

## Section 7 – Facilities Implementation Plan

### GENERAL

This Section provides a summary description of the recommended improvements and associated costs. The schedule of improvements depends, in large part, on the levels of demand that trigger the need for expansion of existing facilities. The phasing discussion that follows is based on best observations at the time this plan was prepared.

### PHASING

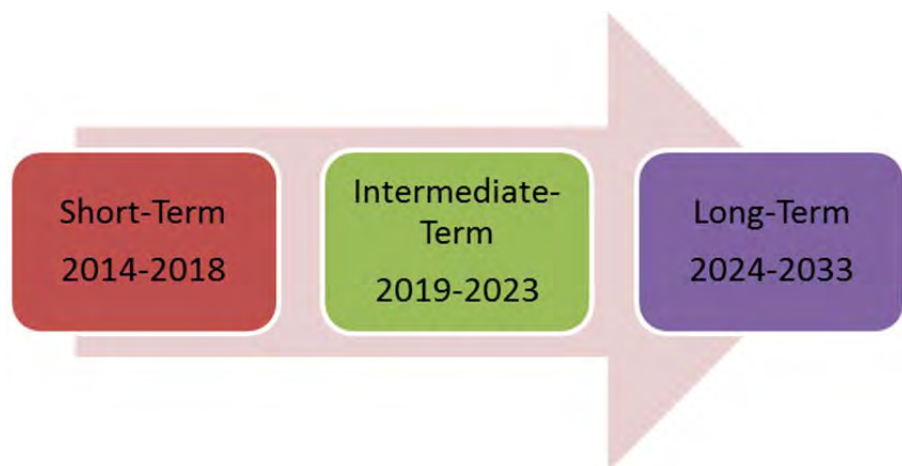
Schedules of proposed development at Wiscasset Municipal Airport resulting from recommendations proposed previously in this AMPU and estimates of development costs are discussed in this section. Development items are listed by three periods: short term (zero to five years), intermediate term (six to 10 years), and long term (11 to 20 years).

The short term identifies those projects needed at the airport to satisfy existing demand and to correct any safety deficiencies. The intermediate and long terms identify projects needed to satisfy forecasted future demand

levels and act as a “catch-all” for those projects that could not be funded in the short term or whose demand was not realized. It is not recommended that facilities in the intermediate and long terms be designed or constructed until the anticipated demand level develops.

Intermediate- and long-term demands may not occur exactly as the schedule indicates, which may impact the development timetable. Although each period has a designated length, projects identified for one period may overlap with another as demand and funding warrant. It is important to note that this list is dynamic in nature, meaning the order in which projects appear may change for a number of reasons, including a change in airport demand, funding availability, and political disposition. In other words, the town should be prepared to make adjustments as necessary.

The following discussion represents the priority of projects at this time, broken down into the short, intermediate, and long terms.



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***SHORT TERM***

The most significant project facing the airport is the mitigation of obstructions to the airport's protected airspace, with an urgent emphasis on the approach surfaces to both runway ends. An environmental assessment was completed in September 2014<sup>14</sup> with the issuance by the FAA of a Finding of No Significant Impacts (FONSI) and the next step will be the acquisition of aviation easements in order to remove vegetative obstructions to the 20:1 FAR Part 77, TERPS, and threshold siting surfaces. This project is needed in order to correct existing safety deficiencies.

As noted in Section 4, a portion of Chewonki Campground is located within the RPZ and is considered by the FAA to be an incompatible land use due to the safety issues to both pilots and passengers and people on the ground at the campground. This is considered to be an existing safety deficiency that will need to be further evaluated by the FAA.

Runway 7-25 will need to be reconstructed within the short term and was included in the current CIP for the airport in 2014; however, the FAA will not fund this project until obstructions in the approach surfaces are clear. The runway edge lights will be replaced as part of this project, and it is recommended that the lights be LED (wired) or solar LED.

Hangar development is recommended in all planning phases that will occur consistent with demand. This report has identified space to accommodate future hangar development.

***INTERMEDIATE TERM***

The automobile parking is recommended to be expanded in the intermediate term due to a shortage of automobile parking spaces. The existing septic system will need to be relocated in order to allow the expansion of automobile parking. Approximately 250,000 sf. of pavement is needed for the expansion of automobile parking.

Hangar development is recommended in all planning phases that will occur consistent with demand. This report has identified space to accommodate future hangar development.

***LONG TERM***

It is recommended that three parcels of land be acquired if the opportunity becomes available in order to accommodate further landside development. These parcels include Tax Map U20, Lots 2 and 3 and Tax Map U21, Lot 9A.

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<sup>14</sup> AIP Project No. 3-23-0049-016-2013.

