

**Portland International Jetport Part 150 Noise Committee
Meeting 2
April 4, 2002
6:00PM
Portland Jetport
Conference Room**

Agenda

Time: 6 p.m.
Location: Portland International Jetport Conference Room

- I. Administration**
Introductions
- II. Presentation of Aircraft Activity Levels**
- III. Presentation of Aircraft Types (“aircraft mix”) operating at the Portland Jetport**
- IV. Discussion of Noise Monitoring Program**
- V. Discussion of Airline Leases**

Portland International Jetport FAR Part 150 Update

Part 150 Noise Advisory Committee Meeting

4 April 2002

Harris Miller Miller & Hanson Inc.

In association with:

Vanasse Hangen Brustlin, Inc.

Simat, Helliesen & Eichner, Inc.

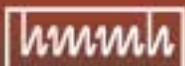
Innovative Resource Group, Inc.

Meeting Agenda



<http://www.hmmh.com/>

- **Presentation of aircraft activity levels**
- **Presentation of aircraft types (aircraft “mix”)**
- **Discussion of noise monitoring program**
 - Demonstration of a noise monitor
 - Discussion of noise monitoring schedule
 - Scheduling of noise monitoring observation sites



Aircraft Activity Levels and Type Data Sources



<http://www.hmmh.com/>

- **FAA Air Traffic Activity Data System (ATADS) web site (www.apo.data.faa.gov)**
 - Tower counts
- **Official Airline Guide (OAG)**
 - Scheduled passenger operations
- **Radar data**



