



***NOISE ADVISORY COMMITTEE
MEETING***

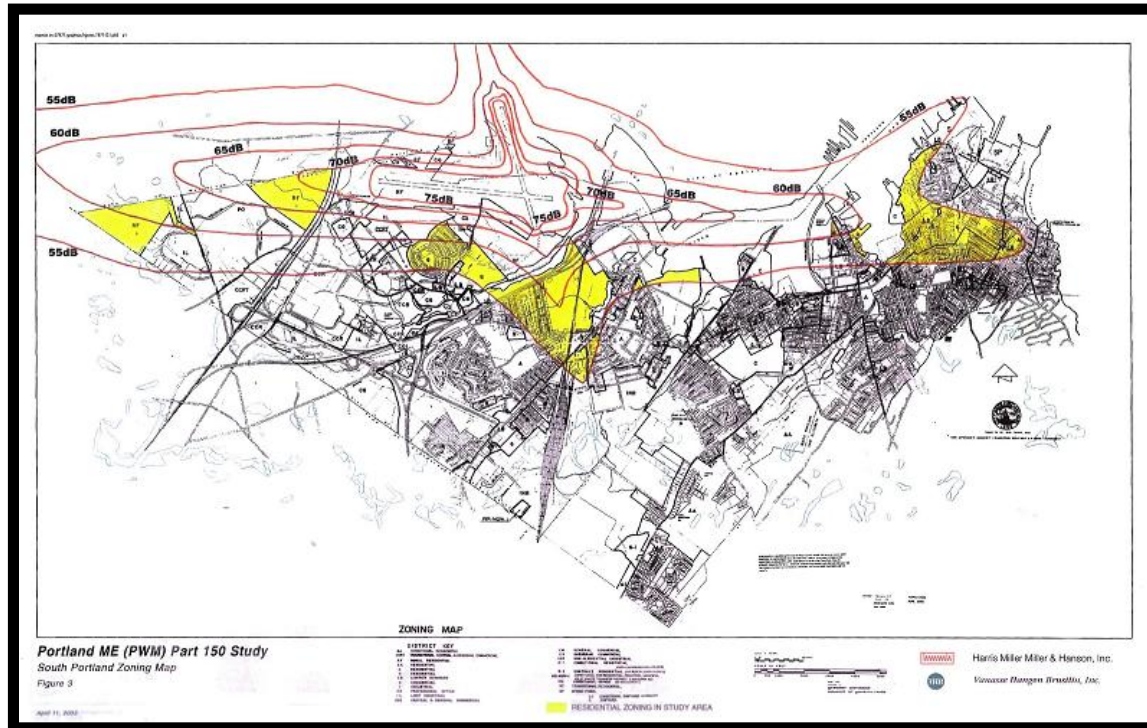
September 23, 2010

5:00 pm – 7:00 pm

Portland Jetport Main Conference Room

- 5:00 pm Opening remarks – Dan Skolnik
 - PWM update – Paul Bradbury
 - Airline update (early flights) - Chad Rosenstein
 - Harris Miller Miller & Hanson, Integrated Noise Modeling System presentation
 - ATC update – Jerry Leonard
- 5:30pm Old Business (NCP measures) – Jen Dunfee
- 6:00 pm Old Business (PWM Noise Statistics) – Jen Dunfee
 - Preferential Runway Usage
 - Noise Event Reporting
 - HVA Compliance – Letters
- 6:30 pm New Business (NAC Workshops)
 - Arrival & Departure Procedures Workgroup

- The Chair shall be a Portland City Councilor – Councilor Skolnik
- One resident of Peaks Island – Tom Bohan
- A Westbrook City Councilor – Michael Foley
- A South Portland City Councilor – Linda Boudreau
- A resident of South Portland – Margaret Shaw
- A Cape Elizabeth Town Council member – Dick Armstrong (designee)
- President of Stroudwater Village Association – Tom Ainsworth (designee)
- President of Western Prom Neighborhood Association – Jerry Morton
- The President of Greater Portland Chamber of Commerce – Jerry Angier (designee)
- One Signatory Airline Station manager – Chad Rosenstein
- The Federal Aviation Administration Tower Chief – Jerry Leonard
- An Air Carrier Cargo Station Manager – Maria Hannemann



