
APPENDIX C – PUBLIC OUTREACH/COMMENTS

This project included an extensive public outreach program. The various components of this effort are described in this appendix. In addition, comments received as part of this process are included following this brief outreach overview.

Comments received following both public meetings were overwhelmingly in support of the report (including letters from all the local State legislators) -- some comments from that meeting provided suggestions (such as; develop a non-precision approach to runway 21) that were incorporated into the last draft, presented to the public during a well-attended public informational meeting on November 18, 2014. During both of these public informational meetings, most of the attendees supported the proposals.

The County established an Airport Public Advisory Committee (APAC) with nine members from the local communities, businesses and environmental organizations. The APAC formed an Airport Planning Advisory Committee to work with Stantec and the Airport Manager to develop and review this document. This committee (8 members) included a lawyer, environmental representation, engineers, local business representatives and a real estate agent. As note in Appendix B, this committee held many, open-to-the-public, meetings, beginning in October 2012, plus three Public Informational Meetings (January 2013, November 2013 and November 2014). They voted to recommend the draft to the APAC and County Commission for presentation to the public. In addition, they voted to support each of the 'preferred alternatives' included in the final draft Master Plan (all 6 of 8 present at their last meeting supported the plan, each, voting specifically to support a 400' runway extension, designation of an additional hangar development area and addition of a non-precision approach (with lighting) to runway 21.

The APAC also voted to support the final draft of the Master Plan and the County Commission approved both drafts to be presented to the public for comment.

All the meetings were posted on the County web site, plus, the three Public Informational Meetings were advertised in local papers and notices, with drafts, were posted in both adjacent town offices, the County Courthouse and the Airport.

Suggestions from the November 18, 2014 public informational meeting (minimal/corrections/edits) and additional suggestions from the FAA (reference BII vs CII timing) were incorporated in a final version which was presented to the APAC on January 12, 2015 for their final recommendation and then to the Knox County Commission on Tuesday, January 13, 2015. The Commissioners approved the plan by a vote of 3-0.

***Written public comments received as part of this Master
Plan update are included in the pages that follow.***

126th Legislature
Senate of
Maine
Senate District 22

Senator Edward Mazurek
3 State House Station
Augusta, ME 04333-0003
(207) 287-1515

November 22, 2013

Dear Fellow Community Members,

As the Senate Chairman of the Transportation Committee, and as a proud citizen of Rockland, I write in full support of Knox County Regional Airport's Master Plan Update. Its thoughtful recommendations to meet the future needs of our airport are exactly what are called for and I am proud and thankful for all of the work that went into crafting this document. It provides an excellent blueprint for addressing the capital improvement and maintenance requirements that will strengthen the airport, and our community.

Public participation is an important part of this process and I appreciate your involvement. We are stronger as a community when everyone has a say.

Best regards,

Edward J. Mazurek.

Senator Ed Mazurek



House of Representatives
State of Maine

November 18, 2013

Knox County Commissioners
62 Union St.
Rockland, ME 04841

Friends:

This is a letter of support for the proposed expansion of runway 13/31 and other improvements at the Knox County airport in Owls Head.

It is my belief that our airport is a key component of our regional economy. Proper maintenance and upgrades to the airport whenever possible are necessary and appropriate to sustaining and increasing the vitality of our infrastructure. All residents of the County benefit from this.

I encourage you to support the recommendations of the Airport Advisory Committee.

Sincerely,

A handwritten signature in dark ink, appearing to read "Chuck Kruger".

Chuck Kruger

Rep. Chuck Kruger
37 Green St. Thomaston, ME 04861
Office: (207) 354-8239 State House: (207) 287-1400
<http://rep.chuckkruger.com>

Representing House District 48: St. George, Thomaston, South Thomaston, part of Owl's Head, Matinicus and the Unorganized Territory of Criehaven

From: Marvinney, Robert G. [<mailto:Robert.G.Marvinney@maine.gov>]

Sent: Friday, November 15, 2013 5:10 PM

To: Bob Hirsch

Subject: RE: Aquifers in Knox County

Dear Dr. Hirsch,

As part of the Maine Geological Survey's statewide program of mapping "Significant Sand and Gravel Aquifers", geologists mapped in Knox County in the early and mid-2000s. In Owl's Head, the Maine Geological Survey geologists did not find any aquifers which met the definition of a "Significant Sand and Gravel Aquifer." That is, they did not find any sand or gravel deposits of sufficient size and thickness to provide a continuous supply of water to a well at a rate of 10 gallons per minute. There are no Significant Sand and Gravel Aquifers beneath the Knox County Airport.

Sincerely,

Robert G. Marvinney, Ph.D.
State Geologist, Maine Geological Survey
Director, Bureau of Resource Information and Land Use Planning
Maine Department of Agriculture, Conservation, and Forestry
93 State House Station
Augusta, ME 04333

Direct line: [207-287-2804](tel:207-287-2804)

Main line: [207-287-2801](tel:207-287-2801)

Fax: [207-287-2353](tel:207-287-2353)

robert.g.marvinney@maine.gov

www.maine.gov/doc/nrimc/mgs/mgs.htm

From: John Peckenham [<mailto:jpeck@maine.edu>]

Sent: Friday, November 15, 2013 5:01 PM

To: rghirsch@roadrunner.com

Cc: James Ward IV

Subject: Aquifers by RKD airport

Bob-

Jake Ward sent your request to me. I checked our databases which are mainly based on Maine Geological Survey data and there are no significant sand and gravel aquifers in Owl's Head. The whole area around the airport is underlain by glacial till or glacial-marine sediments. Most groundwater will be in fractured bedrock which is, in general, not an aquifer system with broad geographical connectivity. As you know these aquifers are hard to characterize. The bedrock geology is also complex composed of lower Paleozoic volcanic rocks and shelf sediments.

There are two public water supply wells serving the Transportation Museum to the west of the airport.

Let me know if you need more specific information. I hope that you find Owl's Head to your liking.

John

--

John Peckenham
jpeck@maine.edu

Maine Sustainability Solutions Initiative
<http://www.umaine.edu/sustainabilitysolutions/>

Director, Maine Water Resources Research Institute
<http://umaine.edu/mitchellcenter/maine-water-institute/>

Associate Director and Senior Research Scientist, Senator George J. Mitchell Center
<http://www.umaine.edu/mitchellcenter/>

To : Commissioners Maines, Moody and Parent:

December 1, 2013

Re: Airport Master Plan Update

From: Kathy Allain

Having served RKD airport committees many years, as chair of APAC , member of the 2009 Business Plan and Terminal Committee, and now chair of the Airport Master Plan Update, I would like to make a private citizen comment on the Preferred Update Plan, and how I think it references the **2009 Business Plan** below.

2.1 The Mission statement: Its first concern is: *"To provide the safest and most reliable air transportation..."*

The Preferred Plan adds needed safety length to the runway with the least amount of environmental impact. See 2.3

2.2 Vision statement: addresses *"economic interests of Maine and the midcoast region."* The benefit of the airport to tourism (the state's number one business) and the local/regional economy goes far beyond the payback of the Preferred Runway Plan. Payback alone is a short-sighted way of evaluating the Preferred Plan for the airport both now and the future.

2.3 Values: *"Recognizes the environment plays a fundamental role in determining future airport operations."* The Preferred Plan is sensitive to the environment in choosing the least amount of paving and very little wetland incursion or required remediation.

The Business Plan asks to *"minimize direct taxpayer support of airport operation while recognizing that some amount of public subsidy may be needed."* All of the alternative plans aim to improve airport finances and lessen public subsidy.

The Business Plan's *"vision for the future is to remain within the current boundaries.If growth occurs at the airport, it will be modest growth and environment concerns must be addressed."* The Preferred Plan is the most modest alternative in terms of community and environmental impact.

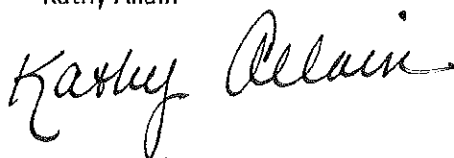
2.4.3 General Operations: *"The needs of the airport, into the foreseeable future, can be accommodated within the current two runways....however, runway length issues may be considered."* Reliable aviation sources predict that RKD may be required to lengthen the main runway in a few years. A good business plan looks ahead and anticipates needs. A master plan looks at the best option such as the Preferred Plan.

And finally,

2.4.4 Economic Impact: *"Future plans....may have significant positive impact on the long-term vibrancy, sustainability and appropriate growth of the regional economy."*

I believe these 2009 Business Plan statements speak for themselves and the Preferred Plan.

Kathy Allain





660 Barnstable Road
Barnstable Municipal Airport
North Ramp
Hyannis, Massachusetts 02601
508-790-3122
508-778-1870 FAX
Reservations (800) 352-0714
(800) 635-8787

November 18, 2013

Mr. Jeff Northgraves

Manager, Knox County Regional Airport

Owls Head ME 04854

Dear Jeff:

This letter is in support of the Airport Advisory Committee's recommendation to extend the main runway, 13/31, by 400 feet from 5000 to 5400 feet.

The additional length to the runway will benefit all users of the Knox County Regional Airport.

Sincerely,

A handwritten signature in black ink that reads "Rocky Stenger". The signature is written in a cursive, flowing style.

Rocky Stenger

Cape Air Rockland Station Manager

23 Terminal Lane

Owls Head ME 04854

RECEIVED
11/25/13

GRAND HARBOR INN



CAMDEN HARBOR'S ONLY LUXURY WATERFRONT INN

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr. Hart,

My name is Erick Anderson and I am the General Manager for both the Lord Camden Inn & Grand Harbor Inn here in Camden, ME. I would like to register my support for the proposed 400 foot runway extension for the Rockland Airport at Owls Head. I feel that the lodging and tourism industry here in the mid-coast are well served by our local airport and any enhancement to access and safety is critical for further growth of the industry.

I support the extension because I believe it will improve the overall safety of the airport, that it will be good for local businesses and the economy, and that it will substantially improve the connectivity of this region to families and business across the country and around the world.

Thank you for your consideration of my support for the airport extension.

Sincerely,

Erick Anderson,
General Manager

RECEIVED
11/22/13

Bay View Management



MATTHEW LEVIN
Managing Director

BAY VIEW MANAGEMENT
Commercial & Hospitality Property
Management & Development

PO Box 812
Camden, Maine 04843
Office: 207.236.2478
Fax: 207.236.2479
Email: matthew@bayviewmanagement.net

Lord Camden Inn | Grand Harbor Inn | Fresh Restaurant | Bay View Landing

BVM

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr. Hart,

My name is Matthew Levin and I am the Director of Operations & Marketing for Bay View Management. My main responsibility is overseeing operations for Lord Camden Inn, Grand Harbor Inn and Fresh Restaurant & Bakery all here in Camden. I would like to register my support for the proposed 400 foot runway extension for the Rockland Airport at Owls Head. I feel that the lodging and tourism industry here in the midcoast are well served by our local airport and any enhancement to access and safety is critical for further growth of the industry.

I support the extension because I believe it will improve the overall safety of the airport, that it will be good for local businesses and the economy, and that it will substantially improve the connectivity of this region to families and business across the country and around the world.

Thank you for your consideration of my support for the airport extension.

Sincerely,

Matthew Levin,
Director of Operations & Marketing



660 BARNSTABLE ROAD
HYANNIS, MA 02601

Mr. Jeffrey Northgraves
Airport Manager
Knox County Regional Airport
5 Airport Rd.
Owls Head, ME, 04854

Mr. Northgraves,

Please accept this letter as a formal request for lighting improvements to runway 21 at the Knox County Regional Airport (RKD) in Rockland Maine.

Currently, there are instrument approaches to all runways in RKD except Runway 21. Additionally, Runway 21 does not have any approach lights or vertical guidance. Prevailing southwesterly winds in Rockland often favor landing on runway 21, especially during the summer months. This creates situations where our Flight Crews may be required to conduct instrument approaches to another runway and circle to land on Runway 21, or land on another runway with less favorable wind conditions.

The additional of a Visual Approach Slope Indicator (VASI) or Precision Approach Path Indicator (PAPI) system would greatly enhance safety for all pilots, especially when operating at night and during periods of instrument meteorological conditions. The vertical guidance provided by these lighting systems provides pilots with important visual information to assure they are on the correct descent path to the touchdown zone.

As an Air Carrier operating under 14CFR Part 135, Cape Air strives to operate at the highest level of safety. Improved lighting with vertical guidance to Runway 21 will help us continue to provide safe, reliable and efficient air service to the public and benefit all users of the RKD Airport.

Your consideration of this request as you update your Airport Master Plan would be greatly appreciated. Please contact me if you have any questions or if I can be of any further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Craig Bentley".

Craig A. Bentley
Vice President of Operations
Cape Air
508-862-9707
Craig.bentley@capeair.com

Dear Commissioners,

I write in support of needed airport development now under discussion for the Knox County Airport. Aflac utilizes Falcon 50 and Challenger 300 aircraft to frequent your airport. The needed airport/runway 400 foot extension represents a logical and modest improvement to your airport facility. From a safety perspective, we require a minimum runway length of 5000 feet. The proposed increase of 400 feet would allow increased safety margins especially during times the runway is contaminated by water, snow, or slush; or conversely on hot summer days. The additional length will also allow aircraft to takeoff with more fuel requiring fewer stops to destination.

Members of the business aviation community know that airports such as Knox County are vitally important because they provide significant transportation and economic benefits. The airport also provides business aviation passengers with direct access to your community via our national system of airports and airspace. Once completed, the airport improvement will allow for an overall safer airport facility. Knox County would have the ability to serve a broader segment of business aviation users on a sustained basis.

Sincerely,

Mike Scheller

Mike Scheller | Aviation Director
Aflac Incorporated
Tel: [706.596.5902](tel:706.596.5902) | Fax: [706.327.1516](tel:706.327.1516)
mscheller@aflac.com

Ramar oil Inc.

4628 N. Washington Blvd.
Indianapolis Ind. 46205

317-283-5056
Mobile 317-432-3373
Fax 317-283-0142
rlmlar@msn.com

December 4, 2013

Knox County Commissioners
%Andy Hart
Knox County Courthouse
62 Union St.
Rockland
ME.

I am a resident of Marion county, but a frequent visitor to Maine's mid-coast, and one reason I come there is the Knox County Airport. Anything that can be done to enhance its safety will be greatly appreciated.

Sincerely

Randall R. Lane

President Ramar Oil.

Dear Andy

As a hangar owner at KRKD and a pilot who uses the airfield 12 months of every year, I agree with all the proposed improvements for the airport runway extensions and any other work that will make our airport a better place for aviation today and in the future.

Best regards

Cam

Cameron Lewis

cam@teamadventure.org

camlewis on Skype

[#1 508 208 7500](tel:15082087500) Mobile

[#1 207 230 7777](tel:12072307777) work

Dear Mr. Hart,

We are writing you in support of the recommendation to extend the main runway at the Knox County Airport. We have been residents of Knox County since 2004 and have used and benefitted from this great airport for many years. We will become full time residents of Spruce Head in 2015 and will continue to use the airport for our travels.

We understand that the extra 400 feet will be an additional safety margin for all aircraft, especially jet aircraft and that this will not result in larger aircraft using the airport. For these reasons we urge you to support the runway extension to improve operations at the airport.

Sincerely,
John Smegal and James Zoller
570 Island Ave.
Rackliff Island
Spruce Head



660 Barnstable Road
Barnstable Municipal Airport
North Ramp
Hyannis, Massachusetts 02601
508-790-3122
508-778-1870 FAX
Reservations (800) 352-0714
(800) 635-8787

November 18, 2013

Mr. Jeff Northgraves

Manager, Knox County Regional Airport

Owls Head ME 04854

Dear Jeff:

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Sincerely,

A handwritten signature in black ink that reads "Rocky Stenger". The signature is fluid and cursive, with the first name "Rocky" and last name "Stenger" clearly legible.

Rocky Stenger

Cape Air Rockland Station Manager

23 Terminal Lane

Owls Head ME 04854

RECEIVED
11/25/13

GRAND HARBOR INN



CAMDEN HARBOR'S ONLY LUXURY WATERFRONT INN

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr. Hart,

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I support the extension because I believe it will improve the overall safety of the airport, that it will be good for local businesses and the economy, and that it will substantially improve the connectivity of this region to families and business across the country and around the world.

Thank you for your consideration of my support for the airport extension.

Sincerely,

Erick Anderson,
General Manager

RECEIVED
11/22/13

Bay View Management

BVM

MATTHEW LEVIN
Managing Director



BAY VIEW MANAGEMENT
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PO Box 812
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Email: matthew@bayviewmanagement.net

Lord Camden Inn | Grand Harbor Inn | Fresh Restaurant | Bay View Landing

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

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Thank you for your consideration of my support for the airport extension.

Sincerely,

Matthew Levin,
Director of Operations & Marketing

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

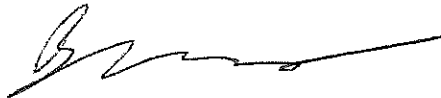
Dear Mr. Hart:

I am writing this letter in support of the planned extension of runway 31/13. I am a seasonal resident of Knox County, Maine (May to October) and a regular user of the Knox County airport.

I understand that the Airport Advisory Committee is recommending lengthening the runway by 400 feet. I believe this will greatly increase safety margins for all aircrafts currently using the airport. It will also allow larger airplanes more flexibility to purchase extra fuel here rather than purchasing it at some random airport down the road. This will help reduce aircraft operational costs and increase the airport's fuel sales and profitability which would, in turn, reduce our taxes.

These are only a few good reasons to lengthen a runway, a project that would have no negative side effect to anyone in Knox County.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ben Toussaint', with a long horizontal flourish extending to the right.

Ben Toussaint
Pilot
Aircraft Services Group



November 5, 2013

Mr. Jeff Northgraves
Manager, Knox County airport
5 Airport Road
Owls Head, ME 04854

Dear Jeff:

We have reviewed all the aircraft that have departed from Downeast Air over the past 2 years and we believe, if the runway had been 5400 feet, we would have sold between 20,000 and 30,000 more gallons of jet fuel per year. At today's price that would be \$115,000 to \$172,500 in additional revenue to Downeast annually.

Very truly yours,

A handwritten signature in black ink, appearing to read "John Newcomb", is written over the typed name and title.

John Newcomb
General Manager

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

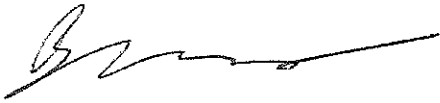
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These are only a few good reasons to lengthen a runway, a project that would have no negative side effect to anyone in Knox County.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ben Toussaint', with a long horizontal flourish extending to the right.

Ben Toussaint
Pilot
Aircraft Services Group

From: Eric Corpataux [mailto:ercor@hotmail.com]
Sent: Monday, November 18, 2013 9:25 AM
To: ahart@knoxcountymaine.gov
Subject: Proposed runway extension Owls Head Airport

Dear Commissioners,

Switchback Aviation LLC owns a hangar at the Owls Head, Knox County Airport and operates a Cessna Citation business jet.

We understand that an extension of 400 feet to the existing main runway 13-31 is being considered.

A runway extension would allow us to operate our business jet airplane with an increased safety margin in hot weather conditions in summer and adverse conditions in winter.

We fully support the proposed runway extension.

Yours sincerely,
Switchback Aviation LLC
Eric Corpataux
Operations Manager

From: Joan Doherty [mailto:luciabch@midcoast.com]

Sent: Sunday, November 17, 2013 4:47 PM

To: ahart@knoxcountymaine.gov

Subject: Airport Expansion

Dear Mr. Hart,

My husband and I are residents of Owls Head. We wholeheartedly support the expansion of the Knox County Airport. It is a valuable and viable part of our little neighborhood. We appreciate the business that it brings to the town. We also appreciate the need for safety of the aircraft and the people they carry, as well as a possible reduction in noise that an expansion would bring. We love only having to drive a mile down the road to take a flight to Boston or to meet relatives flying in. How convenient.

Thank you,

Joannie and William Doherty

From: Jasmine Poland [mailto:jasmine_poland_09@yahoo.com]

Sent: Sunday, November 17, 2013 4:36 PM

To: ahart@knoxcountymaine.gov

Subject: Knox County Regional Airport

Hi, my name is Jasmine. I work at Downeast Air in Owls Head. I heard about the proposal of extending the runway an extra 400 feet. I absolutely support the extension of the runway. I think it would be a great benefactor for the airport and our business here!