Photo by Adam McInmore

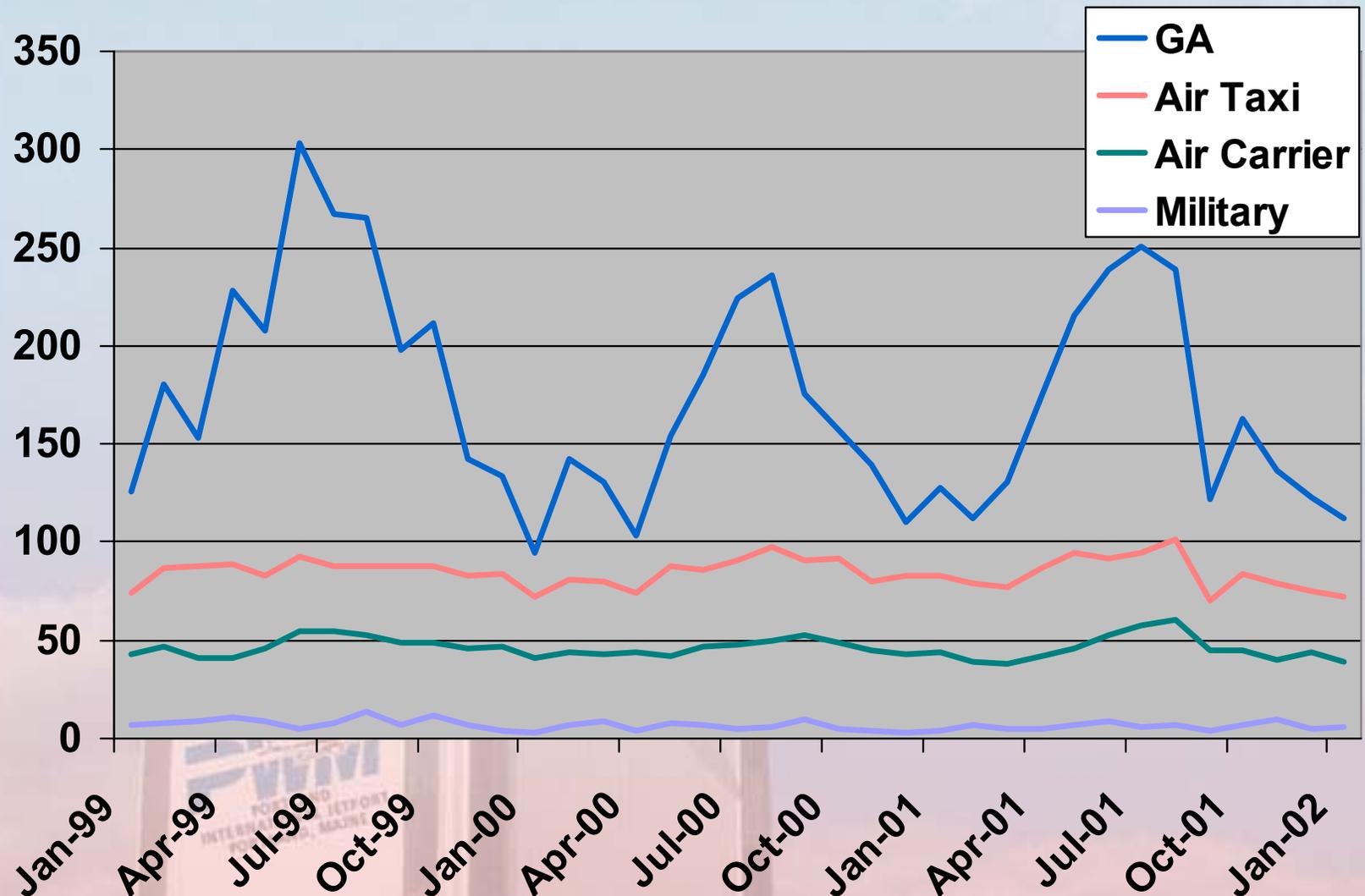
<http://www.Airliners.net>



PWM Average Daily Tower Counts History by Month January 1999 – January 2002



<http://www.hmmh.com/>



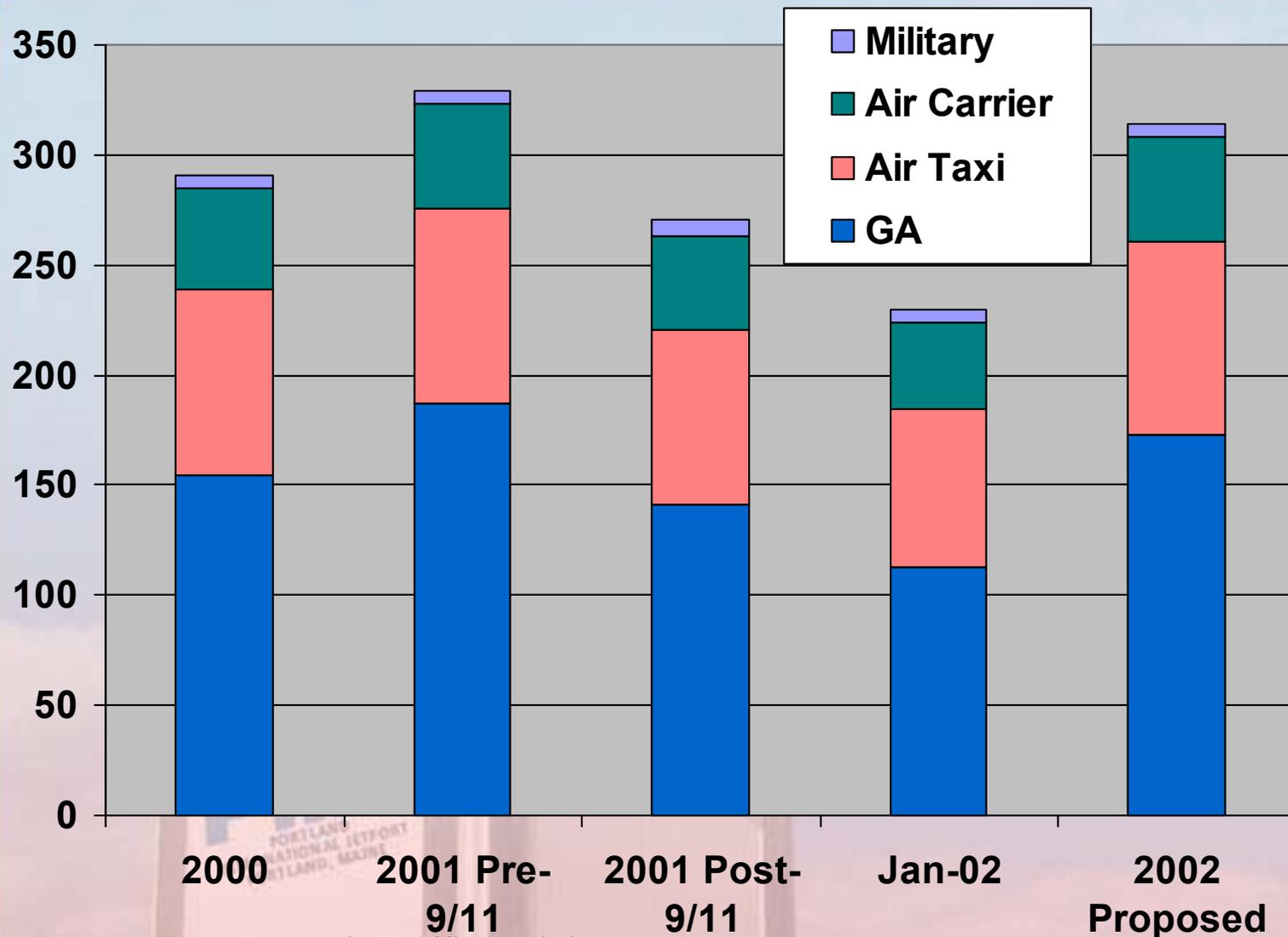
Source: FAA Air Traffic Activity Data System