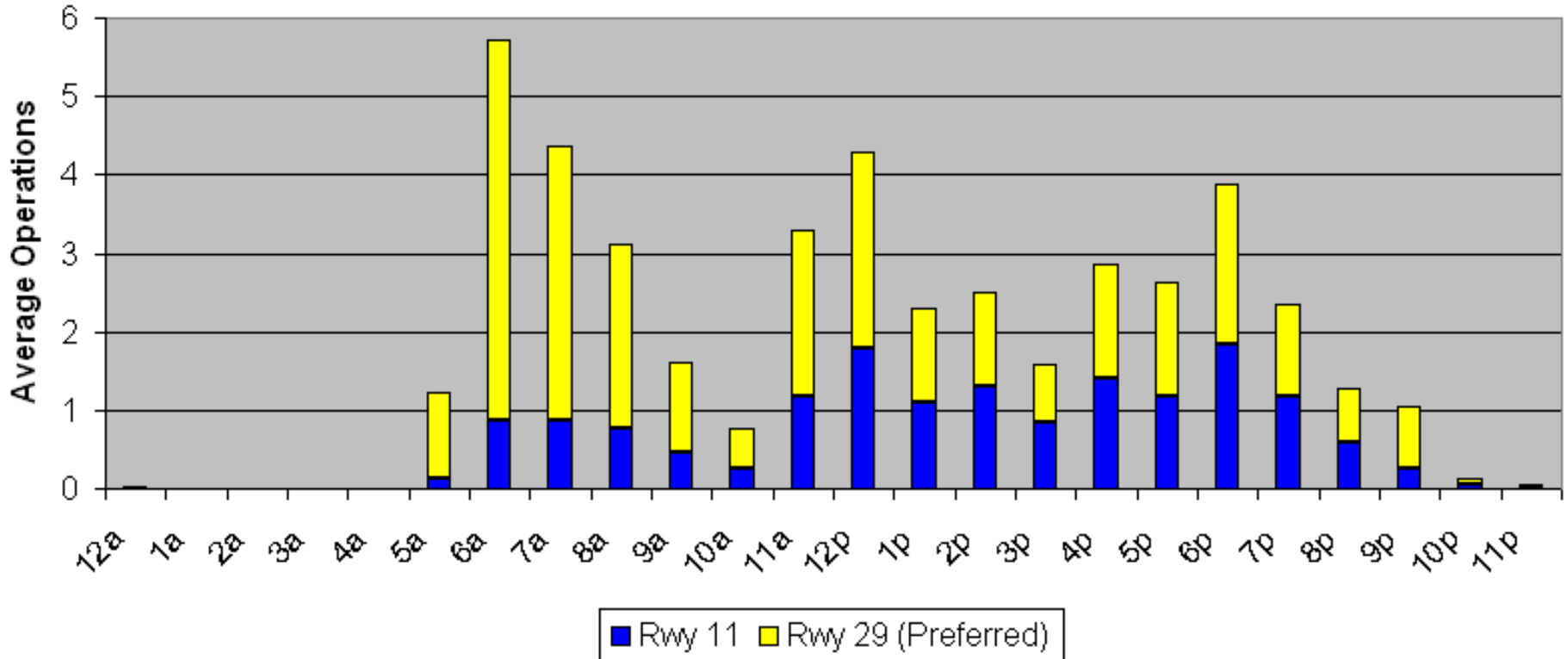
The Noise Advisory Committee reviews noise abatement projects, provides input for the implementation of the current Noise Compatibility Plan, develops ideas and recommends proposals for consideration in future airport noise plans, participates on advisory committees involved in long-range airport facilities and capital improvement planning, and promotes citizen understanding of airport noise issues.

- **NA-1: GPS flight procedures update:**
 - October 2009 - PWM RNAV procedure Final Draft Design complete
 - November 2009 – PWM RNAV procedure aviation stakeholders meeting (45 – 60 days feedback to FAA)
 - December/January 2009 – FAA receives PWM RNAV procedure comments
 - February 17, 2010 – FAA scheduled PWM stakeholders meeting (cancelled – To Be Rescheduled)
 - June 3, 2010 – FAA Target publication date (postponed until ??)
 - STAR arrival procedure – Draft is in process (waiting for PWM ATC comments back prior to forwarding to Boston Center. PWM ATC will have arrival/departures reviewed by DATE).

- **NA-2:** Increase pm depart from Rwy 11 & am arrivals to Rwy 29 over Fore river (See Slide 6)
 - **(1)** ATC assign CASCO SID departure and instruct aircraft assigned CASCO SID to fly 060 degree heading until 3,000 MSL - **DONE**
 - **(2)** If ATC determines significant delays result, ATC will assign CASCO SID to Stage 2 and Stage 3 aircraft
 - **UPDATE:** Stage 2 discontinued and Stage 3 aircraft are NOT assigned CASCO SID - **DONE**
 - **(3)** PWM publishes a departure procedure using GPS and follows CASCO SID
 - **UPDATE:** PWM is in process working with FAA/ATC – (postponed from June 3 until September)
 - **(4)** PWM evaluated CASCO SID to see if keeps majority of aircraft over Fore River. (PWM advises to extend or shorten turn points) - **DONE**
 - **(5)** PWM develops RNAV SID as instrument overlay to voluntary procedure.
 - **UPDATE:** PWM is in process working with FAA/ATC – (postponed from June 3 until September)

