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| Question | Asker Name | Asker Email | Answer(s) |  |  |
| Hiis there a curfew on when planes can land or take off? | Tom Higbee | bluesprucejoinery@gmail.com | Tom, No. The FAA requires that federally funded airports be available in case of emergency, 24 hours a day. The County, however, does publish a voluntary curfew to ask pilots to only use the airport during a certain period, but cannot enforce aircraft arriving prior to, or before the voluntary curfew. | There could be a curfew and only emergency landings could land outside of those hours. | There are recommended quiet hours at the RKD airport as of right now, but they are not mandatory. There are only a handful of airports in the country that have a hard and fast curfew and only allow emergency operations.  LaGuardia is the closest one to us and has about 5 hours a day that they are closed to departures and arrivals unless they are emergencies. |
| What is the hiaroey of the name that is is Rockland vs. Owls Head?  (Not a high priority question, just curious.) | Pam Maus | pamelajmaus@gmail.com | Pam, can you please clarify your question, and I will try to answer at my next opportunity. | Never mind. I forgot that the name was Knox County Regional. Duh |  |
| Isn't the Master Plan required by the FAA?  And it is a 20 year plan, correct? | Linda Greene | m.lindagreene@outlook.com | It is a 20 year plan. The last one was completed in 2015. It can be found at [www.knoxcountymaine.gov](http://www.knoxcountymaine.gov) | Thnks Jeremy. Have read it. | Could you please confirm if Stantec was hired to draft / execture the 2015 Airport Master Plan? |
| Wouldn’t the new interlocal agreement change the amount of say that Owls Head residents have in changes/growth to the Airport in favor of the new board? Before wouldn’t these changes have come to town meeting? | Julia Maher | maherjulia@gmail.com | No. The "changes" you speak of were not incorporated into the proposed interlocal agreement because it conflicts with the airport's responsibilities as a federally obligated sponsor. |  |  |
| Could the airport, under the new proposed interlocal agreement, decide to start landing/taking off larger planes and then use FAA regulations regarding those larger planes as rationale for expansion for FAA safety reasons, etc? | Julia Maher | maherjulia@gmail.com | No. The airport is at max capacity for the type of aircraft it can accomodate. There will never be room for the types of planes that people are concerned about. |  |  |
| FAA question on FAA requirements.—does the FAA require  control over ONLY FAA Safety regulations at the airport OR does it also require Land Use conrol in Owls Head at the airport? ( per the new proposed Interlocal Agreement, Owls Head ONLY is able to “consult” with the airport and the county over new projects— Owls Head cannot veto any project that I can see). | lynn chaplin | 600maine@gmail.com | Lynn, the FAA was not able to attend the meeting, but I will forward your question to our representative for an answer. |  |  |
| With the new interlocal agreement setting up an Advisory Board, would the current county APAC and Owls Head AC still exist? | Linda Greene | m.lindagreene@outlook.com | Yes. |  |  |
| How will the CARES funds be spent? | Carl Lindquist | clind01@gmail.com | Carl, currently the airport will use the 17.9 Million the following way: $5.8 million for 4 years of operational expenses. $4 million dollars to construct a facility to service our Island Communities$6 million was planned for solar$1 million for HVAC upgrades at the terminaland a few smaller drainage repairs. | Jeremy, could you please elaborate on the “facility to service Island Communities”? What is this facility and how does it provide increased island service? |  |