PWM Long Term Average Daily Tower Counts



<http://www.hmmh.com/>



Source: FAA Air Traffic Activity Data System



Aircraft Groups for Scheduled Passenger Operations



<http://www.hmmh.com/>

- **Recertified Stage 3 Jets (>75,000 lbs)**

- Boeing 727, McDonnell Douglas DC-9

- **New Stage 3 Jets (>75,000 lbs)**

- Fokker 100*, Boeing 737, MD80

- **Regional Jets**

- Avro RJ, Canadair RJ, Embraer RJ, Dornier RJ



- **Turbo Props**

- ATR-42, Beechcraft 1900D, Dornier 328, De Havilland Dash 8*, Saab 340

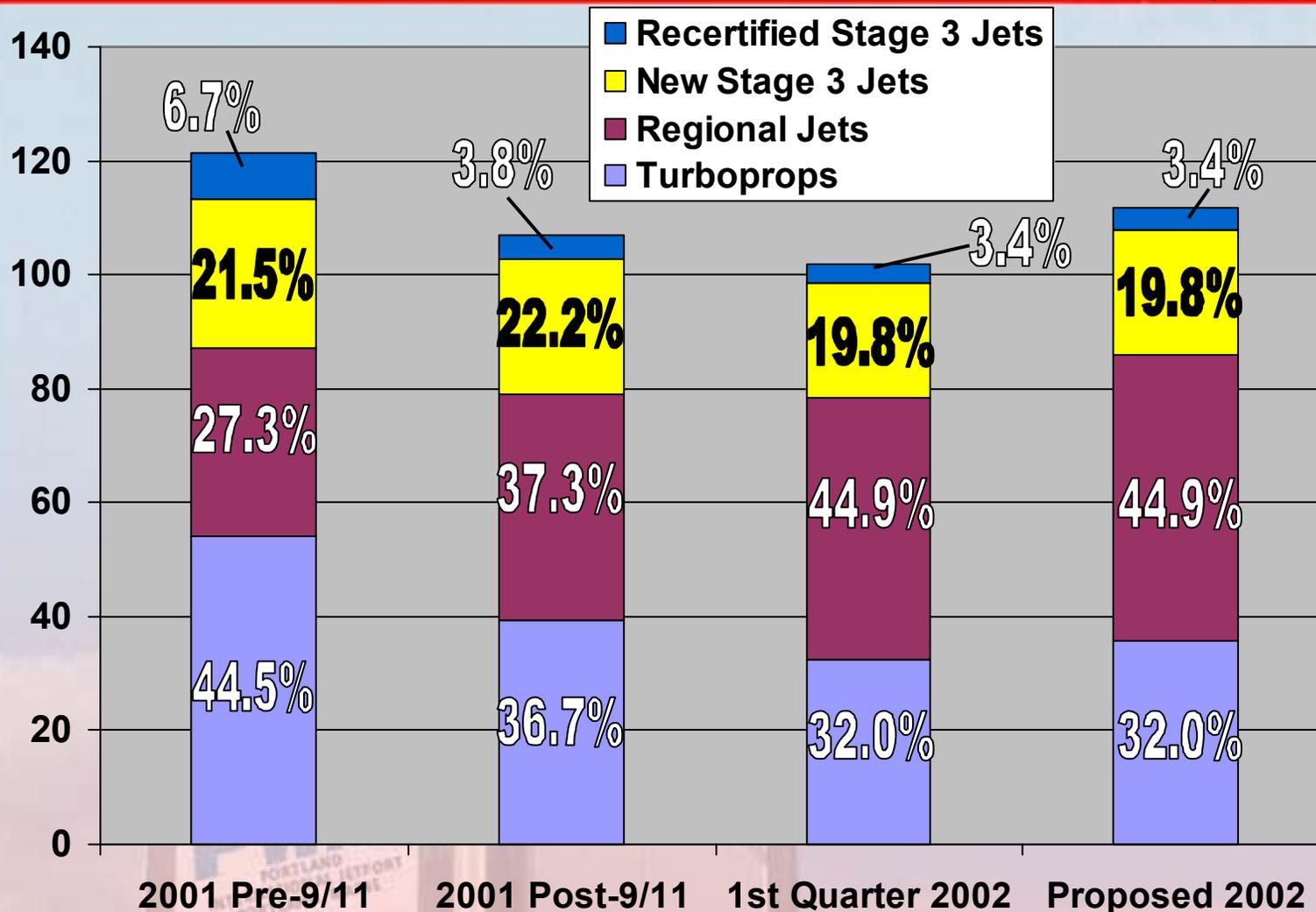
* Aircraft do not currently fly into PWM but are included in historical data.



Scheduled Air Carrier Operations Aircraft Fleet Mix*



<http://www.hmmh.com/>



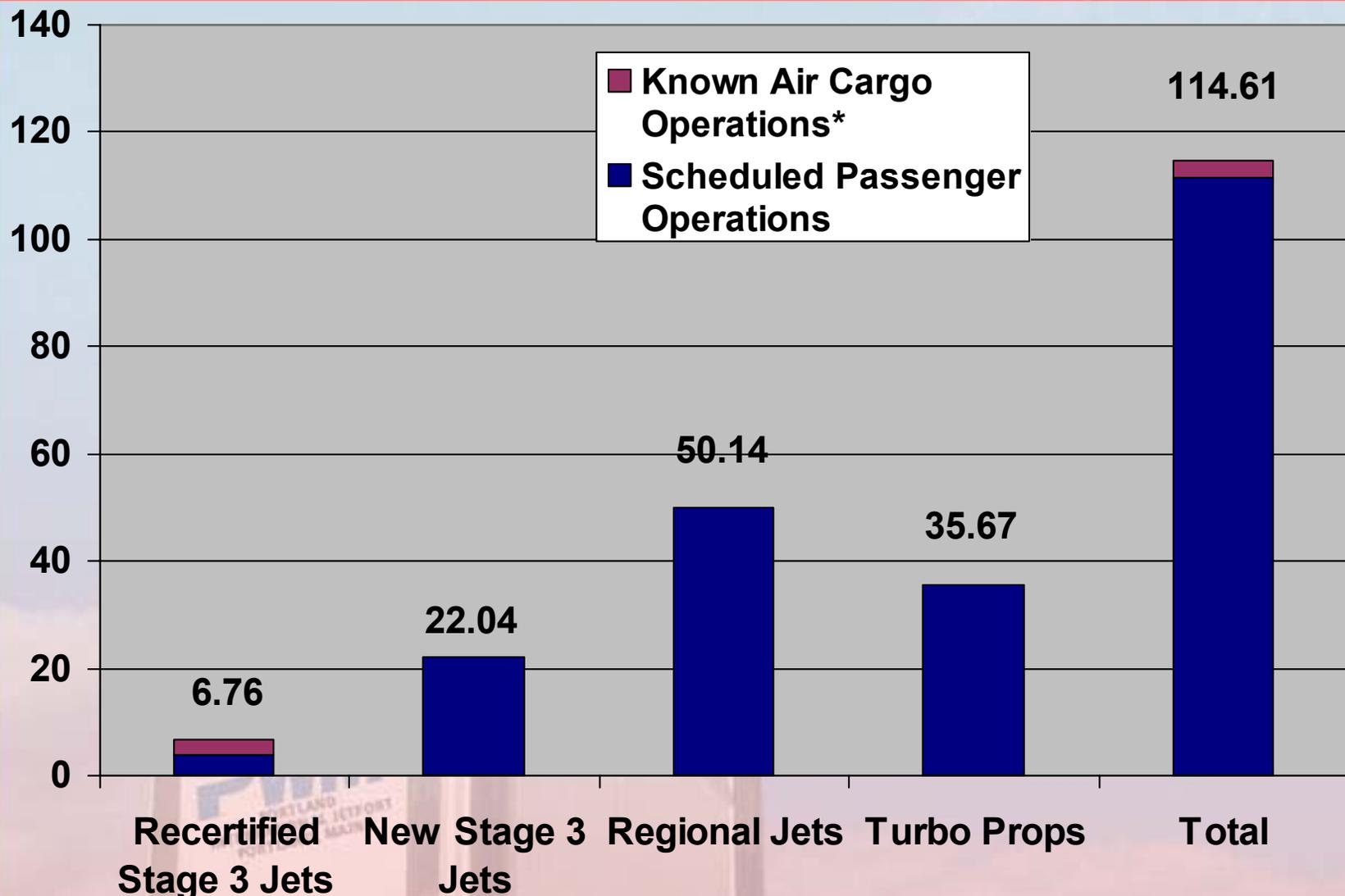
* Excludes air cargo operations. Radar data will be used to supplement scheduled operations. Source: Official Airline Guide



