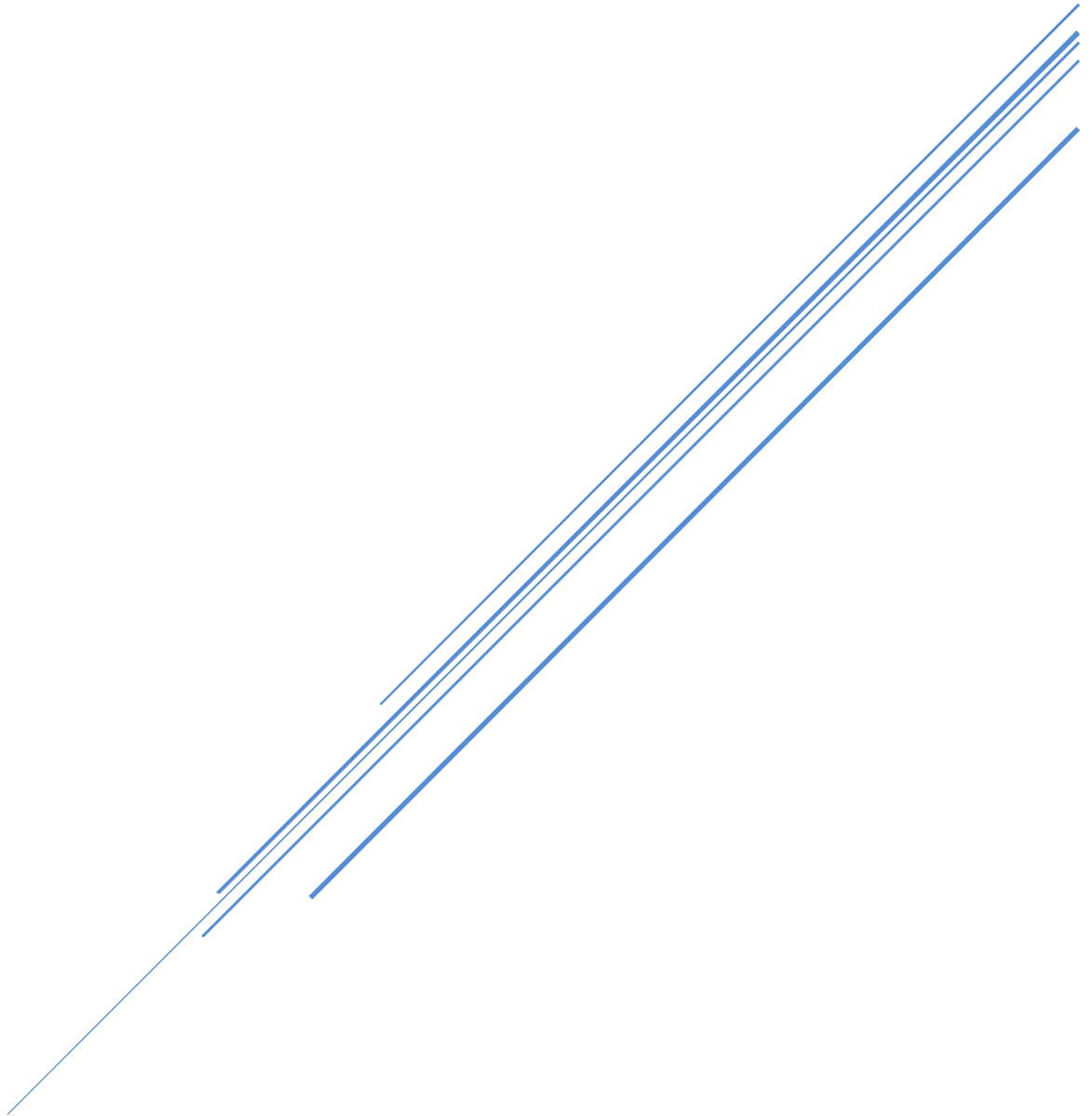


WISCASSET MUNICIPAL AIRPORT

Rules and Regulations

Adopted January 2019



A special thanks to those who helped and contributed in the development of the airport's Rules and Regulations.

Airport Committee Members

Steve Williams, Chair

Ervin Deck

Pam Brackett

Raymond Soule

and

Rick Tetrev, Airport Manager

Record of Changes

Revision #	Date Approved	Purpose of Change	Entered by
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

This page intentionally left blank

Table of Contents

1.0	PURPOSE OF RULES AND REGULATION	1
2.0	AUTHORITY	1
3.0	SCOPE.....	1
4.0	INCONSISTENCIES.....	2
5.0	AIRPORT OVERVIEW	2
6.0	GENERAL REGULATIONS	3
6.1	INTERFERENCE	3
6.2	HOLD HARMLESS.....	3
6.3	ENFORCEMENT.....	4
6.4	ACCIDENT REPORTING.....	4
7.0	PUBLIC AND TENANT USAGE.....	4
7.1	AIRPORT ACCESS.....	4
7.2	AIRPORT TENANTS.....	4
7.3	CONDUCT	4
7.4	PUBLIC USE.....	5
7.5	COMMERCIAL USE.....	5
7.6	FIREARMS.....	5
7.7	HUNTING.....	5
7.8	RESTRICTED AREAS	5
7.9	DAMAGE TO AIRPORT PROPERTY.....	5
7.10	STRUCTURES.....	6
7.11	EXPECTATIONS OF PRIVACY	6
8.0	MOTOR VEHICLES	6
8.1	RULES	6
8.2	PARKING.....	8
8.3	TOWING	8
9.0	AIRCRAFT OPERATIONS.....	8
9.1	AIRPORT CLOSING	8
9.2	AIRCRAFT PARKING	9
9.3	AIRCRAFT REPAIR	9
9.4	DISABLED AIRCRAFT	9
9.5	MODEL AIRCRAFT, UAS, AND DRONES	9
10.0	NOISE ABATEMENT.....	9
11.0	AIRCRAFT FUELING OPERATIONS	11

**WISCASSET MUNICIPAL AIRPORT
RULES & REGULATIONS
JANUARY 2019**

11.1	FUELING AREAS.....	11
11.2	AIRCRAFT GROUNDING	12
11.3	SINGLE-POINT (UNDERWING) FUELING	12
11.4	NON-AIRCRAFT FUELING	12
12.0	FIRE SAFETY	12
12.1	SMOKING	12
12.2	OPEN FIRES.....	12
12.3	FLAMMABLE MATERIALS.....	12
12.4	FIREWORKS.....	13
13.0	GOOD HOUSEKEEPING.....	13
14.0	RATES AND FEES	14

LIST OF FIGURES

Figure 1.	Airport Terminal Area	3
Figure 2.	Automobile Parking Areas and Access Gates	7
Figure 3.	Location of Nuclear Waste Storage Facility	11
Figure 4.	Airport Fueling Safety Area	12
Figure 5.	Airport Layout Plan.....	B.7

LIST OF APPENDICES

APPENDIX A	TERMS AND ABBREVIATIONS	A.1
APPENDIX B	AIRPORT LAYOUT PLAN.....	B.7
APPENDIX C	INDEX.....	C.8

1.0 PURPOSE OF RULES AND REGULATION

Rules and regulations provided in this document and any amendments thereto (hereinafter referred to as "regulations"), adopted pursuant to approval by the town of Wiscasset, are intended for the safe, orderly and efficient operation of the Airport, and apply to all persons using the Airport.

Terms and abbreviations used in this document are contained in Appendix A.

2.0 AUTHORITY

The Wiscasset Municipal Airport (Airport), Rules and Regulations, were adopted and approved by the Wiscasset Selectboard on January 22, 2019.

