



Policy Letter 1-14 Inactive Pilots & Alternate Recency

April 23, 2014

From: Brian J. Downey, Administrator

To: Maine Pilotage Commission

1. Purpose: This outlines the Maine Pilotage Commission’s policy regarding inactive route endorsements for pilots licensed by this Commission.
2. Discussion: In accordance with Part A.4.a.(1) and A.4.b.(6) of the Rules of the Maine Pilotage Commission, each pilot is required to achieve annual recency in all areas of licensed pilotage issued by the Commission. Recency can be accomplished by piloting the required number of trips for each endorsed pilotage area as outlined in the Rules. Periodically, due to traffic variations or other events beyond pilots’ control, full recency cannot be achieved in a calendar year. Part A.1.a. of the Pilotage Rules permits Alternate Recency in situations where normal routine pilotage does not permit ample opportunities for complete recency. This policy formally defines the management of the Alternate Recency Program.
3. Definitions: The following are common terms used in this policy.
 - Active License: A State of Maine Pilot credential issued in accordance with Chapter 38 of the MSRA. Any active pilot in addition to up to date recency must also fulfill the drug testing, annual medical, and continuing education requirements of the Maine Pilotage Rules.
 - Inactive License: A State of Maine Pilot credential initially issued in accordance with Chapter 38 of the MSRA, but for which recency has not been maintained.
 - Recency: Annual requirement to perform a certain number of trips as detailed in the Maine Pilotage Rules to assure currency of knowledge and competence.
 - Alternate Recency: A provision of the Maine Pilotage Rules which permits a Commission approved alternate form of recency.
 - Route Endorsement: Specific bodies of water within the jurisdiction of the Commission for which pilotage is required and licensed.

Below are the various routes which the Maine Pilotage Commission issues endorsements.

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|------------------------|-------------------------|
| Kennebec River | Frenchman Bay |
| Penobscot Bay | Quoddy-Eastport Area |
| Penobscot River | Sheepscot River |
| Ft. Point to Bucksport | Blue Hill Bay |
| Penobscot River | Eastern Way/Somes Sound |
| Bucksport to Bangor | Boothbay Harbor |

4. Policy: If an active pilot cannot meet the required recency for one or more endorsed routes, then that pilot will be considered to be “inactive” for the particular route(s) for which recency is deficient. Recency deficiency in one route does not impact other route endorsements or the overall integrity of the basic pilot license. A pilot is not authorized to offer or provide services as a pilot routes under the jurisdiction of the Maine Pilotage Commission in which recency is deficient, unless the pilot:

- Furnishes the Maine Pilotage Commission with a written Alternate Recency Plan which details how an equivalent level of competence can be demonstrated to the Commission, at least 30 days prior to any anticipated pilotage employment for the route.

Additionally, candidates for Alternate Recency must be in good standing regarding:

- Drug Testing Provisions
- Annual Physical Examination
- 40 Hours of Continuing Education for the previous five-year period.

Pilots seeking renewal of an inactive license are required to pay the license renewal fee in accordance with 38 § 93 of the MSRA.

Sincerely,

Brian J. Downey Jr.
Maine Pilotage Commission
Administrator