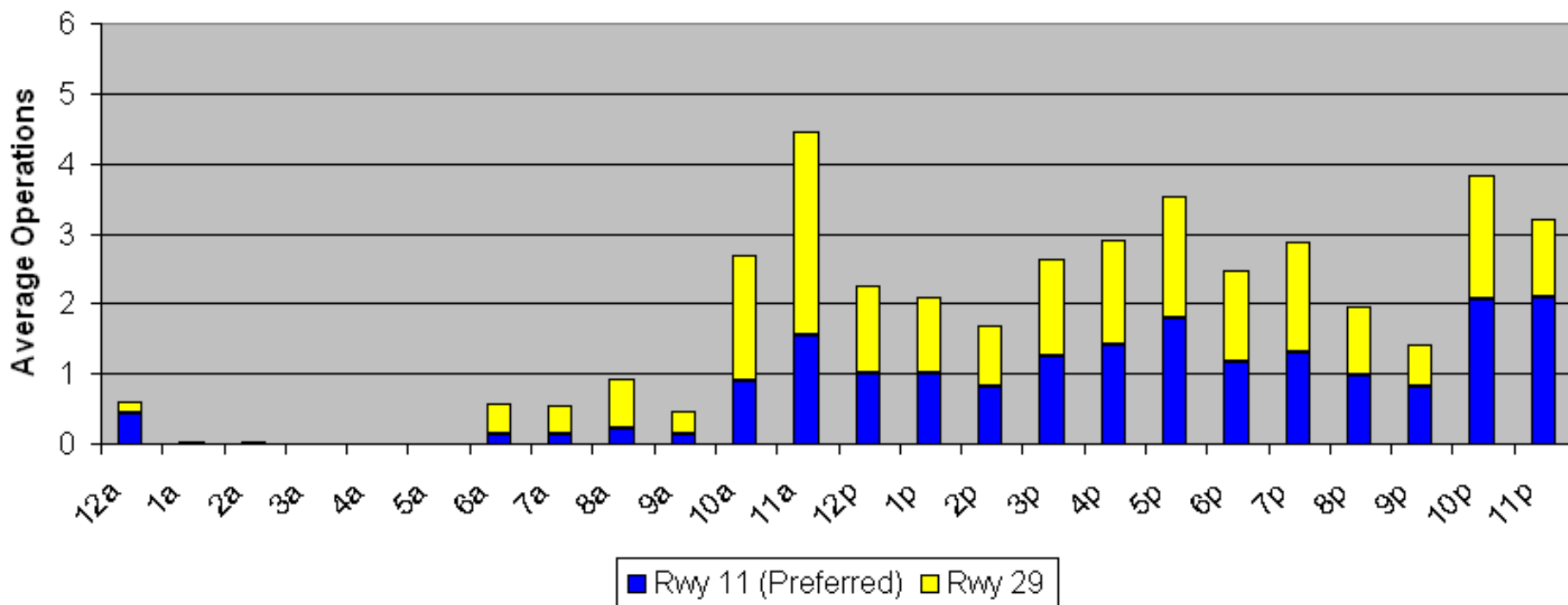
Preferred Morning Departures from Runway 29 May – August 2010

Average Departures Per Hour

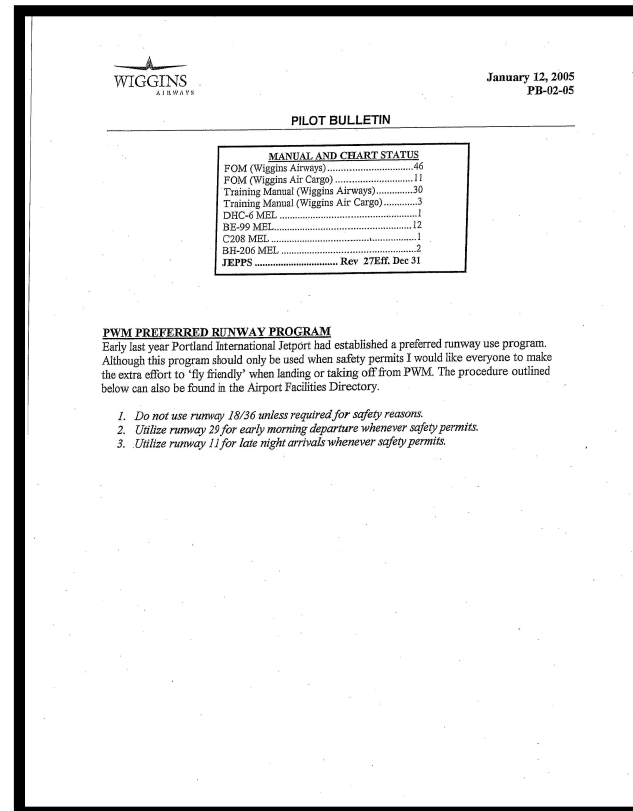
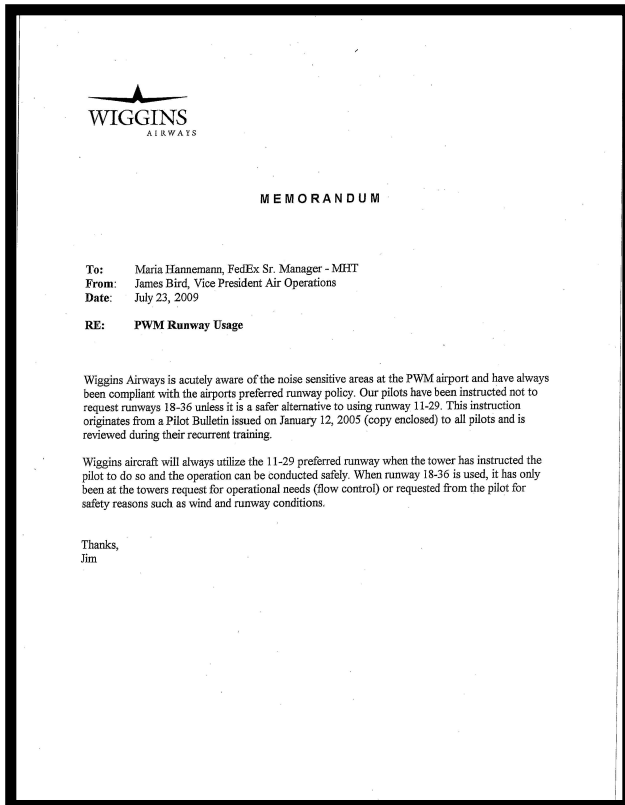


Preferred Late Night Arrivals to Runway 11 May – August 2010

Average Arrivals Per Hour



- (6) PWM works with FedEx to demand their support to request and accept CASCO SID – **DONE**
- (7) ATC will initiate design of GPS-based RNAV STAR to Rwy 29 (instrument overlay to the Harbor Visual approach). **DONE**