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The ASOS may need to be relocated in the long term as its existing location does not permit consistent and accurate wind measurement. This project will require FAA and the National Weather Service confirmation that the ASOS needs to be relocated.

An area to the east of the runway has been reserved for aviation development as needed in the long term and can be used for further hangar development as demand warrants.

## **COST ESTIMATES**

Project cost estimates developed herein are based on construction costs of airport-development projects that were recommended in Section 4 and further refined in Section 5. In addition to construction costs, financial consideration was given to engineering and design, as well as construction items and contingencies not specifically enumerated.

After total project cost estimates were calculated, the respective amounts funded by federal, state, and local or private enterprises were determined based on federal funding-eligibility criteria. Under current legislation, the FAA funds 90 percent of eligible costs through its AIP; the remaining 10 percent is currently divided equally between the MaineDOT and the airport sponsor.

Table 7.1 identifies construction cost estimates based on current dollar values. It should be noted that these costs undoubtedly will rise in the future and will need to be refined once the projects are scheduled in the CIP for the airport.

## **FINANCIAL OVERVIEW**

As discussed in Section 2, Inventory of Existing Facilities, expenses for the airport include items such as grass cutting and snow removal and revenue includes the lease for the FBO, leases for land for hangars, fuel, and miscellaneous items. Although the airport is not currently a self-sustaining department within the town, it is considered a valuable resource to the community. As with any airport, one of its goals is to generate sufficient revenue to offset expenses. Accordingly, a plan to maximize revenue should be set in place.

**Table 7.1 - Financial Summary**

PROJECT	ESTIMATED COST	CONTINGENCIES & UNPROGRAMMED COSTS	TOTAL ESTIMATED COST	FAA FUNDING	MAINEDOT FUNDING	TOWN OF WISCASSET FUNDING	PRIVATE FUNDING
<b>SHORT TERM (2014-2018)</b>							
Prepare EA	45,000	9,000	54,000	48,600	2,700	2,700	0
Avigation Easement Acquisition	125,000	25,000	150,000	135,000	7,500	7,500	0
Remove Obstructions	250,000	50,000	300,000	270,000	15,000	15,000	0
Purchase New Snow Removal Equipment	300,000	60,000	360,000	324,000	18,000	18,000	0
Reconstruct Runway 7-25 with new edge lighting	1,000,000	200,000	1,200,000	1,080,000	60,000	60,000	0
Construct Runway 07 Paved Overrun	220,000	44,000	264,000	237,600	13,200	13,200	0
Install REILs Runway 7	50,000	10,000	60,000	54,000	3,000	3,000	0
Reconstruct Apron	275,000	55,000	330,000	297,000	16,500	16,500	0
Construct Hangars	420,000	84,000	504,000				504,000
<b>Total Short-Term Costs</b>	<b>\$1,965,000</b>	<b>\$393,000</b>	<b>\$2,358,000</b>	<b>\$1,668,600</b>	<b>\$92,700</b>	<b>\$92,700</b>	<b>\$504,000</b>
<b>INTERMEDIATE TERM (2019 - 2023)</b>							
Expand Automobile Parking	60,000	12,000	72,000	64,800	3,600	3,600	0
Construct New Fuel Farm	350,000	70,000	420,000	378,000	21,000	21,000	0
Construct Hangars	200,000	40,000	240,000				240,000
<b>Total Intermediate-Term Costs</b>	<b>\$410,000</b>	<b>\$82,000</b>	<b>\$492,000</b>	<b>\$442,800</b>	<b>\$24,600</b>	<b>\$24,600</b>	<b>\$240,000</b>
<b>LONG TERM (2024-2033)</b>							
Relocate ASOS	100,000	20,000	120,000	108,000	6,000	6,000	0
Land Acquisition (Tax Map U20, Lots 2 and 3 and Tax Map U21, Lot 9A)	800,000	160,000	960,000	864,000	48,000	48,000	0
Construct Hangars	100,000	20,000	120,000				120,000
Update Airport Master Plan & Prepare Electronic ALP	200,000	40,000	240,000	216,000	12,000	12,000	0
<b>Total Long-Term Costs</b>	<b>\$1,200,000</b>	<b>\$200,000</b>	<b>\$1,200,000</b>	<b>\$972,000</b>	<b>\$54,000</b>	<b>\$54,000</b>	<b>\$120,000</b>
<b>SUMMARY</b>							
Short Term (2014 - 2018)	1,965,000	393,000	2,358,000	1,668,600	92,700	92,700	504,000
Intermediate Term (2019 - 2023)	410,000	82,000	492,000	442,800	24,600	24,600	240,000
Long Term (2024 - 2033)	1,200,000	200,000	1,200,000	972,000	54,000	54,000	120,000
<b>TOTAL CAPITAL COSTS</b>	<b>\$3,575,000</b>	<b>\$675,000</b>	<b>\$4,050,000</b>	<b>\$3,083,400</b>	<b>\$171,300</b>	<b>\$171,300</b>	<b>\$864,000</b>

Amounts are in 2014 dollars  
 Source: Stantec Consulting Services Inc., analysis

## RECOMMENDATIONS

Based on observations during the development of this report and routine visits and site knowledge, Stantec offers several recommendations to the Town of Wiscasset and airport management.