Sincerely,

Jasmine Poland

From: William Gloede [mailto:billgloede@roadrunner.com]
Sent: Sunday, November 17, 2013 2:51 PM
To: ahart@knoxcountymaine.gov
Subject: Lengthen the Runway

Knox County Commissioners:

I am writing in support of the proposal to lengthen the runway at Knox County Airport. The airport is a vital asset to the midcoast economy and its future.

I live underneath the prevailing flight pattern and thus have planes flying over my house all the time. To me, their engines are the sound of much-needed capital coming into our local economy. They are not disruptive in any way.

I understand there is vocal opposition to this proposal, NIMBY syndrome at work. The evaluation and arbitration of such disputes rests primarily on who or what was extant first: those who oppose or that which they oppose. In this case, the facts are clear: The airport was there long before those who oppose its expansion.

The importance of the airport and the people it serves to the local economy will grow as second-home owners and retiring baby boomers supplant the auto-borne tourists who are becoming increasingly scarce throughout the state. The airport should grow commensurate with demand for its services. It is the responsibility of the Commission to promote such growth and to put the greater good ahead of the narrow self-interest of a small group who bought properties—at discount—near an airport they now would like to shut down.

Bill Gloede
Spruce Head
Member: Penobscot Bay Chamber of Commerce

11.15.2013

Dear Knox County Commissioners,

I have heard of the proposed 400 foot extension of runway 13/31 at Knox County Regional Airport and would like to voice my support for the proposed project.

In conjunction with my father I operate a flight school and air charter company in northern Maine based out of the Northern Aroostook Regional Airport in Frenchville, Maine. I have operated into and out of Owls Head many times and am always pleased with the facilities and the service I receive from both Downeast Air and Penobscot Island Air.

While none of the aircraft we operate require the full runway length or would benefit from additional runway length I am intimately familiar with the restrictions which shorter runways impose on jet aircraft and the reduced fuel loads which are necessary to meet safe safety margins for landing and takeoff. We encounter the same problems to a greater degree at our home airport with only 4601 feet of runway available.

One could argue that the benefit if lengthening the runway is not significant to the airport or communities it serves and that it will be more unwanted airplane noise. However, an additional 400 feet will not allow larger aircraft to use the facility it will simply allow aircraft which already use the airport to operate more efficiently by eliminating a fuel stop in their flight, and improve safety margins in both landing and take off operations. In winter time an extra 400 feet improves stopping safety on landing particularly during days when the runway may be contaminated with snow, ice, or slush. The additional fuel pumped will also benefit the communities through additional revenue being generated from those sales both to the businesses at the airport and through the fees those businesses pay the town for fuel pumped.

Ultimately, runway extensions of this sort do nothing to harm a community and have broad reaching benefits in both safety, efficiency, and revenues to support the facilities which provide so many essential services to our communities.

Please approve the extension.

Sincerely,

David Fernald Jr.
ATP, CFII, MEI

Aviation Unlimited
50 Airport Ave.
Frenchville, ME 04745

Dafpilot@gmail.com

To Whom It May Concern:

The proposal before you to extend the runway is a very good project. Not only does it increase safety margins for arriving and departing aircraft but it makes possible business that would otherwise have to go elsewhere. My company and I are seasonal residents, for all intents and purposes, as our benefactor has a home in the area, where he stays from before Memorial Day till after Columbus Day. The runway extension would allow us greater flexibility in how much fuel we purchase, especially on a rainy day where we have to be careful about takeoff and landing performance. That extra 400' would really help us out with an extra margin of security and safety in our flight planning decisions. I know these benefits would extend to other customers who could then increase their patronage of local businesses as well. I hope you will favorably consider this valuable project.

Respectfully Submitted,

David H. Friedman
Chief Pilot
Aircraft Services Group

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this proposal to lengthen the runway by 400 feet.

I am a very frequent patron of the Knox County airport as I travel a lot for business. Customers for our products and services at PenBay Solutions are literally all over the world. As such, having access to the global air travel network is essential to our business and to many other businesses in the mid-coast.

I understand that there is a small but very vocal group of individuals that consistently and actively lobby in support of almost any proposal to constrain the operations of the Owl's Head airport ostensibly in the name of preserving some sort of perceived "quality of life" or perhaps more likely some feared impact that the airport might have on their personal property values.

I am always a bit amazed by the lack of understanding or knowledge of history from the new found Maine preservationists. A quick look at the history of the region shows clearly that the economy has always been highly dependent on global markets. The first settlements on Monhegan were drying fish for the European market. Later as more permanent settlements took root along the coast and rivers, Maine lumber, granite, limestone, and ice found their way to ports around the world. In those days of seaborne shipment fortunes were made exploiting those international markets and building some of the nation's fastest ships (Red Jacket for example) to ply the commercial waterways. All the big expensive captain's homes up and down the Penobscot River were built on the fortunes made in international commerce. More recently, additives for the world's ice cream and paint is shipped from Rockland, the mid-coast has been central to innovations in personal finance (MBNA, Boston Financial), cement from Dragon cement made the Big Dig in Boston possible, and snow plows from Fisher Engineering are shipped all over the country.

Today, more than ever before, the innovative and hardworking people of Maine need to plug into the world economy. Today's entrepreneurs travel the world more than at any time in history and the point of entry to the world of global business travel is a thriving airport. The Owl's Head airport is a VITAL link to the world economy for local entrepreneurs and any efforts to restrict the abilities of the airport to serve the local business community is directly counter to anyone who depends on the local economy for their livelihood.

The ability of the Owl's Head airport to serve the local community took a big step backward when Cape Air was awarded the service contract for the airport in large measure due to complaints from local 'preservationists' about the planes proposed by Colgan Air being too big and noisy. Ironically, the change in carriers has resulted in many more flights rather than less as Cape Air needs four times as many 9-seat flights to serve the demand of the local market as the 34-seat aircraft proposed by Colgan. It has also resulted in a reduction in service as there are far fewer seats available and Cape Air is not integrated into the global air transportation system in any meaningful way.

In my view, the position of the local 'preservationists' trying to constrain operations at the Owl's Head airport are selfish, short sighted, wrong-headed, and I hope beyond hope will ultimately fail.

Hopefully, I will be able to join your meeting on Monday evening to voice my concerns in person.

Thanks much for your consideration.

Cordially,

Stu Rich, CTO



srich@penbaysolutions.com

[\(207\) 691-1546](tel:(207)691-1546) cell

[\(207\) 230-0182](tel:(207)230-0182) office



esri

Partner Network
Gold Specialist

Mr. Hart:

My name is Stephen Tyler and I'm Chief Pilot for Penobscot Properties. Our company utilizes a Gulfstream V and we fly into Rockland consistently during the seasonal months. I have been flying into Rockland for many years and used the airport before it was

extended from 4600 to 5000ft. The extra 400ft was a significant safety enhancement with minimal environmental impact, if any. I know

that the extension has allowed many to use the airport in inclement weather when the shorter runway conditions would have not allowed Flight

Departments to operate. I understand that an additional 400ft is being considered and that some might object for various reasons. I see no impact changes from

the last extension that would be deemed anything but positive and I see the same positive scenario if another 400ft extension was added. From a operational standpoint

it provides a more comfortable safety margin for existing aircraft and this has to have translate into positive economic benefits for the airport and community. Larger aircraft are

still prohibited due to weight bearing limitations.

Also, we have an outstanding working relationship with Downeast Air and John Newcomb. Their flight service operation is exceptional and as someone who has experienced several changes

over the years in providers for the Knox County airport, it would be a boon to the aviation community to provide them with economic consistency.

If you have need for any further input from me, please contact me at your convenience.

Regards;

Stephen S. Tyler, Chief Pilot, Penobscot Properties

Andrew Hart

From: John Newcomb
Sent: Wednesday, November 06, 2013 1:37 PM
To: ahart@knoxcountymaine.gov
Subject: Airport

Andy, I know the additional 400 feet will improve safety at the airport and will not increase noise. In fact, a valid argument can be made that the additional 400 feet will decrease noise. Also, the airport is way under the most restrictive zoning for impermeable surfaces even though that zoning doesn't apply to the airport, and Owls head has no zoning restrictions on impermeable surface.

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this additional 400 feet.

Cordially,

Kayla Dumond
64 Town Clerk Road
Owls Head, Me, 04854

Andrew Hart

From: pilot518q LaBagnara
Sent: Wednesday, November 06, 2013 2:12 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Regional Airport

To: Andrew Hart, Knox County Administrator

Via email only

Dear Mr. Hart,

I have recently purchased a property in Owls Head on Little Island Lane and have a new home now under construction. My wife and I and our family have been visiting Knox County and Midcoast for close to 30 years. 95% of our visits have been by private aircraft into Knox County Airport. For each of the nearly 100 recent flights, we have purchased fuel from DownEast Air, obtained rental cars and used the airport as a base of operation for spending time in the Midcoast region.

As a result of our many visits, and use of rental properties in the area we finally found a parcel of ocean front property and that site is now the location where our new home is under construction.

Without the availability of the Knox County Airport, and services available there, we would not have found this property nor planned to have a home there. As you know, all the transient aircraft into Knox help support the local economy just as I do. In addition, we support local restaurants and hotels, the Transportation Museum and other area attractions.

I very much support any improvements to the airport including the runway lengthening project, and an improved instrument landing lighting system. I consider the airport a full service facility capable of handling both private, corporate and passenger aircraft and allowing arrivals and departures in the low overcast conditions often seen in coastal New England airports.

Airports such as Knox County Airport have been repeatedly proven to significantly enhance the local economy and businesses in the area. In addition to the transient aircraft arrivals, I suggest you also consider the impact the airport has in Medivac, patient transportation, mail and services to local islands only reachable by land and sea, flight training, tourism, industrial development, and the educational value to school children and aviation career exposure.

From a very happy property owner and new tax payer in Owls Head,

Sincerely,

James LaBagnara
cell 973 668-2383

Janus Equities, LLC

6 October 2013

Knox County Commissioners

C/O Mr. Andrew Hart

Knox County Courthouse

62 Union St.

Rockland, ME. 04841

Via e-mail ahart@knoxcountymaine.gov

Dear Commissioners:

I am the aviation division manager and captain for Janus Equities. We are frequent users of the Rockland, Knox County airport in our Falcon 900 jet.

I understand that there is a plan to add 400' to your main instrument runway. While the addition of 400' would likely not change the type or size of any jet aircraft operations at the airport, it does have considerable value to us for several reasons.

First, the additional ~12% increase in usable runway has many safety ramifications. This would be particularly true in inclement weather conditions when we must use the instrument approach system to land.

Second, during periods where the runway is wet with rain or contaminated with snow/ice the added safety margin is significant. Far more than the layman might think for a seemingly small increase.

Third, less wear and tear on our brake systems and engines. This because we do not have to operate those systems at their full capacity during dry runway operations. Some noise mitigation is probable as well under these circumstances, as full reverse thrust may not need to be utilized.

The additional safety margin should not be taken lightly, as it may prevent an over run accident during landing or during an aborted takeoff.

Should you wish to contact me for clarification I can be reached at PetePiemonte@aol.com or via cell at 413.896.4306.

Sincerely,

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

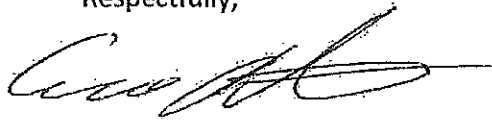
Dear Mr. Hart:

My professional and community service work includes environmental impacts of pollution, climate change, education improvement and economic development. As a resident of Knox County, I am very interested in the role the airport plays in these areas and many more.

The Airport Advisory Committee's recommendation to lengthen the runway by 400 feet could be seen as negatively impacting some of this work while having a positive impact on others. The positives far outweigh the negatives. The positive impact the expansion would have on the airport's safety is critical. In addition, the airport is a major asset in our region that can lead to improved economic vitality through providing access for people, services and products. It also supports tourism and our year round businesses that rely on visitors and part time residents who utilize the airport to maximize their time here.

The lack of economic growth and shortage of good job opportunities for younger families is one of the greatest threats our region faces. Therefore, I am supportive of this expansion to improve our economic options, and strengthen the safety and viability of our airport.

Respectfully,

A handwritten signature in black ink, appearing to read 'Eric Waters', with a long horizontal flourish extending to the right.

Eric Waters
Spruce Head

Andrew Hart

From: Eliza Alden Barton
Sent: Wednesday, November 06, 2013 4:04 PM
To: ahart@knoxcountymaine.gov
Subject: lengthening a runway by 400 feet

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this additional 400 feet.

Cordially,
Eliza & Larry Barton
Spruce Head, ME

Andrew Hart

From: Amanda Newcomb
Sent: Wednesday, November 06, 2013 5:37 PM
To: ahart@knoxcountymaine.gov
Subject: Support for Airport Runway Extension

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Dear Mr. Hart:

I am a frequent user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reduce taxes, and increase safety, and increase revenue for the airport. Therefore, I support this additional 400 feet.

Cordially,

Amanda Newcomb

Andrew Hart

From: Michael Drons
Sent: Wednesday, November 06, 2013 9:13 PM
To: ahart@knoxcountymaine.gov
Subject: runway extension

Dear Mr. Hart,

I am writing to express my support for the proposed 400-foot runway extension at Knox County Airport.

I have studied the proposal--and see nothing but positives coming from this improvement, plus nothing negative. No bigger, heavier, noisier jets--but increased safety and increased tax revenue for the county through higher fuel sales.

I urge your support of this small but important improvement.

Sincerely,

Michael Drons
Spruce Head, ME

Andrew Hart

From: Dave Bryant
Sent: Wednesday, November 06, 2013 11:05 PM
To: ahart@knoxcountymaine.gov; jnewcomb@downeastair.com
Subject: importance of Proposed 400 Feet of additional runway

To whom it may concern at the Knox County Airport,
We

operate a Citation X jet aircraft on a year round routine basis into your airport. Typically Flying folks in that live in the local area. We where very excited to hear recently the proposed 400 feet of additional useable runway, our aircraft performance allows us 5000 feet or larger runways and if it is a wet or contaminated runway like it is often, it is a no-go situation, possibly being stuck until the conditions better or not being able to land upon arrival, we would then have to go to the next closest fitting runway at KBGR (ugh), the 400 added feet of runway would make the difference for us adding the margin of safety that we require.

Our pilots typically stay a week or more each visit bringing business to the local area such as the Samoset and the many fine places to eat in the immediate area. We very, very much appreciate this airport and its amenities such as the heated hangar or the ILS, combined with the exceptional 24 hour service and winter maintenance, there is simply not another airport that will fit our operational needs.

Thanks much,
David Bryant
210-557-9311

Best Friends Air LLC

Andrew Hart

From: Ken Dromgold
Sent: Thursday, November 07, 2013 8:20 AM
To: ahart@knoxcountymaine.gov
Subject: KRKD

Dear Mr. Hart,

I am a user of the Knox County Airport and I fly one of the largest jets into and out of Knox county regularly. I fully support an additional 400 feet added to the existing runway....specifically for safety reasons. I urge the board to think safety when making their decisions.

Best regards,

Ken Dromgold
Cell: 860-706-9471

Andrew Hart

From: Tom DeMarco
Sent: Thursday, November 07, 2013 8:56 AM
To: ahart@knoxcountymaine.gov
Subject: Support for runway extension

Please add me to the list of those supporting the 400' extension to the Owls Head runway. I am a Knox County resident. Would attend the meeting but I need to be in Seattle for business.

Sincerely,

Tom DeMarco

=====

Tom DeMarco
tdemarco@systemsguild.com
207 236-4735 Cell: +1 917 572-1166
PO Box 160 or 115 Shermans Point Road
Camden, ME 04843

Andrew Hart

From: Sam Plimpton
Sent: Thursday, November 07, 2013 9:37 AM
To: ahart@knoxcountymaine.gov
Subject: Airport expansion

Dear Mr Hart:

I write as a homeowner in MidCoast, and as a user of Knox County Airport. I urge you to invest in lengthening the runway, as this will be good for safety, and for local economics. Anything you can do to increase the attractiveness of our region for visitors will help the local economic situation. The region needs more inbound activity, not stasis. If you are for jobs and prosperity this project must be completed. A greater regional good must trump a few self-interested parties who fear any change.

Sincerely

Sam Plimpton

November 7, 2013

Dear Mr. Hart,

My family and I are frequent users of the Knox County Airport, usually flying in on Cape Air. Although I don't think the Cape Air planes necessarily need more length, it would make me feel more comfortable flying Cape Air, or any airline, to know there is that extra margin of safety.

There seems to be a lot of reasons to extend the runway and no ration reasons not to.

Sincerely,

Christine Zinman

11/07/2013

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dale Martin
110 Bellevue Street
Owls Head, ME 04854

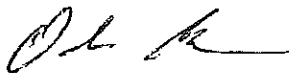
Dear Mr. Hart,

I live in Owls Head about a mile from the airport and I support the motion to extend the runway by 400 feet. I am also a member of the Town of Owls Head Planning Board.

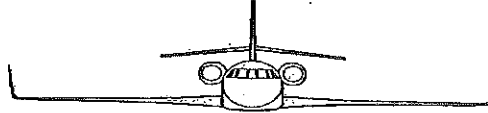
I see no rational reason not to extend the runway. 200 feet of the 400 asked for is already paved but unusable for aircraft operations so additional paving should not be an issue.

Safety should be the biggest reason to extend the runway. My research has me to believe that the additional 400 feet will not allow any larger aircraft to land in Owls Head, nor will it increase air traffic. It looks more like a safety issue than anything else.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dale Martin", with a stylized flourish at the end.

Dale Martin



N888CE Flight Operations
FJet Management, LLC
38 Washington St. Trumansburg NY 14886
607.351.8423 office 847.556.1330 fax
FJetMGMT@Gmail.com

11/7/2013

Knox County Commissioners
C/O Mr. Andrew Hart
Knox County Courthouse
62 Union St.
Rockland, ME. 04841

Dear Commissioners,

I am the chief pilot and director of operations for FJet Management, LLC. Our company operates a Falcon 2000 jet aircraft on a frequent and regular basis to and from RKD Knox County Airport. I am aware that you are considering adding 400 ft of paved runway to runway 31/13. While 400 ft may seem trivial to some, I can assure you that it would be a very significant improvement to the safe operation of aircraft such as our Falcon 2000 at RKD. Please consider allowing this project to go forward knowing that you will be adding significant margin to the safe operation of existing air traffic to your airport. Consider the following:

The current runway length is the absolute minimum that our operations permit for takeoff and landing. Adding 400 feet would widen that margin significantly and would decrease incident/accident risk to many operators. This is particularly compounded during periods of inclement weather which is often the case at RKD.

Currently we must use our maximum takeoff thrust profile due to the length limitations of the runway. This results in often "static start" takeoff rolls using max power thrust settings rather than "rolling" takeoffs with the latter providing a significant decrease in the noise footprint.

In addition, on landing at RKD currently, we must use maximum reverse thrust combined with braking to maintain our required stopping distance requirements. Thrust reverse could be reduced if we had additional runway. This would result in additional reduction of the noise footprint.

Andrew Hart

From: Susan Tripp
Sent: Thursday, November 07, 2013 4:26 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Airport

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Dear Mr. Hart:

We are residents of Knox County, Maine and users of the Knox County airport. We understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. We believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, we support this additional 400 feet.

Cordially,

Susan and John Tripp
44 Southern Ave.
Spruce Head, ME

Andrew Hart

From: Lea Anne Dunton
Sent: Thursday, November 07, 2013 4:43 PM
To: ahart@knoxcountymaine.gov
Subject: Airport Master Plan Proposal

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

I am writing to support the extension of the main runway by 400 feet. I would like to have an additional safety margin for all aircraft, especially jet aircraft. It would also enable the aircraft departing this airport to be able to take enough fuel to go longer distances and would allow increased fuel revenues to the airport, which would benefit all of us in the area by both convenience and lower taxes respectively.