- **NA-3-** Reduce early left turns after takeoff from Rwy 29
 - **(8)** PWM publish a voluntary noise abatement departure procedure in order to keep aircraft on a straight-out departure heading until 5 nm from take off.
 - **UPDATE:** ATC confirmed SOP states “shall maintain heading until reaching 3k ft”
 - Also confirmed that is unlikely that an acft would reach 3k ft before 5nm
- **NA-4-** FedEx Ops (see Slide 10)
 - **(9)** PWM staff, FedEx, & ATC work to increase use of CASCO SIDs.
 - Maximize 727 ops using 29 departures - **DONE**
 - If Rwy 29 unavailable, for take-off, maximize use of Rwy11 for landing - **DONE**
 - If departures from Rwy 11 are necessary, use CASCO SID for all 727 ops - **DONE**
 - No 727 should use Rwy 18-36 for landing or take-off except in emergencies - **DONE**

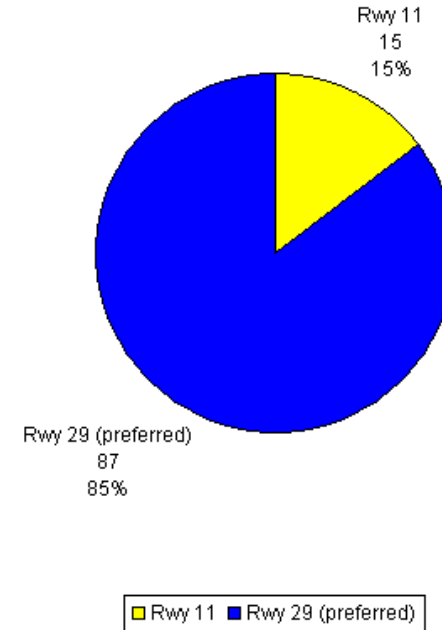
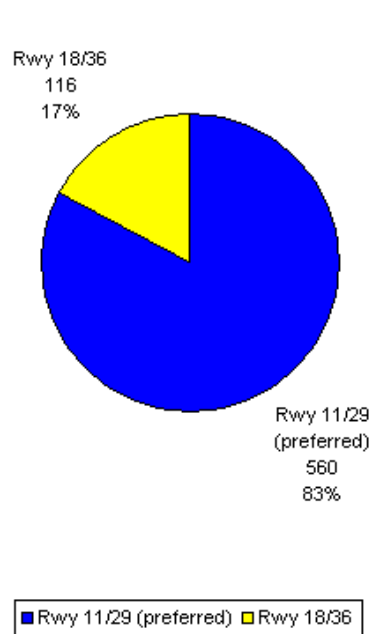
NA-4: FEDERAL EXPRESS RUNWAY USAGE May - Aug 2010



Fed Ex Wiggins Operations



FedEx B-series Departures



- **NA-5-** Preferential runway use of 11/29 over 18/36. (see Slide12)
 - **(10)** ATC should change SOP PWM 7110.4 to be consistent with national standards –
 - **UPDATE** – ATC has updated SOP to be consistent with National Standards - **DONE**
 - **(11) PWM will publicize use of Rwy 11-29 through informational meetings, brochures, airfield signs, posters in flight planning.ops rooms and follow-up with operators- In Process**
 - PWM will order 3 additional airfield noise abatement signs (installed – photo’s next slide)
 - PWM will enhance the Noise Information web page (FAQ’s)
 - PWM will publish and distribute a Noise Abatement brochure/poster
 - PWM will advise pilots seeking badges of Noise Abatement policy
 - PWM will publish and distribute Real Estate noise abatement tips
 - PWM will assist planning boards with noise compatibility planning (working with GIS department to include noise contours and Part 77 surfaces in City’s public access GIS system)
 - PWM will attend ATC meetings to discuss PWM Noise Abatement policy

PWM ACTION ITEMS – Noise Abatement 5 (NA-5)



