

**Portland International Jetport Part 150 Noise Committee
Meeting 4
August 27, 2002
6:00PM
Portland Jetport
Conference Room**

Agenda

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

- I. Administration**
Introductions
- II. Discussion of Additional Measurement Site**
- III. Presentation of Flight Tracks**
- IV. Presentation of 2002 Noise Contours**

Portland International Jetport FAR Part 150 Update

Part 150 Noise Advisory Committee Meeting

27 August 2002

Harris Miller Miller & Hanson Inc.

In association with:

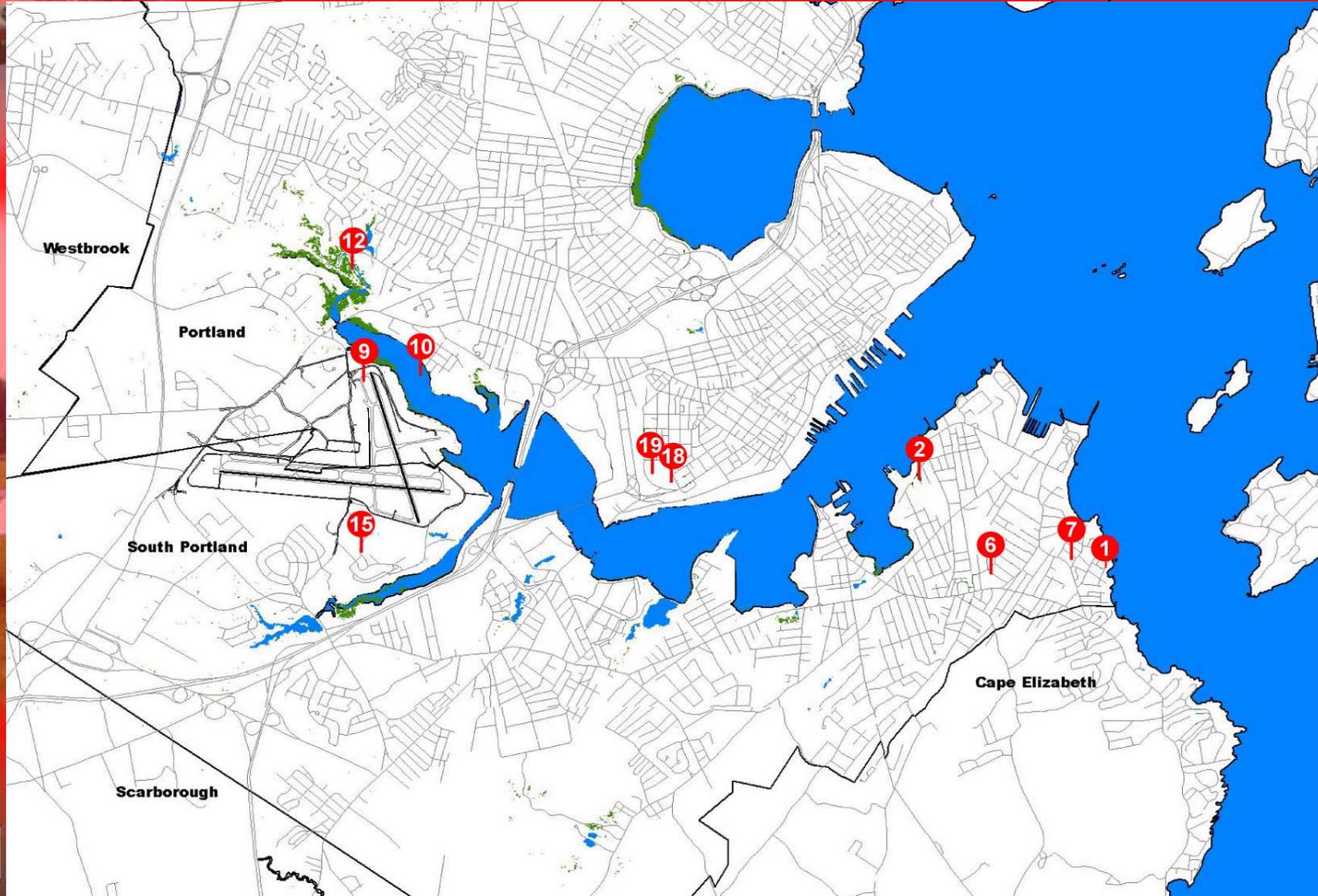
Vanasse Hangen Brustlin, Inc.
Simat, Helliesen & Eichner, Inc.
Innovative Resource Group, Inc.

