:

Those facilities necessary to serve the needs of civil air transportation other than air carrier, i.e., agricultural, commercial, industrial, executive, charter, corporate, small irregular carriers, instructional, personal flying, etc.

Service Type - Existing:

O - New site - site selected
 N - New site - site not selected
 U - Undecided between a new site and an existing airport
 S - Secondary....below 3,000'*
 F - Feeder 3,001- 3,500'*
 **L - Local 6,000'*
 C - Continental.. 7,500'*
 I - Intercont'l.. 10,500'*
 H - Heliport
 SB - Seaplane facility

E X P L A N A T O R Y N O T E S

Service Type -
Required:

Secondary (S) through Intercontinental (I), same as above, together with Heliport (H) and Seaplane Facility (SB). These service types reflect the size of airport needed within the forecast period. The service type for all airports to serve General Aviation will have the prefix "G".

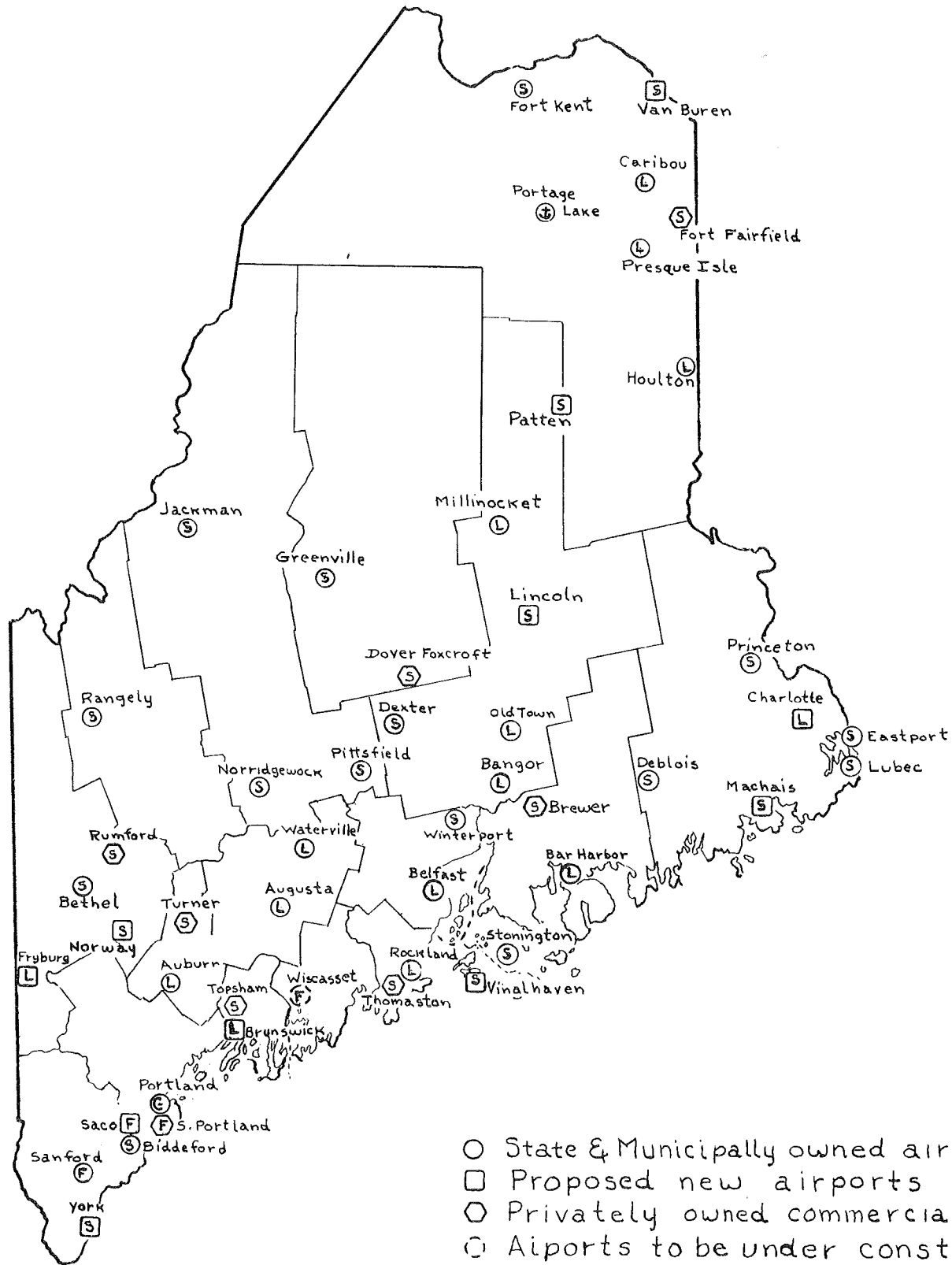
- * Runway Length. The runway lengths shown have been established for standard temperature plus 41 degrees Fahrenheit, sea level elevation and no gradient.