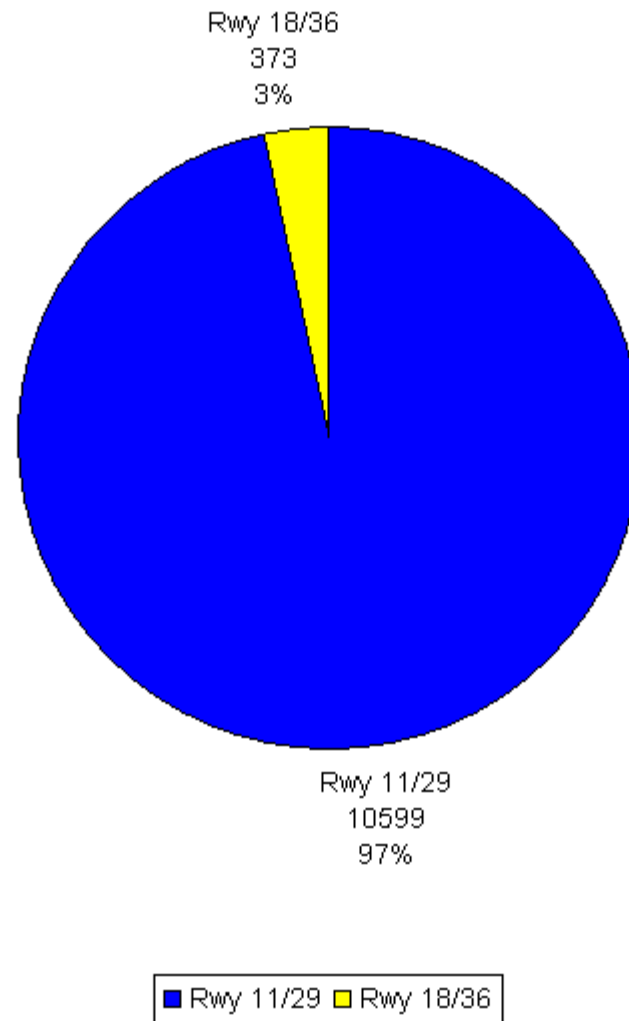
Noise Abatement Bookmark



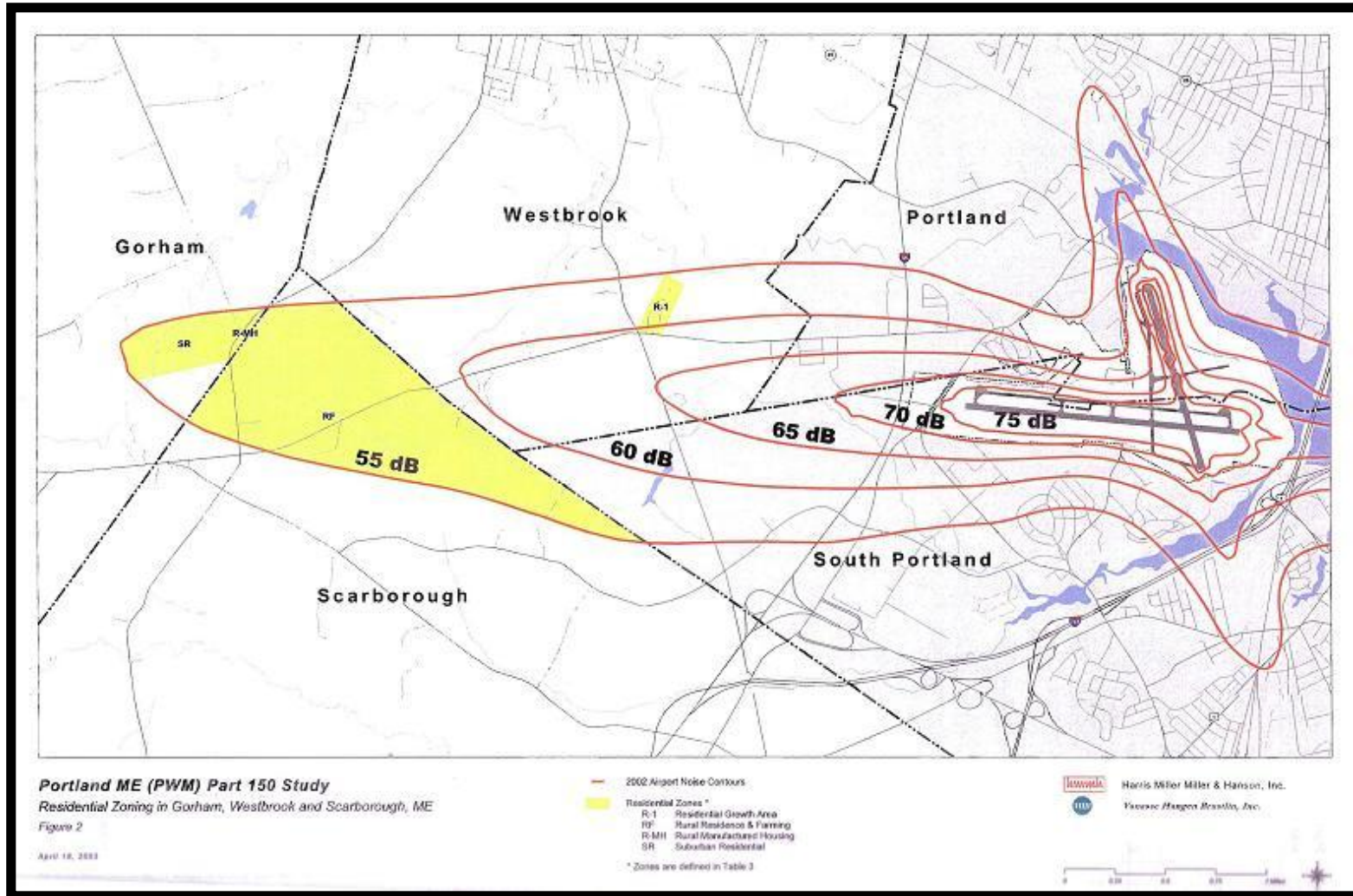
**RWY 18/36 IS A
NOISE SENSITIVE RUNWAY
BE A GOOD NEIGHBOR
USE RWY 11/29**



AIRPORT REMARKS: Attended 1100–0300Z. For fuel after hours, call 207–775–5635 or 207–774–6318. Deer and wildlife occasionally on and in/ov arpt especially during hours of darkness; seagulls on and in/ov arpt especially during IFR weather conditions. Acft emergencies between 0500–1045Z call 207–874–8576. Twy A east of Rwy 18–36 CLOSED to B–747 C–5 and C–141 acft. No touch and go lds during snow removal. PAEW adjacent to rwys ngts, ground vehicles monitor 120.9 when twr clsd. Rwy 11 touchdown, midfield and rollout visual range avbl. Rwy 29 touch-down midfield and rollout visual range avbl. Maintenance run-ups Rwy 11 run-up area only. **Prior to any run-ups, or for noise abatement information, ctc the arpt com center on freq 129.95 or call 207–756–8310.** Rwy 11 touchdown zone lgts unavailable when twr is clsd. Rwy 11 ALSF-II becomes SSALR when twr is clsd. When twr clsd, Rwy 11–29 HiRL and centerline lgts and MiRL Rwy 18–36 preset on med intensity only. ACTIVATE MALSR Rwy 29 and REIL Rwy 18 and Rwy 36—CTAF. GA Customs/Immigration facility located at FSDO ramp. Flight Notification Service (ADCUS) available.