- I. Discussion of Additional Measurement Site**
- II. Presentation of Flight Tracks**
- III. Presentation of 2002 Existing Conditions Contours**
- IV. Next Steps**

Monitoring Locations

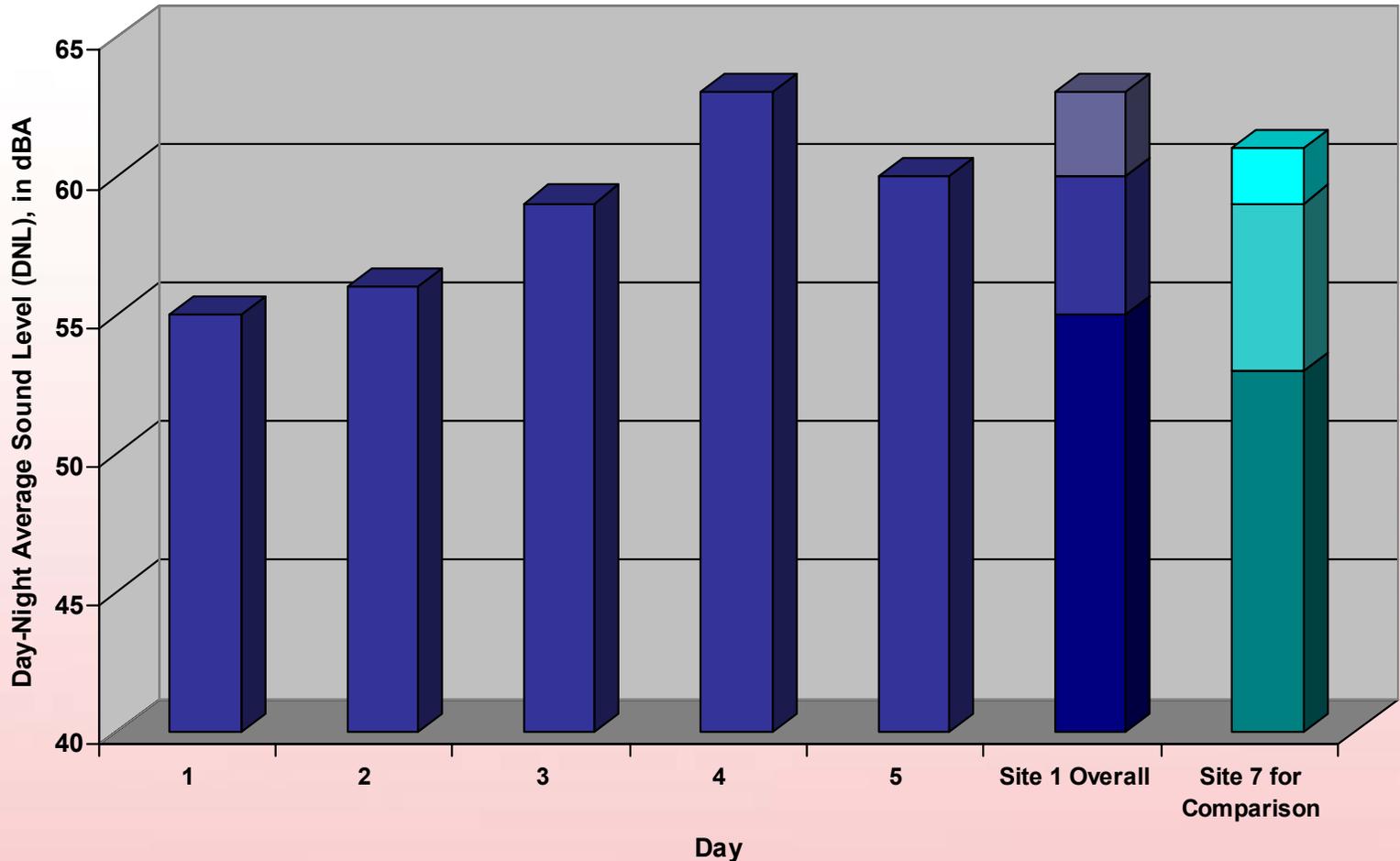
Site Number	Neighborhood	Address
1	Loveitt's Field	2 Bay Road
2	Ferry Village	199 High Street
6	Willard	38 Bellevue Avenue
7	Willard	28 Henry Street
9	Stroudwater Village	1169 Westbrook Street
10		123 Fenway Street
12	Stroudwater Village	138 Stroudwater Road
15		Maine Youth Center
18	Western Promenade	75 Vaughan Street
19	Western Promenade	55 Bowdoin Street