Runway length will be increased for airport elevation at the rate of seven per cent (7%) for each one thousand (1,000) feet of elevation above sea level. In the event of runway gradient, the runway length established for altitude will be increased at the rate of twenty per cent (20%) for each one per cent (1%) of effective runway gradient.

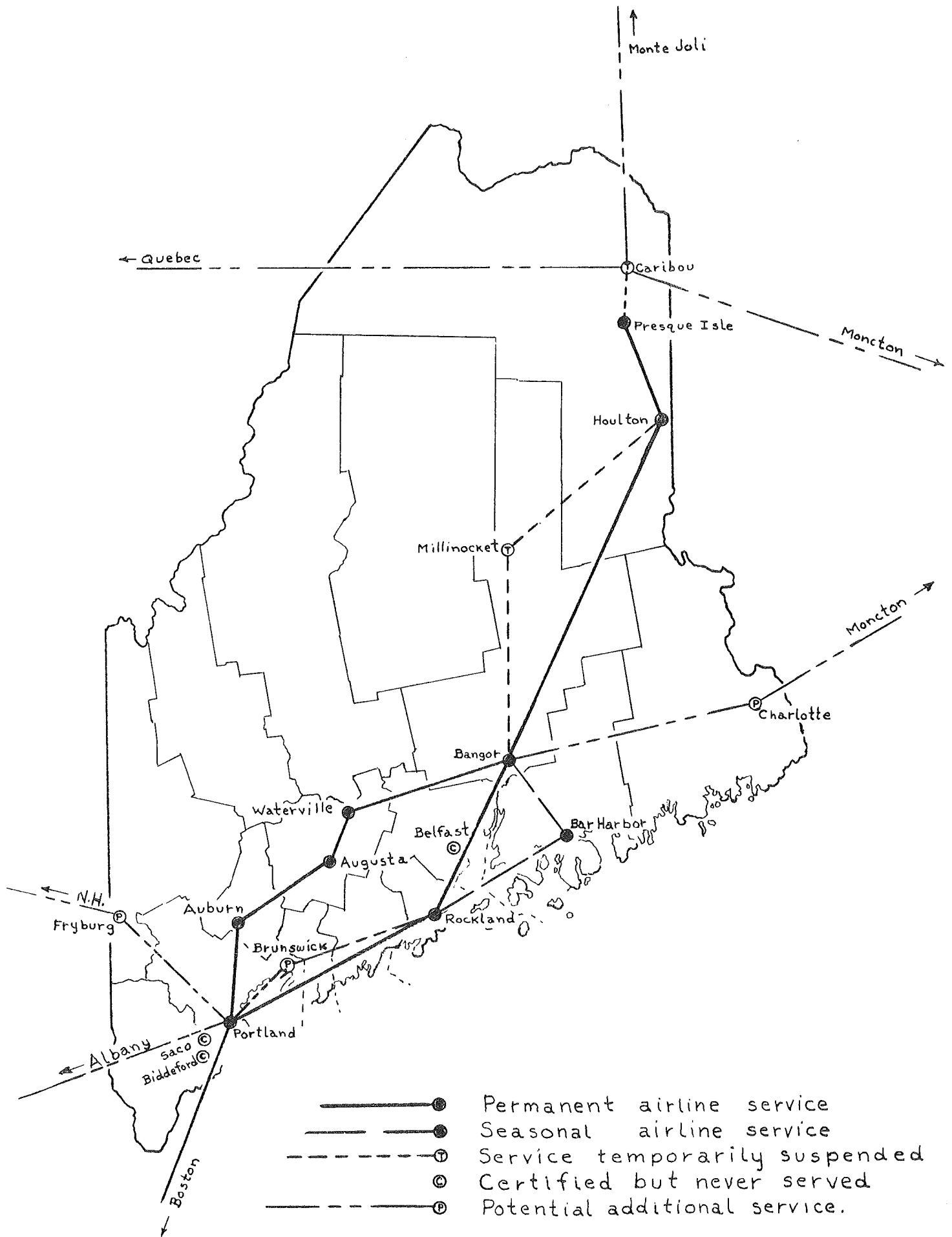
- ** Implementation of an Instrument Landing System requires a minimum runway length of 5,000 feet. Therefore, where an ILS is programmed and the corrected length of the runway to be instrumented is less than 5,000 feet, extension of such runway to an actual length not to exceed 5,000 feet will be eligible for participation under the Federal-aid Airport Program.