The Selectboard reserves the right to make any additions, deletions or corrections to these rules and regulations which may be necessary for the safety of aircraft operations, employees, pilots and crew, guests, visitors and tenants using the Airport.

These regulations shall supersede all previous written or perceived rules and regulations for the Airport and run concurrently with the existing individual Land Lease Agreement.

No part of regulations shall be construed as license or authorization to deviate from Federal Aviation Regulations, Maine Revised Statutes (MRS) and individual Land Lease Agreements. In any instance where these rules may be or become inconsistent with federal or state rules then these rules shall yield to the directives with the highest authority.

The Airport and all its facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition as may be required or prescribed by applicable federal, state and local agencies for maintenance and operation.

3.0 SCOPE

All persons on the Airport are governed by these Regulations. Except for the purpose of aeronautical activities, the Town may deny the use of the Airport to any person who knowingly and willfully violates any rule or regulation and disregards the safety of all airport users. Such violator may be deprived or banned of further use of the Airport for such time as the Selectboard may determine. Persons shall be subject to such fines contained herein or other penalties as may be established by local, state or federal law. These Regulations may be reviewed and amended by the Selectboard upon recommendation by the Airport Manager, Airport Committee, MaineDOT or the Federal

Aviation Administration. The Town reserves the right to notify the FAA of any violation of FARs.

4.0 INCONSISTENCIES

In any case where a provision of these regulations is found to be in conflict with any other provision of these regulations adopted hereunder or in conflict with a provision of any zoning, building, fire, safety, health or other ordinance, code, rule, or regulation of the Town, the provision which establishes the higher standard for the promotion and protection of the health and safety of the people shall prevail.

In cases where two (2) or more provisions of these regulations are in conflict, the most stringent or restrictive shall prevail.

It is not intended by these regulations to repeal, abrogate, annul, or in any way impair or interfere with existing provisions of other laws, ordinances, codes, rules or regulations, or to excuse any person from performing obligations to the Town under any lease or another contract.

No existing or future Town contract, lease agreement or another contractual arrangement, nor any payment or performance hereunder, shall excuse full and complete compliance with these regulations. Compliance with these regulations shall not excuse full and complete compliance with any obligations to the Town under any existing or future Town contract, lease, agreement or another contractual arrangement.

5.0 AIRPORT OVERVIEW

The Wiscasset Municipal Airport is a general aviation facility that is part of National Plan of Integrated Airports System. The airport is owned and operated by the Town of Wiscasset, the airport's recognized sponsor by the FAA. The airport supports air commerce and is a small but essential element of the regional transportation network, with emphasis on the mid-coast region of Maine.

The Airport is located off state highway 144 (Old Ferry Road) and Chewonki Neck Road, three miles from the town's center on approximately 257 acres. The airport has a single 3,397-foot-long by 75-foot-wide paved runway designed 7-25, with Medium Intensity Runway Edge Lights (MIRLS). There is a single full length 35-foot-wide parallel taxiway (designated "A") with three stub taxiways connecting to the runway (designated "B," "C" and "D"). Each runway end is equipped with a Precision Approach Path Indicator light system, and Runway 25 has a Runway End Identifier Light unit. The airport is open continuously with all-weather capabilities, including instrument approach procedures to both runway ends.

The airport has a small terminal building with an attached hangar, a maintenance building/hangar, and a Snow Removal Equipment (SRE) storage building. In addition, there are two 12-aircraft tee hangar units and nine conventional (box) hangars. The hangars are privately owned on land leased from the Town. Hangar owners pay the town an annual land lease and property taxes on the hangars.

The official Airport Layout Plan (ALP) for the airport is in Appendix B. Figure 1 illustrates the airport's terminal area.

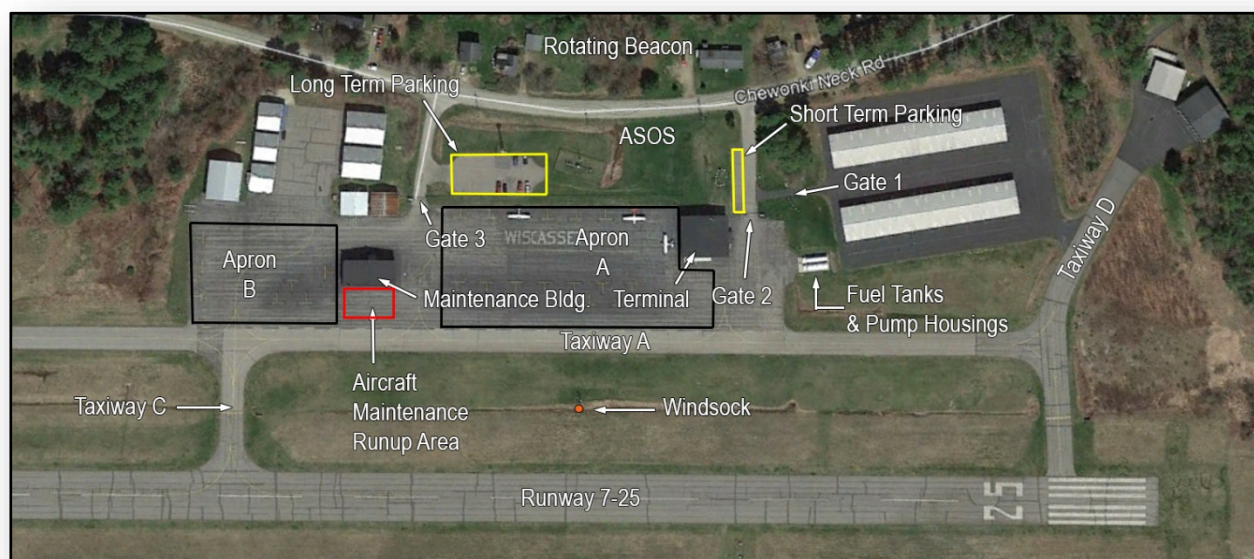


Figure 1. Airport Terminal Area

6.0 GENERAL REGULATIONS

6.1 Interference

No person will cause or permit any activity or action thereon which would interfere with the use of the Airport for the purposes which it is intended in violation of these regulations.

6.2 Hold Harmless

Any person using the Airport and its facilities shall do so at their own risk. The Town assumes no responsibility for loss, injury, damage, personal injury or death to persons or property however caused or from fire, theft, vandalism, flood, earthquakes, or any acts of God or the public enemy, or for any other reason.

6.3 Enforcement

All powers of the Wiscasset Police Department, Lincoln County Sheriff's Department, their duly appointed Constables, and the Maine State Police are hereby extended to the area of the Airport. Acting with the authority of the Selectboard, the Airport Manager shall have the authority to take such legal action as may be necessary for the handling, conduct, and management of the public in attendance at the Airport and enforce these regulations. In any contingencies not explicitly covered by these rules and regulations, the Town will make, change or update these Regulations as deemed necessary.

6.4 Accident Reporting

Any person involved in an accident on the Airport, whether it be personal, aircraft, or vehicular, causing personal injury or property damage, should report such accident to the Town as soon as possible, which shall be in addition to any report required by law.

7.0 PUBLIC AND TENANT USAGE

7.1 Airport Access

Only those persons authorized by the Town shall have access to the airport airside. Authorized personnel includes those persons who have an aircraft or own a hangar at the airport and transient pilots. Guests of based and transient pilots are also authorized on the airport's airside but are the responsibility of their sponsor. The Town reserves the right to terminate access for any breach of these regulations.

7.2 Airport Tenants

Airport tenants shall observe all requirements prescribed in their individual hangar lease agreements. Any request for a temporary deviation from an individual hangar lease shall be made in writing to the Town, indicating the necessity for the deviation and duration for the event, such deviation shall not take place until a written response is submitted. The only exception to this rule shall be if immediate action is necessary to avoid loss of life, prevent injury and severe loss of property or property use.

