

# PWM NOISE ADVISORY COMMITTEE MEETING

September 24, 2025

## Zoom Webinar Meeting link:

<https://portlandmaine->

[gov.zoom.us/j/86831716355?pwd=MHVVZIR6SHRic240TC9PNEVaaUU3Zz09](https://portlandmaine-gov.zoom.us/j/86831716355?pwd=MHVVZIR6SHRic240TC9PNEVaaUU3Zz09)

**Passcode: 352408**

Or One tap mobile :

+13052241968,,86831716355#,,,,\*352408# US

+13092053325,,86831716355#,,,,\*352408# US

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 646 931 3860 US

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

Webinar ID: 868 3171 6355

Passcode: 352408



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# AGENDA: NAC September 24, 2025

1. Welcome and Introductions
2. Opening Public Comment / Questions (15 minutes)
3. Review Jetport 2025 Passenger and Operations data year to date through August and current airline seat capacity data through February 2026.
4. Update on the proposed overlay of the Harbor Visual Approach (HVA) procedure with a new Special Instrument Approach procedure.
5. Update on proposed revisions to the HSKEL THREE and NUBLE FOUR RNAV departure procedures.
6. Review and discussion of the August, 2025 flight discrepancy reports and data year to date.
7. Closing Questions/ Discussion / Public Comment
8. Future Agenda Items: Committee members may request future agenda items.
9. Next Meeting Date: Proposed date is Thursday, September 11<sup>th</sup>.
10. Adjournment



# 1. WELCOME & INTRODUCTIONS: NAC MEMBERSHIP

Portland City Councilor (Chair) <b>Councilor Regina Phillips</b>	Peaks Island Resident Representative <b>Jennifer Lavanture</b>
Stroudwater Neighborhood Association President or Designee <b>Tom Ainsworth</b>	President of Western Promenade or Designee <b>Tim Wallace</b>
South Portland City Councilor or Representative <b>Councilor Natalie West</b>	South Portland Resident Representative <b>Julie Shane</b>
Westbrook City Councilor or Representative <b>TBD</b>	Cape Elizabeth Town Councilor or Representative <b>Susan Gillis</b>
Greater Portland Chamber of Commerce President or Designee <b>TBD</b>	FAA Air Traffic Control Manager <b>Shaun Patten; Elisabeth Smeda, Acting Deputy RA</b>
Air Cargo Station Manager <b>Steve Dalzell</b>	Signatory Airline Station Manager <b>Eric Poppelreiter, American Airlines</b>
Gorham Town Councilor or Representative <b>Councilor Phillip Gagnon</b>	Scarborough Town Councilor or Representative <b>Michael Wood</b>

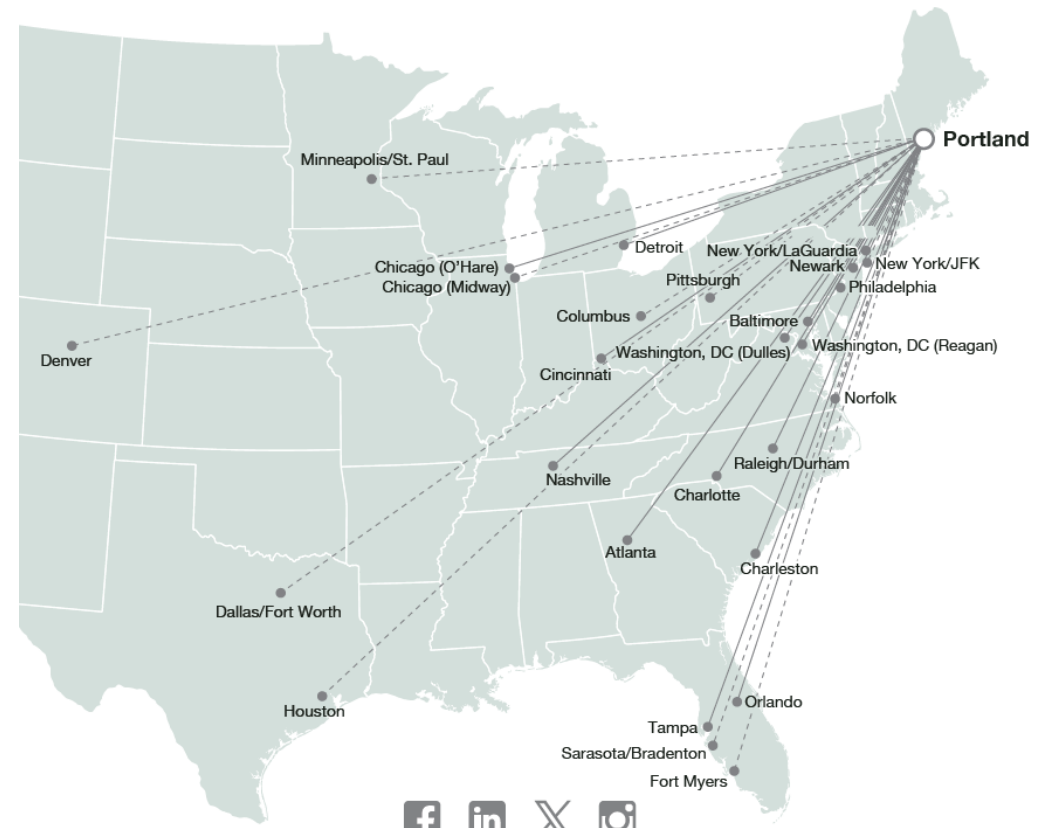
## 2. OPENING PUBLIC COMMENT/ QUESTIONS (15 minutes)

- For public comment by Zoom attendees, you will need to use the “raise your hand” feature in Zoom so you can be recognized by the host. Telephone participants can dial \*9 to raise their hand. You will be unmuted by the host when it is time for public comment.
- Please state your name and address for the record.

# 3. REVIEW JETPORT 2025 PASSENGER AND OPERATIONS DATA YEAR TO DATE THROUGH AUGUST AND CURRENT AIRLINE SEAT CAPACITY DATA THROUGH FEBRUARY 2025



NON-STOP DESTINATIONS



--- Seasonal Flights

NON-STOP SERVICE \*Seasonal Service

Atlanta	DELTA
Baltimore	Southwest
Charleston	Breeze
Charlotte	American Airlines
Chicago Midway	*  Southwest
Chicago O'Hare	American Airlines  UNITED
Columbus	*  Breeze
Dallas/Fort Worth	*  American Airlines
Denver	*  UNITED
Detroit	DELTA
Fort Myers	*  Breeze
Houston	*  UNITED
Minneapolis/St. Paul	*  DELTA *  sun country airlines.
Nashville	Southwest
Newark	UNITED
New York/JFK	DELTA *  jetBlue
New York/LaGuardia	American Airlines  DELTA
Norfolk	*  Breeze
Orlando	Breeze  Southwest *  jetBlue
Philadelphia	American Airlines
Pittsburgh	*  Breeze
Raleigh-Durham	Breeze
Sarasota/Bradenton	*  Breeze
Tampa	Breeze
Washington Dulles	UNITED
Washington Reagan	American Airlines

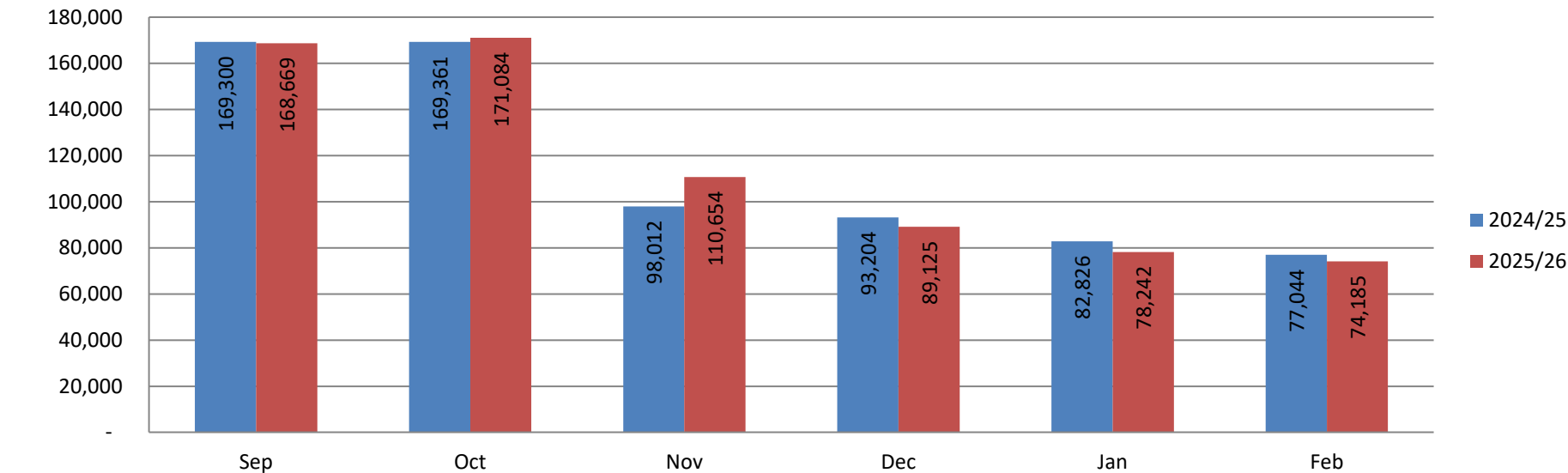
# PASSENGER STATISTICS – HISTORICAL ENPLANEMENTS