Two State maps are included in this Plan to depict the general location and size of airports listed for air commerce and general aviation. The name of the location is adjacent to a symbol which indicates the required service type needed, within the forecast period, to satisfy the aeronautical needs of that location. Projects listed can be selected in accordance with priority criteria as determined by the Maine Aeronautics Commission.

CITY	AIRPORT NAME	Aeronautical Necessity Code	SERVICE TYPES			
			Airports for Air Commerce		Airports for General Aviation	
			Exist- ing	Requir- ed	Exist- ing	Requir- ed
Auburn-Lewiston	Municipal	10	L	L		
Augusta	State	10	L	L		
Bangor	Dow AFB	10	I	L		
Bar Harbor	Municipal	10	L	L		
Belfast	Municipal	13	L	L		
Bethel	Municipal	22			S	GS
Biddeford	Municipal	24			S	GS
Brewer	Brewer	20			S	GS
Brunswick	N.A.S.	24			C	GL
Caribou	Municipal	17	L	L		
Charlotte		17	N	L		
Deblois	State	28			L	GS
Dexter	Municipal	20			S	GS
Dover-Foxcroft	Pinecrest Field	20			S	GS
Eastport	Municipal	24			S	GS
Fort Fairfield	P & M Flying Service	20			S	GS
Fort Kent	Municipal	24			S	GS
Fryeburg		13	N	L		
Greenville	Municipal	20			S	GS
Houlton	Municipal	10	T	L		
Jackman	Newton	23			S	GS
Lincoln		22			N	GS
Lubec	Municipal	24			S	GS
Machias		22			N	GS
Millinocket	Municipal	13	T	L		
Norridgewock	Municipal	28			L	GS
Norway		22			N	GS
Old Town	Municipal	21			L	GL
Patten		22			U	GS
Pittsfield	Municipal	20			L	GF
Portland	Municipal	15	T	C		
Presque Isle	Presque Isle AFB	10	C	L		
Princeton	Municipal	23			L	GS
Rangeley	Municipal	23			S	GS
Rockland	Municipal	10	L	L		
Rumford		24			U	GS
Saco		22			O	GF
Sanford	Municipal	20			C	GF
South Portland	Port-of-Maine	21			S	GF
Stonington	Municipal	22			S	GS
Thomaston	Thomaston	20			S	GS
Topsham	Topsham	20			S	GS
Turner	Twitchell's	21			S	GS
Van Buren		22			N	GS
Vinalhaven		25			N	GS
Waterville	La Fleur	10	L	L		
Winterport	Municipal	28			L	GS
Wiscasset	Municipal	22			O	GF
York		22			N	GS
Portage Lake	Municipal	20			SB	SB



- State & Municipally owned airports
- Proposed new airports
- Privately owned commercial airports
- Airports to be under construction in 1959.



COST ESTIMATES FOR IMPROVEMENTS
TO EXISTING AND PROPOSED
AIR COMMERCE AIRPORTS

Auburn-Lewiston:

Extension of Runway 4-22, 626' to 5000'	\$ 74,000.	
Land acquisition - N & S end - Runway 4-22	30,000.	
Repair north end Runway 17-35	33,200.	
New taxiways	236,200.	
Repair & seal Runways 4-22 & 17-35	<u>26,600.</u>	400,000.