No tenant shall compete with the Town and sub-lease their hangars without the authorization of the Town. Tenants that park their aircraft on any airport tie-down spot overnight are responsible for any applicable fees.

7.3 Conduct

Any person who commits any disorderly, obscene, indecent, or unlawful act, engage in any form of gambling or commit any act of nuisance on the Airport is subject to

removal from the airport and criminal prosecution. The Town reserves the right to deny access to the airport for any breach of these regulations (see § 7.1).

7.4 Public Use

The landing area is open to the use of aircraft always in accordance with these regulations, and the governing rules for the operation of aircraft and the conduct of airmen as promulgated by the FAA, MaineDOT, and the Town.

7.5 Commercial Use

No person, partnership, firm or corporation shall use the Airport as a base from which to conduct business except such person, partnership, firm or corporation be authorized to conduct business through a lease or permit granted by the Town. Such a person, partnership, firm or corporation shall be confined strictly to the conduct of only such action as is expressly authorized by the lease or permit granted.

7.6 Firearms

All persons carrying firearms concealed or otherwise shall observe all safety rules in addition to Maine State Laws and federal firearms regulations.

7.7 Hunting

No person shall engage in any hunting activity on airport grounds without the knowledge and expressed authorization of the Town. Maine Game Warden will be contacted for direction on all controlled wild animal management.

7.8 Restricted Areas

No person shall enter upon the landing areas, ramps and apron areas, utilities, and service areas, or any area designated as a restricted area on the Airport posted as "No Trespassing" to the public except persons assigned to duty therein, pilots, crew members and passengers, airport tenants and persons authorized by the Town. Restrictions do not apply to airport personnel, State of Maine or Federal Agencies in the performance of their duties and or U.S. military members conducting operations. No person shall enter the airport business office except during published hours of operation.

7.9 Damage to Airport Property

No person shall destroy or disturb, in any manner, any building, equipment, pavement, lighting, flora, etc. Any person causing or liable for any damage to Airport property shall be required to pay the full amount of such damage upon demand of the Town. Tenants, lessees, and grantees shall be held entirely responsible for all damage to buildings, equipment, real property, and appurtenance in the ownership of the Airport caused by negligence, abuse, or carelessness on the part of their employees, guests,

servants, agents, or customers. Any damage to, or malfunctioning of buildings, structures, utilities, or other Airport property, shall be reported at once to the Town.

7.10 Structures

No person or organization shall erect any structure on the airport, whether permanent or temporary unless that person or organization has filed a Notice of Proposed Alternation or Construction with the FAA as required by 14 CFR Part 77, and the FAA has issued a favorable determination. Such determination must be submitted to the Town as part of the building permit application process along with the Aeronautical Study Number.

No person, tenants, lessee, or grantee shall make any alterations of any nature to any buildings, ramps, or other space, nor erect any structure on the Airport without prior permission in writing, from the Town, except as may be authorized in existing contracts or leases.

7.11 Expectations of Privacy

The Airport has several security surveillance cameras located on the airport. The cameras are monitored by the Wiscasset Police Department, and the data is stored and saved as necessary. The areas under surveillance include the terminal building's interior and exterior, the fuel tank area, and aircraft parking ramps. As such, persons entering the airport complex should have no expectations of privacy in these public areas.

8.0 MOTOR VEHICLES

This section refers to vehicles, motorized or otherwise, other than an aircraft, operating on the Airport except in accordance with the rules in this section.

The town, state, and federal government vehicles are exempt.

8.1 Rules

- (1) All vehicles entering the airport airside must be approved by the Town. Such authorization includes vehicles under the control of a driver holding an electronic airport gate card.
- (2) All motor vehicles entering the Airport must be duly registered and insured in accordance with the laws of the state of Maine.
- (3) No person shall operate a motor vehicle anywhere on the Airport without a valid motor vehicle operators or chauffeur's license issued by the appropriate authority.

**WISCASSET MUNICIPAL AIRPORT
RULES & REGULATIONS
JANUARY 2019**

- (4) No person shall operate a vehicle in a reckless or negligent manner, or without caution, or in a manner which endangers, or is likely to endanger persons or property.
- (5) No person shall operate a motor vehicle on any taxiway, or in the Runway Object Free Area (250' from the runway centerline) without permission of the Town.
- (6) Unless otherwise authorized by the Town, all persons operating a motor vehicle inside the gated/fenced area of the airport shall show a necessity (access their hangar, load/unload from aircraft or perform maintenance work).
- (7) Aircraft shall have the right-of-way always over vehicular traffic. All vehicles shall pass to the rear of taxiing aircraft whenever possible. Pedestrians shall yield the right-of-way to moving aircraft.
- (8) Except in an emergency, no person shall operate a vehicle at speed more than 20 mph.
- (9) No person shall leave a motor vehicle parked and unattended on any aircraft apron without the authorization of the airport manager.
- (10) Except as authorized by the Town, all vehicle access shall be through an electronic gate (see Figure 1).



Figure 2. Automobile Parking Areas and Access Gates

8.2 Parking

No person shall park a motor vehicle at the Airport unless it is parked in areas established explicitly for parking and in the manner and for the time prescribed by signs, lines, or other means. The Airport has a short and a long-term parking area (see Figure 2). Hangar owners may park their private vehicles adjacent to their personal hangars.

Short-Term Parking. The parking area immediately adjacent to the Terminal Building is reserved for employees and visitors for a period not to exceed 24 hours.

Long-Term Parking. The parking area adjacent to the airport rotating beacon by Gate 3 is reserved for visitors and temporary storage of pilot's vehicles for a period of more than 24 hours but not to exceed 14 days. The owner of any vehicle parked who intends to park in the long-term area for more than 24 hours shall notify the airport manager by phone, in person, or via email (airport@wiscasset.org). Owners are encouraged to place a note in the vehicle with their name and contact information.

8.3 Towing

The Town may remove any vehicle which is disabled, abandoned, or parking in violation of these regulations, or interferes with aeronautical activity or air commerce. Such action shall be at the owner's expense and without liability for damage which may result from such moving by the Town.

9.0 AIRCRAFT OPERATIONS

An aircraft operation is the landing, takeoff, or touch-and-go procedure by an aircraft on a runway (or helipad), or the taxing of such airplanes at an airport.

All aircraft operations shall be conducted in conformity with the current regulations and directives of the Federal Aviation Regulations.

A certificated pilot or aircraft mechanic shall be at the controls of a running aircraft always.

Fixed wing aircraft are restricted to landings and takeoff on the runway. Helicopters (rotorcraft) may take off or land on a designated taxiway (see Figure 1, page 3) provided the operation is at a distance that avoids rotor downwash damage to objects on the ground.

9.1 Airport Closing

Whenever the Town believes the Airport facilities to be unsafe for landings or takeoffs, it shall be within its authority to close the Airport. In doing so, the Town shall promptly notify the Portland Air Traffic Control Facility and issue a Notice to Airman (NOTAM).

9.2 Aircraft Parking

Except for short-term stops, aircraft parked on the airport must be on a marked tie-down spot, chocked and should be secured to a tie-down point. Although tie-down ropes may be provided as a courtesy by the Airport, aircraft operators are responsible for the safety and security of their aircraft, including the condition of any tie-down rope, chain or other material regardless of the provider. The Town is not responsible for aircraft parked or stored at the Airport.

9.3 Aircraft Repair

Except in private hangars, no person shall repair aircraft, aircraft engines, or related apparatus in any area other than that designated by the Town.