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	% Change
2012	49,310	51,971	60,574	64,041	68,543	74,159	87,503	92,742	77,661	76,475	58,972	54,103	816,054	
2013	50,413	49,175	60,393	66,643	70,906	74,518	90,596	96,583	82,396	84,320	59,029	58,972	843,944	3.4%
2014	48,818	48,770	64,414	65,873	69,448	75,085	88,763	96,224	82,881	85,388	58,365	60,012	844,041	0.0%
2015	48,563	46,461	59,348	64,355	71,113	82,041	97,206	102,054	86,623	87,892	65,595	58,702	869,953	3.1%
2016	49,982	48,897	61,051	66,309	72,695	79,392	95,454	100,668	92,260	94,762	68,821	65,138	895,429	2.9%
2017	54,499	50,256	65,566	67,338	75,344	84,231	101,368	104,165	92,530	99,996	71,613	64,343	931,249	4.0%
2018	56,272	57,672	62,490	77,423	81,816	100,961	122,194	130,339	110,634	115,234	83,995	74,537	1,073,567	15.3%
2019	64,824	65,678	77,180	78,421	84,340	100,525	119,151	127,461	113,123	110,707	77,611	75,017	1,094,038	1.9%
2020	67,985	67,499	36,979	2,535	7,184	14,486	32,359	41,658	35,281	39,605	27,399	24,272	397,242	-63.7%
2021	20,907	22,255	34,213	52,122	60,022	91,447	120,481	126,572	101,867	106,803	64,519	56,104	857,312	115.8%
2022	43,509	53,468	66,297	70,956	69,086	100,972	120,710	123,339	111,386	115,679	65,757	57,971	999,130	16.5%
2023	50,858	53,356	64,199	67,148	79,938	115,579	137,002	143,021	124,579	127,249	78,570	67,538	1,109,037	11.0%
2024	52,905	66,107	71,883	72,141	85,624	123,477	151,930	159,240	138,068	144,445	80,498	77,568	1,223,886	10.4%
2025	63,284	61,281	75,115	89,523	102,661	134,556	156,005	169,143					851,568	
Change ENP YOY	19.6%	-7.3%	4.5%	24.1%	19.9%	9.0%	2.7%	6.2%						
Cap 25	82,826	77,044	92,084	117,263	132,757	164,718	189,903	188,936	168,659	170,316	110,282	89,279	1,584,067	
LF 25	76.4%	79.5%	81.6%	76.3%	77.3%	81.7%	82.1%	89.5%						
Cap 24	76,045	76,712	87,485	83,642	101,052	163,981	183,608	189,941	169,300	169,361	98,012	93,204	1,492,343	
LF 24	69.6%	86.2%	82.2%	86.2%	84.7%	75.3%	82.7%	83.8%	81.6%	85.3%	82.1%	83.2%	82.0%	
Change Cap 24/25	8.9%	0.4%	5.3%	40.2%	31.4%	0.4%	3.4%	-0.5%	-0.4%	0.6%	12.5%	-4.2%	6.1%	

# AVAILABLE SEATS: SEPTEMBER 2025 – FEBRUARY 2026

## Available Seats

Updated 8/29/2025

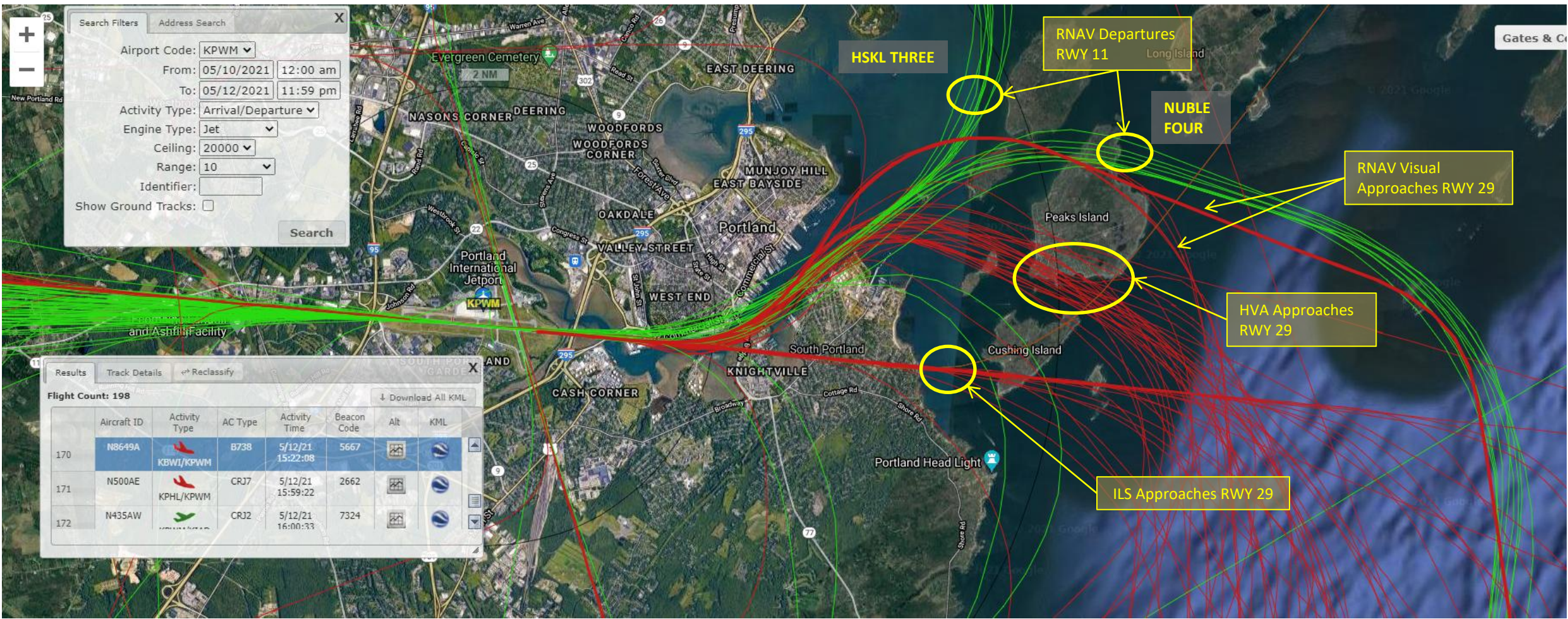


Outbound Capacity is up **2,212** seats over the next six months. This is an increase of **+0.3%** year-over-year.

	Sep	Oct	Nov	Dec	Jan	Feb	
2024/25	169,300	169,361	98,012	93,204	82,826	77,044	<b>689,747</b>
2025/26	168,669	171,084	110,654	89,125	78,242	74,185	<b>691,959</b>
Last Week	168,659	170,316	110,282	89,279	78,334	74,185	<b>691,055</b>
Change 24/25	(631)	1,723	12,642	(4,079)	(4,584)	(2,859)	<b>2,212</b>
%	-0.4%	1.0%	12.9%	-4.4%	-5.5%	-3.7%	<b>0.3%</b>