1. Maintain a current master plan and ALP. Make written notes and changes to both and implement them in a timely manner.
2. The town should closely monitor airport activity and constantly review demand versus existing capacity to ensure the ACIP is synchronized to both. Planning a larger apron, or other major capital project normally takes several years.
3. Plan ahead fiscally to ensure projects are properly funded at least 1-2 years in advance of actual need. The revenue and expenses are considerably higher than similar airports based on the size, type, and location of the airport. This is primarily because the town manages fuel sales and leases public hangar space and rents floor space in the FBO/terminal building. The airport is a municipal facility similar to roads, highways, and schools that serve the public providing facilities and an infrastructure for the benefit to the community. An airport should contribute to the local tax base whenever possible through a revenue offset of its operating budget, including facilities such as hangars. As noted earlier in Section 2, KIWI does contribute to the town’s tax base through hangar assessment in the amount of about \$20,000 per year.
4. This report indicates that airport will need approximately 28 new hangars within the next 20 years. The town should ensure land lease rates remain competitive, have an inflation escalator clause, and are consistent with FAA policies on their term lengths. The proposed 28 additional hangars could potentially generate an additional \$12,000 per year in land lease revenue and another \$20,000 in taxes.
5. The town should consider long-term plans, beyond the next 20 years and in doing so should plan to acquire adjacent property when the opportunity presents itself.

Four lots have been identified on the ALP. These include the parcels listed in Table 7.2 and depicted on the ALP (see Appendix 2). The cost of acquiring these lots may be eligible for funding from the FAA and MaineDOT through the AIP program. The town should develop minimum standards for the airport. The town, as the airport sponsor of a federally obligated airport has agreed to make available the opportunity to engage in commercial aeronautical activities by persons, firms, or corporations that meet reasonable minimum

**Table 7.2 – Proposed Property Acquisition**

Map	Lot	Current Owner	Assessed Value
U20	3	Shea, Charles & Faye	\$129,300
U20	2	Williams, Stephen	\$102,600
U21	9A	Boothbay Region Boatyard	\$282,100
U21	7	Reed, Allen & Barbara	\$75,600

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standards established by the airport sponsor. The town's purpose in imposing standards is to ensure a safe, efficient and adequate level of operation and services is offered to the public. Such standards must be reasonable and not unjustly discriminatory. In exchange for the opportunity to engage in a commercial aeronautical activity, an aeronautical service provider engaged in an aeronautical activity agrees to comply with the minimum standards developed by the town. Compliance with the airport's minimum standards should be made part of all existing and future aeronautical service provider's lease agreements with the town. The FAA suggests that airport sponsors establish reasonable minimum standards that are relevant to the proposed aeronautical activity with the goal of protecting the level and quality of services offered to the public. Once the town has established minimum standards, it should apply them objectively and uniformly to all similarly situated on-airport aeronautical service providers. The failure to do so may result in a violation of the prohibition against exclusive rights and/or a finding of unjust economic discrimination for imposing unreasonable terms and conditions for airport use. Additional information is available in [FAA AC 150/5190-7](#), Minimum Standards for Commercial Aeronautical Activities.

6. Finally, the town should develop an [Airport Overlay District \(AOD\)](#). The AOD is a proposed zoning designation that places additional use restrictions and standards on property located in close proximity to the airport. The boundaries of the AOD are based on recommendations from the FAA and should be shown on the town's official zoning map. The AOD should propose standards include limiting the height of structures within airport approach zones, requiring full cut-off light fixtures for nonresidential uses, requiring airport disclosure statements to accompany land transactions, and limiting incompatible uses and residential densities in close proximity to the airport.

The AOD's purpose would be to protect and preserve the Wiscasset Municipal Airport and surrounding properties from incompatible land uses and to include the following.

- Protect and promote the general health, safety, welfare, and economy of the airport area.
- Promote and encourage aviation related industries and compatible nonresidential uses to locate in close proximity to the airport.
- Protect the character and stability of existing land uses in the vicinity of the airport.
- Promote sustainable development patterns that are consistent with the town's comprehensive land use plan and the ALP.