

Knox County Airport - Business Plan Committee -

Public Input Sessions

8/14 – Owls Head Transportation Museum

8/20 – Tucker Room – Camden Opera House

Agenda

- Opening & Introductions - (10 minutes)
- Airport Overview - (20 minutes)
- Mission Statement - (15 minutes)
- Consensus Statements and Guiding Principles for the Vision for the Airport - (35 minutes)
- Next Steps (10 min)



Introductions



■ Introductions:

- Anne Beebe-Center, Commissioner – facilitator for Public Forums
- Business Plan Committee
 - Kathy Allain, Marilyn Hotch, , Bill Maddox, Ken Wexler, Vivian Newman, Bruce Widzowski , Kevin Waters, John Newcomb
- Jeff Northgraves – Airport Manager
- Bill Gerrish & Gregg Cohen - Stantec Representatives
- Ralph Nicosia-Rusin -- FAA, Airports Division
- Other County/Local Officials & APAC Members

Purpose of Public Sessions

- Provide Updated information to the Public
- Review Business Plan Process with the Public
- Present the “Draft” Mission Statement and Guiding Principles for the Business Plan
- Seek public input, comments, suggests, and answer questions
- Review Next Steps in Process

KNOX COUNTY REGIONAL AIRPORT

MANPOWER

■ 4 Full-Time

Jeff Northgraves, Manager

Bill O'Brien, Assistant Manager/Maintenance Supervisor

Dan Stone, Maintenance

Steve Mazzeo, Airport Security Supervisor

■ 5 Part-Time

Vicki Aikens, Administrative Assistant

K Dirkes, Sheriff's Deputy

W Bryant, Sheriff's Deputy

S Johnson, Sheriff's Deputy

C Andrick, Sheriff's Deputy

KNOX COUNTY REGIONAL AIRPORT

FACILITIES

- 726 Acres
- 2 Asphalt Runways
 - 13/31 = 5,007 ft X 100 ft with an ILS
 - 03/21 = 3,900 ft X 100 ft
- **Voluntary** Curfew 10:30 PM until 6:00 AM
- No Tower operations and *no parallel taxiways*
- Airfield lighting can be turned on by arriving aircraft
- Airport Management on site M-F 6:00 AM – 5:00 PM
- Colgan operates 2 – 5 flights/day
- TSA and Security are on site an average of 11.5 hours/day
(1 hour prior to scheduled flights until passengers depart)

2008 FINANCIALS

	<u>Budget</u>	<u>Projected</u>
Personnel Services:	\$257K	\$255K
Contract Services:	\$ 98K	\$ 86K
Commodities:	\$ 19K	\$ 19K
Capital Improvements:	<u>\$ 91K</u>	<u>\$120K</u>
Total Expenses:	<u>\$466K</u>	<u>\$480K</u>
Total Revenues:	<u>\$456K</u>	<u>\$513K</u>
Airport Revenues:	\$273K	\$305K
Security Revenues:	\$ 91K	\$ 87K
Reserves:	\$ 91K	\$120K

LEASES/AGREEMENTS

- 1 FBO
 - Rockland Airport Partners dba Downeast Air (formally known as Maine Atlantic Aviation)
- 1 Scheduled Commercial Carrier, Colgan Airlines
- 1 Commercial Air Taxi, Penobscot Island Air
- 53 Hangar Owners (Includes the Flying Club)
- 3 “Thru-the-Fence” Operations
 - Owls Head Transportation Museum (X 2)
 - Roland Lussier
- Others: TSA, Seasonal Food Stand & Flight Instruction

AIRPORT IMPROVEMENT PROGRAM AIP

- Funding

- FAA Grant Assurances

- Entitlement based on enplanements

- (10K/year = \$1M/year)

- FAA = 95% State = 2.5% County = 2.5%

- Projects

- Taxiway – 2007 Project with ‘Discretionary Funds’

- Safety Area (2008)

- Wildlife Study (2008)

- Business Plan/Terminal Study (2008)

- Snow Removal Equipment (2008)

ECONOMIC IMPACTS

Direct/First Round Impacts

- On Airport Activities
 - 73 Employees
 - \$8 Million/Year (\$2.4 Million payroll)

- Commercial Airline Visitor Related Spending
 - Supports an additional 53 full-time jobs
 - \$2.4 Million/Year (\$1.1 Million payroll)

- General Aviation Visitor Related Impacts
 - 14,480 GA visitors/year
 - Additional 111 full-time jobs
 - \$5 Million/Year (\$2.4 Million payroll)

Source: Wilbur Smith Associates Study for Maine DOT

ECONOMIC IMPACTS

Second Round Impacts

- On Airport Activities
 - 84 Employees
 - \$6 Million/Year (\$1.8 Million payroll)

- Commercial Airline Visitor Related Spending
 - Supports an additional 40 full-time jobs
 - \$1.5 Million/Year (\$.8 Million payroll)

- General Aviation Visitor Related Impacts
 - Additional 44 full-time jobs
 - \$3 Million/Year (\$1.5 Million payroll)

Source: Wilbur Smith Associates Study for Maine DOT

CAPE AIR



Scheduled Service to/from Boston with Cape Air Begins: November 1, 2008

Business Plan & Airport Mission Statement

- What is a Business Plan – and why did Commissioners establish a Committee to develop it?
- What is a Mission Statement?
- What was the process used to develop the Airport Mission
- How will the “Mission” be adopted/approved
- **Public Input is critical**

Knox County Airport “Mission”

The Knox County Regional Airport provides the safest and most reliable air transportation services and facilities for the residents, businesses, and visitors of the greater Knox County and Penobscot Bay region.