Augusta:

Extension of Runway 17-35, 797' to 5000'	666,000.	
Land acquisition	10,000.	
New taxiways	200,000.	
Ramp extension	42,000.	
New terminal building and associated facilities	<u>200,000.</u>	1,118,000.

Bangor:

New terminal building and associated facilities	<u>200,000.</u>	200,000.
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Bar Harbor:

Extension of Runway 4-22, 500' to 5000'	49,700.	
Land acquisition	5,000.	
New taxiways	148,000.	
Repair and seal Runways 4-22 & 17-35 and existing ramp	30,000.	
New terminal building and associated facilities	120,000.	
New apron	<u>42,000.</u>	394,700.

*Belfast:

Extension of Runway 15-33, 500' to 4500'	49,700.	
Repair and seal Runway 15-33	14,000.	
New apron	42,000.	
Auto parking area	15,000.	
Land acquisition	<u>100,000.</u>	220,700.

*Caribou:

Extension N-S Runway, 2000' to 5000'	164,000.	
Land acquisition	150,000.	
Repair and seal N-S & E-W Runways	22,800.	
New terminal building and associated facilities	120,000.	
New taxiways	<u>222,000.</u>	678,800.

* Existing airports not presently being served by air carrier.

****Charlotte:**

New 4500' Runway	\$ 370,000.	
New taxiways	167,000.	
New terminal building and associated facilities	120,000.	
Land acquisition	<u>25,000.</u>	\$ 682,000.

****Fryeburg:**

New 4500' Runway	370,000.	
New taxiways	167,000.	
New terminal building and associated facilities	120,000.	
Land acquisition	<u>40,000.</u>	697,000.

Houlton:

Reconstruct apron	11,200.	
Reconstruct taxiways to south end of Runway 5-23	<u>52,000.</u>	63,200.

Millinocket:

Repair and seal Runways 11-29 & 16-34	35,000.	
Land acquisition	10,000.	
Lighting Runway 11-29	15,000.	
New terminal building and associated facilities	<u>120,000.</u>	180,000.

Portland:

Extend E-W Runway, 2000' to 7000'	256,000.	
New taxiways - E-W Runway	290,600.	
Raise grade at north end of N-S Runway	168,000.	
New taxiways - N-S Runway	173,400.	
Repave portions of Runways 15-33 & 11-28 for taxiways	50,000.	
New terminal building and associated facilities	<u>1,332,000.</u>	2,270,000.

Presque Isle:

Refer to Caribou

Rockland:

Extend Runway 17-35, 500' to 5000'	45,500.	
Land acquisition	25,000.	
Ramp area extension	42,000.	
Terminal building addition	80,000.	
New taxiways	<u>130,000.</u>	322,500.

**Proposed new airports, providing air carrier service is justified in the areas.

Waterville:

Extend Runway 5-23, 1000' to 5000'	\$ 73,000.	
Reconstruct existing Runway 5-23 to remove hump	292,000.	
Land acquisition	10,000.	
New terminal building and associated facilities	120,000.	
New taxiways	<u>185,000.</u>	680,000.

TOTAL AIRPORTS - AIR COMMERCE

\$7,906,900.

COST ESTIMATES
TO GENERAL AVIATION AIRPORTS

Bethel:

Land acquisition	\$ 15,000.	
Widen and extend landing strip to 2000'	<u>20,000.</u>	35,000.

*Biddeford:

Land acquisition for approaches	10,000.	
Regrade and improve one runway	66,000.	
New lighting	12,000.	
New apron	<u>18,000.</u>	106,000.

Brewer:

New site	<u>60,000.</u>	60,000.
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Brunswick:

No work planned in next four years

Deblois:

No work planned in next four years

Dexter:

Repair and seal existing runway	25,000.	25,000.
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Dover-Foxcroft:

Extend, widen and improve landing strip	35,000.	
Land acquisition	<u>15,000.</u>	50,000.

Eastport:

Lighting one runway	12,000.	
New apron	<u>11,200.</u>	23,200.

* One airport to serve the Biddeford-Saco area.