9.4 Disabled Aircraft

All disabled aircraft and parts thereof on the Airport shall be removed promptly by the owner and/or operator after verbal or written notice by the Town. The Town shall have the right without any liability for loss or damage which may result therefrom to cause the immediate removal to a safe place on the Airport at the owner's and/or operator's expense any disabled aircraft or part thereof or any unattended or immovable aircraft which constitutes a hazard to persons or property or interferes with aircraft operations.

9.5 Model Aircraft, UAS, and Drones

No person will operate model aircraft, rockets, kites, or unmanned aerial system (UAS) (drones) on the Airport without the Town's written permission. All drone operations within the United States are governed by FAR Part 107 *Small Unmanned Aircraft Systems*.

The Town encourages hobbyists and other drone operators to use the FAA's "B4UFLY" application. This application is free by downloading it from the App Store for Apple devices or from Google for Android devices. The app will plot your position on a map and graphically show you your relationship and distance to nearby airports. Be aware that in addition to Wiscasset Municipal Airport, the Brunswick Executive Airport is 11 miles southwest and depending on the drone operator's location; both airports could be within five miles; it is the operator's responsibility to contact both airports.

10.0 NOISE ABATEMENT

The Town recognizes that people living and working on and around the airport may be affected by noise from aircraft operations. To maintain positive community relations, the town has a voluntary noise abatement program designed to encourage aircraft operators to use "fly-quiet" flight patterns and procedures that reduce noise near the

**WISCASSET MUNICIPAL AIRPORT
RULES & REGULATIONS
JANUARY 2019**

Airport. The following is the noise abatement policy of the town concerning airport operations.

- (1) Runway 25 is the designated "calm wind" runway, and to the extent possible consistent with safety, pilots are encouraged to land and depart on Runway 25.
- (2) All departing aircraft should climb straight out along the runway centerline until reaching a minimum altitude of 1,000 feet.
- (3) To the extent possible consistent with safety, reduce engine power or RPM as soon as practical on aircraft climb out.
- (4) Minimize engine pre-takeoff run-up time consistent with aircraft operating requirements.
- (5) Conduct engine maintenance runups in the area between the maintenance hangar and Taxiway A (see Figure 1, page 3).
- (6) Avoid repeated takeoffs and landings between the hours of 10 pm and 7 am daily.
- (7) Fly "right traffic" to Runway 25 and "left traffic" to Runway 7 with a pattern altitude of 1,070 feet MSL.
- (8) Avoid flight over the nuclear waste storage facility (former Maine Yankee Nuclear Power Plant) located approximately 1 mile southeast of the airport at an altitude below 2,500 feet MSL (see Figure 3).



Figure 3. Location of Nuclear Waste Storage Facility

11.0 AIRCRAFT FUELING OPERATIONS

Aircraft fuel servicing shall be conducted in accordance with accepted standards and requirements established by Maine Revised Statute [Title 6: §105. Aviation fueling facilities](#), and the National Fire Protection Association (NFPA). [NFPA 407: Standard for Aircraft Fuel Servicing](#), shall apply.

11.1 Fueling Areas

The Airport's designed fueling area is shown in Figure 4.

No aircraft shall be fueled or defueled while the aircraft engine/s is running or while the aircraft is in a hangar or an enclosed area.

Fuel samples shall be disposed of in an approved container available in the fueling area.

11.2 Aircraft Grounding

During all fueling operations aircraft shall be grounded to the fuel pump housing in use (100LL or Jet A).

11.3 Single-Point Fueling

Single-point (underwing) pressure fueling shall only occur with an operative dead man switch.

11.4 Non-Aircraft Fueling

When dispensing fuel into an approved portable container, the container shall be placed on the ground to avoid possible static electricity ignition of fuel vapors. All fuel tanks (metal, fiberglass or plastic) mounted permanently on the bed of a truck, shall be grounded to the fuel pump housing (100LL or Jet A).



Figure 4. Airport Fueling Safety Area

12.0 FIRE SAFETY

All rules, regulations and recommended practices pertaining to safety and fire prevention as contained in the National Fire Codes published by the National Fire Protection Association, or promulgated by the Wiscasset Fire Chief or the National Board of Fire Underwriters and Fire Insurance Underwriters shall be complied with.

12.1 Smoking

Except inside private hangars, smoking is prohibited on the Airport including all public buildings.

12.2 Open Fires

Except for barbeque grills, no person shall start an open fire any place on the Airport without permission of the Town. BBQ grills are restricted to areas immediately adjacent to hangars and clear of aircraft and flammable materials.

12.3 Flammable Materials

No person shall store material or equipment, use liquids or gases, or allow their premises to become in such condition that violates the fire codes of the state of Maine.

12.4 Fireworks

No person shall use, display or cause to be exploded fireworks, including consumer fireworks on the airport except in compliance with the [Ordinances of the Town of Wiscasset](#).

13.0 GOOD HOUSEKEEPING

Because of the airport's location, the majority of stormwater and ice/snowmelt runoff from the airport ultimately discharges to Montsweag Brook (see ALP in Appendix B). Because of the nature of activities at the airport, there is the potential to convey pollutants to stormwater and eventually into the ecosystem. Pollutants include aircraft fuel, oil, lubricants, paint, cleaning solvents, etc. Thus, these types of materials and other waste materials must be handled and managed carefully and per applicable state and town waste management rules and regulations.

The Airport has an approved Stormwater Pollution Prevention Plan (SWPPP) on file with the Maine Department of Environmental Protection (MaineDEP) and a MaineDEP Multi-Sector General Permit for Stormwater Discharge. The following requirements are stipulated in the permit.

- (1) Maintenance and cleaning of aircraft, vehicles, and equipment are performed indoors or on paved surfaces well clear of storm drains.
- (2) Maintenance areas in the airport maintenance building and the SRE building are kept orderly, and materials are stored indoors in appropriate containers.
- (3) Inspections for leaks and the conditions of drums, tanks, and containers are performed on a regular basis.
- (4) Aircraft are stored in hangars or at designated locations on the terminal apron. Municipal vehicles and equipment are stored in the SRE building.
- (5) Spill prevention practices are used when aircraft are being refueled, such as not topping off fuel tanks and adequately disposed of in storage containers.
- (6) No aircraft de-icing.
- (7) All aircraft, ground vehicles, and equipment awaiting maintenance are stored in designated areas only (hangars, buildings, or paved areas).
- (8) Vessels of stored materials are maintained in good condition inside to prevent or minimize contamination of stormwater.
- (9) Equipment that has the potential to affect the stormwater quality and is found to be inadequate during inspection and testing shall be promptly repaired.

14.0 RATES AND FEES

The Airport has established rates and fees for products and services which are set by the airport committee and approved by the Selectboard. Such rates and fees shall be clearly displayed in the airport office in the terminal building and published on the Town's website.

Appendix A TERMS AND ABBREVIATIONS

The following words and phrases, whenever used in these Rules and Regulations, shall be construed as defined in this article unless from the context a different meaning is intended, or unless a different meaning is explicitly defined and more particularly ascribed to the use of such words or phrases.

Advisory Committee. A board which advises the Wiscasset Selectboard on matters pertaining to airport operations, maintenance, improvements, facilities, and airport-activities under the jurisdiction of the town. The Committee operates under a municipal ordinance.

Air Operations Area (AOA). All airport areas where aircraft can operate, either under their own power or while in tow. The AOA includes runways, taxiways, and apron areas, and at Wiscasset Municipal Airport, it includes the aircraft fueling area.

Air Taxi. A person who undertakes, whether directly or indirectly or by lease or another arrangement, to engage in air commerce and who possesses an Air Taxi Commercial Operators Certificate issued by the Federal Aviation Administration under 14 Code of Federal Regulations, Part 135.