Sincerely,
Lea Anne Dunton
PO Box 105
Rockport, Maine 04856



BACK COVE PHARMA, LLC

Consulting and Education Services in Pharmaceutical Development
P.O. Box 1408, Waldoboro, ME 04572

Robert A. Lipper, Ph.D.
President

November 7, 2013

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Sent via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

While I am not a resident of Knox County (I live "just over the line" in Lincoln County), I run a small business within the service area of the Knox County Airport. My business involves technical consulting with pharmaceutical firms of all sizes, from small start-ups to the major companies we all know by name.

As you might imagine, I travel frequently for business purposes. In general, I support enhancements to the Knox County Airport, and in particular I am writing now to express my support for the lengthening of the runway by 400 feet, currently under discussion. I certainly believe that lengthening the runway as proposed will increase business at the airport, not to mention that it will arguably be a safety improvement.

Thank you for your consideration, and I urge you to support the proposed runway extension.

Sincerely yours,

Robert A. Lipper

Andrew Hart

From: David
Sent: Thursday, November 07, 2013 9:03 PM
To: ahart@knoxcountymaine.gov
Subject: KRKD Runway Extension

Dear Mr. Hart,

I am an attorney from Montana who enjoys a second home in Camden. I'm writing to express my unqualified support for the proposed runway extension at the Knox County airport. As a pilot, I am often flying into KRKD and the increased safety offered by a longer runway - even 400' - is a great comfort. On approach, pilots often experience ground effect or surface winds that can cause the plane to "float" rather than settle down. While we're trained to manage this, extra runway always makes for safer and smoother landings. The aircraft I fly (Piper Malibu Mirage) does not require the additional length nor will I make any more landings if the extension is approved. However, the additional length will not only improve comfort and safety but will also lend credibility to KRKD as a regional, rather than local airport.

I enjoyed the privilege of earning my Instrument rating at KRKD. Having trained at a number of different airports around the country, I have only good things to say about your facility. Please temper the credibility given to the few local residents who are given to constant complaints and who knew (or should have known) that airplanes make noise and are often seen near airports.

Please feel free to contact me if you have any questions or would care to hear me go on about this.

Thanks,

David Hirschfeld
P.O. Box 7
Choteau, MT 59422
406.466.2646
lawoffice@montana.com

Andrew Hart

From: Bruce Bickford
Sent: Thursday, November 07, 2013 9:29 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Airport Improvements

Mr. Hart,

I am writing to express my support for the proposed expansion of runway 13/31 to enhance the capabilities for corporate and private jet aircraft.

As a locally based GA pilot and business owner, I frequently use my aircraft for business as well as personal uses and find the services and facilities of KRKD invaluable to my ability to move freely around the Northeast, including getting back into the field on those foggy days. The availability of multiple runways, the Instrument Landing System, excellent year round maintenance, great FBO services and availability of hanger space are all elements that make me more productive and successful in my work.

The continued improvements to the field and support of existing infrastructure on a regular basis are key to maintaining the financial benefits that the airport brings to this region. While on the surface, the operational efficiency of jet aircraft in and out of Knox County may not seem relevant, it can play a big role in the attractiveness of this area to corporate executives looking for easy and quick access to their weekend or summer homes, and by extension, support of the local economy via their spending. These jet aircraft are by and large paid for by successful business people who rely on them for their day to day operations and the ability to move around quickly between customers, facilities and their own properties is essential to their personal success.

A strong well maintained airport has been demonstrated around the country to be a vital economic engine for the local economy and certainly making this small and easy change to the existing runway will reap financial rewards to the airport, the businesses on the field and the County.

--

Thanks,

Bruce Bickford
104 McCarter Point Road
Cushing ME 04563
Cell: 207-380-0495

WILLIAM A. DOBSON
P.O.Box 201, 23 Garthgannon Rd.
Owl's Head, Me. 04854

November 5, 2013

Knox County Commissioners
Knox County Courthouse
62 Union St.
Rockland, Me. 04841

Subject: Airport advisory Committee Presentation, "Airport Master Plan"

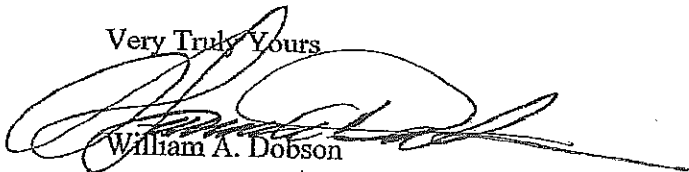
Dear Andy Hart:

Because I am unable to attend the scheduled meeting on November 12, 2013, I wish to submit this letter in support of a 400ft. Extension of runway 13/31. I am an airport user, both on the scheduled carrier and personal aircraft, for the five months of the year that I am in residency. I am very familiar with the size and type of aircraft that use Knox County Regional Airport. Please understand that a 400ft. Extension would not bring any larger aircraft to the airport than currently. Larger aircraft would require a much longer runway. Also, I believe that the runway design prohibits any aircraft over 100,000 lbs., thus eliminating any possibility of larger aircraft.

I have been in the Fixed Base Operation business for many years and have dealt with similar situations. Each time any change was proposed, uninformed neighbors would rightly be concerned. Once the facts were presented to them and they realized that the number of flights and the size of the aircraft would not increase, they had peace of mind. Regarding this proposal, I am confident that after proper explanation of the facts, Owl's Head residence will be similarly disposed. As stated before, the limiting factor for larger aircraft is weight capacity of the runway.

Along with the safety factor of the 400ft. Extension, there is a very practical aspect of the proposal. The extension would allow some of the aircraft currently using the facility to take on more fuel than they can now. This allows more efficient flight planning and increased revenue to the FBO and therefore, the county. Our neighbors should know that the airport generates a tremendous economic benefit to the county. If memory serves, the economic benefit to a community with an airport is approximately three to four times the airport's gross revenue [Business and commercial aviation]. The airport was a determining factor in our selection of which community to build our summer residence. Anything that can be done to improve the facility should be given favorable consideration. An airport of this caliber is unique and should be considered a valuable asset to the community. Appreciative of your effort in this matter, I am,

Very Truly Yours



William A. Dobson

Andrew Hart

From: Tomeo, Richard
Sent: Friday, November 08, 2013 8:05 AM
To: 'ahart@knoxcountymaine.gov'
Subject: Knox County Regional Airport

Dear Mr. Hart:

I retired to Maine from Connecticut a few years ago and live in South Thomaston, just off the departure end of runway 31.

I am also a private pilot and fly a single-engine plane that is hangered at the airport. Over my years of flying I have visited dozens of airports in the Northeast and think that KRKD, which dates back to World War II, is a jewel in the system, offering great FBO support, a fine terminal and convenient Cape Air flights.

I urge the County Commissioners to approve the lengthening of runway 13/31. This will not result in larger aircraft using the airport nor, in my understanding, will it result in more flights. Extension of the runway will simply offer an additional measure of safety for all pilots and their passengers using the airport. That is a benefit to us all.

Sincerely,

Richard Tomeo
65 Bartlett Lane
South Thomaston, ME 04858

This transmittal may be a confidential attorney-client communication or may otherwise be privileged or confidential. If it is not clear that you are the intended recipient, you are hereby notified that you have received this transmittal in error; any review, dissemination, distribution, or copying of this transmittal is strictly prohibited. If you suspect that you have received this communication in error, please notify us immediately by telephone at 1-860-275-8200, or e-mail at it@rc.com, and immediately delete this message and all its attachments.

Enrique (Ike) Kilayko
Doris Kilayko

RECEIVED
11/8/13

Maine

Florida

P.O. Box 205
561 Island Ave. (Rackliff Island)
Spruce Head, ME 04859
Tel. (207) 594-7755

E-Mail: ikedoris2@aol.com

5524 S. E. Schooner Oaks Way
Stuart, FL 34997
Tel. (772) 288-3724

Nov. 4, 2013

Knox County Commissioners
Knox County Courthouse
62 Union St.
Rockland, ME 04841

Att: Andy Hart

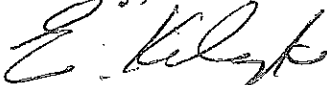
Subject: Airport Advisory Committee presentation
"Airport Master Plan"

We are unable to attend the meetings scheduled for Nov. 12 at the County Courthouse nor Nov. 18 at OHTM but would like to inform all of our support for the extension by 400 ft. of runway 13/31 to 5400 ft.

This small extension of 400 ft. will not increase air traffic nor increase the size of the business jets or private jets that already use RKD but simply allow those jets to fill up with more fuel, so us, who occasionally hitch a ride on these jets will allow them to fly non-stop, farther. Additional fuel means additional revenue (from commissions) for Knox County. The additional 400 ft. would also increase safety.

As homeowners in Knox county (since 1988) in Maine and Martin County (since 1996) in Florida we pay property taxes to the counties. If Cape Air had larger planes like Colgan Air had in the past we'd be back (and with visitors) in Knox county more often during late fall and December adding revenue to restaurants and businesses in the county on top of our 5 month stay during the summer.

Sincerely,


Enrique "Ike" Kilayko


Doris Kilayko

Andrew Hart

From: Smith, Amy on behalf of Kislak, Jay
Sent: Friday, November 08, 2013 4:05 PM
To: ahart@knoxcountymaine.gov
Subject: Letter to Knox County Commissioners in Support of Runway Extension

Attention: Andy Hart, Knox County Courthouse
Knox County Commissioners
62 Union Street, Rockland
ME 04841

Dear Knox County Commissioners,

I am writing in support of extending Knox County Airport's main runway, 13/31, by 400 feet, from 5000 to 5400 feet.

We have a rather large involvement in the Rockland and Knox County community through ownership of our home in Rockport and the 78,000 sq. ft. office building on Water Street in Rockland. A great many of our business clients both in the office building and the marina, which we own and for which we pay taxes, use the facilities of the Knox County Airport.

Anything that can be done to make the airport even safer and more useable would certainly be important to us and the business community throughout the area.

Thanks for your consideration.

Sincerely,
Jay Kislak

Andrew Hart

From: Steve Turner
Sent: Friday, November 08, 2013 7:02 PM
To: ahart@knoxcountymaine.gov
Subject: Updated Airport Master Plan

Dear Mr. Hart,

I would like to take this space to encourage you to support the planned expansion of Runways 13-31 at the Knox County Airport. The logic behind the plan makes perfect sense for those aircraft involved. Those aircraft, I may say, are the greatest asset to the airport and local economy.

I learned to fly at the Knox County Airport nearly 14 years ago. I have seen many excellent improvements in that time and realize that this update is but another needed improvement to maintain the excellent condition of this airport. As a commercial pilot working at Knox County, I understand the needs of both small and large aircraft to perform and operate under optimum conditions at this airport. Although I realize that there has always been opposition to improvements and change at our airport, I truly believe those improvements have always proven to be a success, not only for the airport and its operations but, more importantly, for the business community at large. I plan to be at the meeting to be held at the Transportation Museum on the 18th of this month but wanted to express my feelings in this space as I am sure I won't be heard on that evening.

Respectfully,

Stephen Turner

6 Sea St.
Camden, Maine

Andrew Hart

From: pmneuhauser@aol.com
Sent: Saturday, November 09, 2013 4:08 PM
To: ahart@knoxcountymaine.gov
Subject: Runway extension

Dear Mr. Hart:

I strongly support the extension of the runway at the Knox County airport.

Paul M. Neuhauser
36 Southern Ave
Spruce Head, ME 04859

Andrew Hart

From: Larry Baiza
Sent: Monday, November 11, 2013 7:45 AM
To: ahart@knoxcountymaine.gov
Subject: FW: Airport expansion
Attachments: airport master plan.doc

Dear Mr. Hart,

My name is Larry Baiza. I am a resident and homeowner in Thomaston, ME. I am aware of the proposal to lengthen the runway at the Knox County Airport. I believe this to be a wise investment. Any additional safety measure is a plus for our community and this expansion would provide that. We are fortunate as a community to have access to this airport and I use it frequently.

In addition, this expansion would bring an economic boost to the region attracting more visitors and therefore greater prosperity.

The airport is here to stay, why not make it better.

Sincerely

Larry Baiza

The Airport Advisory Committee is presenting an updated Airport Master Plan to the County Commissioners on November 12 at 2:00 PM in the County Courthouse. One of their recommendations is to extend the main runway, 13/31, by 400 feet, from 5000 to 5400 feet. About 200 feet of this is already paved, but is unusable for aircraft operations. There will be a second meeting on November 18 at 6:00 PM at the Owls Head Transportation Museum.

The extra 400 feet will be an additional safety margin for all aircraft, especially jet aircraft. Many aircraft that are departing cannot take as much fuel as they would like, so have to make a fuel stop on the way to their final destination. Now, I can point out the additional cost from an extra landing, and the additional fuel burned (and bigger carbon footprint) while operating in lower altitudes maneuvering for landing and then an additional takeoff (which burns a lot more fuel per minute at a slower speed than at cruise altitude), and, while all of this is true, I also need you to know that I have a huge business interest in the additional length. 90% of our revenues come from fuel sales, so any additional fuel purchased increase Downeast Air's revenues. Knox County receives a commission on all our revenues, so the increased fuel sales will also increase the Airport's revenues.

Downeast Air employs 4 full-time and 8 part-time employees year round and adds an additional 3 full-time employees in the summer. We are the Airport's largest revenue source, helping offset the costs of operating the airport, reducing the tax impact to every taxpayer in the County.

There is a small, but very vocal, group of Owls Head residents who are against anything the airport does. One member of this group has publically stated that he wants the airport gone. The airport isn't going away, but this group will do anything they can to restrict its operations. It seems their major points are that the additional length would allow larger and more aircraft to use the Airport. Personally, I would like to see larger and more aircraft come here, but the additional 400 feet will not allow any larger aircraft* to land here nor will it increase air traffic. The largest business jets, except the airline jets refitted for private use, already come here--- they just can't leave with much fuel. The airline jets (Airbus A318 & 320 and Boeing 737) all need at least 5870 feet of runway for takeoff**. Also, these larger jets all weigh more than 120,000 pounds** empty and the runway is only certified for aircraft up to 100,000 pounds. There has never been any discussion to increase the weight limit of the runway. The additional 400 feet could reduce noise as planes can take off at lower power settings and land using less power to thrust reversers.

Admittedly, I have a vested interest in the additional 400 feet, but I can see no rational reason not to extend the runway. There will be about .5 acres of additional impermeable surface, but

the Airport is well under the percentage of impermeable surface as permitted under shore land zoning---even though the airport isn't in the shoreline zoning area, and the Town of Owls Head has no restrictions.

Having an airport close by moves organ transplant hopefuls higher up on the priority list. The more capable the airport, eg. runway lengths, instrument approaches, lighting, etc., the better the priority rating. A few years ago there was a young woman from the mid-coast on the wait list for a double lung transplant. The organization operating the organ wait list called our airport manager and me to ask questions about our airport. When lungs became available the only plane available to fly her would not come into airports with less than a 5000 foot runway during the day. At night, they wanted a longer runway, but gave the pilot some discretion. When this woman's lungs became available she had to be in Cleveland by 3:30 AM or her lungs would be given to someone else. The plane could not arrive before 1:00 AM. I spent several minutes on the phone with the pilot convincing him the runway had several hundred feet of clear space at each end, the lights were good, etc., etc. He finally agreed he would try. He made it in and the young woman got her lungs.

One could always add that this airport was here long before most, or all, of the complainers.

It would be great if you could attend one or both of these meetings, but if you can't, please send a letter supporting (if you don't support, please keep your opinion to yourself--just kidding) the additional length. The letter should be sent to: Knox County Commissioners, c/o Andy Hart, Knox County Courthouse, 62 Union Street, Rockland, ME 04841, or ahart@knoxcountymaine.gov. Thank you.

* Conklin & de Decker Associates "Jet Performance Chart"

** Business & Commercial Aviation magazine, May 2013

Andrew Hart

From: Patti Nilsen
Sent: Monday, November 11, 2013 10:42 AM
To: ahart@knoxcountymaine.gov
Subject: FW: Airport expansion
Attachments: airport master plan.doc

Dear Mr. Hart,

I write this email in support of the proposal to lengthen the runway at Knox County Airport. I am a resident and a user of the airport facilities and believe that any additional safety measure that can be taken should be. This expansion would have little impact on the community as a whole other than to bring more visitors and boost the economy and once again provide greater safety for aircraft and their passengers. The airport has been here since World War II days and is here to stay. Let's make an improvement that makes sense.

Sincerely,

Patti Nilsen

From: larrybaiza@hotmail.com
To: ahart@knoxcountymaine.gov
Subject: FW: Airport expansion
Date: Mon, 11 Nov 2013 12:44:55 +0000

Dear Mr. Hart,

My name is Larry Baiza. I am a resident and homeowner in Thomaston, ME. I am aware of the proposal to lengthen the runway at the Knox County Airport. I believe this to be a wise investment. Any additional safety measure is a plus for our community and this expansion would provide that. We are fortunate as a community to have access to this airport and I use it frequently.

In addition, this expansion would bring an economic boost to the region attracting more visitors and therefore greater prosperity.

The airport is here to stay, why not make it better.

Sincerely

Larry Baiza

Andrew Hart

From: John W Davidson
Sent: Monday, November 11, 2013 11:32 AM
To: ahart@knoxcountymaine.gov
Subject: Support for Airport runway extension

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr. Hart,

I would like to register my support for the proposed 400 foot runway extension for the Rockland Airport at Owls Head. As a full time resident of Mid-Coast Maine I believe that we are well served by the airport. My family and I frequently use Cape Air to fly to and through Boston's Logan Airport. I support the extension because:

I believe that the extension improves the safety of the airport.

I believe that the extension is good for businesses and the economy of Mid-coast Maine.

I believe that the extension improves the connectivity of this region to families and business across the country and around the world.

Thank you for your consideration of my support for the airport extension.

Sincerely,

John

John W Davidson
139 Chestnut Street
Camden, ME 04843

207-230-7057

RECEIVED
11/12/13

S. Donald Sussman
217 Commercial Street Suite #500
Portland, ME 04101
November 8, 2013

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear County Commissioners:

I am writing in support of the updated Airport Master Plan being presented to you on November 12, 2013 by the Airport Advisory Committee. In particular, I support the recommendation to extend the main runway by 400 feet, which will meaningfully increase safety margin. It will not increase airport traffic, so I see no reason not to take the initiative to improve safety for all airport travelers.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be 'S. Donald Sussman', written over a horizontal line.

S. Donald Sussman

Andrew Hart

From: Belley, Eric
Sent: Tuesday, November 12, 2013 9:32 AM
To: 'Andrew Hart'
Subject: Knox County Airport Expansion

Andy,

I am writing to express my support for the proposed 400-foot runway extension at Knox County Airport.

I have reviewed the proposal--and see positive economic benefits arising from this project. As a former Chairman of the Knox Waldo Regional Economic Development Council (KWRED), I understand the need to be proactive in undertaking projects that will result in a positive economic benefit to the region. The project will not allow larger aircraft to use the airport facility and therefore will have no undue impact on the residents of Owls Head.

I urge your support of this small but important improvement to the infrastructure of Knox County, its residents and its business community.

Thank you for considering my position.

Sincerely,

Eric Belley
Business Banking Officer
Bangor Savings Bank
PO Box 1387 Camden, ME 04843
207-236-0180 (office)
207-236-0184 (fax)
207-691-1236 (cell)
eric.belley@bangor.com

You Matter More

Andrew Hart

From: Doug Kahn
Sent: Tuesday, November 12, 2013 10:30 AM
To: ahart@knoxcountymaine.gov
Subject: Runway extension at KRKD

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart,

I am a pilot and have been an active user of the Knox County airport for over 30 years. I understand that the Airport Advisory Committee is recommending lengthening runway 13/31 by 400 feet. I strongly support this proposal for several reasons. Most importantly, it adds to the safety of the airport. Single engine aircraft account for most takeoffs and landings at KRKD. If an engine failure occurs in a single engine airplane during takeoff, we have no choice but to land straight ahead. The longer the runway, the more room I have to land safely and walk away with my passengers unhurt. Every foot matters when an emergency like this occurs. Additionally, the added length makes the airport more attractive to pilots flying to and from Maine for business or pleasure, many of whom evaluate runway length when determining which airport to use. This is true for small planes as well as large. KRKD is a vital transportation link between midcoast Maine and the rest of the country. We must support this infrastructure in order to keep the local economy strong. The added 400 feet will clearly make the airport more attractive and useful for pilots and passengers alike.