- **L-1** – PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
 - **(12)** PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
 - **UPDATE** – PWM is preparing Real Estate, Homeowner, and Airport Zoning tips and will work with the real estate and planning entities to distribute this information. (working with GIS department to include noise contours and Part 77 surfaces in City's public access GIS system)



- **A-1- New flight track monitoring system – DONE**
- **A-2- Initiate periodic calculations of Exposure metric**
 - This will help determine when the NEM and the NCP need to be updated to address section 150.23. PWM purchased FAA’s INM noise modeling software and attended training May 5 – 7. Next step is to download FAA’s radar tracks into the INM database. Next meeting educational segment will be on the INM system.
- **A-3- Establish engine run-up procedures.**
 - **(15)** Aircraft operators will request prior permission from PWM prior to engine run-up.
 - **UPDATE:** PWM established engine run-up procedures - **DONE**
- **A-4 – Continue to work with FedEx and others to encourage conformance with Noise abatement**
 - **(16)** PWM continue to influence local representatives of any company operating Stage 2 or Stage 3 aircraft:
 - to use CASCO SID – **DONE AND ONGOING**
 - Follow preferential use guidance – **DONE** (See Slide 9)
 - Comply with run-up procedures - **DONE**
- **A-5- Request BNAS to curtail practice at PWM – DONE**

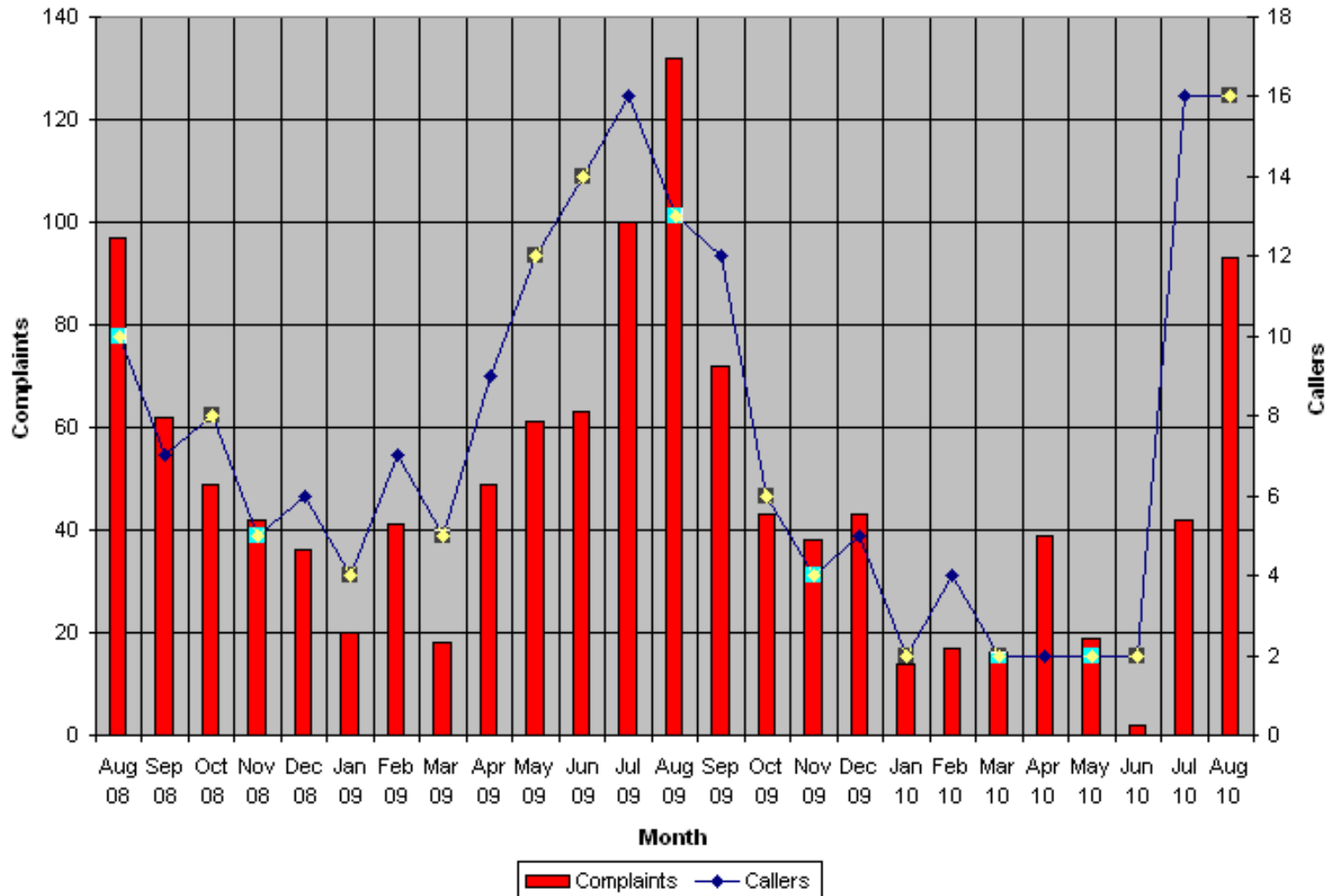
- **A-6 - Continue meetings with Noise Advisory Committee**
 - **(18) Noise Advisory Committee remains active and provides feedback to PWM on success of NCP update. – DONE AND ONGOING**
 - Noise abatement departure procedures
 - Preferential runway use program
 - Develop GPS RNAV procedures so that additional precision can be added to existing procedures
- **A -7 – Attend Periodic Meetings of local homeowner associations**
 - **(19) PWM visit homeowner associations at least annually**
 - **PWM recommends the NAC submit a calendar of upcoming homeowner association meetings to PWM at the quarterly NAC meetings.**