Airman. Any individual who engages, as the person in command or as a pilot, mechanic or member of the flight crew, in the navigation of aircraft while underway; and any individual who is directly in charge of the inspection, maintenance, overhauling or repair of aircraft, aircraft engines, propellers or appliances.

Airport Improvement Program (AIP). The [AIP](#) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

Airport Layout Plan (ALP). The [ALP](#) serves as a critical planning tool that depicts both existing facilities and planned development for an airport. The ALP is a plan for an airport that shows: Boundaries and proposed additions to all areas owned or controlled by the sponsor for airport purposes. The Wiscasset ALP is in Appendix B.

Airport Manager. The person hired or appointed by the Town and charged with the duty to administer, protect, control and superintend the Airport or their duly authorized representative. By designation, the airport manager acts on behalf of the Town and the Wiscasset Selectboard.

Airport Sponsor. A municipality, county or group of municipalities or counties that owns and operates an airport and accepts funds or property from the FAA. The Town of Wiscasset is the sponsor of the Wiscasset Municipal Airport.

Airport Tenant. An airport tenant is a person, firm or corporation leasing or using airport property solely for storing an aircraft and is not engaged in or providing any aviation related commercial activity or service at the airport. An airport tenant is not authorized to function as or provide the services of an FBO.

Apron . An apron is a paved area of the airport where aircraft park, load and unload passengers, baggage, and cargo, and are refueled and maintained.

Automatic Surface Observation System (ASOS). An [ASOS](#) provides continuous minute-by-minute weather observations including wind speed and direction, visibility, cloud cover and cloud heights, temperature, dew point, and density altitude. Data is available over the Internet, via VHF radio (135.725) and telephone (207-882-8094). An ASOS is like the FAA-operated [Automatic Weather Observation System](#) (AWOS). The Wiscasset ASOS, which is located along Chewonki Neck Road adjacent to the rotating airport beacon is owned and operated by the National Weather Service. See ALP in Appendix B and Figure 1, page 6.

Based Aircraft. Any aircraft stored, parked, tied down, or moored in the state of Maine for more than 30 consecutive calendar days.

Code of Federal Regulations. The codification of the general and permanent rules and regulations (sometimes called administrative law) published in the Federal Register by the executive departments and agencies of the federal government of the United States.

Commercial Activity. An aeronautical business or an operation in air commerce.

[Common Traffic Advisory Frequency.](#) A frequency designed for carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, Flight Service Station, or tower frequency and is identified in appropriate aeronautical publications. The CTAF at Wiscasset Municipal Airport also serves as the UNICOM and operates on 122.8 MHz.

Experimental Aircraft. Any aircraft used for non-commercial purposes holding a certificate issued by the Federal Aviation Administration under Federal Air Regulation, Part 21 classifying that aircraft in the experimental aircraft category.

Federal Aviation Administration (FAA). The FAA is the national aviation authority of the United States. As an agency of the United States Department of Transportation, it has authority to regulate and oversee all aspects of American civil aviation.

Federal Aviation Regulations (FAR). FARs are rules prescribed by the Federal Aviation Administration (FAA) governing all aviation activities in the United States. The FARs are part of Title 14 of the Code of Federal Regulations (CFR).

Fixed Base Operator (FBO). A commercial business granted the right by the Town of Wiscasset to operate on the airport and provide aeronautical services such as fueling, hangar storage, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc. No person, firm or corporation may act in the capacity of an FBO without a valid contract with the Town of Wiscasset Board of Selectmen authorizing such activity at the airport.

Hazard. Any structure, or vegetation, including trees, which obstructs the aerial approaches of a public airport. An obstruction evaluated by the FAA that is evaluated as a hazard to air navigation (as defined under [FAR § 77.31](#)).

Imaginary Surfaces. Imaginary surfaces are [volumes of airspace](#) around an airport invisible to the human eye.

Itinerant Aircraft. Any aircraft using the Airport, the operator of which has not entered into a lease agreement or other special agreement for a period of less than thirty (30) days with the Town of Wiscasset is an itinerant aircraft.

IWI. IWI is the Federal Aviation Administration identifier for the Wiscasset Municipal Airport.

[Jet Fuel.](#) A type of aviation fuel designed for use in aircraft powered by gas-turbine engines. There are various types of jet fuel, but the most common type used by civilian aircraft is Jet-A.

Maine Department of Transportation (MaineDOT). MaineDOT is the office of state government charged with the regulation and maintenance of roads and other public infrastructure, including aviation in the state of Maine.

Maine Revised Statutes. For the purposes of these regulations, Maine Revised Statutes (MRS) means [Title 6: Aeronautics](#).

Motor Vehicle. Automobiles, trucks, buses, motorcycles, bicycles, pushcarts and any other device in or upon or by which any person or property is or may be transported, carried or drawn upon land except aircraft.

National Plan of Integrated Airports System (NPIAS). An inventory of U.S. aviation infrastructure assets. [NPIAS](#) was developed and now maintained by the Federal Aviation Administration (FAA). NPIAS identifies existing and proposed airports that are significant to national air transportation in the U.S., and thus eligible to receive federal grants under the Airport Improvement Program (AIP).

Navigable Air Space. The airspace at or above the minimum altitudes of flight that includes the airspace needed to ensure safety in the takeoff and landing of aircraft.

According to Federal Aviation Regulations, “navigable airspace” is defined as “airspace at and above the minimum flight altitudes prescribed by or under this chapter, including airspace needed for safe takeoff and landing ([14 CFR § 1.1](#)). For airplanes, the minimum flight altitude while flying over congested areas or open-air assemblies of persons is 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet ([14 CFR § 91.119\(b\)](#)).

Non-Precision Approach. An instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance.

Non-Precision Runway. A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned.

Object Free Area (ROFA). The OFA is an area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstruction. An obstruction is an object that exceeds one or more heights as described in [FAR § 77.17](#).

Operation of Aircraft. The use of aircraft, for air navigation and includes the navigation of aircraft. Any person who causes or authorizes the operation of aircraft, whether with or without the right of legal control, in the capacity of owner, lessee or otherwise, of the aircraft, shall be deemed to be engaged in the operation of aircraft within the meaning of federal regulations.

Operator. The owner or another person, firm or corporation controlling the operations of one or more aircraft or one or more vehicles: or any person who has rented such aircraft or vehicle for operation by his own agents.

Part 77. Short term for [14 CFR, Part 77](#) - *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the FAA through obstruction evaluation study determines otherwise.

Precision Approach Path Indicator (PAPI). [PAPIs](#) primarily assists by providing visual glide slope guidance in non-precision approaches environment. These systems have an effective visual range of at least 3 miles during the day and up to 20 miles at night. The row of light units is typically installed on the left side of the runway, and the glide path indications are as two red and two white lights when on proper glide path angle of

**WISCASSET MUNICIPAL AIRPORT
RULES & REGULATIONS
JANUARY 2019**

approach. Light combinations indicate when slightly high (3 white and 1 red light), significantly high (4 white lights), slightly low (3 red 1 white light) and significantly low (4 red lights).

Public Use Airport. A public use airport is a facility available for use by the public without a requirement for prior approval of the airport owner or operator.

Runway End Identifier Lights (REIL). REILs provides rapid and positive identification of the end of the runway. The system consists of two synchronized, unidirectional flashing lights. The lights are positioned on each corner of the runway landing threshold, facing the approach area and aimed at an angle of 10 to 15 degrees.

Runway Safety Area (RSA). An RSA is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The RSA surrounds the runway and at Wiscasset extends 75 feet on either side of the runway centerline and 300 feet on each end of the runway.