<u>Fort Fairfield:</u>		
Extend and widen existing strip, 675' to 2500'	\$ 23,800.	
Land acquisition	<u>15,000.</u>	\$ 38,800.
<u>Fort Kent:</u>		
No work planned in next four years		
<u>Greenville:</u>		
Repair and seal N-S Runway	10,500.	
Road relocation	7,500.	
Lighting - N-S Runway	<u>12,000.</u>	30,000.
<u>Jackman:</u>		
Land acquisition	5,000.	
Clearing	800.	
Drainage	<u>5,000.</u>	10,800.
<u>Lincoln:</u>		
New airport	45,000.	
Land acquisition	<u>15,000.</u>	60,000.
<u>Lubec:</u>		
Extend and widen existing strip to 3000'	20,000.	
Land acquisition	15,000.	
Lighting	<u>12,000.</u>	47,000.
<u>Machias:</u>		
New airport - Turf strip 2000'	35,000.	
Land acquisition	<u>15,000.</u>	50,000.
<u>Norridgewock:</u>		
No work planned in next four years		
<u>Norway-Paris:</u>		
New airport	45,000.	
Land acquisition	<u>20,000.</u>	65,000.
<u>Old Town:</u>		
Extend Runway 4-22, 1000' to 5000'	93,000.	
New taxiways	185,000.	
Land acquisition	10,000.	
Access road and Route 43 relocation	52,000.	
New apron	42,000.	
Repair and seal Runway 4-22	<u>25,000.</u>	407,000.

<u>Patten:</u>		
New airport	\$ 45,000.	
Land acquisition	<u>15,000.</u>	\$ 60,000.
<u>Pittsfield:</u>		
Land acquisition	40,000.	
Access road	8,000.	
New apron	36,000.	
Lighting Runway 9-27	<u>16,000.</u>	100,000.
<u>Princeton:</u>		
Land acquisition	3,000.	
Repair and seal one runway	14,000.	
Lighting one runway	<u>12,000.</u>	29,000.
<u>Rangeley:</u>		
Land acquisition	2,000.	
Extend and widen existing strip, 700' to 3000' (Includes paving)	27,500.	
Pave existing 2300' of runway	55,200.	
New apron	18,000.	
Auto parking area	4,000.	
Lighting one runway	<u>12,000.</u>	118,700.
<u>Rumford:</u>		
Land acquisition	15,000.	
New 3000' landing strip	73,000.	
Lighting strip	<u>12,000.</u>	100,000.
<u>*Saco:</u>		
Land acquisition	15,000.	
New 3000' lighted and paved runway	189,000.	
New apron	<u>18,000.</u>	222,000.
<u>Sanford:</u>		
Repair and seal two runways	40,000.	
Repair drainage	5,000.	
Lighting one runway	<u>15,000.</u>	60,000.
<u>Stonington:</u>		
Land acquisition	5,000.	
Widen and extend existing strip, 500' to 2000'	<u>10,000.</u>	15,000.

* One airport to serve the Biddeford-Saco area.

<u>Van Buren:</u>		
Land acquisition	\$ 15,000.	
New 2000' landing strip	<u>31,000.</u>	\$ 46,000.
<u>Vinalhaven:</u>		
Land acquisition	15,000.	
New 2000' landing strip	<u>31,000.</u>	46,000.
<u>Winterport:</u>		
No work planned in next four years		
<u>Wiscasset:</u>		
Land acquisition	17,500.	
Extend landing strip, 900' to 3500'	16,500.	
Pave 3500' runway	84,000.	
New apron	18,000.	
Lighting runway	<u>14,000.</u>	150,000.
<u>York:</u>		
Land acquisition	15,000.	
New 2500' landing strip	45,000.	
New apron	2,000.	
Access road and auto parking area	<u>5,000.</u>	67,000.
TOTAL AIRPORTS - GENERAL AVIATION		\$2,021,500.
TOTAL AIRPORTS - AIR COMMERCE		<u>7,906,900.</u>
GRAND TOTAL		\$9,928,400.

If all projects were declared eligible under the Federal Aid Airport Program, the following breakdown would prevail:

AIRPORTS - GENERAL AVIATION

Local Sponsorship - 25%	\$ 505,375.	
State Sponsorship - 25%	505,375.	
Federal Government- 50%	<u>1,010,750.</u>	\$2,021,500.

STATE AIRPORT - AIR COMMERCE

State (Augusta State) 50%	559,000.	
Federal Government - 50%	<u>559,000.</u>	1,118,000.

