

# Meeting Minutes

## Airport Committee Wiscasset Municipal Airport



**Meeting Date:** October 18, 2011

**Time:** 6:00 pm

**Location:** Airport

**In Attendance:** Airport Committee - Ken Boudin (Chair), Bryan Buck, Pam Brackett, Steve Williams; Others - Ervin Deck (Airport Manager); David and Kerri Stapp (FBO); Kevin Sprague

The Meeting was called to order at 6:00 pm

This was a special meeting to address alternative recommendations to Stantec Consulting Services concerning the ongoing airport master plan update.

### Project Updates

#### 1. Airport Master Plan Update.

##### a. Airside

- Runway Extension. The committee, by a vote of 3-1 (Pam Brackett nay), recommends a 603-foot runway extension to a total length of 4,000 feet. Stantec should evaluate several possible alternatives to include, but not limited to, a displaced threshold.
- Obstruction Removal. Removal and mitigation of obstructions (trees and other vegetation) from the approach and Part 77 surfaces such that a clear 34:1 approach surface and PAPI light surface can be obtained. This should include grubbing, grading, and seeding areas to allow for more efficient control of future growth.

##### b. Landside

- Four possible landside development options are recommended, which include, in part, development of a large (12,000± sf) facility for the Texas Flying Legends Museum. See attached addendum.

##### c. Miscellaneous

- Acquire property (see attached addendum)

Submitted:

Ervin Deck  
Airport Manager

## **Addendum to October 18, 2011 Airport Committee Meeting Minutes**

### **Wiscasset AMPU Alternatives for Consideration October 27, 2011**

#### **AIRSIDE**

1. Evaluate longer runway to maximum length of 4,000 feet (603' extension)
  - Include displaced threshold option
  - Extend parallel taxiway
  - 34:1 slope on both ends
2. Replace runway lights
  - Relocate lighting vault (Landside Options A only)
  - Replace runway light transformer
  - LED lights
3. Clear obstructions to Part 77, TERPS and PAPI light surfaces on both runway ends
  - Assume LPV procedure to Runway 25 end
  - Grub, grade and seed existing and new cleared areas

#### **LANDSIDE**

1. Acquire property
  - Shay, 154 Chewonki Neck Road (Map U20 Lot 3)
  - Williams, 146 Chewonki Neck Road (Map U20 Lot 2)
  - Boothbay Regional Boatyard, 56 Chewonki Neck Road (Map U21 Lot 9A)
2. Complete development of airport's west end hangar area
3. Develop corporate hangar facility on previous Soule property
4. Develop 2 conventional hangars next to existing Hangar 5
5. Main terminal area (4 options)

#### **OPTION A - REPLACE EXISTING FBO BUILDING**

- Construct 14,400 sf dual purpose facility for both FBO and TFLM
- Relocate fuel farm
- Expand auto parking
- Relocate Maintenance Building (#2)
- Relocate AWOS
- Construct new lighting vault

## **Addendum to October 18, 2011 Airport Committee Meeting Minutes**

### **Wiscasset AMPU Alternatives for Consideration October 27, 2011**

#### **OPTION B - STANDALONE TFLM FACILITY**

- Construct 12,000 sf TFLM facility
- Expand auto parking
- Relocate fuel farm
- Move AWOS

#### **OPTION C - RELOCATE EXISTING HANGARS 3 & 4**

- Move Williams and Soule Hangars (3 & 4)
- Construct 12,000 sf TFLM facility
- Relocate Maintenance Building (#2)
- Expand auto parking
- Relocate fuel farm
- Move AWOS

#### **OPTION D - DEVELOP NEW AIRPORT CENTER<sup>1</sup>**

- Construct 14,400 sf dual purpose TFLM and FBO facility
- Raze Maintenance Building (#2) and relocate business to Building #1 (existing FBO)
- Develop auto parking and access road off Chewonki Neck Road
- Develop transient parking area (large and small aircraft)
- Relocate fuel farm
- Convert existing Williams house into airport restaurant
- Construct 7± conventional hangars along fence line in existing aircraft apron
- Move AWOS

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<sup>1</sup> This option requires acquisition of both Williams and Shay property in whole or in part and should be modified as necessary if property is not acquired in whole or in part.