| Regonial airplanes are defined as 100 seats or less, used by major airlines to bring passengers to their hub from smaller airports.  Unfortunately they are as noisy,  and intrusive as larger jets such as the 737.  If they we’re to be brought into service at RKD, the property values would plunge and the legal right to quiet enjoyment would be compromised.   Have there been any discussions or are there any plans whatsoever with respect to bringing in planes of this size, including expansion of the runways?  While it’s nice to want to trust the FAA, the big airlines have big sway with the FAA.  If I lived in Rockport, or Thomaston, or Camden, I might think this possibility is OK, but as a home owner and full-time resident of Owls Head, this not a positive unless we are assured in writing that regional jets will  NOT operate in and out of RKD. | Paul Rosen | paul@parfla.com | Paul, there's no chance of that. The demand isn't there, and Cape AIr's current flight loads are running at about 25% (Of a 9 seat aircraft) | Jeremy, as long as that prohibition ( against regional jets) is written into the interlocal agreement with no ability for it to be voided, I think that will go a long way to getting residents support, including mine.  BUT, it needs to be an integral part of the agreement. | Demand for this service is one thing to consider, but certainly shouldn’t be the only reason/rationale for deciding to land larger aircraft. But it sounds like the FAA has final say. |
| The airport is in Owls Head but is named Rockland. | Pam Maus | pamelajmaus@gmail.com | As I said above—never mind. | Pam, the correct name is the Knox County Regional Airport, and was originally the Rockland Airport prior to Rockland selling the facility to the County. | So, it had been named Rockland. Thank’s for the clarification. |
| \* execute | Lauren Swartzbaugh | l.swartzbaugh@mac.com | apologies, this was a spelling correction to a question asked earlier. |  |  |
| What is the current number of flights during a busy day at the airport?  What is the airports goal for flights per day in the future? | lynn chaplin | 600maine@gmail.com | 50ish. No goal |  |  |
| What happerns if the new I L A is rejected by the citizens of Owls Head on June 1? | David Walker | walkerzd1@gmail.com | There will be no agreement unless a mutually . Period |  |  |
| On the proposed new advisory board: would it be possible to give us a simple from—to explanation?Meaning, currently changes in the size of the airport are being decided/voted//vetted by whom? In the new proposed interlocal agreement how will these decisions/votes be made and by whom? | Julia Maher | maherjulia@gmail.com | Final decisions about any changes at the airport are decided by the Knox County Commissioners |  |  |
| Can someone explain the impact of the airport on the town budget? Does it cost money, or raise money? | Andrea Greenwood | themanse@rocketmail.com | Raises Money |  |  |
| We live directly  under a very busy flight path on the shore and cannot hear ourselves think when a wealthy homeowner from Camden flies his jet over our home.  This level of noise is damaging to our  quality of life and our property value.  We are very concerned that private jet owners could lobby for expansion and use the FAA to endrun local residents.  Please comment. | David Levy | Davidlevy63@hotmail.com | The airport has been in Owls Head for 80 years. I personally live at the IMMEDIATE end of the busiest runway. I understand your concerns and am willing to discuss them with you any time. |  |  |
| As I recall, there was a time that this was one of the fasted growing airports in Maine. Was that ever true? If so, is it now? | Pam Maus | pamelajmaus@gmail.com | The airport has reached its capacity for hangar space |  |  |
| The town board did not endorse their own suggestions agreed to by the county?  How does that endorsing process relate to the voting process? | Chip Highfield | chiphi11@comcast.net | The Town of Owls Head did endorse their own suggestion, but instead voted not to include "other" recommendations that could not be allowed in the agreement. |  |  |
| does the FAA require a “good neighbor” agreement with  Owls Head  in order to offer funding in to the airport? | lynn chaplin | 600maine@gmail.com | Lynn, Kerry will post the FAA's response to your question on their website. The FAA did indeed answer that question in their written response. |  |  |
| Could the County and Airport and Owls Head agree to a maximum number of hangars build on site?  Does an 80X80 hangar hold a larger personal jet? | lynn chaplin | 600maine@gmail.com | Yes, we can tell you today what the maximum number of hangars the airport would be willing to build onsite.  Happy to discuss |  |  |
| Is there a reason to spend the Cares Act money other than the fact that it’s available?  If it isn’t needed directly for the airport, why was it accepted? | Andrea Greenwood | themanse@rocketmail.com | The Knox County Commissioners agreed that the best thing to do in the middle of a pandemic was to invest $17.9 million dollars into the community. The investments on those funds are having a direct impact on the local tax burden, and will for years to come. |  |  |
