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## Section 6 – Airport Layout Plan Set

### INTRODUCTION

A product of this AMPU is the graphical presentation of the recommended airport-improvement projects for Wiscasset Municipal Airport. The ALP set presents this data. The following subsections briefly describe the contents of each sheet in the ALP set, which has been reduced in size and is included in this Section. All recommended airport improvements shown on these sheets are representative and may be modified as necessary to meet the needs of the community and airport users or the future design requirements of the FAA or MaineDOT.

**NOTE**

***11 x 17" copies of the ALP set are located in Appendix 2***

#### ***COVER SHEET (SHEET 1 OF 9)***

This sheet identifies the airport location and provides a table of contents for the ALP set.

#### ***EXISTING AIRPORT FACILITIES PLAN (SHEET 2 OF 9)***

This sheet identifies details of existing airport facilities. Also shown are the FAA surface and design setbacks. Tables provide additional data about the usage and dimensions of the airport and its facilities.

#### ***AIRPORT LAYOUT PLAN (SHEET 3 OF 9)***

This sheet identifies details of the recommended airport-facility improvements. Tables provide additional data about the likely ultimate usage and dimensions of the airport and its facilities.

#### ***TERMINAL AREA PLAN (SHEET 4 OF 9)***

This sheet provides a close-up view of the recommended airport-facility improvements. For ease of reference, tables are provided that duplicate those of the Ultimate ALP.

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***RUNWAY 7-25 FAR PART 77 APPROACH PLAN AND PROFILE (SHEETS 5 AND 6 OF 9)***

These sheets highlight the ground topography and object heights relative to FAR Part 77 approach surfaces for existing and ultimate conditions. The approach surfaces are centered on the extended runway centerline, beginning 200 feet from the runway ends. These approach surfaces are trapezoid in shape, expanding outward and upward. The inner width is 500 feet and the outer width is 2,000 feet for Runway 7-25. The length is 5,000 feet at a 20:1 slope, and the dimensions are based on the runway being classified as a utility runway.

***FAR PART 77 IMAGINARY SURFACES PLAN (SHEET 7 OF 9)***

This sheet identifies all FAR Part 77 imaginary surfaces for the airport. The primary surface is an imaginary planar surface centered along and at the elevation of the runway centerline. The width of this primary surface is 500 feet. The primary surface extends 200 feet beyond each end of the runway.

The approach-surface dimensions are as identified in the approach plan and profile section. Along the sides of the primary surfaces, transitional surfaces rise outward and upward at a slope of 7 feet (horizontal) to 1 foot (vertical), terminating where the surfaces are 150 feet above the airport's elevation of 71.4 feet MSL. The horizontal surface extends 5,000 feet from the ends of the primary surface at 150 feet above the airport's elevation. A conical surface begins at the edges of the horizontal surface, rising outward and upward at a slope of 20 feet (horizontal) to 1 foot (vertical) for an additional 4,000 feet (horizontal). Likely ground and tree penetrations are highlighted for all FAR Part 77 surfaces.

***LAND USE PLAN (SHEET 8 OF 9)***

It is important to understand how an airport functions and how it can impact or be impacted by the community that surrounds it. Ensuring the compatibility of land uses is important to both the local government and the airport.

***AIRPORT PROPERTY MAP - EXHIBIT A (SHEET 9 OF 9)***

The Exhibit 'A' is a snapshot of the inventory of parcels that make up dedicated airport property. The Exhibit 'A' indicates how the land was acquired, the funding source for the land and if the land was conveyed as Federal surplus land or Government Property. Other detached parcels owned by the Airport Sponsor that are dedicated to airport purposes must also be shown on the Exhibit 'A'. The Exhibit 'A' must show all dedicated airport property regardless of the type of funds (AIP, state, local, etc.) used to acquire that property.