Average Scheduled Operations Per Day Proposed 2002*



<http://www.hmmh.com/>



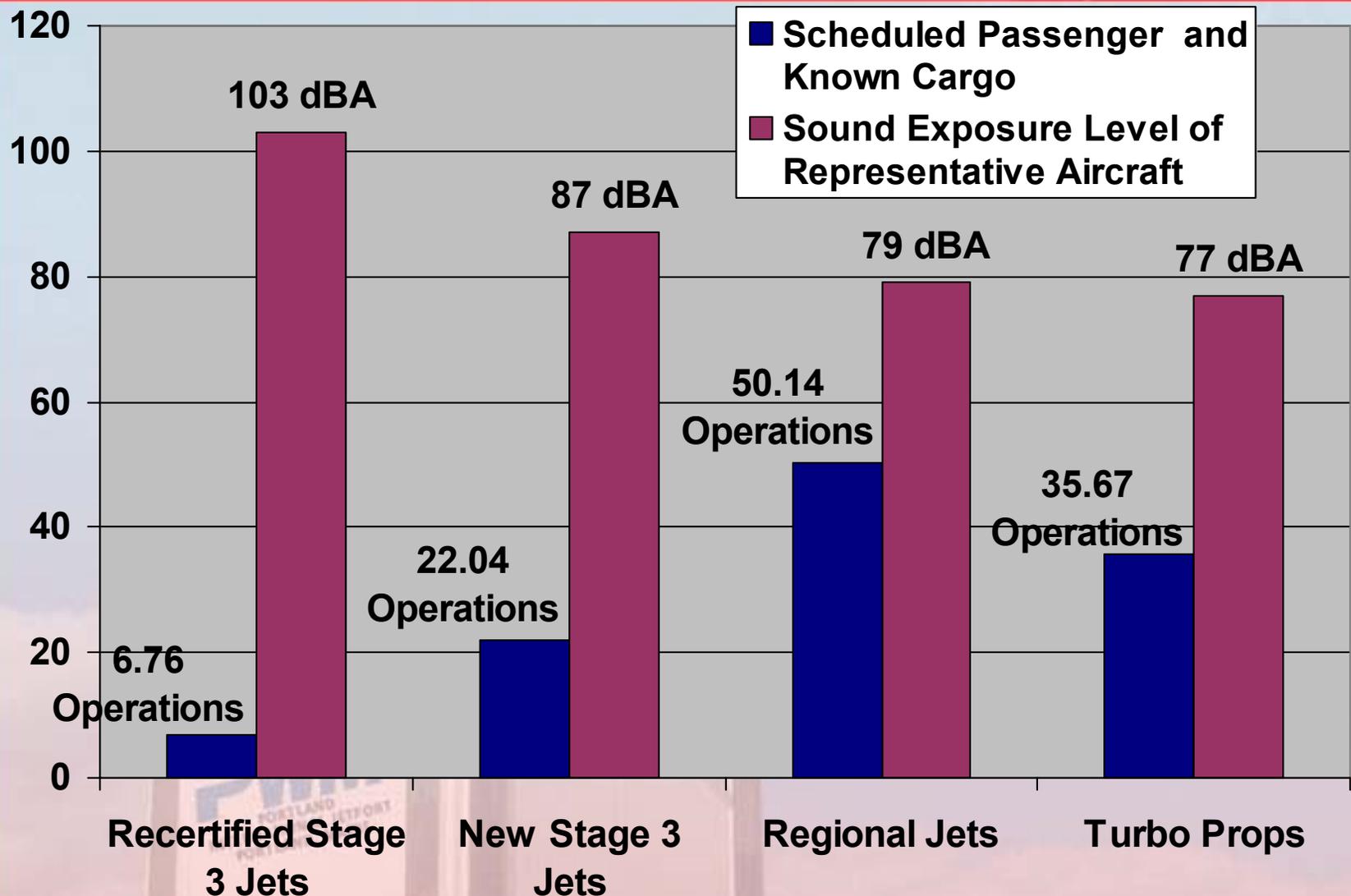
* Numbers reflect known FedEx and Airborne Express operations.