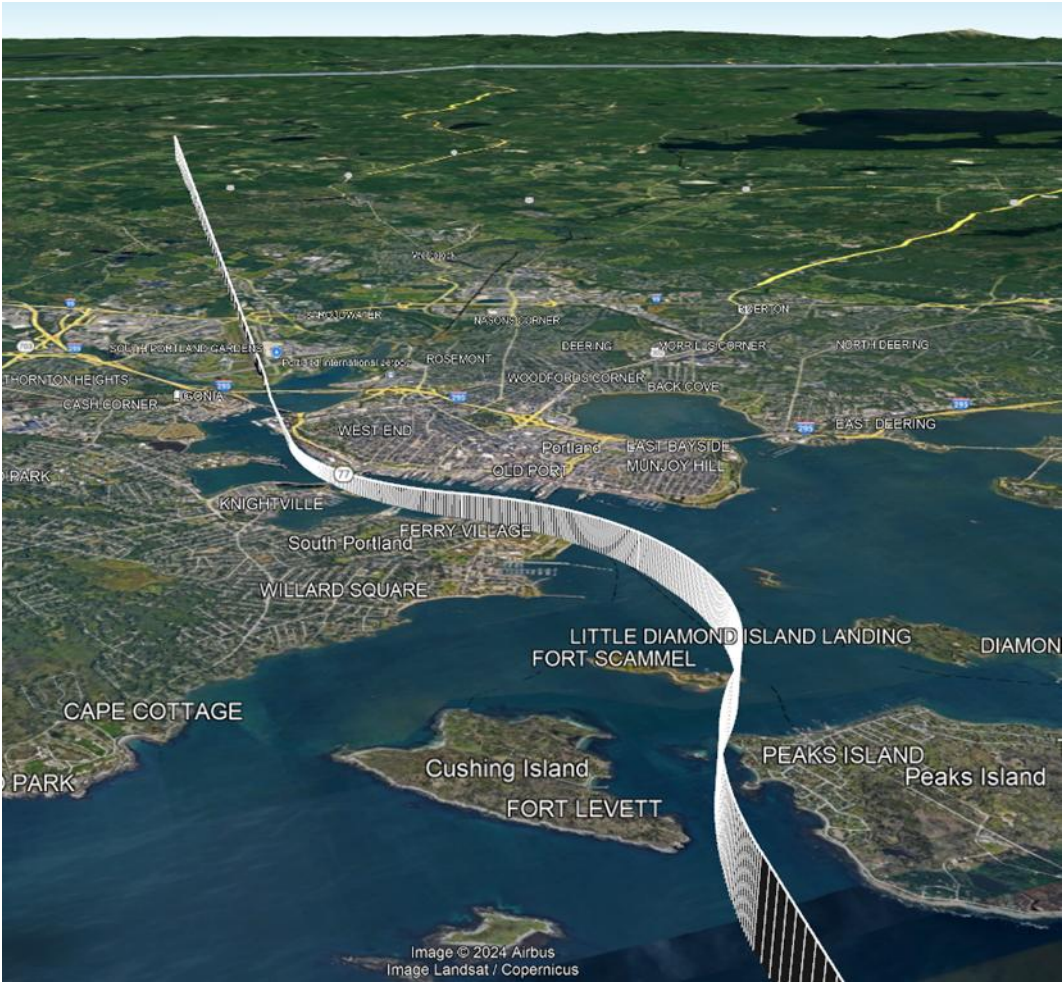
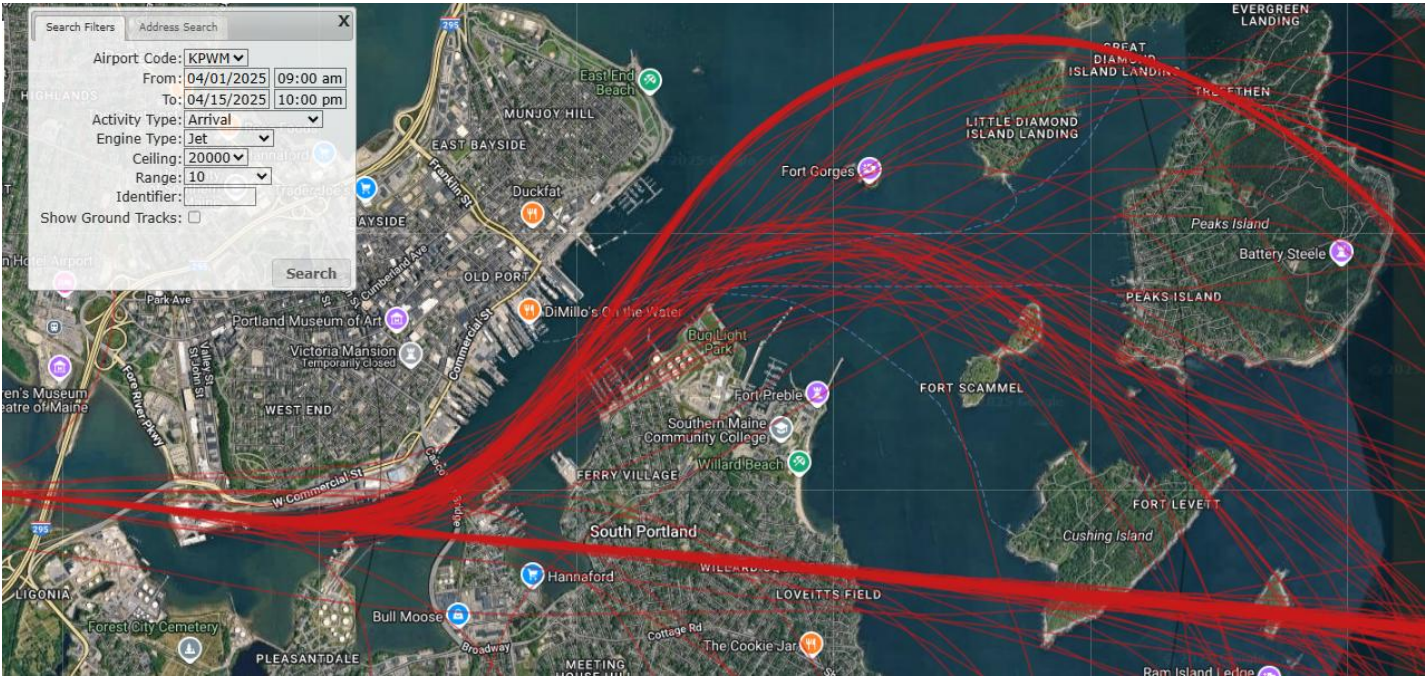
# 4. UPDATE ON THE PROPOSED OVERLAY OF THE HARBOR VISUAL APPROACH (HVA) PROCEDURE WITH A NEW SPECIAL INSTRUMENT APPROACH THAT WILL BE DEVELOPED AND OWNED BY THE JETPORT.





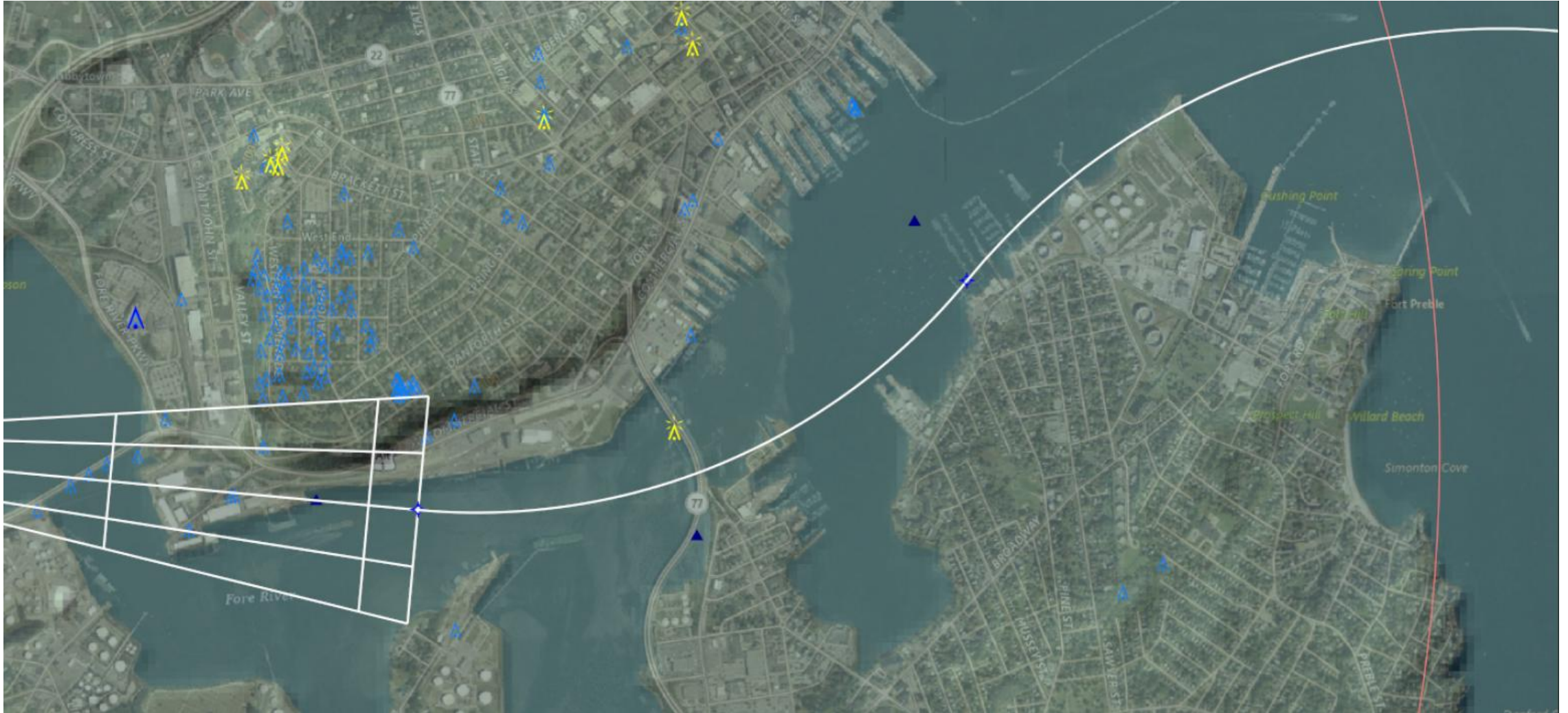
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Goal of the new RNP procedure is to shift these flights to the new flight track.