MUNICIPAL AIRPORTS - AIR COMMERCE

Local Sponsorship - 25%	1,127,600.	
State Sponsorship - 25%	1,127,600.	
Federal Government- 50%	<u>2,255,200.</u>	4,510,400.

PROPOSED NEW AND EXISTING AIRPORTS
FOR AIR COMMERCE

Local Sponsorship - 25%	569,625.	
State Sponsorship - 25%	569,625.	
Federal Government- 50%	<u>1,139,250.</u>	<u>2,278,500.</u>

GRAND TOTAL		9,928,400.
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RECOMMENDATIONS

It is the feeling of the Commission that under the present system it is virtually unable to assign priorities in airport improvement in that the municipalities must have matching funds and in numerous cases find it difficult to allocate sufficient funds from their budgets. Those few that are able to allocate funds can readily be matched by both State and Federal Government.

Therefore, it is recommended that Chapter 24 of the Maine Statutes Relating to Aeronautics, Section 20, Airport Construction Fund, Paragraph II, State Aid, (P.L. 1955, c. 372) be amended to increase State Aid from fifty per cent (50%) to seventy-five per cent (75%) in those instances when Federal Aid is not available.

The Commission recommends that a thorough study be made of the possibility that the State own and operate all airports within the State which are used for scheduled air carrier operations. Air carrier operation creates special requirements for runways, ramp areas, lighting, parking and terminal facilities, which impose an unreasonable burden on the cities. Airports are expensive to build and operate and the cost is a very large drain on city finances, even when a city's contribution is based on the 25% city, 25% State and 50% Federal participation.

An airport brings direct benefit to its city. It, nevertheless, brings direct benefit to a much wider area outside the city limits. Portland Municipal Airport is an outstanding example. It is most important to Portland, but it is of very great importance to surrounding cities like Westbrook and South Portland. It serves Cumberland County, portions of Oxford, Sagadahoc and York Counties and is the

key airport in Maine's airline route structure, so why should Portland alone assume the burden for new construction, maintenance and operation?

Air carrier airports serve the entire population of the State of Maine; thus, it is felt that these airports should be purchased by the State at a token price and operated with State funds. Operation of airports would be more efficient if centralized within the Maine Aeronautics Commission. In some states, airports are owned and operated by counties. This demands a type of county government which does not exist in Maine. City ownership and operation in Maine has obvious drawbacks. State ownership and operation seems to offer the best opportunity to "keep up with air age" and we recommend it.

The Federal Aid Airport Act came into being primarily to develop a national system of airports. The State of Maine should obligate itself to a well-rounded State system of airports.

We propose that the State own and operate Auburn-Lewiston, Bar Harbor, Houlton, Millinocket, Portland, Rockland and Waterville Municipal Airports. We also propose that if and when air carriers start using additional airports, the State be prepared to own and operate them. In the event that the Armed Forces cease to operate Brunswick,

Dow, Presque Isle and Loring, the State should consider purchasing and operating any of these airports which remain or become air carrier airports.

Based on the above recommendations, estimated improvement costs to air carrier airports would be as follows:

State Sponsorship - 50%	\$2,814,200.	
Federal Government- 50%	<u>2,814,200.</u>	
TOTAL		\$5,628,400.

We feel very strongly that the State School should be entirely removed from the immediate area of Portland Municipal Airport. Such removal would eliminate a serious hazard to aviation safety and to the safety of the occupants and staff of the State School. Logical development of the airport suggests extension of the north-south runway in a southerly direction through the area now occupied by the School. Maintenance of the School in its present location would continue a hazard to aircraft and school personnel which is inconsistent with good logic and humanity. The Maine Aeronautics Commission wishes to put itself on record as having called to the attention of the Maine Legislature that maintenance of the State School in its present

location is tantamount to ignoring possible threat to the lives of air passengers and school personnel, and to crippling future development of the existing airport.

Respectfully yours,

s/ Gridley W. Tarbell
Gridley W. Tarbell, Chairman
Maine Aeronautics Commission

s/ Newman B. Doyle
Newman B. Doyle, Member

s/ Harry J. Perry
Harry J. Perry, Member

s/ Milton V. Smith
Milton V. Smith, Member

s/ Roger C. Williams
Roger C. Williams, Member

December 1, 1958