Sound Exposure Levels of Representative Aircraft



<http://www.hmmh.com/>



* Numbers reflect known FedEx and Airborne Express operations.



General Aviation and Military Proposed 2002 Operations



<http://www.hmmh.com/>

- Aircraft types (including helicopters) will be determined from radar data

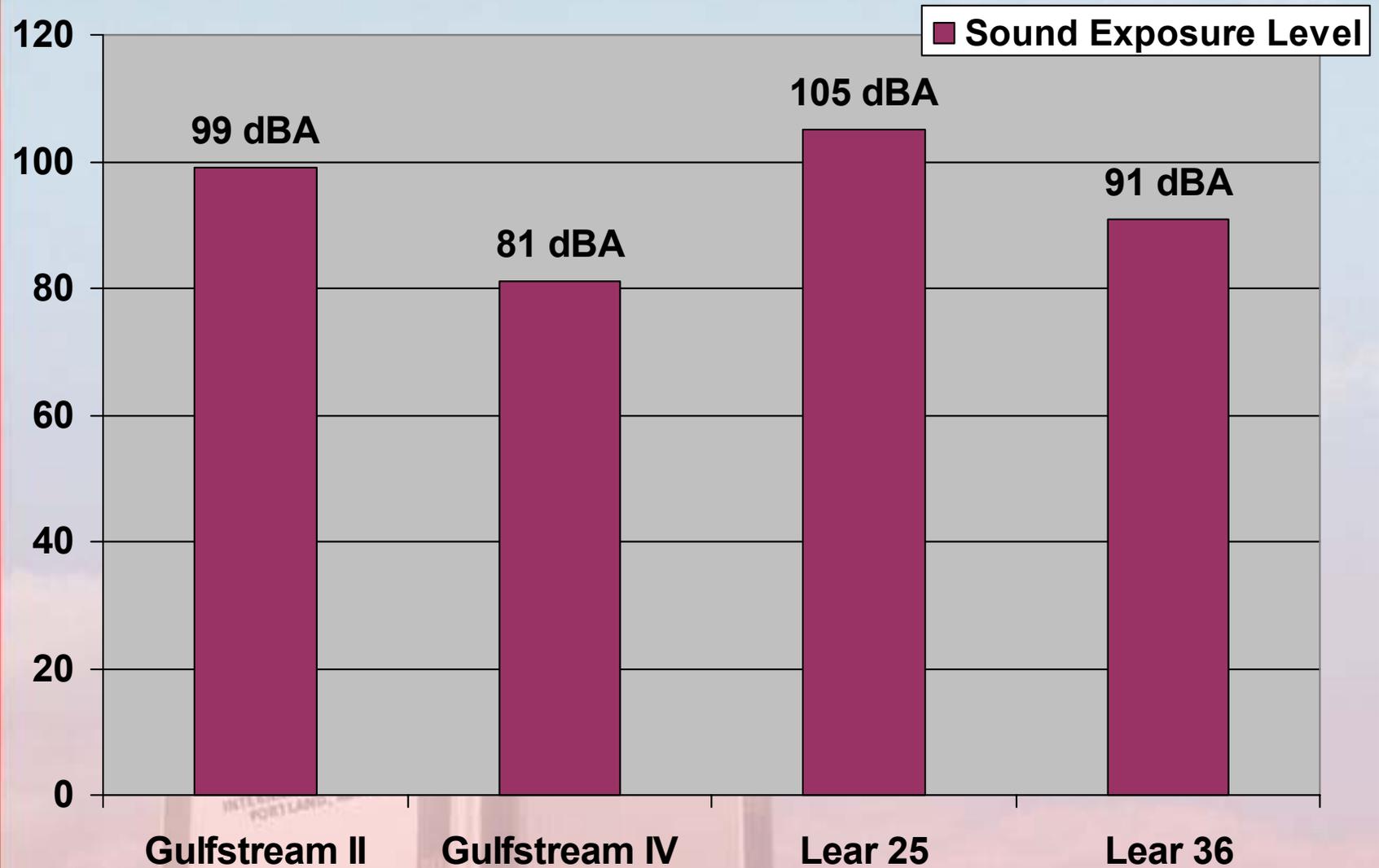
Aircraft Group	Proposed Average Daily Operations
General Aviation	173.06
Military	5.76



General Aviation Jets Sound Exposure Levels



<http://www.hmmh.com/>



Measurement Program



<http://www.hmmh.com/>

- **Start in 4 to 6 weeks (May)**
- **Measure over 7 to 10 days at 8 to 10 sites**
- **Operate up to 4 monitors simultaneously**
- **Select ~2 sites off each runway, more off ends of 11 and 29**
- **Need takeoffs and landings, varied weather**
- **Committee is welcome to observe**