**4. UPDATE ON THE PROPOSED OVERLAY OF THE HARBOR VISUAL APPROACH (HVA) PROCEDURE WITH A NEW SPECIAL INSTRUMENT APPROACH THAT WILL BE DEVELOPED AND OWNED BY THE JETPORT.**





## 4. UPDATE ON THE PROPOSED OVERLAY OF THE HARBOR VISUAL APPROACH (HVA) PROCEDURE WITH A NEW SPECIAL INSTRUMENT APPROACH THAT WILL BE DEVELOPED AND OWNED BY THE JETPORT.

Development of the new KPWM RNAV RNP-AR RWY 29 continues.

Schedule: Publication is expected in early 2026.

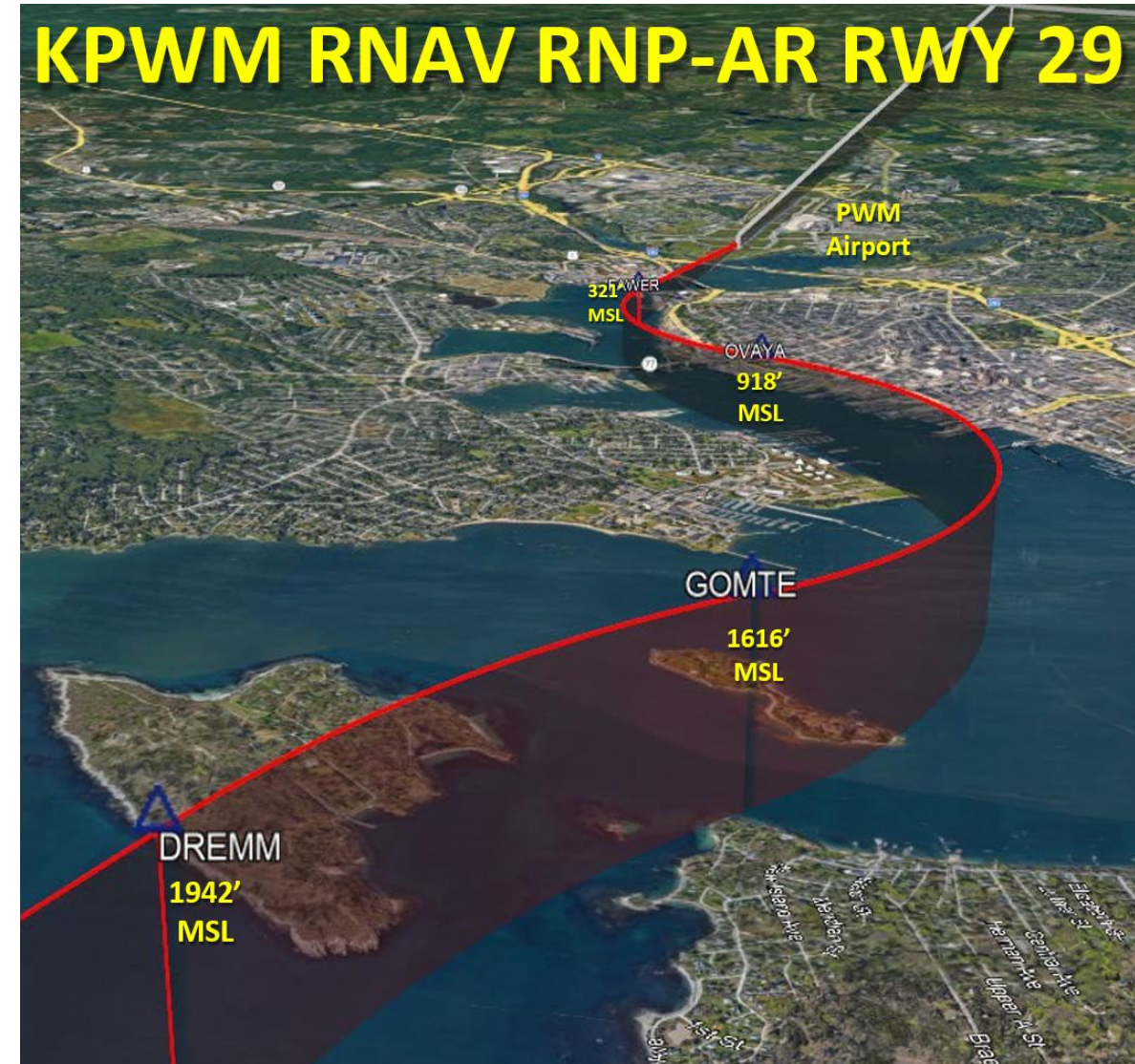
This is an RNP-AR (Required Navigation Performance - Authorization Required procedure) so the expectation is that the existing HVA will be maintained for non-AR capable flights.

Procedure is being developed by: Flight Tech Engineering, LLC:

Alec Seybold, Flight Tech Engineering, LLC has provided the following updates:

- The approved environmental CATEX has been received for the RNP-29 procedure.
- This goes to the FAA Review Board in October.
- Publication is expected in January 2026

It must be noted that even if approved it will take years for airlines to transition to this procedure since RNP-AR procedures require specialized equipment and flight crew training. It is an RNP-AR .3, which is less stringent with higher equipment and crew availability.



# 4. UPDATE ON THE PROPOSED OVERLAY OF THE HARBOR VISUAL APPROACH (HVA) PROCEDURE WITH A NEW SPECIAL INSTRUMENT APPROACH THAT WILL BE DEVELOPED AND OWNED BY THE JETPORT.

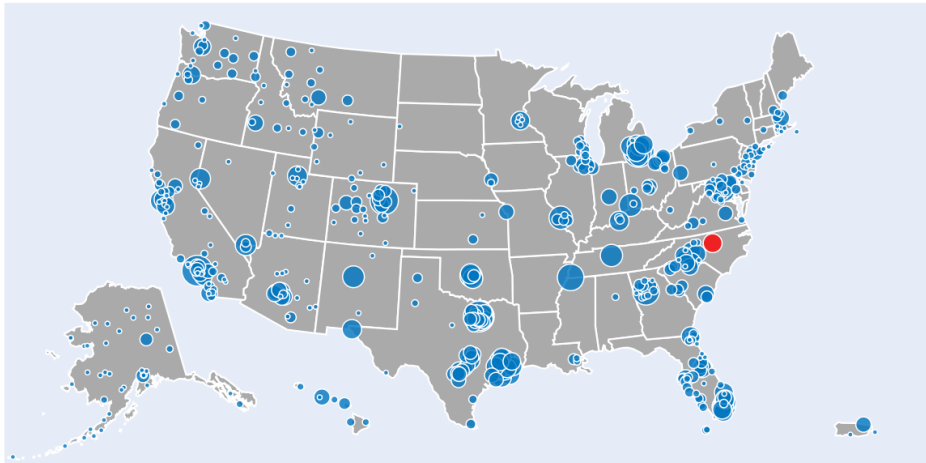
[FAA Website](#) on Performance Based Navigation (PBN) Implementation and Usage.

## Performance Based Navigation (PBN) Implementation and Usage

The Performance Based Navigation (PBN) Dashboard provides implementation and usage statistics for all major airports in the National Airspace System with published PBN procedures. The data is captured on a periodic basis and displayed in an easy to interpret format for interested parties.