- PWM will publicize use of Rwy 11-29 through informational meetings, brochures, airfield signs, posters in flight planning.ops rooms and follow-up with operators- In Process
 - PWM will maintain the Noise Information web page (FAQ's)
 - PWM will distribute the Noise Abatement brochure/poster
 - PWM will advise pilots seeking badges of Noise Abatement policy
 - PWM will distribute Real Estate and Homeowner noise abatement tips
 - PWM will assist planning boards with noise compatibility planning
 - PWM will attend ATC meetings to discuss PWM Noise Abatement policy
- PWM will Conduct periodic calculations of Exposure metric
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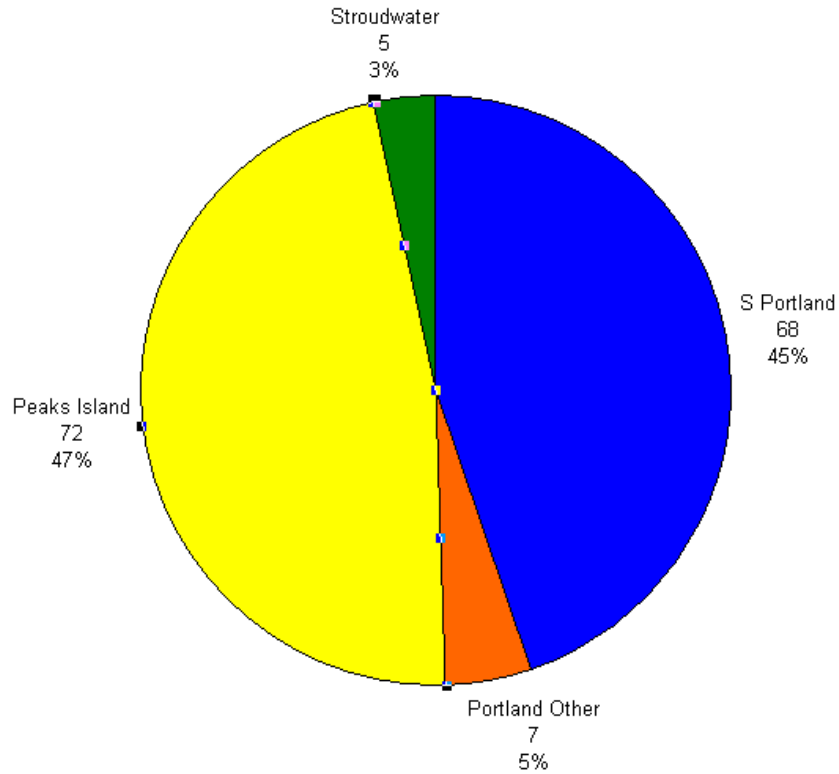
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 - PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
- PWM will continue meetings with Noise Advisory Committee
- PWM will attend Periodic Meetings of local homeowner associations at least annually

- Present PWM a calendar of upcoming neighborhood meetings quarterly
- Assist in land-use compliance issues
- Contact the real estate agencies to incorporate deed covenants about noise
- Attend NAC meetings
- Review PWM's Noise Abatement Program periodically for substantial changes or updates to conditions.