| Does having an onsite fire station allow more aircraft operators (corporate, private or regional) the ability/option to operate in and out of the airport? | Lauren Swartzbaugh | l.swartzbaugh@mac.com | Lauren. If that has happened, it would have allowed different military aircraft to land |  |  |
| In addition to noise concerns, how will light pollution concerns be addressed? | Brian Noonan | geonoonan@yahoo.com | The airport complies with all of the Town of Owls Head's ordinances regarding light pollution. If there are concerns about a certain area, please bring it to my attention and I am happy to address it. |  |  |
| Who wrote the letters I’ve received from Owls Head Citizens, please? | Marie McNeely | marie.mcneely@gmail.com | [owlsheadcitizens.org](http://owlsheadcitizens.org) | Hi Marie ~ Owls Head CItizens is a group effort of a number of OH residents concerned about current issues regarding the Interlocal and the Airport.  Everyone also came together to help create a platform for residents to participate and engage with their community on any areas of interest and concern.  Best,Lauren |  |
| How will the final vote be taken - at a meeting with those attending, or with opportunity for all residents to vote, i.e., by mail or other means? | Linda Greene | m.lindagreene@outlook.com | One needs to be a registered voter in Owls Head and voting will take place in person at the town meeting. | As with all town meetings, voters must be registered to vote in the town and must be present as the meeting. We do motions from the floor and not by printed ballot. |  |
| For Miss Meriwether ~ On several occaions you have mentioned the airport not being in compliance with federal / FAA requirements and why the language of the porposed Interlocal had to be what was presented.  When did the County become aware that the Airport was not in ‘compliance with’ parameters or requirements for federal / FAA funding?  (follow up question…) Is it true that the Airport was not in compliance with these issues prior to the County applying for and receiving federal funds? | Lauren Swartzbaugh | l.swartzbaugh@mac.com | Sorry Lauren, please send commissioner Meriwether an email for her to be able to follow up. I would refer you to Ralph Nicosia-Rusin's email dated January 15th, 2020 advising us of our non-compliance based on the existing interlocal agreement |  |  |
| to J. Shaw…The allocation of FAA / federal funding is based on the criterium / potential of an airport to be expandable, is that correct? | Lauren Swartzbaugh | l.swartzbaugh@mac.com | Lauren, I don't believe so. Our funding is based on reaching 10,000 enplanements. | That number lines up with data we received from Flight Aware.  Oddly, though, the 2015 Master Plan drafted by Stantec, indicated projected operations would be well over three times that. |  |
| To Tom VM ~ re: your comment that ‘any agreement is better than no agreement’ It is exceptionally concerning that the Interlocal agreement proposed by the County, which expressly binds Owls Head TO the county and the FAA, could possibly be considered to be ‘better than no agreement’.  Do you believe that the Town is without natural, legal rights? | Lauren Swartzbaugh | l.swartzbaugh@mac.com | We are not giving away any rights with the new agreement. With or without an agreement, the FAA can require additions for plane safety. What the agreement does is give the town another level of input into decisions. Again, the advisory board cannot make decisions, only recommendations. The town zoning board and selectboard would still have the same authority they have now. |  |  |
| Pinny Beebe-Center | Pinny Beebe-Center | pinny14@gmail.com | dismissed |  |  |
| sorry about that- Pinny- it gave me a better idea of where the misinformation and tension between OH and the Airport presently is. | Pinny Beebe-Center | pinny14@gmail.com | Great news |  |  |
| This meeting was very helpful and informative- thank you to everyone that participated and spoke. - Mariah & Ian Lussier | Mariah Lussier | mlussier1401@gmail.com | Thank you both for attending! |  |  |
| Sincere thanks, Kerry, Carol and Diane for colective, magnanimous efforts.  gratefully ~ Lauren | Lauren Swartzbaugh | l.swartzbaugh@mac.com |  |  |  |