Select an Airport:  
RDU (Raleigh-Durham International) ▼

Last Full Month: April 2025, Last Full Year: 05/01/2024 - 04/30/2025



April 2025 RNP AR Usage

Procedure Name	Days Published in Database	Total Candidates	Total Executed	Percent Executed
H05LZ	30	232	52	22.4%
H05RZ	30	54	11	20.4%
H23LZ	30	161	43	26.7%
H23RZ	30	796	41	5.2%

April 2025 Operators

Carrier	Full Name	Operations	Percent of Operations
GA	General Aviation	3338	19.4%
AAL	American Airlines	1948	11.3%
DAL	Delta Air Lines, Inc.	1877	10.9%
SWA	Southwest Airlines	1544	9%
RPA	Republic Airline, Inc	1273	7.4%
EDV	Endeavor Air	1027	6%
UAL	United Airlines, Inc.	816	4.8%
FFT	Frontier Airlines, Inc.	548	3.2%
JBU	Jetblue Airways Corporation	489	2.8%
MXV	Breeze	477	2.8%

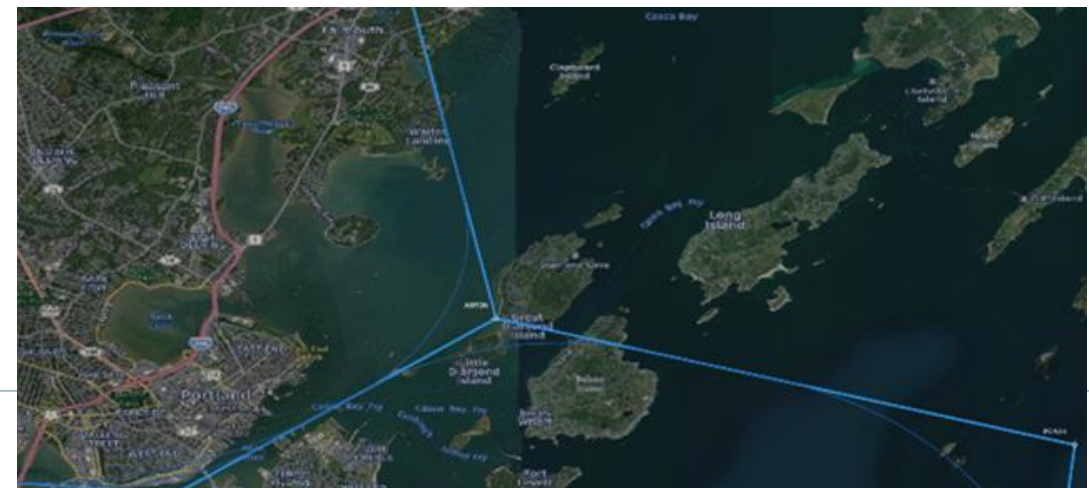
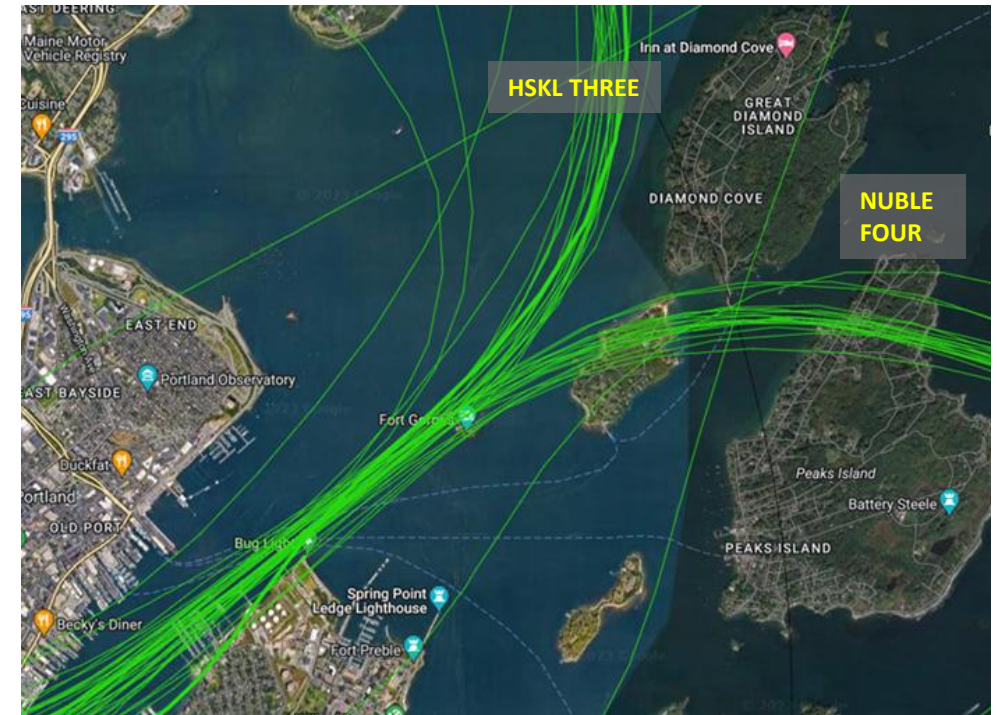


## 5. UPDATE ON PROPOSED REVISIONS TO THE HSKEL THREE AND NUBLE FOUR RNAV DEPARTURE PROCEDURES

There has been no change since our last meeting:

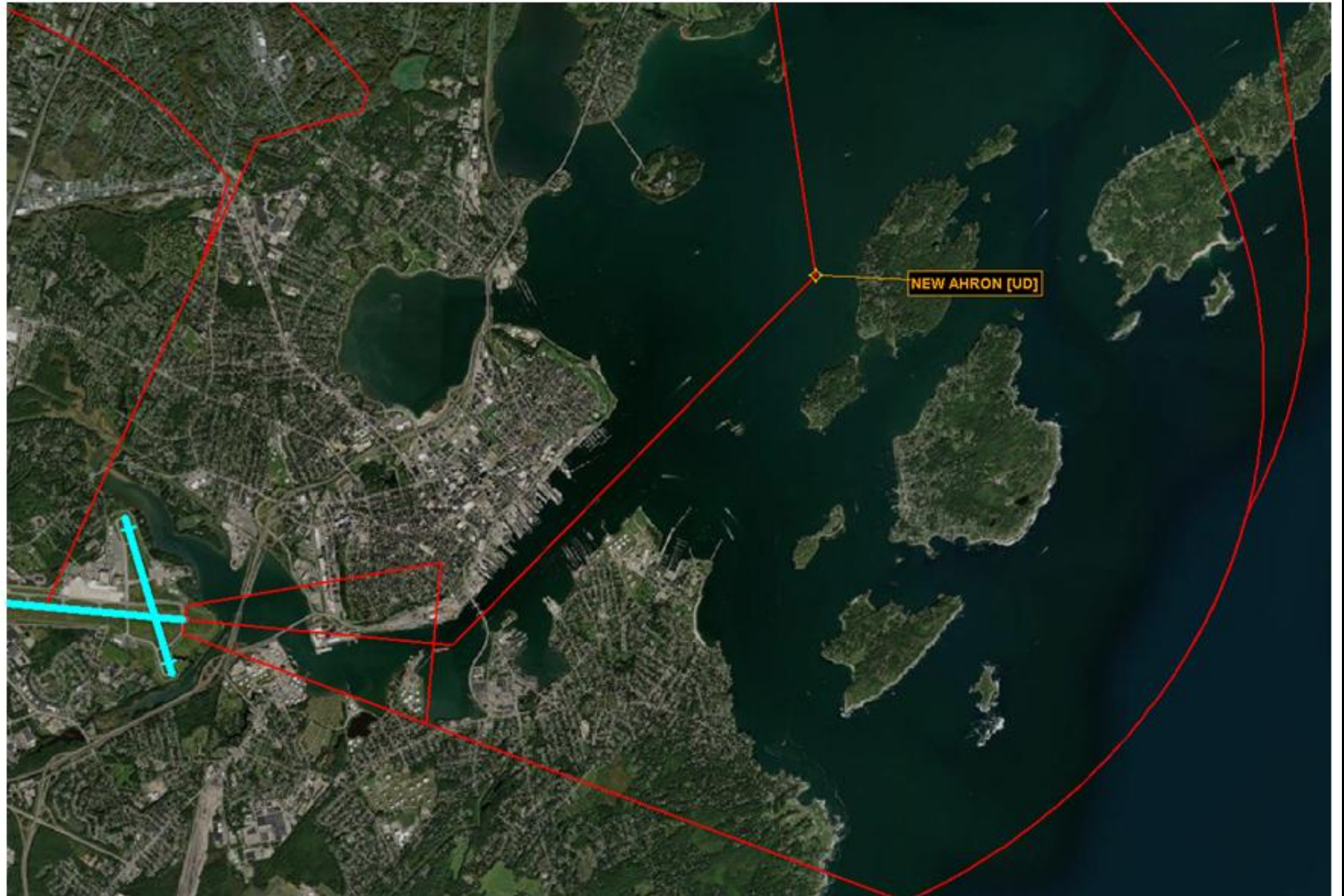
HSKEL FOUR DEPARTURE (RNAV): 3/16/2028

NUBLE FIVE DEPARTURE (RNAV): 12/24/2026



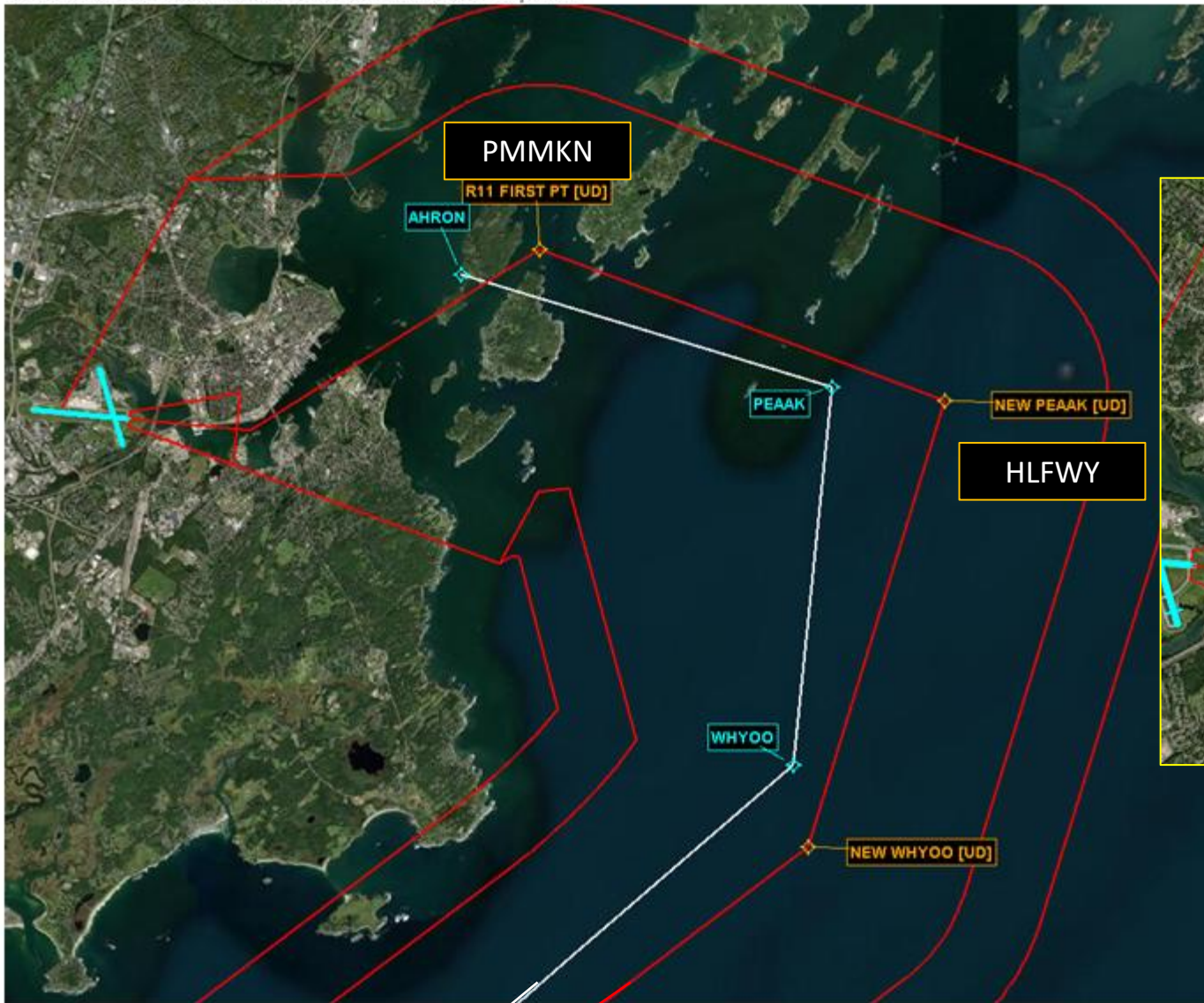
H4  
Close up of  
inside  
PWM Harbor

First turns from RWY 11 to relocated AHRON:

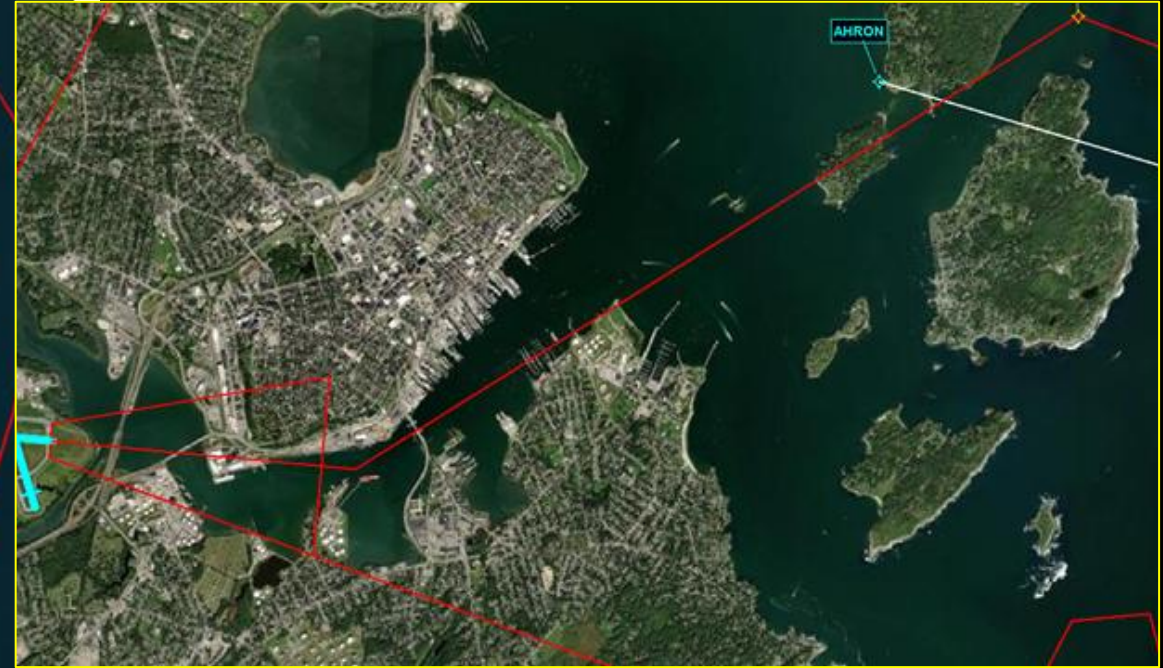




First turns from RWY 11 to relocated WHYOO with current track for comparison:



## N5 Runway 11 departure



## Close up of inside harbor

Old route and new  
route joins at  
ORCHD

### **\*\*NUBLE FIVE DEPARTURE (RNAV)\*\***

RWY 11: CG 350'/NM TO 1300.

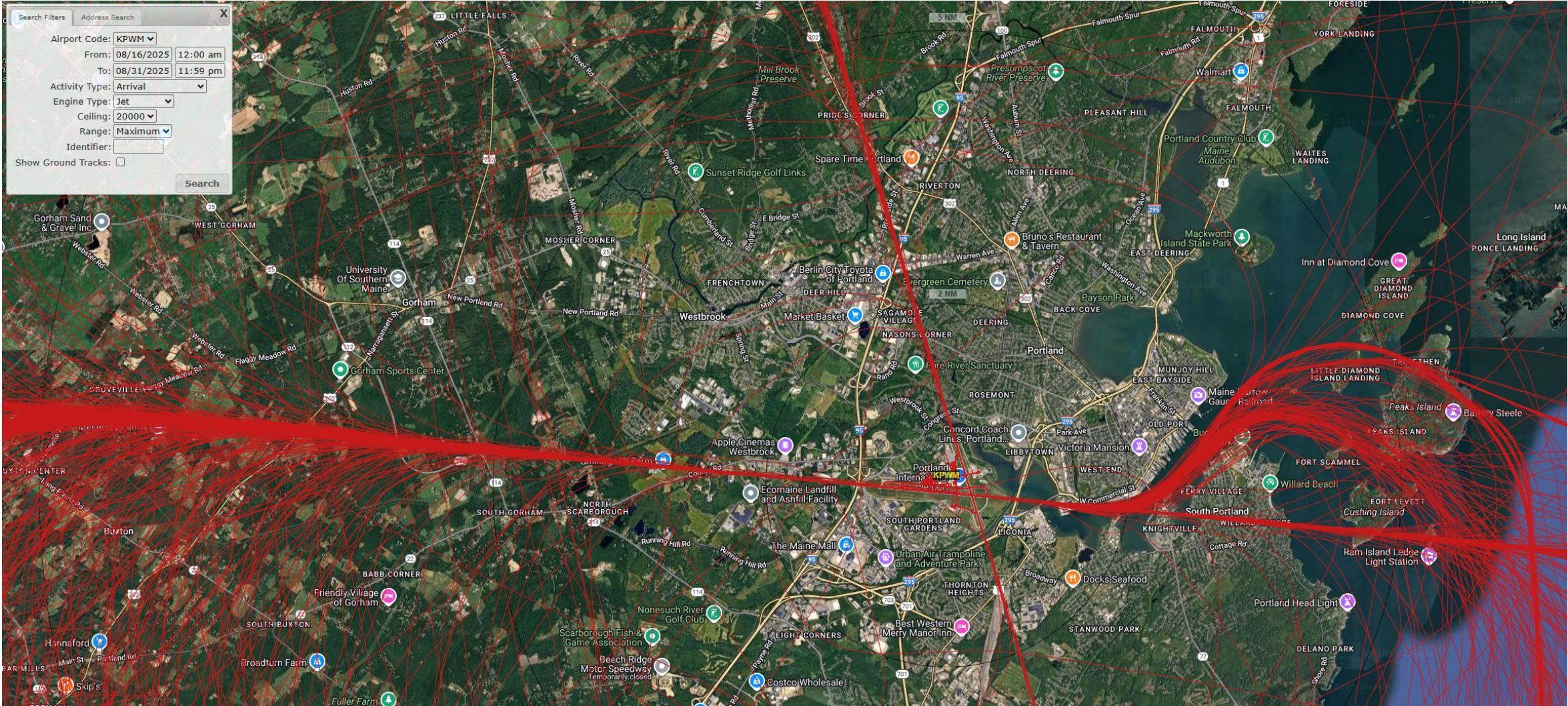
- TAKEOFF RWY 11: CLIMB ON HEADING 110.30 TO INTERCEPT COURSE 073.00/4.18 TO R11 FIRST PT (fix name reservation required), THEN ON TRACK 125.49/5.30 TO PEAAK, THEN ON TRACK 212.17/5.70 TO WHYOO, THEN ON TRACK 248.00/13.52 TO ORCHD, THEN ON TRACK 244.05/13.71 TO FOSCO, THEN ON TRACK 236.28/8.36 TO NUBLE, THENCE ...

