

INTERNATIONAL SEAPLANE FLY-IN

GREENVILLE, MAINE

PILOT SAFETY INFORMATION

Welcome to all pilots and friends. As the popularity of our event continues to grow, so does the need to address additional safety concerns the increased aircraft attendance presents. First and foremost, as the event is centered in a relatively small area close to downtown, a review of the pertinent regulations is a good place to start.

The FAA was in attendance at the 2022 Fly-in and one of their major concerns pertained to altitude infringements.

FAR Sec. 91.119

Minimum safe altitudes: General

Except when necessary **for takeoff or landing**, no person may operate an aircraft below the following altitudes:

- (a) Anywhere, an altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) Over congested areas. Over any congested area of a city, town or settlement, or over any **open air assembly of persons**, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

The phrase "**Except when necessary for takeoff or landing**" is the only thing in our favor. Due to the proximity of downtown, location of the crowd watching the event and the narrow confines of the cove the FAA will consider the pilot of an aircraft to be in violation anytime during a fly-by that is less than 1,000 feet AGL. Not only could there be enforcement against the pilot, but multiple infractions could lead to the FAA placing restrictions on future fly-ins. In the interest of improving safety for all involved, the Fly-in Committee will be instituting the following procedures.

1. No fly-bys over the town or cove below 1,000 feet AGL. (The Air boss will remind pilots when they call in downwind.)
2. No landing or taking off short in the cove. (Although technically ok per the regulation it has been a common complaint from the downtown public) All departures and arrivals should be north of the white no wake marker buoys.
3. **During** the competitions, unless involved with upcoming contests, amphibious aircraft will not be allowed in or out of the ramp at Stobie. Time between contests will allow for arrivals and departures at the ramp. (This will help reduce the traffic load for the Air boss during this very busy time so he (she) can concentrate on aircraft separation.)
4. In conjunction with the seaplane activities there are numerous arrivals and departures from runway 14-32 at the Greenville Municipal Airport located just 2 miles to the east. To provide for greater separation between the two landing areas (water and land) the following pattern procedures will be used.
 - A. Water departures and arrivals (east cove) toward the north should use an 800 foot left hand pattern.
 - B. Water departures and arrivals towards the south (east cove) should use an 800 foot right hand pattern.
Please plan your floatplane pattern entries so as to provide as much separation as practical from the traffic at the airport.

The number one cause of **midair collisions** is the failure to adhere to the see-and-avoid concept. Ref. to FAR 91.113