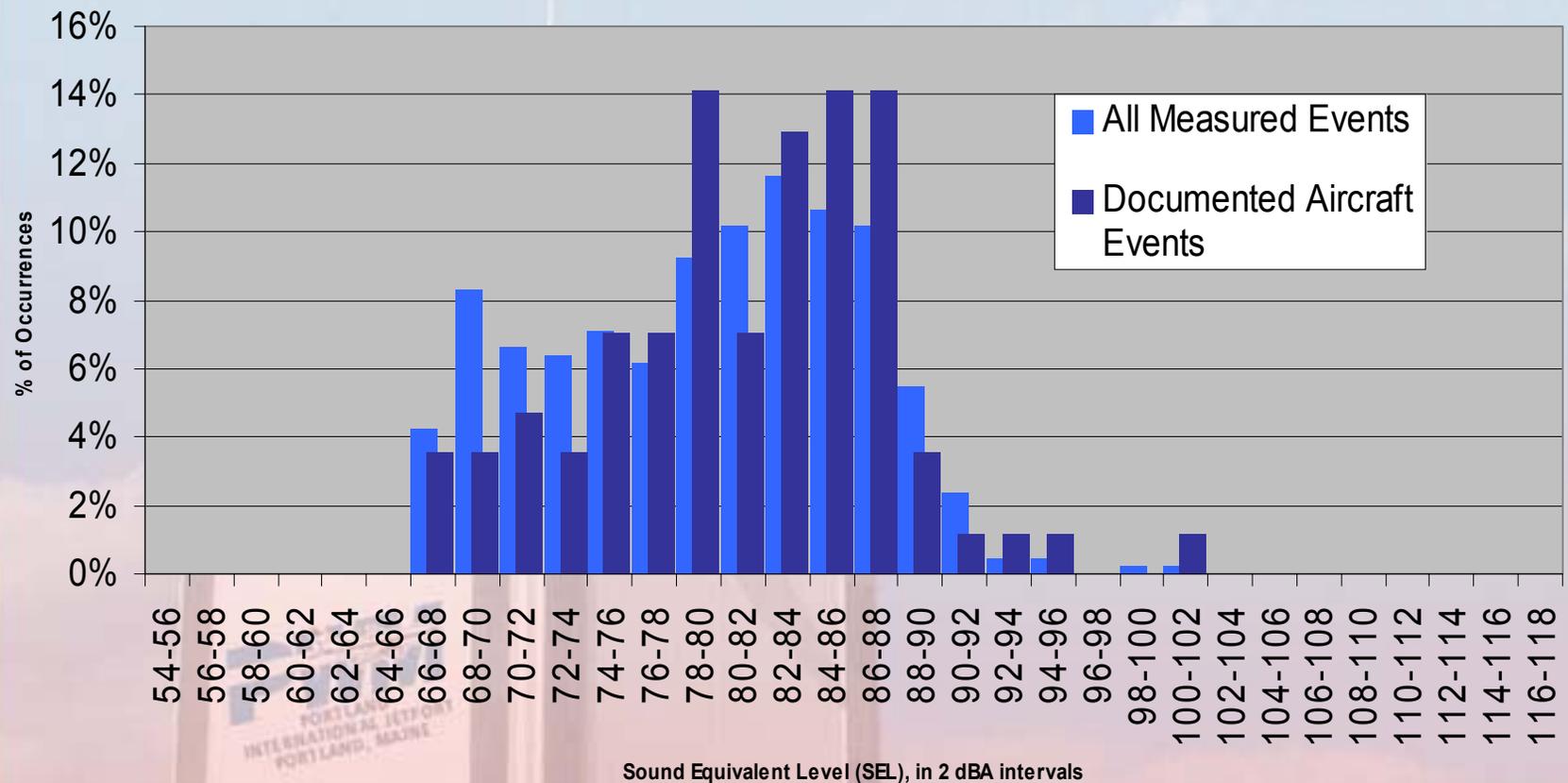


Representative Single-Event Measurement Data



<http://www.hmmh.com/>

University Park Airport Part 150 Study: Site 1
7600' east of R/W 24 end, and 200' north