Sincerely,

R. Douglas Kahn
617-250-0700

Andrew Hart

From: Philip Lewis
Sent: Tuesday, November 12, 2013 11:31 AM
To: ahart@knoxcountymaine.gov
Cc: jnewcomb@downeastair.com
Subject: Knox County Airport Runway Extension

Mr. Hart,

Add me to the group supporting the runway improvement at Owls Head. I fly in and out of the airport on a mid-size jet several times a year and have done so for over 10 years. The only problem I have ever had is in the winter when the runway length is marginal. I have had to go down to Brunswick to get out in times past.

I know the last time this issue was reviewed it was not pursued. I think you probably know all of the facts associated with this proposal, so there is no need for me to elaborate except to say that this is a small improvement with significant safety advantages for those of us who come there in small private jets. Any improvement will also aid the local commercial flights and private aviation at the airport. Please do not let a small group of opponents block this important project.

Thank you,

Phil Lewis
philplewis@att.net
(713) 582-4317

Andrew Hart

From: Barro, Robert
Sent: Tuesday, November 12, 2013 11:34 AM
To: ahart@knoxcountymaine.gov
Cc: rachelmccleary@gmail.com
Subject: runway extension

Mr. Hart:

I write to support the extension of the runway at the Owls Head Airport. We bought a house 2 years ago in Camden, and we are planning to move gradually to a full-time situation in Camden. One positive feature of the area for us was the availability of the nearby airport, especially the Cape Air service to Boston. Without the airport, we probably would have bought elsewhere. More generally, this kind of infrastructure is important for an area's economic development. Frankly, Maine has something of a reputation for being anti-business, and it would be good to be more supportive of commercial activity, for which the airport is surely important. The community is lucky to have this facility, and I hope it will be enhanced in the future.

Sincerely,

Robert Barro

Robert J. Barro
Paul M. Warburg Professor of Economics
Economics Department
Harvard University
Cambridge MA 02138
617-9308188

Andrew Hart

From: Tom Payne
Sent: Tuesday, November 12, 2013 12:49 PM
To: ahart@knoxcountymaine.gov
Subject: Proposed 400 Foot Runway Extension

Good Afternoon Mr. Hart,

I am a full time resident of Mid-Coast Maine and have lived here for eleven years. My wife and I use the Rockland Airport at Owls Head whenever we are able. I know there is a proposal to extend the main runway by 400 feet, and I would like you to know that I fully support that proposal. It would make the airport safer, generate additional revenue for Knox County and potential income tax revenue for the State of Maine.

Thank you.

Thomas A. Payne

PAULA M HOUST
414 PAYSON RD
UNION, ME 04862

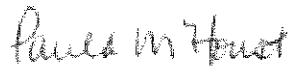
Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this additional 400 feet.

Cordially,

A handwritten signature in dark ink that reads "Paula M Houst". The signature is written in a cursive style with a large initial 'P'.

Paula M Houst



Davis Long Term Care Group

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this addition of 400 feet.

Cordially,

Kelly Wesbrock
Facility Operations Director
58 Park St., Suite 202
Rockland, ME 04841

58 Park St, Suite 202, Rockland, ME 04841
Tel: (207) 594-4990 Fax: (207) 594-4974

DUTCH NECK BUILDERS, LLC.

1360 Dutch Neck Road

Waldoboro, ME 04572

207-832-7388

12/4/2013

Knox Co, Commissioners
Knox Co. Court House
62 Union St.
Rockland ,Me 04841

Re: Airport Advisory Committee Presentation
Airport Master Plan 400ft Runway Extension

Dear Commissions , my name is George Enman owner of Dutch Neck Builders llc. and I have been using RKD airport for the last 25+ years and my business clients and some of my workers have also used the services of RKD.

We believe that the proposed runway extension to 31/13 would be beneficial to the airport for many reasons (some of which were outlined by Downeast's statement).The mere fact that RKD is one of the most active airports in our area, warrants that we make the best use of it ,by providing maximum runway length that would in turn make for a safer flying environment for the types of aircraft that are presently landing and departing there. Ask any pilot and they'll tell you that ,given a choice, a little extra runway will never hurt anyone (especially during winter icing conditions).

The RKD airport ,as I'm sure you know, has more than an adequate amount of land and that the additional 400ft is well within it's boundaries and won't change anything on the outside of it's fenced perimeter.

Thank You , George Enman

From: Wes and Phyllis [mailto:phyllisdaggett@roadrunner.com]

Sent: Friday, December 13, 2013 2:12 PM

To: ahart@knoxcountymaine.gov

Subject: extension of runway-13-31

C/O Andy Hart, Knox County Court House,

As a pilot and aircraft owner, I would like to see the extension of runway 13-31 by 400 ft. For reasons of safety and for the use of larger aircraft in case of emergencies, I would like to see the extension. It would also allow the smaller jets to use less power for take-offs, thereby reducing the noise level. Thank you for your consideration. Wesley Daggett



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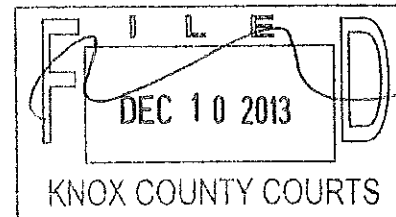
33 Shepard Drive, Thomaston, Maine 04861

t (207) 594-1915 f (207) 594-9020

info@seastreetgraphics.com

December 6, 2013

Knox County Commissioners
Knox County Court house
62 Union Street
Rockland, ME 04841



Attn: Andy Hart

Subject : Airport Master Plan

My wife and I are residents of Spruce Head, Maine as well a business owners of a printing business in Thomaston, Maine and a retail store in Rockland, Maine, we operate as 21 Rockledge Inc., DBA Sea Street Graphics.

We would like to urge the Commissioners of Knox County to approve the expansion of the Knox County Airport. A small extension of 400 feet is not intended to increase air traffic and is so that aircraft can safely take off with more fuel so that they might extend the range of non stop flights.

As a business owner of which a portion of our revenue is dependent upon the retail trade the ability of the airport to support aircraft that may have additional passengers aboard would be beneficial to our business as well as other businesses such as ours in Knox County.

I additionally urge your approval as I believe that a modest extension of 400 feet can only be of great benefit to the safety of all passenger arriving and departing from the airport.

John E Mattern

Nancy A. Wright

Mr. Hart:

My name is Stephen Tyler and I'm Chief Pilot for Penobscot Properties. Our company utilizes a Gulfstream V and we fly into Rockland consistently during the seasonal months. I have been flying into Rockland for many years and used the airport before it was

extended from 4600 to 5000ft. The extra 400ft was a significant safety enhancement with minimal environmental impact, if any. I know

that the extension has allowed many to use the airport in inclement weather when the shorter runway conditions would have not allowed Flight

Departments to operate. I understand that an additional 400ft is being considered and that some might object for various reasons. I see no impact changes from

the last extension that would be deemed anything but positive and I see the same positive scenario if another 400ft extension was added. From a operational standpoint

it provides a more comfortable safety margin for existing aircraft and this has to have translate into positive economic benefits for the airport and community. Larger aircraft are

still prohibited due to weight bearing limitations.

Also, we have an outstanding working relationship with Downeast Air and John Newcomb. Their flight service operation is exceptional and as someone who has experienced several changes

over the years in providers for the Knox County airport, it would be a boon to the aviation community to provide them with economic consistency.

If you have need for any further input from me, please contact me at your convenience.

Regards;

Stephen S. Tyler, Chief Pilot, Penobscot Properties

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this proposal to lengthen the runway by 400 feet.

I am a very frequent patron of the Knox County airport as I travel a lot for business. Customers for our products and services at PenBay Solutions are literally all over the world. As such, having access to the global air travel network is essential to our business and to many other businesses in the mid-coast.

I understand that there is a small but very vocal group of individuals that consistently and actively lobby in support of almost any proposal to constrain the operations of the Owl's Head airport ostensibly in the name of preserving some sort of perceived "quality of life" or perhaps more likely some feared impact that the airport might have on their personal property values.

I am always a bit amazed by the lack of understanding or knowledge of history from the new found Maine preservationists. A quick look at the history of the region shows clearly that the economy has always been highly dependent on global markets. The first settlements on Monhegan were drying fish for the European market. Later as more permanent settlements took root along the coast and rivers, Maine lumber, granite, limestone, and ice found their way to ports around the world. In those days of seaborne shipment fortunes were made exploiting those international markets and building some of the nation's fastest ships (Red Jacket for example) to ply the commercial waterways. All the big expensive captain's homes up and down the Penobscot River were built on the fortunes made in international commerce. More recently, additives for the world's ice cream and paint is shipped from Rockland, the mid-coast has been central to innovations in personal finance (MBNA, Boston Financial), cement from Dragon cement made the Big Dig in Boston possible, and snow plows from Fisher Engineering are shipped all over the country.

Today, more than ever before, the innovative and hardworking people of Maine need to plug into the world economy. Today's entrepreneurs travel the world more than at any time in history and the point of entry to the world of global business travel is a thriving airport. The Owl's Head airport is a VITAL link to the world economy for local entrepreneurs and any efforts to restrict the abilities of the airport to serve the local business community is directly counter to anyone who depends on the local economy for their livelihood.

The ability of the Owl's Head airport to serve the local community took a big step backward when Cape Air was awarded the service contract for the airport in large measure due to complaints from local 'preservationists' about the planes proposed by Colgan Air being too big and noisy. Ironically, the change in carriers has resulted in many more flights rather than less as Cape Air needs four times as many 9-seat flights to serve the demand of the local market as the 34-seat aircraft proposed by Colgan. It has also resulted a reduction in service as there are far fewer seats available and Cape Air is not integrated into the global air transportation system in any meaningful way.

In my view, the position of the local 'preservationists' trying to constrain operations at the Owl's Head airport are selfish, short sighted, wrong-headed, and I hope beyond hope will ultimately fail.

Hopefully, I will be able to join your meeting on Monday evening to voice my concerns in person.

Thanks much for your consideration.

Cordially,

Stu Rich, CTO



srich@penbaysolutions.com

[\(207\) 691-1546](tel:(207)691-1546) cell

[\(207\) 230-0182](tel:(207)230-0182) office



esri

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660 BARNSTABLE ROAD
HYANNIS, MA 02601

Mr. Jeffrey Northgraves
Airport Manager
Knox County Regional Airport
5 Airport Rd.
Owls Head, ME, 04854

Mr. Northgraves,
Please accept this letter as a formal request for lighting improvements to runway 21 at the Knox County Regional Airport (RKD) in Rockland Maine.

Currently, there are instrument approaches to all runways in RKD except Runway 21. Additionally, Runway 21 does not have any approach lights or vertical guidance. Prevailing southwesterly winds in Rockland often favor landing on runway 21, especially during the summer months. This creates situations where our Flight Crews may be required to conduct instrument approaches to another runway and circle to land on Runway 21, or land on another runway with less favorable wind conditions.

The additional of a Visual Approach Slope Indicator (VASI) or Precision Approach Path Indicator (PAPI) system would greatly enhance safety for all pilots, especially when operating at night and during periods of instrument meteorological conditions. The vertical guidance provided by these lighting systems provides pilots with important visual information to assure they are on the correct descent path to the touchdown zone.

As an Air Carrier operating under 14CFR Part 135, Cape Air strives to operate at the highest level of safety. Improved lighting with vertical guidance to Runway 21 will help us continue to provide safe, reliable and efficient air service to the public and benefit all users of the RKD Airport.

Your consideration of this request as you update your Airport Master Plan would be greatly appreciated. Please contact me if you have any questions or if I can be of any further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Craig A. Bentley".

Craig A. Bentley
Vice President of Operations
Cape Air
508-862-9707

Andrew Hart

From: John Newcomb
Sent: Wednesday, November 06, 2013 1:37 PM
To: ahart@knoxcountymaine.gov
Subject: Airport

Andy, I know the additional 400 feet will improve safety at the airport and will not increase noise. In fact, a valid argument can be made that the additional 400 feet will decrease noise. Also, the airport is way under the most restrictive zoning for impermeable surfaces even though that zoning doesn't apply to the airport, and Owls head has no zoning restrictions on impermeable surface.

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this additional 400 feet.

Cordially,

Kayla Dumond
64 Town Clerk Road
Owls Head, Me, 04854

Andrew Hart

From: pilot518q Labagnara
Sent: Wednesday, November 06, 2013 2:12 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Regional Airport

To: Andrew Hart, Knox County Administrator

Via email only

Dear Mr. Hart,

I have recently purchased a property in Owls Head on Little Island Lane and have a new home now under construction. My wife and I and our family have been visiting Knox County and Midcoast for close to 30 years. 95% of our visits have been by private aircraft into Knox County Airport. For each of the nearly 100 recent flights, we have purchased fuel from DownEast Air, obtained rental cars and used the airport as a base of operation for spending time in the Midcoast region.

As a result of our many visits, and use of rental properties in the area we finally found a parcel of ocean front property and that site is now the location where our new home is under construction.

Without the availability of the Knox County Airport, and services available there, we would not have found this property nor planned to have a home there. As you know, all the transient aircraft into Knox help support the local economy just as I do. In addition, we support local restaurants and hotels, the Transportation Museum and other area attractions.

I very much support any improvements to the airport including the runway lengthening project, and an improved instrument landing lighting system. I consider the airport a full service facility capable of handling both private, corporate and passenger aircraft and allowing arrivals and departures in the low overcast conditions often seen in coastal New England airports.

Airports such as Knox County Airport have been repeatedly proven to significantly enhance the local economy and businesses in the area. In addition to the transient aircraft arrivals, I suggest you also consider the impact the airport has in Medivac, patient transportation, mail and services to local islands only reachable by land and sea, flight training, tourism, industrial development, and the educational value to school children and aviation career exposure.

From a very happy property owner and new tax payer in Owls Head,

Sincerely,

James Labagnara
cell 973 668-2383

Janus Equities, LLC

6 October 2013

Knox County Commissioners

C/O Mr. Andrew Hart

Knox County Courthouse

62 Union St.

Rockland, ME. 04841

Via e-mail ahart@knoxcountymaine.gov

Dear Commissioners:

I am the aviation division manager and captain for Janus Equities. We are frequent users of the Rockland, Knox County airport in our Falcon 900 jet.

I understand that there is a plan to add 400' to your main instrument runway. While the addition of 400' would likely not change the type or size of any jet aircraft operations at the airport, it does have considerable value to us for several reasons.

First, the additional ~12% increase in usable runway has many safety ramifications. This would be particularly true in inclement weather conditions when we must use the instrument approach system to land.

Second, during periods where the runway is wet with rain or contaminated with snow/ice the added safety margin is significant. Far more than the layman might think for a seemingly small increase.

Third, less wear and tear on our brake systems and engines. This because we do not have to operate those systems at their full capacity during dry runway operations. Some noise mitigation is probable as well under these circumstances, as full reverse thrust may not need to be utilized.

The additional safety margin should not be taken lightly, as it may prevent an over run accident during

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

My professional and community service work includes environmental impacts of pollution, climate change, education improvement and economic development. As a resident of Knox County, I am very interested in the role the airport plays in these areas and many more.

The Airport Advisory Committee's recommendation to lengthen the runway by 400 feet could be seen as negatively impacting some of this work while having a positive impact on others. The positives far outweigh the negatives. The positive impact the expansion would have on the airport's safety is critical. In addition, the airport is a major asset in our region that can lead to improved economic vitality through providing access for people, services and products. It also supports tourism and our year round businesses that rely on visitors and part time residents who utilize the airport to maximize their time here.

The lack of economic growth and shortage of good job opportunities for younger families is one of the greatest threats our region faces. Therefore, I am supportive of this expansion to improve our economic options, and strengthen the safety and viability of our airport.

Respectfully,

A handwritten signature in dark ink, appearing to read "Eric Waters", written in a cursive style.

Eric Waters
Spruce Head

Andrew Hart

From: Eliza Alden Barton
Sent: Wednesday, November 06, 2013 4:04 PM
To: ahart@knoxcountymaine.gov
Subject: lengthening a runway by 400 feet

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this additional 400 feet.

Cordially,
Eliza & Larry Barton
Spruce Head, ME

Andrew Hart

From: Amanda Newcomb
Sent: Wednesday, November 06, 2013 5:37 PM
To: ahart@knoxcountymaine.gov
Subject: Support for Airport Runway Extension

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Dear Mr. Hart:

I am a frequent user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reduce taxes, and increase safety, and increase revenue for the airport. Therefore, I support this additional 400 feet.

Cordially,

Amanda Newcomb

Andrew Hart

From: Michael Drons
Sent: Wednesday, November 06, 2013 9:13 PM
To: ahart@knoxcountymaine.gov
Subject: runway extension

Dear Mr. Hart,

I am writing to express my support for the proposed 400-foot runway extension at Knox County Airport.

I have studied the proposal--and see nothing but positives coming from this improvement, plus nothing negative. No bigger, heavier, noisier jets--but increased safety and increased tax revenue for the county through higher fuel sales.

I urge your support of this small but important improvement.

Sincerely,

Michael Drons
Spruce Head, ME

Andrew Hart

From: Dave Bryant
Sent: Wednesday, November 06, 2013 1:05 PM
To: ahart@knoxcountymaine.gov; jnewcomb@downeastair.com
Subject: Importance of Proposed 400 Feet of additional runway

To whom it may concern at the Knox County Airport,

We
operate a Citation X jet aircraft on a year round routine basis into your airport. Typically flying folks in that live in the local area. We where very excited to hear recently the proposed 400 feet of additional useable runway, our aircraft performance allows us 5000 feet or larger runways and if it is a wet or contaminated runway like it is often, it is a no-go situation, possibly being stuck until the conditions better or not being able to land upon arrival, we would then have to go to the next closest fitting runway at KBGR (ugh), the 400 added feet of runway would make the difference for us adding the margin of safety that we require.

Our pilots typically stay a week or more each visit bringing business to the local area such as the Samoset and the many fine places to eat in the immediate area. We very, very much appreciate this airport and its amenities such as the heated hangar or the ILS, combined with the exceptional 24 hour service and winter maintenance, there is simply not another airport that will fit our operational needs.

Thanks much,

David Bryant
210-557-9311

Best Friends Air LLC

Andrew Hart

From: Ken Dromgold
Sent: Thursday, November 07, 2013 8:20 AM
To: ahart@knoxcountymaine.gov
Subject: KRKD

Dear Mr. Hart,

I am a user of the Knox County Airport and I fly one of the largest jets into and out of Knox county regularly. I fully support an additional 400 feet added to the existing runway...specifically for safety reasons. I urge the board to think safety when making their decisions.

Best regards,

Ken Dromgold
Cell: 860-706-9471

Andrew Hart

From: Tom DeMarco
Sent: Thursday, November 07, 2013 8:56 AM
To: ahart@knoxcountynalme.gov
Subject: Support for runway extension

Please add me to the list of those supporting the 400' extension to the Owls Head runway. I am a Knox County resident. Would attend the meeting but I need to be in Seattle for business.

Sincerely,

Tom DeMarco

=====

Tom DeMarco
tdemarco@systemsquild.com
207 236-4735 Cell: +1 917 572-1166
PO Box 160 or 115 Shermans Point Road
Camden, ME 04843

Andrew Hart

From: Sam Plimpton
Sent: Thursday, November 07, 2013 9:37 AM
To: ahart@knoxcountymaine.gov
Subject: Airport expansion

Dear Mr Hart:
I write as a homeowner in MidCoast, and as a user of Knox County Airport. I urge you to invest in lengthening the runway, as this will be good for safety, and for local economics. Anything you can do to increase the attractiveness of our region for visitors will help the local economic situation. The region needs more inbound activity, not stasis. If you are for jobs and prosperity this project must be completed. A greater regional good must trump a few self-interested parties who fear any change.

Sincerely
Sam Plimpton

November 7, 2013

Dear Mr. Hart,

My family and I are frequent users of the Knox County Airport, usually flying in on Cape Air. Although I don't think the Cape Air planes necessarily need more length, it would make me feel more comfortable flying Cape Air, or any airline, to know there is that extra margin of safety.

There seems to be a lot of reasons to extend the runway and no ration reasons not to.

Sincerely,

Christine Zinman

11/07/2013

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dale Martin
110 Bellevue Street
Owls Head, ME 04854

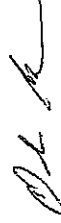
Dear Mr. Hart,

I live in Owls Head about a mile from the airport and I support the motion to extend the runway by 400 feet. I am also a member of the Town of Owls Head Planning Board.