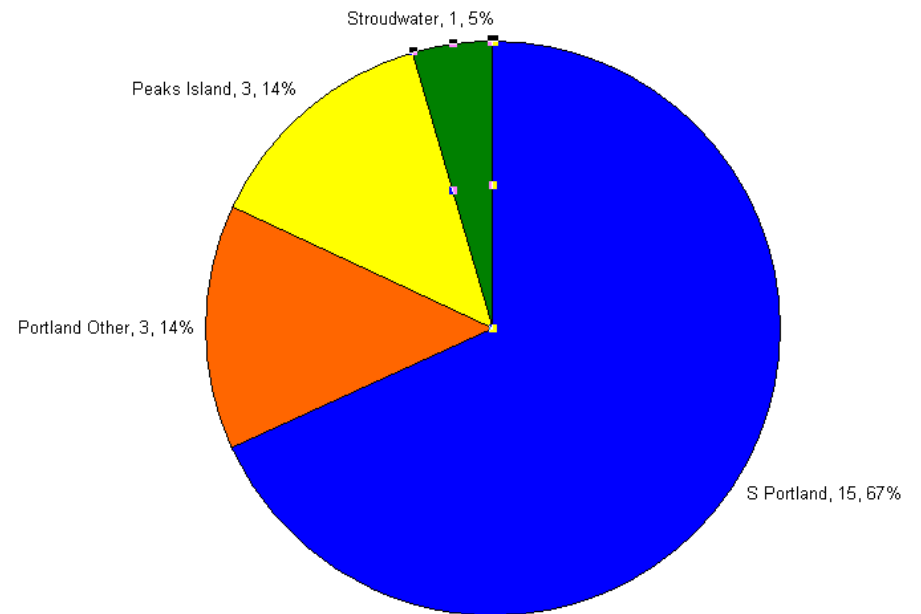
Complaints vs Callers



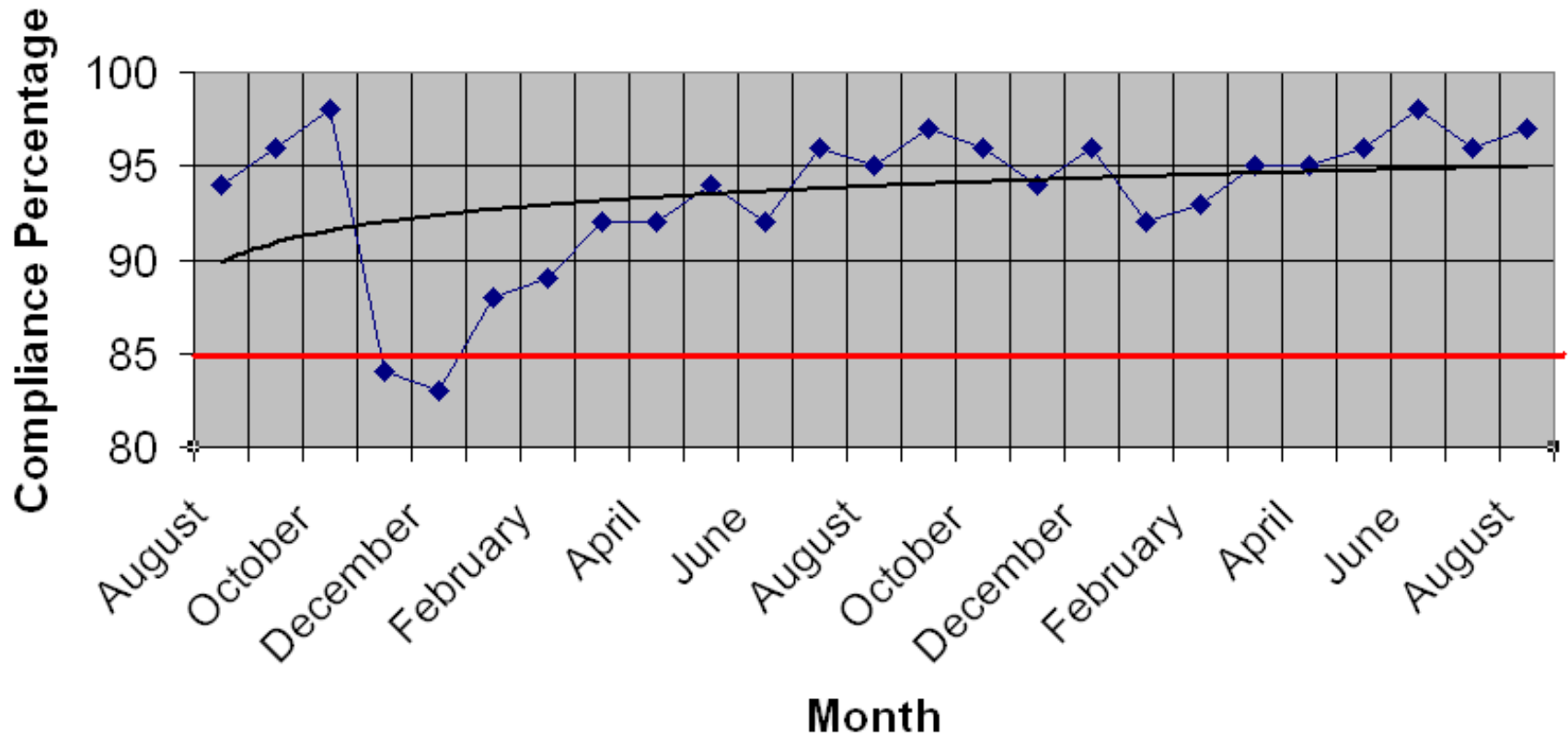
Calls per Neighborhood:



Callers per Neighborhood:



Harbor Visual Compliance



- Workgroup Descriptions and Purpose
 - Arrival & Departure Procedures Workgroup
 - Goal: Pursue the noise abatement procedures arrival and departures procedures approval process
 - Product: Published approach and departure procedure
 - Data Collection and Reporting Workgroup
 - Goal: Evaluate and select the 'right-size' data collection and reporting to fulfill the purpose of the NAC's mission
 - Product: Produce streamlined, cost effective, noise abatement program procedures that fulfill the purpose of the NAC's mission.
 - Membership Information Handbook
 - Goal: To provide current and future NAC members an easily understood Handbook to guide their activities
 - Product: Produce a useful and informative NAC Membership Handbook.
- Workgroup Volunteers Sign-up
- Next Workgroup Meeting Date

- Question: Does the 2005 Noise Compatibility Program supersede and replace the 1990 Noise Compatibility Program, or are both of the Noise Compatibility Programs current?
 - Answer: "Yes, the PWM 2005 Noise Compatibility Program supersedes and replaces the 1990 Noise Compatibility Program". This was determined because of the existence of Chapter three (which assess each 1990 NCP measure, and determines if it is still relevant to be included in the 2005 NCP). If, however, the 2005 NCP did not review the previous NCP measures, then both NCP's would be used.
- Question: What is the purpose of the Airport Minimum Standards? Can the Airport Minimum Standards regulate noise?
 - Answer: "No, the purpose of the PWM Airport Minimum Standards are not to regulate noise. The minimum standards purpose is to place the responsibility with the Airport operator to ensure that adequate aeronautical services and facilities are available on a fair and reasonable basis to all aviation users."

- No upcoming noise events are foreseen at this time.



THANK YOU

February 17, 2011

5:00 pm – 7:00 pm

Portland Jetport Main Conference Room