Selectboard. Wiscasset Selectboard (also referred to as Board of Selectman) is the executive arm of the government of the town of Wiscasset.

Storm Water Pollution Prevention Plan (SWPPP). A SWPPP is a site-specific, written document that:

Structure. Any object constructed or installed by man, including such objects although regulated or licensed by other provisions of law.

SWPPP. [Storm Water Pollution Prevention Plan](#)

Tenant. A person who occupies land or property rented or leased from the Town of Wiscasset.

Town of Wiscasset. The owner and operator of the Wiscasset Municipal Airport. The Town is the official sponsor of the airport by the Federal Aviation Administration.

Traffic pattern. The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from, an airport.

Underwing fueling. Underwing fueling also called single-point refueling or pressure refueling where not dependent on gravity, is used on larger aircraft and for jet fuel exclusively.

Unicom. An air-ground communication facility operated by a non-air traffic control private agency (town of Wiscasset) to provide advisory service at airports without an

operating control tower to provide various non-flight services. The Unicom frequency at Wiscasset is 122.8 MHz. See Common Traffic Advisory Frequency (CTAF).

Unmanned Aerial Systems (UAS). An unmanned aerial vehicle (UAV), commonly known as a drone, as an unmanned aircraft system (UAS), and referred by several other names, is an aircraft without a human pilot aboard. The flight of UAVs may be controlled with various kinds of autonomy: either by a given degree of remote control from an operator, located on the ground or in another vehicle or entirely autonomously, by onboard computers.

Unmanned Aircraft. An aircraft operated without the possibility of direct human intervention from within or on the aircraft. See drone and unmanned aerial system.

RUNWAY DATA	EXISTING	PROPOSED
RUNWAY LENGTH	3,397'	3,397'
RUNWAY WIDTH	75'	75'
PAVEMENT STRENGTH	22,000 LBS. SINGLE WHEEL	22,000 LBS. SINGLE WHEEL
APPROACH SURFACES	R/W 7: 20:1 NP (UTILITY) R/W 25: 20:1 NP (UTILITY)	R/W 7: 20:1 NP R/W 25: 20:1 NP
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION
RUNWAY LIGHTING	MIRLS	MIRLS
RUNWAY NAVAIDS	R/W 7: PAPI-4R R/W 25: PAPI-4L, REILS	R/W 7: PAPI-4R, REILS R/W 25: PAPI-4L, REILS
EFFECTIVE GRADIENT	0.43%	0.43%
RUNWAY END ELEVATIONS	R/W 7: 70.1' MSL R/W 25: 55.8' MSL	R/W 7: 70.1 MSL R/W 25: 55.8' MSL
RUNWAY END COORDINATES	R/W 7: 43° 57' 30.7" N 69° 43' 03.5" W R/W 25: 43° 57' 51.5" N 69° 42' 27.0" W	R/W 7: 43° 57' 30.7" N 69° 43' 03.5" W R/W 25: 43° 57' 51.5" N 69° 42' 27.0" W
RUNWAY SAFETY AREA	150' X 300'	150' X 300'
RUNWAY OBJECT FREE AREA	500' X 300'	500' X 300'
TAXIWAY LIGHTING	MITLS	MITLS
TAXIWAY MARKING	CENTERLINE, HOLDLINE	CENTERLINE, HOLDLINE
TAXIWAY OBJECT FREE AREA	131'	131'

AIRPORT DATA	EXISTING	PROPOSED
AIRPORT ELEVATION	70' MSL	70' MSL
AIRPORT REFERENCE POINT	LAT. 43° 57' 41" N LONG. 69° 42' 45" W	LAT. 43° 57' 41" N LONG. 69° 42' 45" W
MEAN MAX. TEMP. (HOTTEST MO.)	78°F	78°F
DESIGN AIRCRAFT	BEECH KING AIR 200	BEECH KING AIR 200
FUEL AVAILABILITY	JET A-12,000 GALLONS 100 LL-12,000 GALLONS	JET A-12,000 GALLONS 100 LL-12,000 GALLONS
AIRPORT/TERMINAL NAVAIDS	AIRPORT BEACON, LIGHTED WINDCONE WITH SEGMENTED CIRCLE, GPS	AIRPORT BEACON, LIGHTED WINDCONE WITH SEGMENTED CIRCLE, GPS
AIRPORT REFERENCE CODE (ARC)	B-II (UTILITY)	B-II (UTILITY)

FEDERAL AVIATION ADMINISTRATION

APPROVED _____

DATE _____RALPH NICOSIA-RUSIN, CAPACITY PROGRAM MANAGER, NEW ENGLAND REGION

MAINE DEPARTMENT OF TRANSPORTATION

APPROVED _____

DATE _____SCOTT D.N. ROLLINS, AVIATION DIRECTOR

TOWN OF WISCASSET, MAINE

APPROVED _____

DATE _____MARIAN L. ANDERSON, TOWN MANAGER

BUILDINGS			
UNIT NUMBER	TYPE/USE	OWNERSHIP	STATUS
1	FBO/TERMINAL	TOWN	E
2	AIRCRAFT MAINTENANCE HANGAR	TOWN	R
3	SRE STORAGE BUILDING	TOWN	E
A1-12	12 UNIT T-HANGAR	PRIVATE	E
B1-12	12 UNIT T-HANGAR	PRIVATE	E
C1	CONVENTIONAL	PRIVATE	E
C2	CONVENTIONAL	PRIVATE	E
C3	CONVENTIONAL	PRIVATE	E
C4	CONVENTIONAL	PRIVATE	E
C5	CONVENTIONAL	PRIVATE	E
C6	CONVENTIONAL	PRIVATE	E
C7	CONVENTIONAL	PRIVATE	E
C8	CONVENTIONAL	PRIVATE	E
D1	CONVENTIONAL	PRIVATE	E
D2	CONVENTIONAL	PRIVATE	P
D3-8	6 UNIT T-HANGAR	PRIVATE	P
D9-13	COMB. & CONVENTIONAL T-HANGAR	PRIVATE	P
STATUS: E -EXISTING; P-PROPOSED; R-TO BE REMOVED/RELOCATED			

NOTE:

BUILDING RESTRICTION LINE (BRL) WAS ESTABLISHED IN ACCORDANCE WITH FAA DESIGN AND FAR PART 77 CRITERIA. ITS LOCATION UTILIZES A 20 FT. VERTICAL OBJECT HEIGHT. THE BRL LOCATION MAY CHANGE DUE TO GROUND CONTOURS OR DIFFERENT OBJECT HEIGHTS, BUT ALWAYS IN ACCORDANCE WITH FAR PART 77 AND FAA DESIGN CRITERIA.