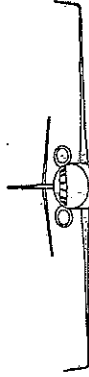
I see no rational reason not to extend the runway. 200 feet of the 400 asked for is already paved but unusable for aircraft operations so additional paving should not be an issue.

Safety should be the biggest reason to extend the runway. My research has me to believe that the additional 400 feet will not allow any larger aircraft to land in Owls Head, nor will it increase air traffic. It looks more like a safety issue than anything else.

Sincerely,



Dale Martin



NESACE Flight Operations
FJet Management, LLC
38 Washington St. Trumansburg NY 14886
607.351.8423 office 847.556.1330 fax
FJetMgmt@gmail.com

11/7/2013

Knox County Commissioners
C/O Mr. Andrew Hart
Knox County Courthouse
62 Union St.
Rockland, ME. 04841

Dear Commissioners,

I am the chief pilot and director of operations for FJet Management, LLC. Our company operates a Falcon 2000 jet aircraft on a frequent and regular basis to and from RKD Knox County Airport. I am aware that you are considering adding 400 ft of paved runway to runway 31/13. While 400 ft may seem trivial to some, I can assure you that it would be a very significant improvement to the safe operation of aircraft such as our Falcon 2000 at RKD. Please consider allowing this project to go forward knowing that you will be adding significant margin to the safe operation of existing air traffic to your airport. Consider the following:

The current runway length is the absolute minimum that our operations permit for takeoff and landing. Adding 400 feet would widen that margin significantly and would decrease incident/accident risk to many operators. This is particularly compounded during periods of inclement weather which is often the case at RKD.

Currently we must use our maximum takeoff thrust profile do to the length limitations of the runway. This results in often "static start" takeoff rolls using max power thrust settings rather than "rolling" takeoffs with the later providing a significant decrease in the noise footprint.

In addition, on landing at RKD currently, we must use maximum reverse thrust combined with braking to maintain our required stopping distance requirements. Thrust reverse could be reduced if we had additional runway. This would result in additional reduction of the noise footprint.

Andrew Hart

From: Susan Tripp
Sent: Thursday, November 07, 2013 4:26 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Airport

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Dear Mr. Hart:

We are residents of Knox County, Maine and users of the Knox County airport. We understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. We believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, we support this additional 400 feet.

Cordially,

Susan and John Tripp
44 Southern Ave.
Spruce Head, ME

Andrew Hart

From: Lea Anne Dunton
Sent: Thursday, November 07, 2013 4:43 PM
To: ahart@knoxcountymaine.gov
Subject: Airport Master Plan Proposal

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

I am writing to support the extension of the main runway by 400 feet. I would like to have an additional safety margin for all aircraft, especially jet aircraft. It would also enable the aircraft departing this airport to be able to take enough fuel to go longer distances and would allow increased fuel revenues to the airport, which would benefit all of us in the area by both convenience and lower taxes respectively.

Sincerely,
Lea Anne Dunton
PO Box 105
Rockport, Maine 04856



BACK COVE PHARMA, LLC
Consulting and Education Services in Pharmaceutical Development
P.O. Box 1408, Waldoboro, ME 04572

Robert A. Lipper, Ph.D.
President

November 7, 2013

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Sent via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

While I am not a resident of Knox County (I live "just over the line" in Lincoln County), I run a small business within the service area of the Knox County Airport. My business involves technical consulting with pharmaceutical firms of all sizes, from small start-ups to the major companies we all know by name.

As you might imagine, I travel frequently for business purposes. In general, I support enhancements to the Knox County Airport, and in particular I am writing now to express my support for the lengthening of the runway by 400 feet, currently under discussion. I certainly believe that lengthening the runway as proposed will increase business at the airport, not to mention that it will arguably be a safety improvement.

Thank you for your consideration, and I urge you to support the proposed runway extension.

Sincerely yours,

Robert A. Lipper

Andrew Hart

From: David
Sent: Thursday, November 07, 2013 9:03 PM
To: ahart@knoxcountymaine.gov
Subject: KRKD Runway Extension

Dear Mr. Hart,

I am an attorney from Montana who enjoys a second home in Camden. I'm writing to express my unqualified support for the proposed runway extension at the Knox County airport. As a pilot, I am often flying into KRKD and the increased safety offered by a longer runway - even 400' - is a great comfort. On approach, pilots often experience ground effect or surface winds that can cause the plane to "float" rather than settle down. While we're trained to manage this, extra runway always makes for safer and smoother landings. The aircraft I fly (Piper Malibu Mirage) does not require the additional length nor will I make any more landings if the extension is approved. However, the additional length will not only improve comfort and safety but will also lend credibility to KRKD as a regional, rather than local airport.

I enjoyed the privilege of earning my Instrument rating at KRKD. Having trained at a number of different airports around the country, I have only good things to say about your facility. Please temper the credibility given to the few local residents who are given to constant complaints and who knew (or should have known) that airplanes make noise and are often seen near airports.

Please feel free to contact me if you have any questions or would care to hear me go on about this.

Thanks,

David Hirschfeld
P.O. Box 7
Choteau, MT 59422
406.466.2646
lawoffice@montana.com

Andrew Hart

From: Bruce Bickford
Sent: Thursday, November 07, 2013 9:29 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Airport Improvements

Mr. Hart,

I am writing to express my support for the proposed expansion of runway 13/31 to enhance the capabilities for corporate and private jet aircraft.

As a locally based GA pilot and business owner, I frequently use my aircraft for business as well as personal uses and find the services and facilities of KRKD invaluable to my ability to move freely around the Northeast, including getting back into the field on those foggy days. The availability of multiple runways, the Instrument Landing System, excellent year round maintenance, great FBO services and availability of hanger space are all elements that make me more productive and successful in my work.

The continued improvements to the field and support of existing infrastructure on a regular basis are key to maintaining the financial benefits that the airport brings to this region. While on the surface, the operational efficiency of jet aircraft in and out of Knox County may not seem relevant, it can play a big role in the attractiveness of this area to corporate executives looking for easy and quick access to their weekend or summer homes, and by extension, support of the local economy via their spending. These jet aircraft are by and large paid for by successful business people who rely on them for their day to day operations and the ability to move around quickly between customers, facilities and their own properties is essential to their personal success.

A strong well maintained airport has been demonstrated around the country to be a vital economic engine for the local economy and certainly making this small and easy change to the existing runway will reap financial rewards to the airport, the businesses on the field and the County.

--
Thanks,

Bruce Bickford
104 McCarter Point Road
Cushing ME 04563
Cell: 207-380-0495

WILLIAM A. DOBSON
P.O. Box 201, 23 Garthannon Rd.
Owl's Head, Me. 04854

November 5, 2013

Knox County Commissioners
Knox County Courthouse
62 Union St.
Rockland, Me. 04841

Subject: Airport advisory Committee Presentation, "Airport Master Plan"

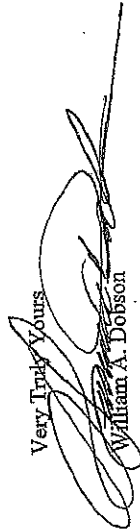
Dear Andy Hart:

Because I am unable to attend the scheduled meeting on November 12, 2013, I wish to submit this letter in support of a 400ft. Extension of runway 13/31. I am an airport user, both on the scheduled carrier and personal aircraft, for the five months of the year that I am in residency. I am very familiar with the size and type of aircraft that use Knox County Regional Airport. Please understand that a 400ft. Extension would not bring any larger aircraft to the airport than currently. Larger aircraft would require a much longer runway. Also, I believe that the runway design prohibits any aircraft over 100,000 lbs., thus eliminating any possibility of larger aircraft.

I have been in the Fixed Base Operation business for many years and have dealt with similar situations. Each time any change was proposed, uninformed neighbors would rightly be concerned. Once the facts were presented to them and they realized that the number of flights and the size of the aircraft would not increase, they had peace of mind. Regarding this proposal, I am confident that after proper explanation of the facts, Owl's Head residence will be similarly disposed. As stated before, the limiting factor for larger aircraft is weight capacity of the runway.

Along with the safety factor of the 400ft. Extension, there is a very practical aspect of the proposal. The extension would allow some of the aircraft currently using the facility to take on more fuel than they can now. This allows more efficient flight planning and increased revenue to the FBO and therefore, the county. Our neighbors should know that the airport generates a tremendous economic benefit to the county. If memory serves, the economic benefit to a community with an airport is approximately three to four times the airport's gross revenue [Business and commercial aviation]. The airport was a determining factor in our selection of which community to build our summer residence. Anything that can be done to improve the facility should be given favorable consideration. An airport of this caliber is unique and should be considered a valuable asset to the community. Appreciative of your effort in this matter, I am,

Very Truly Yours



William A. Dobson

Andrew Hart

From: Tomeo, Richard
Sent: Friday, November 08, 2013 8:05 AM
To: 'ahart@knoxcountymaine.gov'
Subject: Knox County Regional Airport

Dear Mr. Hart:

I retired to Maine from Connecticut a few years ago and live in South Thomaston, just off the departure end of runway 31.

I am also a private pilot and fly a single-engine plane that is hangered at the airport. Over my years of flying I have visited dozens of airports in the Northeast and think that KRKD, which dates back to World War II, is a jewel in the system, offering great FBO support, a fine terminal and convenient Cape Air flights.

I urge the County Commissioners to approve the lengthening of runway 13/31. This will not result in larger aircraft using the airport nor, in my understanding, will it result in more flights. Extension of the runway will simply offer an additional measure of safety for all pilots and their passengers using the airport. That is a benefit to us all.

Sincerely,

Richard Tomeo
65 Bartlett Lane
South Thomaston, ME 04858

This transmittal may be a confidential attorney-client communication or may otherwise be privileged or confidential. If it is not clear that you are the intended recipient, you are hereby notified that you have received this transmittal in error; any review, dissemination, distribution, or copying of this transmittal is strictly prohibited. If you suspect that you have received this communication in error, please notify us immediately by telephone at 1-860-275-8200, or e-mail at it@rc.com and immediately delete this message and all its attachments.

RECEIVED
R13

Enrique (Ike) Kilayko
Doris Kilayko

Florida

Maine

E-Mail: ikedoris2@aol.com

P.O. Box 205
561 Island Ave. (Rockcliff Island)
Spruce Head, ME 04859
Tel (207) 594-7755

5524 S. E. Schooner Oaks Way
Stuart, FL 34997
Tel. (772) 288-3724

Nov. 4, 2013

Knox County Commissioners
Knox County Courthouse
62 Union St.
Rockland, ME 04841

Att: Andy Hart

Subject: Airport Advisory Committee presentation
"Airport Master Plan"

We are unable to attend the meetings scheduled for Nov. 12 at the County Courthouse nor Nov. 18 at OHTM but would like to inform all of our support for the extension by 400 ft. of runway 13/31 to 5400 ft.

This small extension of 400 ft. will not increase air traffic nor increase the size of the business jets or private jets that already use RKD but simply allow those jets to fill up with more fuel, so us, who occasionally hitch a ride on these jets will allow them to fly non-stop, farther. Additional fuel means additional revenue (from commissions) for Knox County. The additional 400 ft. would also increase safety.

As homeowners in Knox county (since 1988) in Maine and Martin County (since 1996) in Florida we pay property taxes to the counties. If Cape Air had larger planes like Colgan Air had in the past we'd be back (and with visitors) in Knox county more often during late fall and December adding revenue to restaurants and businesses in the county on top of our 5 month stay during the summer.

Sincerely,

E. Kilayko
Enrique "Ike" Kilayko

Doris Kilayko
Doris Kilayko

Andrew Hart

From: Smith, Amy on behalf of Kislak, Jay
Sent: Friday, November 08, 2013 4:05 PM
To: ahart@knoxcountymaine.gov
Subject: Letter to Knox County Commissioners in Support of Runway Extension

Attention: Andy Hart, Knox County Courthouse
Knox County Commissioners
62 Union Street, Rockland
ME 04841

Dear Knox County Commissioners,

I am writing in support of extending Knox County Airport's main runway, 13/31, by 400 feet, from 5000 to 5400 feet.

We have a rather large involvement in the Rockland and Knox County community through ownership of our home in Rockport and the 78,000 sq. ft. office building on Water Street in Rockland. A great many of our business clients both in the office building and the marina, which we own and for which we pay taxes, use the facilities of the Knox County Airport.

Anything that can be done to make the airport even safer and more useable would certainly be important to us and the business community throughout the area.

Thanks for your consideration.

Sincerely,
Jay Kislak

Andrew Hart

From: Steve Turner
Sent: Friday, November 08, 2013 7:02 PM
To: ahart@knoxcountymaine.gov
Subject: Updated Airport Master Plan

Dear Mr. Hart,

I would like to take this space to encourage you to support the planned expansion of Runways 13-31 at the Knox County Airport. The logic behind the plan makes perfect sense for those aircraft involved. Those aircraft, I may say, are the greatest asset to the airport and local economy.

I learned to fly at the Knox County Airport nearly 14 years ago. I have seen many excellent improvements in that time and realize that this update is but another needed improvement to maintain the excellent condition of this airport. As a commercial pilot working at Knox County, I understand the needs of both small and large aircraft to perform and operate under optimum conditions at this airport. Although I realize that there has always been opposition to improvements and change at our airport, I truly believe those improvements have always proven to be a success, not only for the airport and it's operations but, more importantly, for the business community at large. I plan to be at the meeting to be held at the Transportation Museum on the 18th of this month but wanted to express my feelings in this space as I am sure I won't be heard on that evening.

Respectfully,

Stephen Turner

6 Sea St.
Camden, Maine

Andrew Hart

From: pmneuhauser@aol.com
Sent: Saturday, November 09, 2013 4:08 PM
To: ahart@knoxcountymaine.gov
Subject: Runway extension

Dear Mr. Hart:

I strongly support the extension of the runway at the Knox County airport.

Paul M. Neuhauser
36 Southern Ave
Spruce Head, ME 04859

Andrew Hart

From: Larry Baiza
Sent: Monday, November 11, 2013 7:45 AM
To: ahart@knoxcountymaine.gov
Subject: FW: Airport expansion
Attachments: airport master plan.doc

Dear Mr. Hart,

My name is Larry Baiza. I am a resident and homeowner in Thomaston, ME. I am aware of the proposal to lengthen the runway at the Knox County Airport. I believe this to be a wise investment. Any additional safety measure is a plus for our community and this expansion would provide that. We are fortunate as a community to have access to this airport and I use it frequently.

In addition, this expansion would bring an economic boost to the region attracting more visitors and therefore greater prosperity.

The airport is here to stay, why not make it better.

Sincerely

Larry Baiza

The Airport Advisory Committee is presenting an updated Airport Master Plan to the County Commissioners on November 12 at 2:00 PM in the County Courthouse. One of their recommendations is to extend the main runway, 13/31, by 400 feet, from 5000 to 5400 feet. About 200 feet of this is already paved, but is unusable for aircraft operations. There will be a second meeting on November 18 at 6:00 PM at the Owl's Head Transportation Museum.

The extra 400 feet will be an additional safety margin for all aircraft, especially jet aircraft. Many aircraft that are departing cannot take as much fuel as they would like, so have to make a fuel stop on the way to their final destination. Now, I can point out the additional cost from an extra landing, and the additional fuel burned (and bigger carbon footprint) while operating in lower altitudes maneuvering for landing and then an additional takeoff (which burns a lot more fuel per minute at a slower speed than at cruise altitude), and, while all of this is true, I also need you to know that I have a huge business interest in the additional length. 90% of our revenues come from fuel sales, so any additional fuel purchased increase Downeast Air's revenues. Knox County receives a commission on all our revenues, so the increased fuel sales will also increase the Airport's revenues.

Downeast Air employs 4 full-time and 8 part-time employees year round and adds an additional 3 full-time employees in the summer. We are the Airport's largest revenue source, helping offset the costs of operating the airport, reducing the tax impact to every taxpayer in the County.

There is a small, but very vocal, group of Owl's Head residents who are against anything the airport does. One member of this group has publically stated that he wants the airport gone. The airport isn't going away, but this group will do anything they can to restrict its operations. It seems their major points are that the additional length would allow larger and more aircraft to use the Airport. Personally, I would like to see larger and more aircraft come here, but the additional 400 feet will not allow any larger aircraft* to land here nor will it increase air traffic. The largest business jets, except the airline jets refitted for private use, already come here--- they just can't leave with much fuel. The airline jets (Airbus A318 & 320 and Boeing 737) all need at least 5870 feet of runway for takeoff**. Also, these larger jets all weigh more than 120,000 pounds** empty and the runway is only certified for aircraft up to 100,000 pounds. There has never been any discussion to increase the weight limit of the runway. The additional 400 feet could reduce noise as planes can take off at lower power settings and land using less power to thrust reversers.

Admittedly, I have a vested interest in the additional 400 feet, but I can see no rational reason

the Airport is well under the percentage of impermeable surface as permitted under shore land zoning---even though the airport isn't in the shoreline zoning area, and the Town of Owls Head has no restrictions.

Having an airport close by moves organ transplant hopefuls higher up on the priority list. The more capable the airport, eg. runway lengths, instrument approaches, lighting, etc., the better the priority rating. A few years ago there was a young woman from the mid-coast on the wait list for a double lung transplant. The organization operating the organ wait list called our airport manager and me to ask questions about our airport. When lungs became available the only plane available to fly her would not come into airports with less than a 5000 foot runway during the day. At night, they wanted a longer runway, but gave the pilot some discretion. When this woman's lungs became available she had to be in Cleveland by 3:30 AM or her lungs would be given to someone else. The plane could not arrive before 1:00 AM. I spent several minutes on the phone with the pilot convincing him the runway had several hundred feet of clear space at each end, the lights were good, etc., etc. He finally agreed he would try. He made it in and the young woman got her lungs.

One could always add that this airport was here long before most, or all, of the complainers.

It would be great if you could attend one or both of these meetings, but if you can't, please send a letter supporting (if you don't support, please keep your opinion to yourself--just kidding) the additional length. The letter should be sent to: Knox County Commissioners, c/o Andy Hart, Knox County Courthouse, 62 Union Street, Rockland, ME 04841, or ahart@knoxcountymaine.gov. Thank you.

* Conklin & de Decker Associates "Jet Performance Chart"

** Business & Commercial Aviation magazine, May 2013

Andrew Hart

From: Patti Nilsen
Sent: Monday, November 11, 2013 10:42 AM
To: ahart@knoxcountymaine.gov
Subject: FW: Airport expansion
Attachments: airport master plan.doc

Dear Mr. Hart,

I write this email in support of the proposal to lengthen the runway at Knox County Airport. I am a resident and a user of the airport facilities and believe that any additional safety measure that can be taken should be. This expansion would have little impact on the community as a whole other than to bring more visitors and boost the economy and once again provide greater safety for aircraft and their passengers. The airport has been here since World War II days and is here to stay. Let's make an improvement that makes sense.

Sincerely,

Patti Nilsen

From: larrybaiza@hotmail.com
To: ahart@knoxcountymaine.gov
Subject: FW: Airport expansion
Date: Mon, 11 Nov 2013 12:44:55 +0000

Dear Mr. Hart,

My name is Larry Baiza. I am a resident and homeowner in Thomaston, ME. I am aware of the proposal to lengthen the runway at the Knox County Airport. I believe this to be a wise investment. Any additional safety measure is a plus for our community and this expansion would provide that. We are fortunate as a community to have access to this airport and I use it frequently.

In addition, this expansion would bring an economic boost to the region attracting more visitors and therefore greater prosperity.

The airport is here to stay, why not make it better.

Sincerely

Larry Baiza

Andrew Hart

From: John W Davidson
Sent: Monday, November 11, 2013 11:32 AM
To: ahart@knoxcountymaine.gov
Subject: Support for Airport runway extension

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr. Hart,

I would like to register my support for the proposed 400 foot runway extension for the Rockland Airport at Owls Head. As a full time resident of Mid-Coast Maine I believe that we are well served by the airport. My family and I frequently use Cape Air to fly to and through Boston's Logan Airport. I support the extension because:

I believe that the extension improves the safety of the airport.