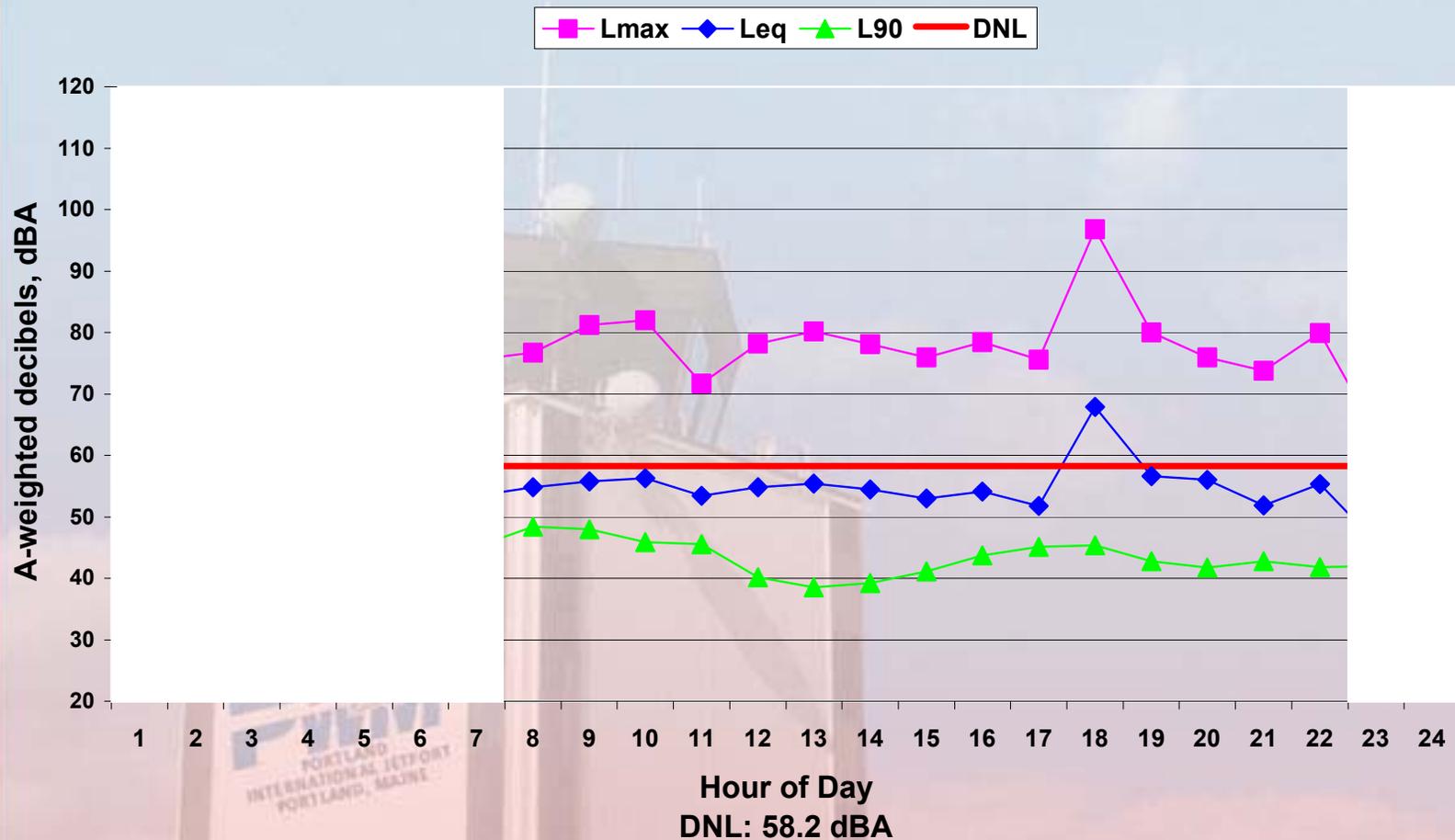


Other Representative Metrics

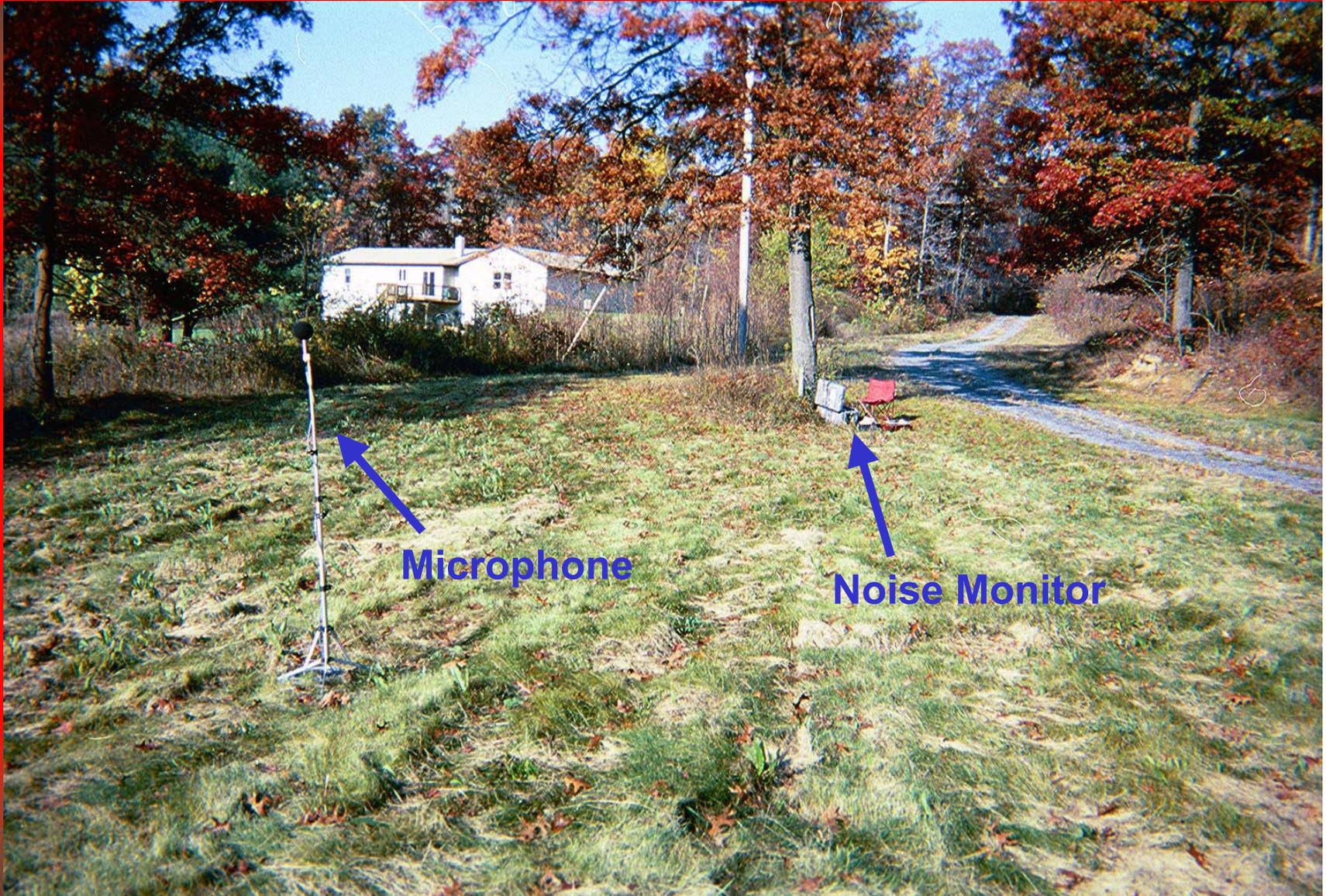


<http://www.hmmh.com/>

Site #3 -- 1667 Fox Hill Road
Friday 10/20/2000



Typical Noise Monitor Set-Up



Measurement Sites



Legend

- Wetlands
- Major Water Areas
- Jetport Parking Lots
- Roads and Major Highways

Data Source: Portland International Jetport & Graffon Technologies, 2001



Portland International Jetport
Site Location Map



HARRIS MILLER MILLER & HANSON INC. December 4, 2001



HMMH will take discussion sites into consideration, but will make final decisions on site location in order to account for line of sight, etc.