... MAINTAIN 3000 OR AS ASSIGNED BY ATC (5000 WHEN TOWER CLOSED, CONTACT BOSTON CENTER). EXPECT CLEARANCE TO FILED ALTITUDE FIVE (5) MINUTES AFTER DEPARTURE.

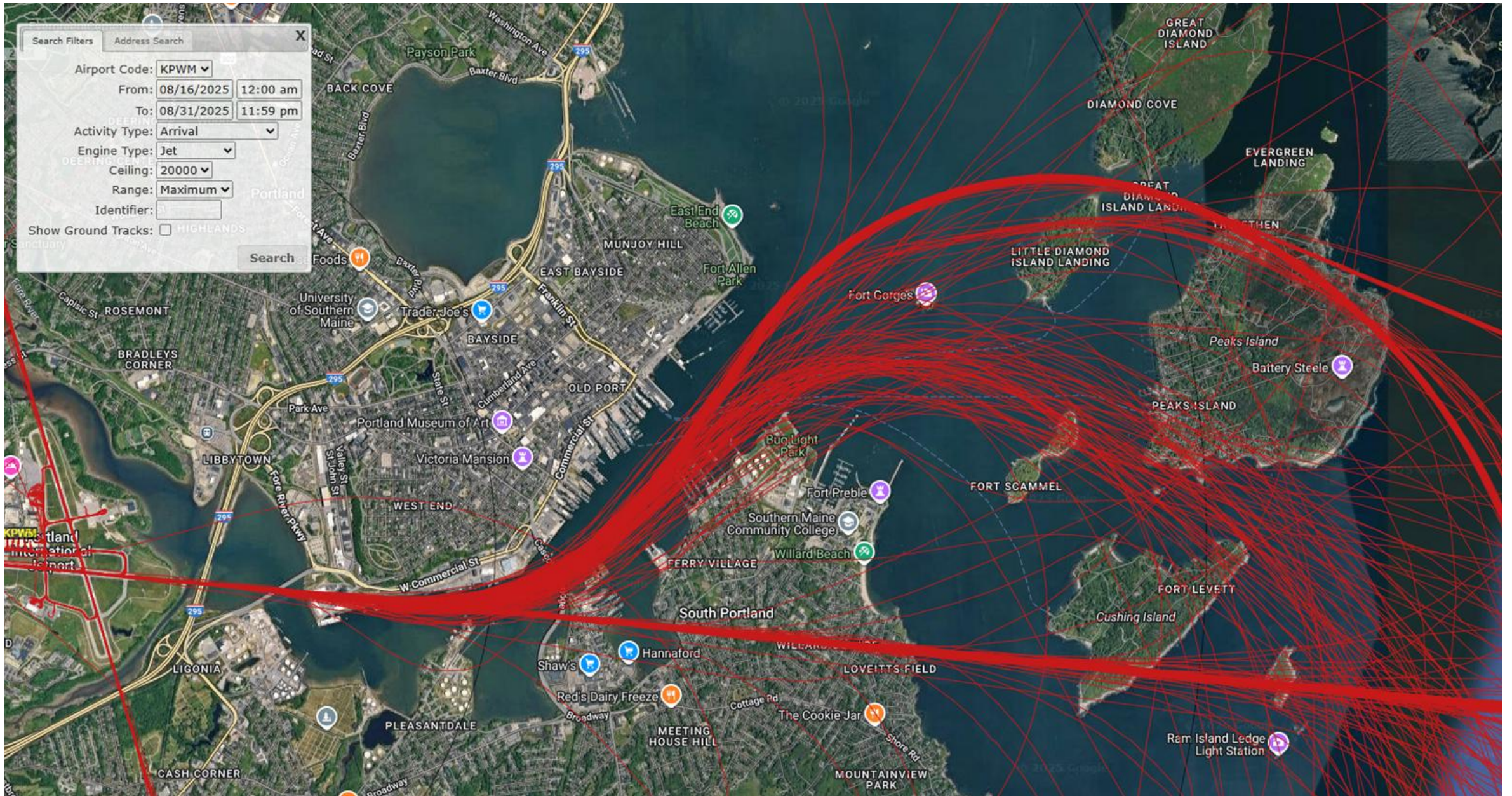
I recommend the departure instructions will be simplified for publication as "CLIMB ON HEADING 110.30 TO INTERCEPT COURSE 073.00/4.18 TO XXXXX, THEN ON DEPICTED ROUTE TO NUBLE, THENCE ..."