LEGEND	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
ABUTTERS' PROPERTY LINE		N/A
EXISTING 10' CONTOUR		N/A
FENCE		N/A
PAVEMENT		
REIL		
PAPI		N/A
BUILDINGS		
OBJECT-FREE ZONE (OFZ)		N/A
OBJECT-FREE AREA (OFA)		N/A
RUNWAY SAFETY AREA (RSA)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
WETLANDS (DELINEATED)		N/A
WATER LINE EASEMENT		N/A
AVIGATION EASEMENT		N/A
FUTURE DEVELOPMENT	N/A	
MAP/LOT		N/A
OBSTRUCTION LIGHT		



Stantec Consulting Services Inc.
482 Payne Road
Scarborough ME 04074 U.S.A.
Tel. 207.883.3355
Fax. 207.883.3376
www.stantec.com

Copyright Reserved

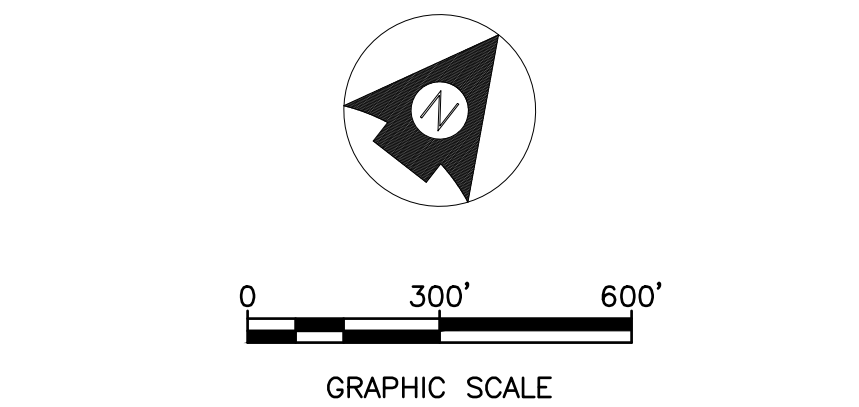
The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.

The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

Consultants

Legend

Notes



Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

File Name:	shf_03_ultimate_A1P.dwg	LRK	ECD	JEB	14.10.24
		Dwn.	Chkd.	Desn.	YY.MM.DD

Permit-Seal

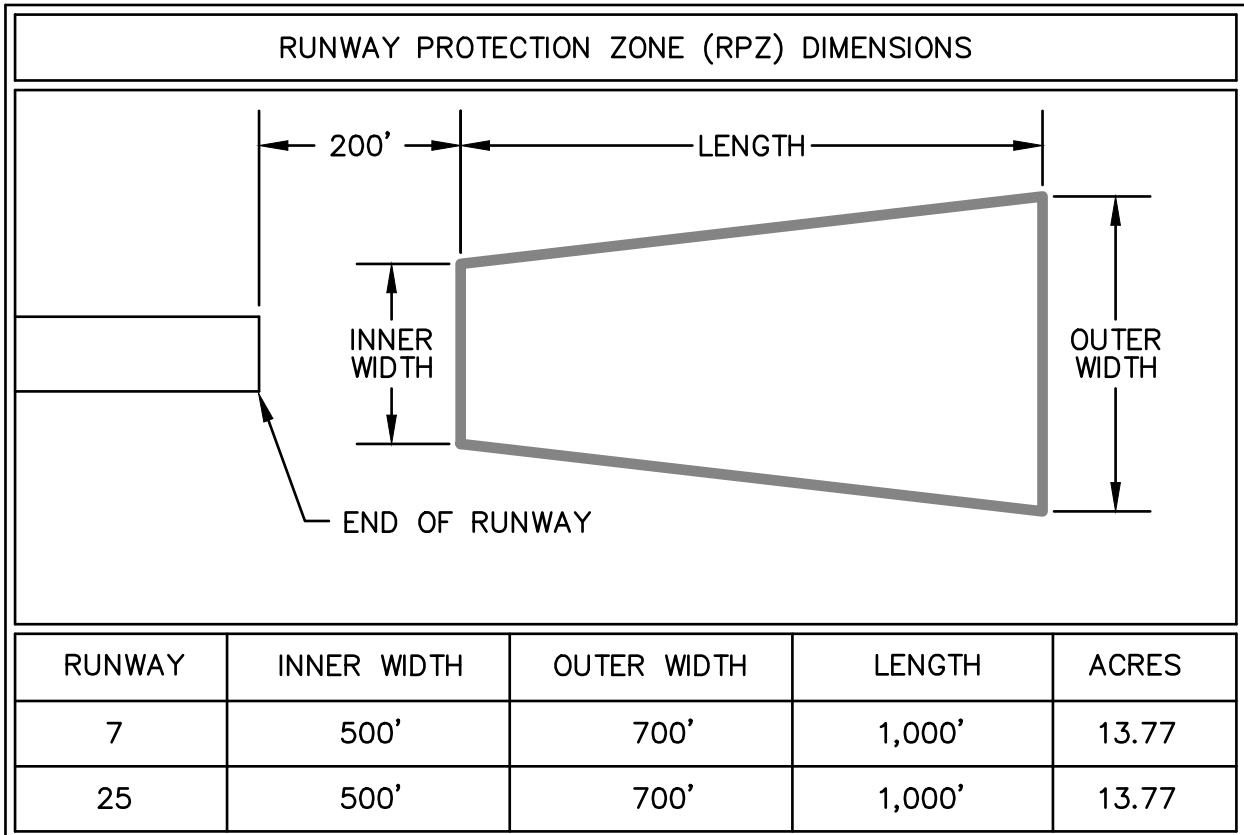
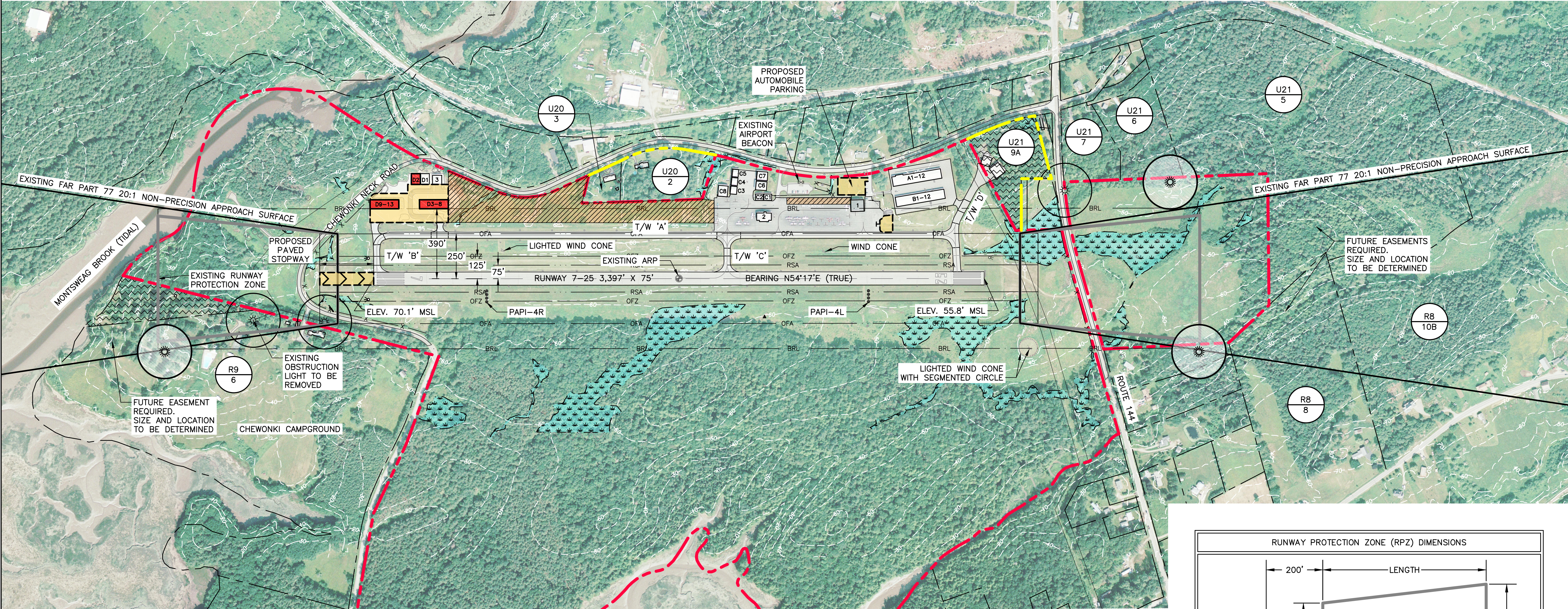
Client/Project
WISCASSET MUNICIPAL AIRPORT