Discussion



<http://www.hmmh.com/>

- **Goals?**
- **Concerns?**
- **Expectations?**
- **Technical Advisory Sub-Committee?**



**Portland International Jetport Part 150 Noise Advisory Committee
Meeting 2
April 4, 2002
6:00PM
Portland Jetport
Conference Room**

I. Introductions

The meeting began at 6:15pm with 20 people present.

Name:	Organization Represented:
Jerry Angier	Greater Portland Chambers of Commerce
Tom Ainsworth	Stroudwater Neighborhood, Portland
Dick Armstrong	citizen, Cape Elizabeth
Linda Boudreau	Noise Advisory Committee; Councilor, City of South Portland
Richard Doucette	FAA
Paul Ferguson	Loveitt's Field Homeowners Association, South Portland
Ed Green	FAA
Roger Green	retired Delta Air Lines Captain
Bruce Grieco	Ferry Village Neighborhood Conservation Association, South Portland
Becky Haines	noise consultant, HMMH
Jean Heath	Willard Neighborhood Association
Kathy Latendresse	citizen, Ferry Village, South Portland
Robert Miller	noise consultant, HMMH
Jeff Monroe	Transportation Director, City of Portland
Michael Musca	Assistant Airport Manager, Portland Jetport
Ralph Nicosia Rusin	FAA
Paul Ouelette	Noyes Street, Portland
Jeff Schultes	Airport Manager, Portland Jetport
John Silva	FAA
Nathan Smith	Noise Advisory Committee (Chair); Councilor, City of Portland

II. Comment from Kathy Latendresse

The meeting agenda was preceded by Kathy Latendresse's comments that aircraft using the Harbor Visual Approach directly affect her and her neighbors whose homes' backyards abut the harbor. Kathy asked for a noise monitor to be placed on her property and that the study propose an alternate to the Harbor Visual Approach.

II. Presentation of Aircraft Activity Levels

B.Miller and R.Haines presented historic aircraft activity levels at Portland, Maine and preliminary proposed 2002 levels.

III. Presentation of Aircraft Types

B.Miller and R.Haines presented aircraft types ("aircraft mix") for scheduled passenger operations at the Portland Jetport.

IV. Discussion of Noise Monitoring Program

Committee members expressed concerns over runway 11/29 closure from 10:30pm until 6:00am beginning early May and the effect on the monitoring program.

Jeff Schultes: At least one late night arrival and one early morning departure (DAL) will be cancelled short term (expected to return eventually). Runway closure may cause grouping of arrivals around 10:00pm. Potential for late night shift to short runway (18/36) if inclement weather in other parts of the country delay flights. Not expected consistently. If inclement weather in PWM (ILS needed) and aircraft does not arrive before runway closure at night, aircraft will not land at PWM (ILS approach to 11 and 29 only).

Tom Ainsworth: Concern over mid-May to mid-June time period. Wind shifts increase use of 18/36.

Ed Green: Can get historical weather data from Gray, ME, but it would be difficult to pick out specific time periods each year where increased use of 18/36 is observed.

Jean Heath expressed concerns over modeled data vs. actual (measurement) data. She requested a base line comparison of model results to actual measurement data and suggested that all the money and effort put into a Part 150 study will not be worth very much if community does not have confidence in results of model.

Tom Ainsworth: Expressed an interest in study addressing ambient noise levels increasing in early AM and late PM. Also low frequency noise.

Ralph Nicosia Rusin: Encouraged committee to consider inputs to model. DNL does not illustrate differences within each contour. Not everyone within the 60 dB DNL contour experiences the same noise.

Arrival and departure profiles-may be non-standard at Portland. Actual aircraft profiles will be looked at in radar data. Model may be adjusted for how actual aircraft perform and are flown.

Ed Green: Procedure at PWM is climb unrestricted to 3000'. Conditions permitting, continue climb.

Jean Heath expressed concerns over issues with site selection in previous Part 150. Asked community representatives to come up with 3 to 4 addresses of possible site locations in their neighborhood. M.Musca will collect addresses and forward to consultants for site selection.

Dick Armstrong: Does not believe that the Harbor Visual Approach is an effective noise abatement measure. Expressed concern that when aircraft are cleared for the Harbor Visual Approach, they cut across Cape Elizabeth and/or South Portland instead of intended route.

Ed Green: There are problems with pilots picking out checkpoints at night. The Harbor Visual Approach is not used after sunset. When it is given, pilots are sometimes given vectors that take the aircraft over residential areas.

It was decided that monitoring site information request should go to neighborhood presidents, who will coordinate site requests and forward them to Michael Musca at the Portland Jetport.

Monitoring site requests are due to HMMH by April 25, 2002.

V. Discussion on Airline Leases

Councilor Smith led a discussion of the negotiated lease between the City of Portland and the air carriers. Tom Ainsworth and Paul Ouelette expressed disappointment with the involvement of the committee in the lease negotiation.

To request a mailed copy of the airline leases, please e-mail Michael Musca (mmm@ci.portland.me.us).

VI. Next Meeting

The next Noise Committee is scheduled for June 11, 2002 at 6 p.m. in the Portland International Jetport Conference Room.