# 6. REVIEW AND DISCUSSION OF THE AUGUST, 2025 FLIGHT DISCREPANCY REPORTS

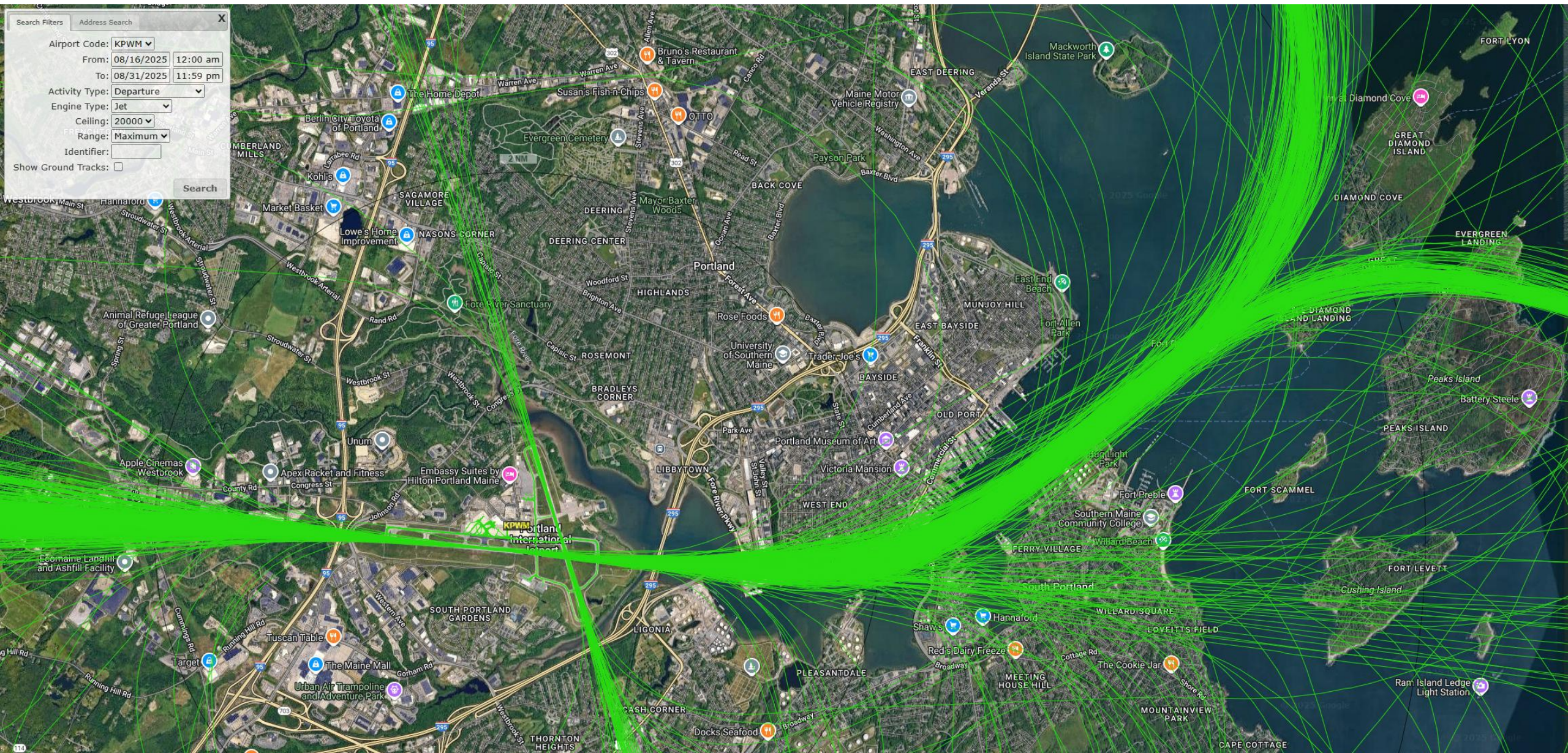




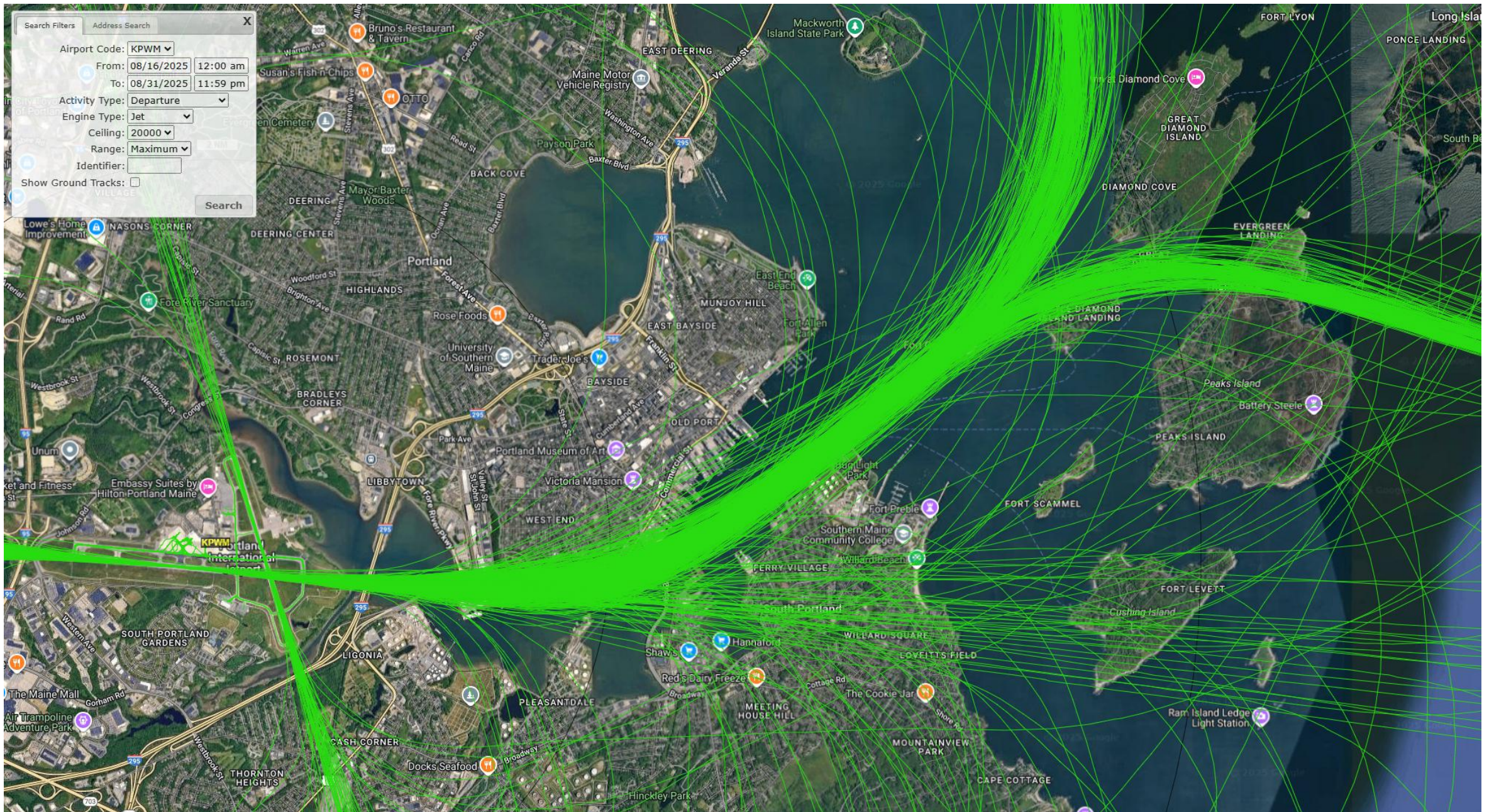


PWM Arrivals August 16 – 31, 2025: 1,046 Total









PWM Jet Departures August 16 – 31, 2025: 1,046 Total



# NOISE COMPATIBILITY PROGRAM 2025 COMPLIANCE SUMMARY

Bimonthly gate data received:		Yes / Yes	Yes / Yes	Yes / Yes	Yes / Yes	Yes / NO	NO / NO	NO / Yes	Yes / Yes	Yes /				
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	244	224	311	325	328	348	390	365	143				2678
	NSH Arrivals in Compliance	43 18%	63 28%	156 50%	180 55%	242 74%	224 64%	264 68%	303 83%	123 86%				1598 60%
	NSH Arrivals in Noncompliance	126 52%	111 50%	96 31%	99 30%	45 14%	106 30%	85 22%	62 17%	20 14%				750 28%
	NSH Arrivals Excluded from Compliance	75 31%	50 22%	59 19%	46 14%	41 13%	18 5%	41 11%	0 0%	0 0%				330 12%
	NSH Total Departures	206	184	242	267	280	316	347	330	142				2314
	NSH Departures in Compliance	191 93%	159 86%	160 66%	215 81%	180 64%	240 76%	292 84%	283 86%	124 87%				1844 80%
	NSH Departures in Noncompliance	6 3%	8 4%	33 14%	26 10%	31 11%	29 9%	42 12%	41 12%	16 11%				232 10%
	NSH Departures Excluded from Compliance	9 4%	17 9%	49 20%	26 10%	69 25%	47 15%	13 4%	6 2%	2 1%				238 10%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	904	768	614	582	460	729	843	588	213				5701
	R29 Approaches Successfully Over Water	260 29%	156 20%	137 22%	143 25%	4 1%	5 1%	7 1%	183 31%	48 23%				1007 18%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	69 8%	78 10%	45 7%	33 6%	9 2%	26 4%	22 3%	111 19%	16 8%				921 16%
	R29 Approaches Over Peaks that may be eligible for future RNP	101 11%	127 17%	75 12%	38 7%	14 3%	0 0%	0 0%	145 25%	56 26%				646 11%
	R29 Approaches Over Land that may be eligible for future RNP	243 27%	185 24%	111 18%	132 23%	81 18%	122 17%	126 15%	81 14%	26 12%				1107 19%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	231 26%	222 29%	246 40%	236 41%	130 50%	143 47%	120 38%	68 12%	67 31%				1663 34%
EARLY TURNS by Departures on R11	Early North	0	2	4	1	6		5	9	12				39
	Early North Other	0	4	15	13	13		11	18	5				79
	Early South	1	3	6	10	14		22	38	12				106
	Early South Other	1	6	29	49	50		65	168	71				439

X - INACCURATE DATA due to missing gate data

O - INCOMPLETE DATA due to missing gate data



## 7. CLOSING QUESTIONS / DISCUSSION / PUBLIC COMMENT

- The FAA is seeking public comment on its Notice of Proposed Rulemaking: Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations. Comments can be submitted via: [Docket ID: FAA-225-1908](#)
- NAC Committee member Julie Shane notes the Aviation-Impacted Communities Alliance (AICA) has provided information on this rule making at this link: [AICA](#)

## 7. CLOSING QUESTIONS / DISCUSSION / PUBLIC COMMENT

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- Please state your name and address for the record.



## 8. Future Agenda Items

## 9. Next Meeting: Select next meeting

## 10. Adjournment





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