AIRPORT MASTER PLAN UPDATE

WISCASSET, MAINE

Title
AIRPORT LAYOUT PLAN

Project No. 195210458	Scale AS NOTED
Drawing No.	Sheet
	Revision



Appendix C INDEX

- Accidents, 4
- Advisory Committee, A.1
- Aeronautical Study Number, 6
- Aeronautical Users, 1
- Air Taxi, A.1
- Air Traffic Control, 8
- Aircraft
 - Based, A.2
 - Cleaning of, 12
 - De-icing, 12
 - Disabled, 8
 - Engine Maintenance Run Ups, 9
 - Engine Runup, 9
 - Experimental, A.2
 - Fuel Samples, 11
 - Fueling, 10
 - Fueling Areas, 11
 - Grounding, 11
 - Grounding, Fueling, 11
 - Itinerant, A.3
 - Liability for, 8
 - Maintenance, 12
 - Maintenance Areas, 12
 - Model, 9
 - Noise Abatement, 9
 - Operation of, A.4
 - Parking, 8
 - Reduce Engine Power, 9
 - Removal, 8
 - Repair, 8
 - Tie Down, 8
 - Tie Down Ropes, 8
 - Unattended, 8
 - Unmanned, A.5
- Aircraft Maintenance
 - Approved Areas, 12
- Aircraft Operations
 - Landing, 8
 - Takeoff, 8
 - Touch and Go, 8
 - Unsafe, 8
- Airport
 - Access to, 4
 - Apron, A.2
 - Business Office, 5
 - Damage to Property, 5
 - Gates, 7
 - Hours of Operation, 5
 - Identifier, A.3
 - Manager, A.1
 - Public Use, 4, A.4
 - Rates and Fees, 13
 - Restricted Areas, 5
 - Runway Safety Area, A.5
 - Sponsor, A.1
 - Structure, A.5
 - Tenants, 4
 - Trespassing, 5
 - Unicom, A.5
- Airport Improvement Program, A.1
- Airport Layout Plan, 3, A.1
- Airport Manager, 1, 4
- Airport Tenant, A.1
- Airspace, A.3
- Apron, A.2
- ASOS, A.2
- Automatic Surface Observation System, A.2
- Brunswick Executive Airport, 9
- Calm Wind
 - Runway, 9
- Commercial Use, 5
- Construction
 - Aeronautical Study Number, 6
 - Building Permits, 6
 - Notice of Proposed Alternation or Construction, 5
 - Part 77, 5
- De-icing D
 - Aircraft, 12
- Drones, 9
 - Brunswick Executive Airport, 9
 - Model Aircraft, 9
 - Part 107, 9
 - Regulations, 9
- Engine Maintenance, 9
- Engine Runup, 9
- FAR Part 77
 - Hazard, A.3
 - Imaginary Surface, A.3
- Federal Aviation Administration, A.2
 - B4UFLY, 9
- Federal Aviation Regulations, 1, 8
 - Code of, A.2
 - Definition of, A.2
 - Drones, 9
 - Part 107, Small Unmanned Aircraft, 9
- Fire Safety, 11
- Firearms, 5
- Fires
 - BBQ Grills, 12
 - Flammable Materials, 12
 - Open, 12
- Fireworks, 12
- Fixed Based Operation
 - Hours of Operation, 5
 - Rates and Fees, 13
- Fixed Based Operator, A.2

**WISCASSET MUNICIPAL AIRPORT
RULES & REGULATIONS
JANUARY 2019**

Flammable Materials, 12
Fuel
 Jet Fuel, A.3
Fueling
 Aircraft Grounding, 11
 Containers, 11
 Defueling, 11
 Ecosystem, 12
 Fueling Areas, 11
 Jet Fuel, A.3
 Maine Revised Statutes, 10
 National Fire Protection Association, 10
 Non Aircraft, 11
 Pollutants, 12
 Samples, 11
 Single Point, 11
 Smoking, 11
 Underwing, 11
Gates, 7
Good Housekeeping, 12
 Aircraft De-Icing, 12
 Aircraft Fuel, 12
 Pollutants, 12
 Stormwater, 12
Hangars
 Sub Leasing, 4
Helicopters
 Down Wash, 8
 Operating Areas, 8
Hold Harmless, 3
Hunting, 5
Inflammable Liquids or Gases, 12
Inspections, 12
Interference, 3
IWI, A.3
Kites, 9
Land Lease Agreements, 1
Law Enforcement
 Airport Manager, 3
 Lincoln County Sheriff's Department, 3
 Maine State Police, 3
 Wiscasset Police Department, 3, 6
Lighting, 2
 Damage to, 5
 Medium Intensity Runway Edge Lights (MIRLS), 2
 Precision Approach Path Indicator, A.4
 Precision Approach Path Indicator (PAPI), 2
 Runway End Identifier Lights, 2
 Runway End Identifier Lights (REILS), A.4
Maine Department of Environmental Protection
 Multi-Sector General Permit, 12
 SWPPP, 12
Maine Department of Environmental Protection, 12
Maine Department of Transportation, A.3
Maine Revised Statutes, 1, A.3
 Aviation Fuel Facilities, 10
 Title 6, 10
Maine Yankee Nuclear Power Plant, 10
MaineDOT, A.3
Maintenance, 12
Montsweag Brook, 12
Multi-Sector General Permit, 12
National Fire Protection Association, 10, 11
National Plan of Integrated Airports System
 Definition of, A.3
Noise Abatement, 9
 Calm Wind Runway, 9
 Direction of Flight, 9
 Engine Maintenance, 9
 Engine Runup, 9
 Maine Yankee, 10
 Operations, 9
 Policy, 9
 Pretakeoff Engine Runup, 9
 Reduced Engine Power, 9
 Repeated Operations, 9
 Traffic Pattern, 9
Non Precision Approach, A.4
Notice to Airman, 8
Object Free Area, 6
Operation
 Definition, A.4
Operations
 Air Taxi, A.1
 Hours of, 9
 Pattern Altitude, 9
 Repeated Takeoffs and Landings, 9
 Traffic Pattern, 9
Parking Lots, 7
Pattern Altitude, 9
Privacy
 Security Cameras, 6
Rates and Fees, 13
Regulations
 Part 77 Defined, A.4
Rockets, 9
Runway Safety Area, A.5
Runways
 Calm Wind, 9
Safety
 BBQ Grills, 12
 Fires, 12
 Fireworks, 12
Security Cameras, 6
Selectboard, A.5
Smoking, 11
Snow Removal Equipment, 2
Storm Water Pollution Prevention Plan, A.5
Stormwater
 Discharges, 12
 Permits, 12
 SWPPP, 12
Stormwater Discharge, 12
Structure, A.5
SWPPP, A.5
Tenant, A.1, A.5

**WISCASSET MUNICIPAL AIRPORT
RULES & REGULATIONS
JANUARY 2019**

Terms and Abbreviations, A.1

Town of Wiscasset, A.5

Airport Manager, 3

Airport Sponsor, 2, A.1

Fireworks, 12

Selectboard, 1, A.5

Traffic Pattern, 9, A.5

Defined, A.5

Direction of Flight, 9

Underwing Fueling

Fuel, A.5

Unicom, A.5

Unmanned Aircraft Systems (UAS)

Model Aircraft, 9

Vehicles

Abandoned, 8

Disabled, 8

Gates, 7

Motor, A.3

Operating on Airport, 6

Parking, 7

Parking, Long Term, 7

Parking, Short Term, 7

Registration, 6

Right of Way, 6

Rules and Regulations, 6

Speed Limit, 6

Unattended, 6