I believe that the extension is good for businesses and the economy of Mid-coast Maine.

I believe that the extension improves the connectivity of this region to families and business across the country and around the world.

Thank you for your consideration of my support for the airport extension.

Sincerely,

John

John W Davidson
139 Chestnut Street
Camden, ME 04843

207-230-7057

RECEIVED
Rm 1212

S. Donald Sussman
217 Commercial Street Suite #500
Portland, ME 04101
November 8, 2013

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear County Commissioners:

I am writing in support of the updated Airport Master Plan being presented to you on November 12, 2013 by the Airport Advisory Committee. In particular, I support the recommendation to extend the main runway by 400 feet, which will meaningfully increase safety margin. It will not increase airport traffic, so I see no reason not to take the initiative to improve safety for all airport travelers.

Thank you for your consideration.

Sincerely,



S. Donald Sussman

Andrew Hart

From: Belley, Eric
Sent: Tuesday, November 12, 2013 9:32 AM
To: 'Andrew Hart'
Subject: Knox County Airport Expansion

Andy,

I am writing to express my support for the proposed 400-foot runway extension at Knox County Airport.

I have reviewed the proposal--and see positive economic benefits arising from this project. As a former Chairman of the Knox Waldo Regional Economic Development Council (KWRED), I understand the need to be proactive in undertaking projects that will result in a positive economic benefit to the region. The project will not allow larger aircraft to use the airport facility and therefore will have no undue impact on the residents of Owls Head.

I urge your support of this small but important improvement to the infrastructure of Knox County, its residents and its business community.

Thank you for considering my position.

Sincerely,

Eric Belley
Business Banking Officer
Bangor Savings Bank
PO Box 1387 Camden, ME 04843
207-236-0180 (office)
207-236-0184 (fax)
207-691-1236 (cell)
eric.belley@bangor.com

You Matter More

Andrew Hart

From: Doug Kahn
Sent: Tuesday, November 12, 2013 10:30 AM
To: ahart@knoxcountymaine.gov
Subject: Runway extension at KRKD

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart,

I am a pilot and have been an active user of the Knox County airport for over 30 years. I understand that the Airport Advisory Committee is recommending lengthening runway 13/31 by 400 feet. I strongly support this proposal for several reasons. Most importantly, it adds to the safety of the airport. Single engine aircraft account for most takeoffs and landings at KRKD. If an engine failure occurs in a single engine airplane during takeoff, we have no choice but to land straight ahead. The longer the runway, the more room I have to land safely and walk away with my passengers unhurt. Every foot matters when an emergency like this occurs. Additionally, the added length makes the airport more attractive to pilots flying to and from Maine for business or pleasure, many of whom evaluate runway length when determining which airport to use. This is true for small planes as well as large. KRKD is a vital transportation link between midcoast Maine and the rest of the country. We must support this infrastructure in order to keep the local economy strong. The added 400 feet will clearly make the airport more attractive and useful for pilots and passengers alike.

Sincerely,

R. Douglas Kahn
617-250-0700

Andrew Hart

From: Philip Lewis
Sent: Tuesday, November 12, 2013 11:31 AM
To: ahart@knoxcountymaine.gov
Cc: jnewcomb@downeastair.com
Subject: Knox County Airport Runway Extension

Mr. Hart,

Add me to the group supporting the runway improvement at Owls Head. I fly in and out of the airport on a mid-size jet several times a year and have done so for over 10 years. The only problem I have ever had is in the winter when the runway length is marginal. I have had to go down to Brunswick to get out in times past.

I know the last time this issue was reviewed it was not pursued. I think you probably know all of the facts associated with this proposal, so there is no need for me to elaborate except to say that this is a small improvement with significant safety advantages for those of us who come there in small private jets. Any improvement will also aid the local commercial flights and private aviation at the airport. Please do not let a small group of opponents block this important project.

Thank you,

Phil Lewis
phililewis@att.net
(713) 582-4317

Andrew Hart

From: Barro, Robert
Sent: Tuesday, November 12, 2013 11:34 AM
To: ahart@knoxcountymaine.gov
Cc: rachelmccleary@gmail.com
Subject: runway extension

Mr. Hart:

I write to support the extension of the runway at the Owl's Head Airport. We bought a house 2 years ago in Camden, and we are planning to move gradually to a full-time situation in Camden. One positive feature of the area for us was the availability of the nearby airport, especially the Cape Air service to Boston. Without the airport, we probably would have bought elsewhere. More generally, this kind of infrastructure is important for an area's economic development. Frankly, Maine has something of a reputation for being anti-business, and it would be good to be more supportive of commercial activity, for which the airport is surely important. The community is lucky to have this facility, and I hope it will be enhanced in the future.

Sincerely,

Robert Barro

Robert J. Barro
Paul M. Warburg Professor of Economics
Economics Department
Harvard University
Cambridge MA 02138
617-9308188

Andrew Hart

From: Tom Payne
Sent: Tuesday, November 12, 2013 12:49 PM
To: ahart@knoxcountymaine.gov
Subject: Proposed 400 Foot Runway Extension

Good Afternoon Mr. Hart,

I am a full time resident of Mid-Coast Maine and have lived here for eleven years. My wife and I use the Rockland Airport at Owls Head whenever we are able. I know there is a proposal to extend the main runway by 400 feet, and I would like you to know that I fully support that proposal. It would make the airport safer, generate additional revenue for Knox County and potential income tax revenue for the State of Maine.

Thank you.

Thomas A. Payne

RECEIVED
12/20/13

Dec 18, 2013

Dear Andrew,

My name is Frances Jones
and I live here in Ash Point at
55 Crocketts Beach Rd.

I want to tell you how much
I am not in favor with the Runway
Expansion.

I was here when we had all
the noisy plane in the era of MBAA.
They were in and out of here all hours
and until the people got fed up with
it did they come to a meeting saying
they would only fly in and out at
certain times. I feel we could be
going in that same direction.

We have a wonderful neighbor-
hood and we are at this time only
dealing with the planes flying to
and from Boston. They have normal
hours and it's great. We have a beautiful
terminal; please keep it this way.

Thank you
Frances Jones

Mr. Northgraves,

With great dismay in your APAC ability to perform its job in informing the public I write to you. Why is this idea of the airport expanding not going before the people in Owls Head. I know you are having a meeting on it but we have 5 days to make it. I live below the approach to your intended runway expansion. I understand when the planes depart they will be in the air quicker, but really 200' will make that much a difference, so if it does how will 200' effect them on the approach. Mr. Newcomb is using carbon footprint for selling jet fuel. Seriously its a unique approach for him to sell more fuel. What about the carbon foot print of destroying all the land that is out there, taring all that and then plowing it all winter. What is that carbon foot print. What about the taxpayers, yes only 5% comes directly from the county, the other 95 is a matching grant from the FAA, who is the FAA. Its federal. I pay those taxes too. Your APAC group did not inform the town very well. Your meeting is too short of a time after it went public. I ask that we as a town have a say in the matter as well before this all happens. I will be contact our selectpersons to ensure we do. I know it is county property and its in the idea of safety but we seem to dump a lot of money into that airport and the town see's little benefit to is. Yes I know I choose to live in this town knowing there is an airport, I don't mind it, I like it too. But the expansion I am a bit concerned about, maybe because I don't know much about it. But how do I find out about this stuff. I can't surf the county website hoping I see when the next meeting is. They need to inform the surround community. Of course you are going to get letters supporting it when the only people that know about it is pilots. I am not able to make your next meeting I am out of the country and will not be back til the 19th. I ask that the public be more aware of this, not just pilots. Thank you for your time.

Respectfully,
Adam H. Philbrook
Owls Head

To: cmaines@knoxcountymaine.gov; ahart@knoxcountymaine.gov

Subject: Airport expansion Plan

To whom it may concern:

I am a neighbor of the Knox County Regional Airport. I appreciate that having this facility is a good deal for some people and businesses but I am not one of those people. I do not benefit from it and never will, quite the opposite.

Besides the noise, fumes and run-off, I'm sick about the possibility of the airport further decreasing my home value. (I blindly purchased in quiet November!)

I do not believe the "Plan" is about \$150,000 in extra fuel sales derived from a small handful of visitors continuing on to Europe. How many of them could there currently be anyway? These flights we are told are existing traffic and will not increase and we will not notice any additional flights or any larger jets. What? That's impossible! I think the "Plan" is about increasing the size of the facility in order to attract new long distance flights.

It was stated several times that the poor folks flying to Europe have to leave from here and go back to Bangor to buy enough fuel for the entire trip. Really?

Lets take a drive to Portland. We get to Wiscasset and the traffic is slow, very slow. (but we knew that ahead of time) We do not dare stop for gas. Do we drive back north to Warren or do we stop in Warren on the way south in the first place? My point is that currently long distance travelers know they can not fuel up here so they stop elsewhere, leaving us with no idea of how many flights might prefer to stop here.

This expansion will attract a lot of new traffic as soon as they learn of the new and improved conditions., not to mention the cost savings from the lower or non-existent fees! Every large jet will now have a convenient and inexpensive pit stop whether they are traveling to Europe or New Jersey! This expansion plan isn't about a few people that summer here for a day before they jet off to Europe. This is all about attracting new flights. How long do you suppose it will take the current airport management to advertise the new and improved conditions to the world?

If you choose to accept this plan, PLEASE insist on appropriate fees.

Sincerely and Good Luck,

Lynn Williams
86 Crocketts Beach Road
Owls Head

To: cmaines@knoxcountymaine.gov; ahart@knoxcountymaine.gov

Subject: Stantec report on update to Airport Master Plan

As a resident of South Thomaston with special concerns regarding environmental impacts on the Weskeag watershed and estuary, I am disappointed that the report gives short shrift to the increased noise, air emissions, and impacts on wetlands and water quality from the runway and hangar expansions proposed.

NOISE

Although I leave it to others to expand on issues of safety and other effects of low-flying aircraft (e.g. eminent domain for removal of trees, disturbances to local residents) I am disappointed that no mention is made of effects on wildlife and habitat in the "protected" R.

Waldo Tyler Wildlife Management Area.

AIRCRAFT EMISSIONS

Just this past summer international and national reports (suggestion: Google for citations and confer with FAA) have called for immediate action to tackle aviation carbon emissions as well as lead emissions from private planes, including the impact on local air quality. While these measures clearly must be initiated and enforced at the federal level, it is imperative that local authorities be informed and proactive as well. Apparently the substitution of biofuels has not been safe and successful, but we simply must keep pressure on to develop technological remedies.

WETLANDS AND WATER QUALITY

Considering that the Airport did initiate Green Infrastructure designs related to the Terminal, it would seem fitting to minimize impervious surfaces elsewhere. Although the report claims that the proposed new hangar sites would not impact wetlands, what apparently is meant is that they would not be direct fills. Paving up to the edge of a wetland is also not acceptable in light of cumulative impact, etc. and needless to say does produce additional stormwater that calls for remedial if not preventive measures.

To sum up, it is high time for all of us to accept that there are limits to growth, or expansion. These limits can only be disregarded at great peril to ourselves and surely to future generations. Hence, I urge that the County Counsel adopt the Precautionary Principle as a lens when reviewing this expanded Plan.

Thank you for your attention.

Vivian Newman
19 Coves End Rd
POB 388
South Thomaston ME 04858
[207-691-2120](tel:207-691-2120)

To: ahart@knoxcountymaine.gov

Cc: cmaines@knoxcountymaine.gov; KWexler@elaine.com; ABSILETTI@AOL.COM

Subject: Airport Master Plan Update-December 18 Comments

Dear Commissioners,

My comments on the draft master plan are as follows:

- Owls Head is a small retirement community with lobster fishing its major commercial activity.
- The residents indicated in a recent survey their desire to contain airport growth in area, noise level, threat to the environment, risks to their safety and homes, and damage to their water supply.
- There is tacit acceptance of the present level of activity and acknowledgement of the importance the service to the islands by Penobscot Air.
- The occasional jet aircraft do not provide a major risk to the peace and quiet of the town.

The need for air transportation to cities such as Boston furnished by Cape Air is important and could be increased providing an alternative to ground transport to Portland and other cities in the northeast. This increase would aid the businesses of Knox County increasing the ease of travel by area residents.

The master plan's efforts appear to be misdirected. Rather than being aimed at improving the air service to area businesses and residents it attempts to serve as a fuel supplier to a questionable number of jets by allowing them to fill tanks that can be filled in Bangor or Brunswick. The beneficiary of this capability is Down East Air. A rather large expenditure to benefit a single entity.

Respectfully yours,
Charles F. Siletti
Resident, Owls Head

Ken Wexler <KWexler@elaine.com>
to Andrew, Carol, Roger, Richard, Richard, me

12/7/13



Andy

We are disappointed but not surprised at your decision in this matter. The County continually uses every technicality and maneuver it can to disenfranchise the Town Of Owls Head, from not having anyone on the Town (with over 80% on the airport within the Town lines) on APAC, to taking the Airport Mangers side in whatever the issue, to twisting the facts about the public's inclusion in the master plan process

The County seems to agree that what John Newcomb stated in his email and Jeff Northgraves echoes, that it is only " a small but very vocal group of residents who are against anything the Airport does" and that this small group wants to shut the airport down. Nothing could be further from the truth.

In a Town wide survey for the update of the Towns Comprehensive Plan over 50% of the residents felt that the Airport is not sensitive or does not pay attention to the Towns needs.

In addition the survey also showed that the residents biggest concerns are:

- Expansion of the airport
- Noise from the airport
- Low altitude approaches
- Air pollution from the airport
- Fire and public safety issues
- Additional costs to the town for all of the above

The County's approach to expanding the runway and planning for the addition of over 23 "jammed in" hangers bares no relationship to the COMMITMENTS made to the Town in the December 2009 Business Plan that the Commission unanimously approved:

" TO CONDUCT KCRAs OPERATION AND MANAGEMENT ETHICALLY AND TRANSPARENTLY WITH THE UTMOST RESPECT FOR THE COMMUNITY WITHIN WHICH THE AIRPORT IS LOCATED

" RECOGNIZES THE ENVIRONMENT PLAYS A FUNDAMENTAL ROLE IN DETERMINING FURURE AIRPORT OPERATIONS"

" IS COMMITTED TO MANAGING AND MINIMIZING THE GROWTH OF THE AIRPORT PHYSICAL SPACE"

"APPRECIATES ITS RELATIONSHIP WITH THE COMMUNITY AND WILL INCLUDE AND CONSIDER ECONOMIC, ENVIRONMENTAL, AND SOCIAL INTERESTS IN MANAGING AIRPORT OPERATIONS

"BELIEVES THE AIRPORTS BUILT ENVIRONMENT SHOULD BE AESTHETICALLY PLEASING AND COMPLEMENT THE REGIONS SENSE OF PLACE"

Lastly--

Had the master plan subcommittee been allowed to vote at the meeting 3 if not 4 people were planning to select the no build option that was being considered

The FAA has stated in writing that the runway expansion "is PRIMARILY concerned about allowing aircraft currently using this airport to depart with more fuel on board"

The whole safety issue has been ginned up by the airport to sell the plan. To quote a prime supporter of the expansion, John Newcomb " I have a huge business interest in the plan.."

Respectfully

...

To: ahart@knoxcountymaine.gov
Cc: silettic@aol.com
Subject: Knox County Airport Expansion

Dear Commissioners:

The following comments apply to the proposed airport expansion:

My principal concern is the apparent open-endedness of the airport expansion. Jet engine powered aircraft account for a tiny fraction of airport operations, yet the proposed expansion appears to be driven by the notion of a "signature aircraft." An interesting concept, although it isn't clear why that must occur, nor is it obvious who decides what that aircraft might be. At the recent public presentation, a 4-series Gulfstream was identified as the signature aircraft, but what would occur if that had been a BBJ or something larger and heavier? And must that continue ad infinitum?

While I admit to being only a casual observer of the aircraft coming and going from RKD, the traffic is comprised primarily of single engine Cessna types used by Penobscot Air and others and the Cape Air equipment. Jets - though noisy - are relatively infrequent, and in the off-season very infrequent. It is difficult to accept the notion that the sale of additional fuel to aircraft planning to travel from Owl's Head to Europe represents a meaningful economic boost to the area.

Our airport is located in a small, mostly quiet community where fishing is the major commercial activity, and the current airport capacity and size seem appropriate to the needs of the area. RKD should not be allowed to become a moderately large airport encircled by the remnants of once-delightful town.

Yours truly,

Edward F. Kenney
Resident, Owl's Head

To: ahart@knoxcountymaine.gov; cmaines@knoxcountymaine.gov

Subject: "no" to the runway extension at Owls Head airport

Dear Mr. Hart and Ms. Maines:

My husband and I live at 88 Bayview Terrace in Owls Head, ME, and **we do NOT want any of the proposed changes/additions to the airport, to be discussed at tomorrow night's meeting.** Nov. 25. Who will benefit from these changes? Only Cape Air. The quality of life for the tax-paying citizens of Owls Head will be drastically impacted for the worse if this expansion is approved and completed.

Furthermore, we see the unseemly rush to complete this plan as an end-run around the local homeowners. Please cease and desist.

Thank you,

ANN (AND RICHARD) COSTELLO

anncos@aol.com

First and Last Name: Peter Harrison

E-mail Address: pad598@roadrunner.com

Phone Number: [\(207\) 594-7036](tel:(207)594-7036)

Comment or Question: I am opposed to the runway expansion that is currently included in the draft master plan.

This person selected the following option(s).

-No need to contact me

Andrew Hart

From: Greenhalgh, Leonard
Sent: Thursday, November 07, 2013 10:12 AM
To: ahart@knoxcountymaine.gov
Subject: Airport runway extension

Dear Commissioners:

I'm surprised that a proposal has come before you to add 400 feet to a runway to benefit private jets.

In making your decision on this matter, I hope you will consider your responsibilities to the people of Knox County. I can see how the runway extension could benefit a tiny fraction of the airport users—the privileged, mostly from away, who use large jets for private travel, but the quality of life and environmental costs would be borne by the public at large, whom you represent.

Jets are inherently fuel-inefficient compared to turboprops and noisier too, as is documented in the aircraft industry's principal publication, Aviation Week and Space Technology. Making special efforts to accommodate the very largest of these serves an extremely narrow set of special interests, and has no public benefit.

People who want to fly into Owls Head have reasonable alternatives. Anyone who can afford to operate a private jet can easily afford a ticket on Cape Air after landing in Boston. And nobody really needs to use a 737 or A320 size plane for private transportation.

It would be irresponsible for the Knox County Commissioners to approve this proposal.

Sincerely,

Dr. Leonard Greenhalgh
172 Clark Island Rd
Spruce Head ME 04859

207 596 6373 (office at home)
207 542 5052 (mobile)
Personal website: <http://mba.tuck.dartmouth.edu/pages/faculty/len.greenhalgh/>

Andrew Hart

From: John W Davidson
Sent: Friday, December 05, 2014 2:06 PM
To: ahart@knoxcountymaine.gov
Subject: Re: Support for Airport runway extension

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr Hart,

About a year ago I sent you an e-mail in support of the 400 foot runway extension for the Rockland Airport at Owls Head. I am hereby reiterating my support for the extension as I understand that the FAA and the County have initiated another comment period. My wife and I are year-around residents of Camden. Just last week I sent 3 of our children home to Boston through Cape Air via the Rockland Airport. That is further evidence that the Rockland Airport is a vital link that keeps families together and returning to Maine.

Thank you again for your consideration of my support for the airport extension.

John

John W Davidson
139 Chestnut Street
Camden, ME 04843
jwdbond@gmail.com
207-230-7057 Home
207-701-1321 Cell

To view the archive of my Economic Comments use the link below:

<http://archive.constantcontact.com/fs016/1102412884206/archive/1109564667486.html>

On Nov 11, 2013, at 11:31 AM, John W Davidson <jwdbond@gmail.com> wrote:

Mr Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dear Mr. Hart,

I would like to register my support for the proposed 400 foot runway extension for the Rockland Airport at Owls Head. As a full time resident of Mid-Coast Maine I believe that we are well served by the airport. My family and I frequently use Cape Air to fly to and through Boston's Logan Airport. I support the extension because:

I believe that the extension improves the safety of the airport.

I believe that the extension is good for businesses and the economy of Mid-coast Maine.

I believe that the extension improves the connectivity of this region to families and business across the country and around the world.