This public airport offers passenger and freight transportation, mail delivery, medical and emergency services, as well as general aviation support. These services are provided in the most efficient, fiscally responsible and environmentally safe manner while continuing to be a good neighbor to the immediate communities.

Knox County Regional Airport operations and management will be conducted ethically and transparently, with the utmost respect for the community within which the airport is located.

Consensus Statements & Guiding Principles

- What are Consensus Statements and Guiding Principles?
 - Physical Boundary and Size
 - The Environment
 - General Operations
 - Economic Impacts
- How was consensus achieved by the Committee?
- How will the Guiding Principles be used in the Airport Business Plan?
- Public Input is critical

Guiding Principles for the Future of Knox County Airport

■ **Physical Boundary and Size:**

- The current Inter-local Agreement between the county and town of Owls Head, regarding the boundary of the airport, will remain in place until 2021 and as such any future plans for the Airport must take that agreement into consideration.
- The vision for the future of the Airport is to remain within the current boundaries, unless expansion beyond the current boundary is mutually beneficial to the surrounding communities, the county, and the Airport.
- If growth occurs at the airport, it will be modest growth, and environment concerns must be addressed.

Guiding Principles for the Future of Knox County Airport

■ The Environment:

- The airport will continue to set an example of environmental responsibility for the community and other businesses.
- It is logical to conclude that there is some level of aquifer activity likely underneath the current Airport site.
- Impacts to the aquifer, as well as the impact of impervious surfaces at the Airport, must be incorporated into any plans for future development or maintenance at the Airport.

Guiding Principles for the Future of Knox County Airport

■ **The Environment:**

- Any future plans for development or maintenance at the Airport will also take into consideration environmental impacts, such as: air quality; noise; and preservation of the ecological values of the Weskeag River and marsh.
- The future Knox County Airport should strive to be a state of the art, model “green” airport – we can protect and improve the environment while also attracting businesses and visitors.

Guiding Principles for the Future of Knox County Airport

■ **General Operations:**

- The Airport should explore new energy solutions and use of emerging technologies.
- The Airport will not become a commercial “reliever” airport for other airports.
- The Airport should have an aesthetically pleasing Terminal Building/Facility. Special attention will be paid to the overall “sense of place” and design quality in any new or expanded Terminal facility that may be developed.
- The needs of the Airport, into the foreseeable future, can be accommodated within the current two (2) runways – however, runway length issues may be considered.

Guiding Principles for the Future of Knox County Airport

■ **General Operations (continued):**

- We do not anticipate any larger or louder aircraft using the Airport than have used the facility in the past. The airport will follow up on “violations” of the voluntary curfew.
- The Airport will explore opportunities to provide educational programming at the Airport facility, with an emphasis on operational best practices and exemplary environmental stewardship, etc.
- Every effort will be made to maintain an adequate number of scheduled commercial flights per day to accommodate the current and future needs of the Knox County region.

Guiding Principles for the Future of Knox County Airport

■ **Economic Impacts:**

- The Airport should support and promote both the Maine and Knox County “brand.”
- The Knox Country Airport is an important part of the regional economy.
- Future plans for the Airport may have a significant positive impact on the long term vibrancy, sustainability and appropriate growth of the regional economy.

Guiding Principles for the Future of Knox County Airport

■ **Economic Impacts (continued):**

- Negative impacts to the regional economy must also be thoroughly considered when developing plans for the future of the Airport. Potential negative impacts to the regional economy include such considerations as:
 - The potential cost to the County of un-used or underutilized facilities;
 - The cost to remediate environmental damage, if it should occur;
 - The potential loss of eco-tourism if the Weskeag River and marsh area are damaged or compromised;
 - The potential loss or reduction of tourism if the overall physical attractiveness of the Region is compromised.

Next Steps

- Public Feedback and Input – from August public meetings
 - 30 Days – Due by September 19, 2008
 - Addressed to Jeff Northgraves or e-mailed to airport@knoxcounty.midcoast.com
- Terminal Plan to be developed and submitted to FAA
 - APAC and Commissioners – review/approval (October 2008)
- Target dates for the completion of the full airport business plan
 - APAC and Commissioners – review/approval (January 2009)

Next Steps

- How the public can stay informed and provide input to this ongoing process.
 - Regular Business Plan Committee meetings
 - APAC meetings
 - See the minutes and meeting notices on the website
 - Send written comments, questions, suggestion to the Committee via Jeff Northgraves
 - Call, contact a Committee member