Thank you for your consideration of my support for the airport extension.

Sincerely,

John

John W Davidson
139 Chestnut Street
Camden, ME 04843

207-230-7057

Andrew Hart

From: William Gloede
Sent: Friday, December 05, 2014 2:12 PM
To: ahart@knoxcountymaine.gov
Subject: airport expansion

Hello. It has been brought to my attention that the county wants to know if my comment of last November is still valid. It remains valid and is repeated below.

Subject: Lengthen the Runway

Knox County Commissioners:

I am writing in support of the proposal to lengthen the runway at Knox County Airport. The airport is a vital asset to the midcoast economy and its future.

I live underneath the prevailing flight pattern and thus have planes flying over my house all the time. To me, their engines are the sound of much-needed capital coming into our local economy. They are not disruptive in any way.

I understand there is vocal opposition to this proposal, NIMBY syndrome at work. The evaluation and arbitration of such disputes rests primarily on who or what was extant first: those who oppose or that which they oppose. In this case, the facts are clear: The airport was there long before those who oppose its expansion.

The importance of the airport and the people it serves to the local economy will grow as second-home owners and retiring baby boomers supplant the auto-borne tourists who are becoming increasingly scarce throughout the state. The airport should grow commensurate with demand for its services. It is the responsibility of the Commission to promote such growth and to put the greater good ahead of the narrow self-interest of a small group who bought properties--at discount--near an airport they now would like to shut down.

Bill Gloede
Spruce Head
Member: Penobscot Bay Chamber of Commerce

Andrew Hart

From: Samuel Plimpton
Sent: Friday, December 05, 2014 2:13 PM
To: ahart@knoxcountymaine.gov
Cc: jnewcomb@downeastair.com
Subject: Knox County Airport

Dear Mr. Hart:

I write as a homeowner in MidCoast, and as a user of Know County Airport. I urge you to invest in lengthening the runway, as this will be good for safety, and for local economics. Anything you can do to increase the attractiveness of our region for visitors will help the local economic situation. The region needs more inbound flight activity, not stasis. If you are for jobs and for prosperity this project should be completed. A greater regional good must trump a few self-interested parties who fear change.

Sincerely,

Sam Plimpton

2074497900//6179013553

Andrew Hart

From: Joan Doherty
Sent: Friday, December 05, 2014 2:31 PM
To: ahart@knoxcountymaine.gov
Subject: Airport Expansion

Dear Mr. Hart,

My husband and I are residents of Owls Head. We wholeheartedly support the expansion of the Knox County Airport. It is a valuable and viable part of our little neighborhood. We appreciate the business that it brings to the town. We also appreciate the need for safety of the aircraft and the people they carry, as well as a possible reduction in noise that an expansion would bring. We love only having to drive a mile down the road to take a flight to Boston or to meet relatives flying in. How convenient.

Thank you,

Joannie and William Doherty

Andrew Hart

From: Philip Lewis
Sent: Friday, December 05, 2014 2:33 PM
To: ahart@knoxcountymaine.gov
Subject: Proposed Runway Extension

Mr. Hart,

Add me to the group supporting the runway improvement at Owls Head. I fly in and out of the airport on a mid-size jet several times a year and have done so for over 10 years. The only problem I have ever had is in the winter when the runway length is marginal. I have had to go down to Brunswick to get out in times past.

I know the last time this issue was reviewed it was not pursued. I think you probably know all of the facts associated with this proposal, so there is no need for me to elaborate except to say that this is a small improvement with significant safety advantages for those of us who come there in small private jets. Any improvement will also aid the local commercial flights and private aviation at the airport. Please do not let a small group of opponents block this important project.

Thank you,

Phil Lewis
philiplewis@att.net
(713) 582-4317

Andrew Hart

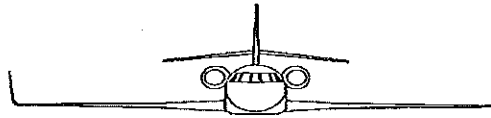
From: Jim Wilson
Sent: Friday, December 05, 2014 2:33 PM
To: Andrew Hart
Subject: RKD Runway extension comments
Attachments: KRKDRunway.pdf

This is a letter I wrote last year and am re sending to you for consideration.

Regards,

James Wilson
FJet Management, LLC
607.351.8423 c
847.556.1330 f
JimWmail@Gmail.com

The information contained in this transmission may contain privileged and confidential information. It is intended only for the use of the person(s) named above. If you are not the intended recipient, you are hereby notified that any use, review, dissemination, distribution or duplication of this communication, and the information contained in it, is strictly prohibited. If you are not the intended recipient, please contact the sender and immediately destroy all copies of the original message.



N888CE Flight Operations
FJet Management, LLC
38 Washington St. Trumansburg NY 14886
607.351.8423 office 847.556.1330 fax
FJetMGMT@gmail.com

11/7/2013

Knox County Commissioners
C/O Mr. Andrew Hart
Knox County Courthouse
62 Union St.
Rockland, ME. 04841

Dear Commissioners,

I am the chief pilot and director of operations for FJet Management, LLC. Our company operates a Falcon 2000 jet aircraft on a frequent and regular basis to and from RKD Knox County Airport. I am aware that you are considering adding 400 ft of paved runway to runway 31/13. While 400 ft may seem trivial to some, I can assure you that it would be a very significant improvement to the safe operation of aircraft such as our Falcon 2000 at RKD. Please consider allowing this project to go forward knowing that you will be adding significant margin to the safe operation of existing air traffic to your airport. Consider the following:

The current runway length is the absolute minimum that our operations permit for takeoff and landing. Adding 400 feet would widen that margin significantly and would decrease incident/accident risk to many operators. This is particularly compounded during periods of inclement weather which is often the case at RKD.

Currently we must use our maximum takeoff thrust profile due to the length limitations of the runway. This results in often "static start" takeoff rolls using max power thrust settings rather than "rolling" takeoffs with the latter providing a significant decrease in the noise footprint.

In addition, on landing at RKD currently, we must use maximum reverse thrust combined with braking to maintain our required stopping distance requirements. Thrust reverse could be reduced if we had additional runway. This would result in additional reduction of the noise footprint.

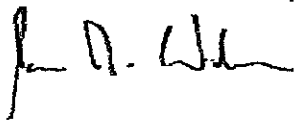
Over run accidents do happen and they almost always happen at short runways as the crew and aircraft are operating much closer to the limits of the "safety window". Whether it is due to an aborted takeoff due to wildlife, engine issues, system failures etc., having an extra 8% of usable runway could save a life. This is also true with regard to landing issues as well, especially in low visibility situations. Extra runway is used in these types of approaches due to the design of the procedure that we must use to land - the aircraft will typically touch down a few hundred feet further down the runway. Again, this would be when that extra 400 feet could make the difference between a successful flight or an incident/accident.

Another consideration is the fact that we often must limit the amount of fuel that we can take off with due to the length limitations of the runway at RKD. This has forced us, at times, to plan an additional stop to purchase fuel at another airport to complete the planned flight. Considering that our type of aircraft is at the high end of the fuel efficiency spectrum, I would suspect this to be the case for many others as well who operate in and out of RKD.

Please proceed with the 400 ft addition to runway 31/13. This is a prudent and safety enhancing plan.

If I can be of any assistance or provide additional information, please do not hesitate to contact me. My cell is 607 351-8423 or email Jimwmail@gmail.com.

Sincerely,

A handwritten signature in black ink, appearing to read "J. A. Wilson", with a stylized flourish at the end.

James Wilson
Chief Pilot/DO
FJet Management, LLC

Andrew Hart

From: jstember@aol.com
Sent: Friday, December 05, 2014 3:20 PM
To: ahart@knoxcountymaine.gov
Subject: Runway Extension KRKD
Attachments: RKD_Runway_Extension.docx

Mr Hart,

Please find my comments attached.

Respectfully,

Jamie Stember
Aviation Dept Manager
CP Management
+1.954.205.2308(c)
+1.410.850.0200(w)

December 5, 2014

To Whom it May Concern,

I am writing to advocate for the runway extension at the Owl's Head Airport (KRKD). It has come to our attention that there is consideration being given to adding 500' to the longest runway. As an operator, I can attest to the increased safety margins this will bring to all users. Please understand that the airport will be granted a much needed margin of safety, especially in adverse weather conditions with a contaminated (snow, slush, ice) runway. Additionally, a longer runway, in actuality, will reduce perceived noise since aircraft may be able to use reduced power for take-off and reduced reverse thrust upon landing.

As a manager of a flight department, I can also see the potential for an increased economic benefit leading to greater employment at the airport and in the area. With the lengthening of the runway, aircraft are able to take on more fuel which transfers to added flowage fee revenue for the municipality, increasing the flowage fees for the municipality.

Respectfully Submitted,

Jamie Stember

Aviation Department Manager

Andrew Hart

From: John Smegal and James Zoller
Sent: Friday, December 05, 2014 4:24 PM
To: ahart@knoxcountymaine.gov
Subject: Airport Master Plan: Runway Extension

Dear Mr. Hart,

We are writing you in support of the recommendation to extend the main runway at the Knox County Airport. We have been residents of Knox County since 2004 and have used and benefitted from this great airport for many years. We will become full time residents of Spruce Head in 2015 and will continue to use the airport for our travels.

We understand that the extra 400 feet will be an additional safety margin for all aircraft, especially jet aircraft and that this will not result in larger aircraft using the airport. For these reasons we urge you to support the runway extension to improve operations at the airport.

Sincerely,
John Smegal and James Zoller
570 Island Ave.
Rackliff Island
Spruce Head

Sent from my iPhone



December 5, 2014

Knox County Commissioners

C/O Mr. Andrew Hart

Knox County Courthouse

62 Union St.

Rockland, ME 08481

Dear Commissioners:

I am the aviation department manager and chief pilot for HBC Aviation. We have been past users of the Knox County airport.

I understand there is a plan to add 400 feet to your main instrument runway at RKD. While the addition of 400 feet is not likely to change the type, weight or size of any corporate jet operations at Rockland, it does however add considerable value to users for several reasons.

First the additional ~12% increase in usable runway has many safety ramifications. This would be particularly true in inclement weather conditions on contaminated or wet runway situations and when the instrument landing system must be used to land. Under these conditions the extra length and additional safety margin is quite significant. Far more that the layman might imagine for a relatively small increase in length.

The additional runway also has value to operators due to less wear and tear on braking systems and might mitigate the use of less than full reverse thrust. This would reduce the noise impact on airport area homes.

The additional safety margin should not be taken lightly, as would also significantly reduce the chance of a runway over run accident during landing, or in the event of an aborted takeoff.

Should you wish to contact me I can be reached at Peter.Piemonte@HBC.com or by cell at 413.896.4306

Sincerely

Andrew Hart

From: Tomeo, Richard
Sent: Friday, December 05, 2014 4:45 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Airport Long Range Planning

Dear Mr. Hart,

I wrote you the following message in November 2013 regarding the planning for KRKD and am writing now to confirm that my comments are still applicable. Thanks for your consideration.

Richard Tomeo

From: Tomeo, Richard
Sent: Friday, November 08, 2013 8:05 AM
To: 'ahart@knoxcountymaine.gov'
Subject: Knox County Regional Airport

Dear Mr. Hart:

I retired to Maine from Connecticut a few years ago and live in South Thomaston, just off the departure end of runway 31.

I am also a private pilot and fly a single-engine plane that is hangered at the airport. Over my years of flying I have visited dozens of airports in the Northeast and think that KRKD, which dates back to World War II, is a jewel in the system, offering great FBO support, a fine terminal and convenient Cape Air flights.

I urge the County Commissioners to approve the lengthening of runway 13/31. This will not result in larger aircraft using the airport nor, in my understanding, will it result in more flights. Extension of the runway will simply offer an additional measure of safety for all pilots and their passengers using the airport. That is a benefit to us all.

Sincerely,

Richard Tomeo
65 Bartlett Lane
South Thomaston, ME 04858

This transmittal may be a confidential attorney-client communication or may otherwise be privileged or confidential. If it is not clear that you are the intended recipient, you are hereby notified that you have received this transmittal in error; any review, dissemination, distribution, or copying of this transmittal is strictly prohibited. If you suspect that you have received this communication in error, please notify us immediately by telephone at 1-860-275-8200, or e-mail at it@rc.com, and immediately delete this message and all its attachments.

Andrew Hart

From: Robert Lipper
Sent: Friday, December 05, 2014 4:46 PM
To: Andrew Hart
Subject: Fwd: Runway Extension at Knox County Airport
Attachments: Andrew Hart Letter 110713.docx

Apologies--This time with the attachment.

RAL

----- Forwarded message -----

From: Robert Lipper <backcovepharma@gmail.com>
Date: Fri, Dec 5, 2014 at 4:45 PM
Subject: Runway Extension at Knox County Airport
To: Andrew Hart <ahart@knoxcountymaine.gov>

Dear Mr. Hart,

I wrote a letter to you a little over a year ago in support of the 400 ft. runway extension proposed at Knox County Airport. I understand that another public comment period has been initiated and so am writing again, and reattaching a copy of my previous letter.

My original comments still pertain and I remain in favor of the runway extension, as noted in my letter.

Thank you again for your consideration.

Sincerely yours,
Robert A. Lipper, Ph.D.
Back Cove Pharma, LLC
PO Box 1408
Waldoboro, ME 04572

--
BACK COVE PHARMA, LLC
www.backcovepharma.com
[207.832.5876](tel:207.832.5876)

--
BACK COVE PHARMA, LLC
www.backcovepharma.com
[207.832.5876](tel:207.832.5876)



BACK COVE PHARMA, LLC

Consulting and Education Services in Pharmaceutical Development
P.O. Box 1408, Waldoboro, ME 04572

Robert A. Lipper, Ph.D.
President

November 7, 2013

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

Sent via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

While I am not a resident of Knox County (I live "just over the line" in Lincoln County), I run a small business within the service area of the Knox County Airport. My business involves technical consulting with pharmaceutical firms of all sizes, from small start-ups to the major companies we all know by name.

As you might imagine, I travel frequently for business purposes. In general, I support enhancements to the Knox County Airport, and in particular I am writing now to express my support for the lengthening of the runway by 400 feet, currently under discussion. I certainly believe that lengthening the runway as proposed will increase business at the airport, not to mention that it will arguably be a safety improvement.

Thank you for your consideration, and I urge you to support the proposed runway extension.

Sincerely yours,

Robert A. Lipper

Andrew Hart

From: Michael Drons
Sent: Friday, December 05, 2014 6:57 PM
To: ahart@knoxcountymaine.gov
Subject: Fwd: runway extension

> Dear Mr. Hart,
>
> I am writing to express my support for the proposed 400-foot runway
> extension at Knox County Airport.
>
> I have studied the proposal--and see nothing but positives coming from
> this improvement, plus nothing negative. No bigger, heavier, noisier
> jets--but increased safety and increased tax revenue for the county
> through higher fuel sales.
>
> I urge your support of this small but important improvement.
>
> Sincerely,
>
> Michael Drons
> Spruce Head, ME

Andrew Hart

From: David
Sent: Friday, December 05, 2014 8:45 PM
To: ahart@knoxcountymaine.gov
Subject: Runway extension

Hi there,

I'm writing to express my continued support for extension of the primary runway at KRKD. Though not based at the airfield (yet), we travel there frequently to stay at our home in Camden. On a number of occasions, the weather has been close to minimums and it would be really nice to have a few hundred extra feet to avoid making things "tight." Our plane is a Citation Mustang and while it has anti-lock brakes, it lacks thrust reversers that would help with a shorter runway. If there is contamination of any sort, as things now stand, we simply cannot land there. With just a little extra length, that would change.

I sure appreciate your consideration of this improvement and hope that reason prevails in this determination.

Sincerely,

David Hirschfeld

Andrew Hart

From: John Newcomb
Sent: Saturday, December 06, 2014 9:25 AM
To: Andrew Hart
Subject: airport master plan

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. As a pilot that uses the airport I know that it will also help reduce the sound at ground level, especially for the homes to the southwest. Therefore, I support this additional 400 feet.

Cordially,

John Newcomb

Downeast Air
19 Airport Road
Owls Head, ME 04854

207-594-2171

Andrew Hart

From: Dale Martin
Sent: Saturday, December 06, 2014 1:33 PM
To: ahart@knoxcountymaine.gov
Subject: extension of runway in Owls Head by 400 feet
Attachments: Scan0029.pdf

Mr. Hart,

Attached is a letter in support to expand the runway by 400 feet.

Sincerely,

Dale H. Martin
Real Estate Broker
Jaret & Cohn Real Estate
25 Park Street
Rockland, ME 04841
Cell; 207-446-4229

12/6/2014
~~11/07/2013~~

Knox County Commissioners
c/o Andy Hart
Knox County Courthouse
62 Union Street
Rockland, ME 04841

Dale Martin
110 Bellevue Street
Owls Head, ME 04854

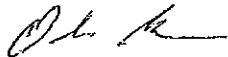
Dear Mr. Hart,

I live in Owls Head about a mile from the airport and I support the motion to extend the runway by 400 feet. I am also a member of the Town of Owls Head Planning Board.

I see no rational reason not to extend the runway. 200 feet of the 400 asked for is already paved but unusable for aircraft operations so additional paving should not be an issue.

Safety should be the biggest reason to extend the runway. My research has me to believe that the additional 400 feet will not allow any larger aircraft to land in Owls Head, nor will it increase air traffic. It looks more like a safety issue than anything else.

Sincerely,



Dale Martin

Andrew Hart

From: Travis Frye
Sent: Sunday, December 07, 2014 9:44 AM
To: ahart@knoxcountymaine.gov
Subject: Lengthen runway

Mr. Hart,

I am a student pilot and one of the first things I learned was that the longer the runway the safer I am. I am in support of the Airport Master Plan, especially adding 400'.

Sincerely, Travis Frye

Andrew Hart

From: pilot518q LaBagnara
Sent: Sunday, December 07, 2014 12:20 PM
To: ahart@knoxcountymaine.gov
Subject: Knox County Regional Airport

Dear Mr. Hart,

I am resending this personal note to you to confirm that my opinion has not changed. Our home is now completed and we use it frequently year round, Knox County Airport remains our base of operations.

James LaBagnara

To: Andrew Hart, Knox County Administrator

Via email only

Dear Mr. Hart,

I have recently purchased a property in Owls Head on Little Island Lane and have a new home now under construction. My wife and I and our family have been visiting Knox County and Midcoast for close to 30 years. 95% of our visits have been by private aircraft into Knox County Airport. For each of the nearly 100 recent flights, we have purchased fuel from DownEast Air, obtained rental cars and used the airport as a base of operation for spending time in the Midcoast region.

As a result of our many visits, and use of rental properties in the area we finally found a parcel of ocean front property and that site is now the location where our new home is under construction.

Without the availability of the Knox County Airport, and services available there, we would not have found this property nor planned to have a home there. As you know, all the transient aircraft into Knox help support the local economy just as I do. In addition, we support local restaurants and hotels, the Transportation Museum and other area attractions.

I very much support any improvements to the airport including the runway lengthening project, and an improved instrument landing lighting system. I consider the airport a full service facility capable of handling both private, corporate and passenger aircraft and allowing arrivals and departures in the low overcast conditions often seen in coastal New England airports.

Airports such as Knox County Airport have been repeatedly proven to significantly enhance the local economy and businesses in the area. In addition to the transient aircraft arrivals, I suggest you also consider the impact the airport has in Medivac, patient transportation, mail and services to local islands only reachable by land and sea, flight training, tourism, industrial development, and the educational value to school children and aviation career exposure.

From a very happy property owner and new tax payer in Owls Head,

Sincerely,

James LaBagnara
cell 973 668-2383

Andrew Hart

From: Eliza Alden Barton
Sent: Sunday, December 07, 2014 1:31 PM
To: ahart@knoxcountymaine.gov
Subject: lengthening a runway by 400 feet

Dear Mr. Hart:

I am a resident of Knox County, Maine and a user of the Knox County airport. I understand that the Airport Advisory Committee is recommending lengthening a runway by 400 feet. I believe this will help business at the airport, reducing my taxes, and increase safety. Therefore, I support this additional 400 feet.

Cordially,
Eliza & Larry Barton
Spruce Head, ME

Andrew Hart

From: pmneuhauser@aol.com
Sent: Sunday, December 07, 2014 4:20 PM
To: ahart@knoxcountymaine.gov
Subject: Runway extention

Dear Mr. Hart:

I reiterate my strong support for the extension of the runway at the Knox County airport.

Paul M. Neuhauser
36 Southern Avenue
Spruce Head, ME 04859

Andrew Hart

From: Cameron Lewis
Sent: Monday, December 08, 2014 12:04 PM
To: ahart@knoxcountymaine.gov
Cc: Cameron Lewis; John Newcomb
Subject: KRKD

Dear Andy

As a hangar owner at KRKD and a pilot who uses the airfield 12 months of every year, I agree with all the proposed improvements for the airport runway extensions and any other work that will make our airport a better place for aviation today and in the future.

PLUS- Please someone bury the powerlines from DUBLIN ROAD TO FLYING CLUB area - it is stupid dangerous and lame to have a pole in the middle of a taxiway!!

Best regards

Cam

Cameron Lewis
cam@teamadventure.org
camlewis on Skype
#1 508 208 7500 Mobile
#1 207 230 7777 work
Cameron Lewis
cam@teamadventure.org
camlewis on Skype
#1 508 208 7500 Mobile

Andrew Hart

From: Eric Waters
Sent: Monday, December 08, 2014 12:09 PM
To: ahart@knoxcountymaine.gov
Cc: John Newcomb
Subject: Support for Airport Project
Attachments: Airport andy hart letter.pdf

Hi Andy,

John has asked me to re-submit my letter of support regarding the airport project. Please let me know if this will suffice, or if you need another letter with more recent date. Thanks.

Eric

| Eric J. Waters | Chief Financial Officer | Island Institute | 386 Main Street | P.O. Box 648 | Rockland, ME 04841 | 207.594.9209 x 124 |
ewaters@islandinstitute.org | www.islandinstitute.org

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

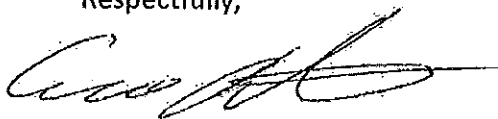
Dear Mr. Hart:

My professional and community service work includes environmental impacts of pollution, climate change, education improvement and economic development. As a resident of Knox County, I am very interested in the role the airport plays in these areas and many more.

The Airport Advisory Committee's recommendation to lengthen the runway by 400 feet could be seen as negatively impacting some of this work while having a positive impact on others. The positives far outweigh the negatives. The positive impact the expansion would have on the airport's safety is critical. In addition, the airport is a major asset in our region that can lead to improved economic vitality through providing access for people, services and products. It also supports tourism and our year round businesses that rely on visitors and part time residents who utilize the airport to maximize their time here.

The lack of economic growth and shortage of good job opportunities for younger families is one of the greatest threats our region faces. Therefore, I am supportive of this expansion to improve our economic options, and strengthen the safety and viability of our airport.

Respectfully,

A handwritten signature in black ink, appearing to read "Eric Waters", with a stylized flourish at the end.

Eric Waters
Spruce Head

Attention: Andy Hart, Knox County Courthouse
Knox County Commissioners
62 Union Street, Rockland
ME 04841

Dear Knox County Commissioners,

Again, I am writing in support of extending Knox County Airport's main runway, 13/31, by 400 feet, from 5000 to 5400 feet.

We have a rather large involvement in the Rockland and Knox County community through ownership of our home in Rockport and the 78,000 sq. ft. office building on Water Street in Rockland. A great many of our business clients both in the office building and the marina, which we own and for which we pay taxes, use the facilities of the Knox County Airport.

Anything that can be done to make the airport even safer and more useable would certainly be important to us and the business community throughout the area.

Thanks for your consideration.

Sincerely,
Jay Kislak

Jay I Kislak
tel 305 364 4200
fax 305 821 1267

The Kislak Organization
7900 Miami Lakes Drive West
Miami Lakes, Florida 33016
www.kislak.com

From: Doug Kahn [mailto:doug@kahnmail.com]
Sent: Wednesday, December 10, 2014 8:51 AM
To: ahart@knoxcountymaine.gov
Subject: FW: Runway extension at KRKD

Mr. Hart,

I am resending my email message from a year ago and reiterating that the runway extension project is without question the most important step the county can take to improve safety at KRKD. Longer runways mean fewer accidents and fewer fatalities. Please support this project and help make KRKD a better and safer airport for our community.

Thank you.

Doug Kahn

From: Doug Kahn
Sent: Tuesday, November 12, 2013 10:30 AM
To: 'ahart@knoxcountymaine.gov'
Subject: Runway extension at KRKD

Mr. Andrew Hart
Knox County Administrator
65 Union Street
Rockland, ME 04841

via email: ahart@knoxcountymaine.gov

Dear Mr. Hart,

I am a pilot and have been an active user of the Knox County airport for over 30 years. I understand that the Airport Advisory Committee is recommending lengthening runway 13/31 by 400 feet. I strongly support this proposal for several reasons. Most importantly, it adds to the safety of the airport. Single engine aircraft account for most takeoffs and landings at KRKD. If an engine failure occurs in a single engine airplane during takeoff, we have no choice but to land straight ahead. The longer the runway, the more room I have to land safely and walk away with my passengers unhurt. Every foot matters when an emergency like this occurs. Additionally, the added length makes the airport more attractive to pilots flying to and from Maine for business or pleasure, many of whom evaluate runway length when determining which airport to use. This is true for small planes as well as large. KRKD is a vital transportation link between midcoast Maine and the rest of the country. We must support this infrastructure in order to keep the local economy strong. The added 400 feet will clearly make the airport more attractive and useful for pilots and passengers alike.

Sincerely,

R. Douglas Kahn
[617-250-0700](tel:617-250-0700)

From: ss Tyler506@verizon.net
Date: Nov 13, 2013 11:27:24 AM
Subject: Runway Extension
To: ahart@knoxcountymaine.gov

Mr. Hart:

My name is Stephen Tyler and I'm Chief Pilot for Penobscot Properties. Our company utilizes a Gulfstream V and we fly into Rockland consistently during the seasonal months. I have been flying into Rockland for many years and used the airport before it was

extended from 4600 to 5000ft. The extra 400ft was a significant safety enhancement with minimal environmental impact, if any. I know

that the extension has allowed many to use the airport in inclement weather when the shorter runway conditions would have not allowed Flight

Departments to operate. I understand that an additional 400ft is being considered and that some might object for various reasons. I see no impact changes from

the last extension that would be deemed anything but positive and I see the same positive scenario if another 400ft extension was added. From a operational standpoint

it provides a more comfortable safety margin for existing aircraft and this has to have translate into positive economic benefits for the airport and community. Larger aircraft are

still prohibited due to weight bearing limitations.

Also, we have an outstanding working relationship with Downeast Air and John Newcomb. Their flight service operation is exceptional and as someone who has experienced several changes

over the years in providers for the Knox County airport, it would be a boon to the aviation community to provide them with economic consistency.

If you have need for any further input from me, please contact me at your convenience.

Regards;

Stephen S. Tyler, Chief Pilot, Penobscot Properties

From: Lawrence Hines [mailto:lhines@tishman.com]
Sent: Wednesday, December 17, 2014 8:15 AM
To: ahart@knoxcountymaine.gov
Subject: Rockland Runway Expansion

Dear Sirs

We currently operate a 2014 Dassault Falcon 2000LXS Corporate Jet. It is the most modernly equipped airplane available on the market today. The 2000 sets the bench mark for large cabin aircraft when short field performance is a concern. It has been recently brought to my attention that Knox County Airport is considering expanding Runway 13/31 by 400 feet. Very simply put, I applaud the concept and would fully support any effort to move forward with its approval.

Our mission in and out of Knox County has been the same for many years and will not change. An additional 400 feet of runway does two thing for us. First and foremost, it increases our margin of safety on takeoff and landing. Second, it allows us to purchase more fuel on a regular basis, thereby helping to support the airport and the surrounding area.

The owner of our airplane has a home in the vicinity and is very mindful of the community and the impact that aviation has on it. We are good neighbors and make every effort to minimize our operations to fall within normal business hours. An additional 400 feet of runway will not change that mission in any way. It will simply make it safer. For those members of the community that fear the additional runway length will bring larger airplanes, the data does not support this. Whether the runway is 5,000 feet or 5,400 feet, the weight bearing capacity will remain unchanged. A large body, airline style plane will never be able to land at Knox County Regional Airport.

Please feel free to contact me to discuss any questions or concerns. In the meantime though, I ask you to move forward with the plans for expansion and increase the margin of safety for all users of the airport. Thank you.

Larry Hines
Chief Pilot
Janus Equities, LLC

From: Eric Corpataux [mailto:ercor@hotmail.com]

Sent: Tuesday, December 16, 2014 3:23 PM

To: ahart@knoxcountymaine.gov

Subject: Owls Head airport runway extension

>

> Dear Commissioners,

>

> We follow up on our email from November 18, 2013 and we would like to express our support for a runway extension at Owls Head airport.

>

> A runway extension would allow us to operate our business jet airplane, based at Owls Head airport, with an increased safety margin in hot weather conditions in summer and adverse conditions in winter.

>

> Yours sincerely,

> Switchback Aviation LLC

> Eric Corpataux

> Operations Manager

Jeff Northgraves
Airport Manager
Knox County Regional Airport
19 Terminal Lane
Owls Head, ME 04854

Dear Mr. Northgraves,

On behalf of everyone at athenahealth, I want to thank you and the Knox County Commissioners for your diligence in making the Knox County Regional Airport a significantly valuable asset for our business and our community. I want to also express my support for the recommendations made during the November 18th Public Information Forum about the Airport Master Plan. I was present during that meeting and was both impressed by the thoughtful presentation put forward by the Stantec representatives and disappointed by the misinformed commentary put forward by several community members. In our opinion, the plan put forth is reasonable, necessary, and an exemplary demonstration of sound civil planning.

As you may be aware, athenahealth currently employs close to 700 people in our Belfast office and we have plans to expand employment to 1,000 within the next two years. In addition, we also own and operate the Point Lookout Resort in Northport, which employs another 50 people and is a vital facility for our company's internal education and business development activities. We have made a significant investment in the Mid-Coast Maine community driven largely by the quality of life, the quality of the labor force, and the proximity to our company headquarters in Watertown, Massachusetts.

The Knox County Regional Airport is a critical resource for our business and its long-term viability is extremely important. Our office in Belfast serves as our company's core service delivery operation and is frequently visited by our customers and our internal employees. We operate weekly shuttle flights from Hanscom Field in Bedford, MA and about 1/3rd of them utilize Knox County Airport during more inclement weather. We are also very high utilizers of Cape Air to provide more frequent and cost-effective travel for our business. And more significantly, as our business expands, we expect more of our customer visits to arrive via private jet that which may exceed the current design aircraft for Knox County. We believe that it is vital for both our business and for our local economic business community for these flights to utilize Knox County rather than the alternative Bangor Airport.

Thank you again for your outstanding service to our community and your diligence in ensuring the safety of our citizens and the long-term viability of this vital community resource.

Sincerely,

David Tassoni
SVP of Operations, athenahealth

From: David Tassoni [mailto:dtassoni@athenahealth.com]
Sent: Sunday, December 14, 2014 11:11 PM
To: ahart@knoxcountymaine.gov
Subject: KCRA Public Comments

It has come to my attention that the FAA and County have initiated another public comment period regarding the proposed expansion of the Knox County Regional Airport. Attached is a letter I sent on December 18, 2013 that would explain my current opinion. Please feel free to reach out with any comments.

Regards,

David Tassoni

David Tassoni | SVP of Operations
athenahealth | 3 Hatley Road | Belfast, ME 04915
Office: [207.323.7111](tel:207.323.7111) | Cell: [207.837.5815](tel:207.837.5815) there is a better way

From: Bill Packard [mailto:bpackardme@gmail.com]

Sent: Friday, December 12, 2014 6:02 PM

To: ahart@knoxcountymaine.gov

Subject: Airport

Hi Andy,

I'm writing in support of the 400' extension of the 13 - 31 runway in Owls Head. I've seen this past year the positive economic impact the airport has on the area and was very surprised. There is a lot of traffic and those folks spend a significant amount of money in the area.

Adding 400' of runway will not make a significant construction issue as 200' of it already exists and the additional length will not allow larger planes nor will it increase traffic except that planes that now choose alternative airports for various weather issues will be able to land and take off here.

Hope all is well with you.

--

Bill P

BPackard.com

207-691-2659

**Knox County Commissioners C/O Mr. Andrew Hart
Knox County Courthouse
62 Union St.
Rockland, ME. 04841**

Dear Commissioners,

I am writing in regards to your consideration of extending runway 13/31 at RKD Knox County Airport by 400 feet. As a pilot of a Falcon 2000LXS that operates to RKD, I can assure you that an extra 400 feet will be a significant improvement for safety, environmental causes, and financially.

It goes with out saying a longer runway equates to a larger safety margin, particularly for larger aircraft that operate in and out of RKD. That is a benefit to both the operators and the airports neighbors.

With a longer runway, larger aircraft can utilize more efficient and quieter take off and landing profiles. This will lower both exhaust and noise emissions, benefitting the airport's neighbors and the environment.

Larger aircraft will be able to purchase more fuel on departure, benefitting the economy. Some operators that may have been limited to not use RKD because of insufficient fuel loads on departure may now be able to operate there.

These are just a few of the many ways I am sure Knox County Airport and the surrounding area will benefit from the runway extension.

Sincerely,

Craig Pernerewski

cpernerewski@gmail.com

203 233-5018

Richard A. Carver

88 North Shore Drive
Owls Head, ME

P. O. Box 1224
Rockland, ME 04841

10 December, 2014

Knox County Commissioners
62 Union Street
Rockland, ME 04841

Dear Commissioners,

I have attended two public hearings on the Knox County Regional Airport Master Plan Update. One was held 18 November 2013 and the most recent 18 November 2014 and both were held at Owls Head Transportation Museum. Both presentations were well orchestrated and clearly brought forth the concept for future development of this airport. Being a resident of Owls Head I wish to place the following comments in the public record on the most recent proposed Knox County Airport Master Plan Update prepared by Stantec Consulting Services, Inc, Project #: 195210603 and AIP #3-23-0042-42-2012.

For a number of years I worked for Exxon delivering clean oil products from Boston to other coastal ports in New England and greater the New York area. The work schedule was such that I worked two weeks and then off for two weeks. I was frequently flying to and from Boston via Knox County Regional Airport. Following that I worked as a ship's pilot on the waters of Penobscot Bay. Often in performing pilot duties I would fly out of Knox County Regional Airport to or from the pilot station located at Matinicus. And today on occasions my family and I will fly out of Knox County Regional Airport. The point in presenting these facts is that I personally know the value of this airport not only to myself but to the communities of this County. What is difficult for me to fathom is why this airport needs to expand and place more demands on the nearby residents. The function of this local airport to serve the public. Wonderful! The Islanders and the commuters to and from Boston receive a fine service. Even the private sector, flying club, Transportation Museum and individual plane owners are fine until the private sector becomes the driving force for more lighting, noise, air pollution, and expansion.

At the public hearings for the master plan update it was very evident larger corporate jets using this airport are a priority. This is not Silicone Valley where corporate America is King. This is vacation land and the people that live near this airport should be given the right to enjoy this beautiful area as well as the corporate officer who landed on the corporate jet. The idea that spending \$4,000,000 to expand runway #13-31 to allow larger jets room to takeoff after refueling to a greater capacity so that the County would gain \$.02 on a gallon of additional fuel sold does not compute. Especially when these same jets can now land safely. By expanding this airport will jets be landing just to buy fuel and then rumble off? Cost to operate any airport is always an issue and landing fees defray the operational cost but expansion is not always insurance that larger jets mean more landing fees.

The Town of Owls Head's Comprehensive Plan dated 01/08/2014 specifically mentions the Airport as follows under REGIONAL COORDINATION PROGRAM subtitled Areas of Concern on page 156:

"The 20-year inter local agreement between Owls Head and Knox County limits the airports to its present area. This agreement ends in 2022 unless renewed. The recent Comprehensive Plan Update survey results indicated a desire on the part of Owls Head residents that the airport

(4) The Selectmen and Town Airport Committee should express Town concerns both at the County and State levels by meeting periodically with elected county and State legislators and members of the executive branch to make sure that those groups have at the forefront Owls Head's concerns. This will assist the Town when seeking to extend the Interlocal Agreement in June of 2021.

Selectmen, Town Airport Committee, and Knox County Officials and State Officials Ongoing"

When the 18 November 2013 airport master plan update public hearing was held there was no Owls Head resident serving in any capacity on the nine member Airport Public Advisory Committee. Yet this master plan was basically completed. Fortunately an Owls Head resident has recently been appointed to APAC. The Town of Owls Head is seeking a change in the APAC charter to establish a permanent position on the APAC who would represent Owls Head and would always be a resident of Owls Head.

I am still not clear how runway 31 approach surface went from 20:1 as shown in the 2000 Airport Master Plan Update to today a surface approach of 34:1. In my lack of understanding of this change one could jump to the conclusion that the airport requested and received runway 31 approach surface designation change from FAA then approached the Town with the FAA mandate to airport nearby residents lights or trees must be cut. Whatever the case the designation change reflects a disregard for the inter local agreement between Knox County and Owls Head.

In conclusion I believe this master plan as it is compose does not properly serve the public. Expansion of runway 13-31 is not necessary. On page 69 of Master Plan Update it state under Safety Impact : "There are no direct safety impacts associated with not extending the runway."

The idea that FAA funding is "free money" to be spent here or there is the wrong approach. Spending FAA funds to maintain and or modernize existing inter structure is prudent. All of Owls Head, especially the public that live near the airport, need to be more of a consideration in any master plan and in general the County/ airport management should be more considerate of the nearby residents.

The airport and the public would be better served if a portion of any airport funding would be used to provide the airport with better water quality; adequate water pressure for sprinklers systems and only hydrant; and to provide funding for additional hydrants.

Public entities including public airports are costly. They need not be larger public burden when they function very adequately as the presently exist.

Enclosed is a copy of the Commissioner's letter attached inside the Airport Master Plan Update of January 2000 and copy of the inter local agreement between Knox County and Owls Head.

Thank you for considering these comments.

Sincerely,
Richard A. Carver

Kenneth N. Wexler
112 Crocketts Beach Road
Owls Head, ME 04854
kwexler@elaine.com

December 18, 2014

Knox County Commissioners
62 Union Street
Rockland, ME 04841

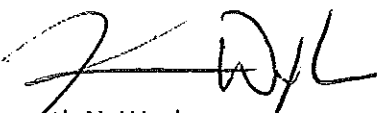
I respectfully request that the Master Plan currently being considered by the Knox County Commissioner not be approved for the following reasons:

1. As acknowledged by the FAA, the runway expansion is "primarily" to allow Downeast Air to sell more fuel. There is no other benefit to the County except for a small amount of revenue. The Town of Owls Head receives no benefit at all, only increased noise pollution, air pollution, and greater risks to the residents.
2. The Airport has knowingly and deliberately withheld information as to size and massing of the hangers as well as the scope, magnitude and effect of (21) hangers to be constructed on Ash Point Road. The impact of the structures, taxiways, and parking areas on the impervious surfaces, storm drainage, waste water, and town water supply has not been discussed. In addition, the noise and air pollution from at least (21) airplanes in close proximity to residences on South Shore Drive, Ash Point Road, Crocketts Beach Road, and Mahalas Lane has not been examined.
3. The proposed change in the runway guide path has not been explained to the public – witness the current issue with the poles that the Airport had been trying to erect without the Town of Owls Head knowledge or approval.
4. The public "process" was totally flawed. Information was withheld from the public that was furnished to Downeast Air and other proponents of the runway expansion.
5. Public records show that the Airport Manager directly aided Downeast Air in compiling an email that was written by Downeast Air, for its sole benefit and with information the public did not have.
6. Meeting Notes and records of votes by APAC and the Master Plan Subcommittee were not properly kept. A vote by the Master Plan Subcommittee was stopped when it became evident that there were at least (3) votes in favor of the no build option.

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For all of the above reasons, I believe the County Commission needs to hold the final approval of the Master Plan until all of the above issues can be properly addressed and resolved.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Wexler', written over a horizontal line.

Kenneth N. Wexler