2002 Part 150 Monitoring Sites

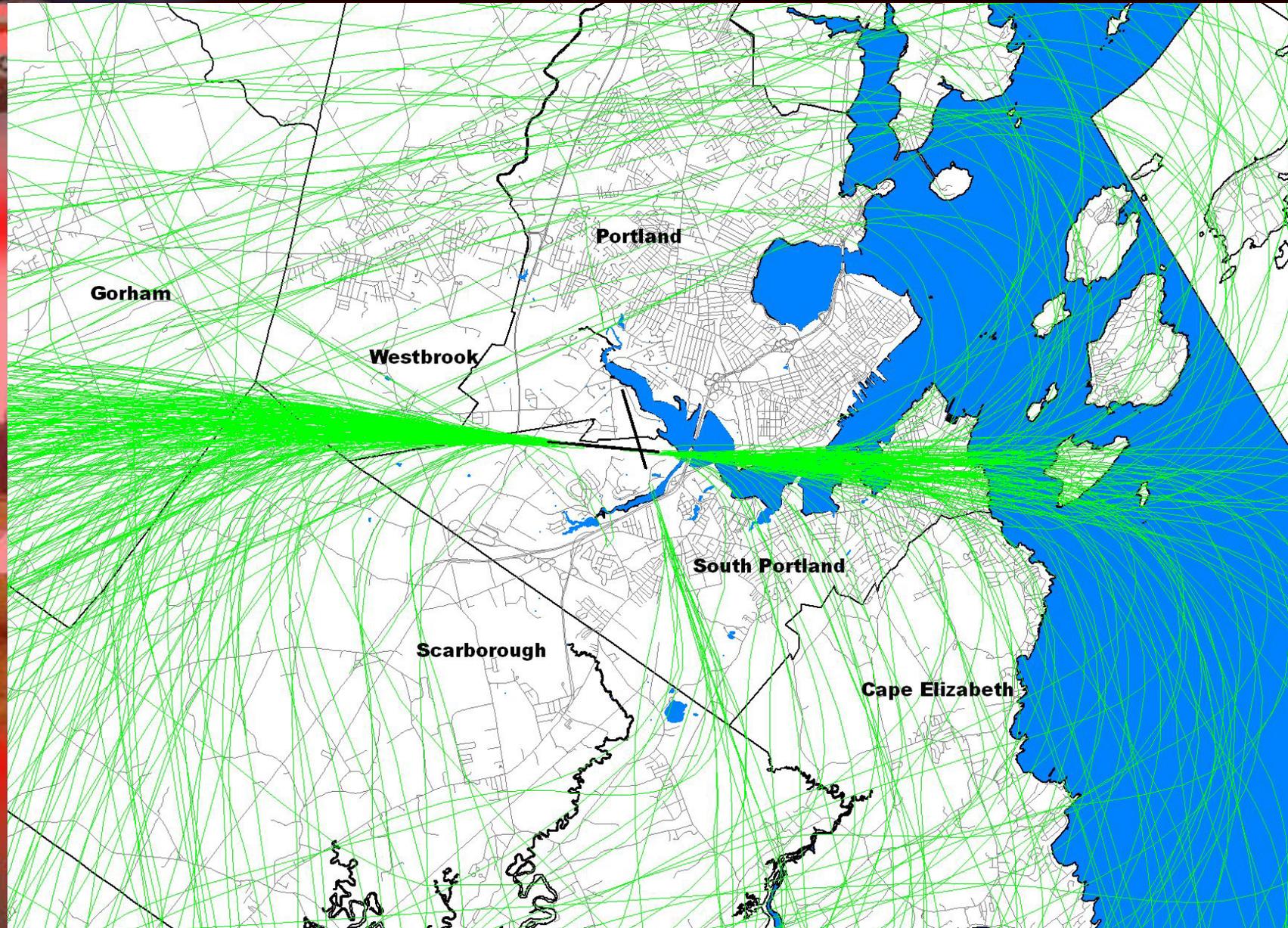


Monitoring Site #1, DNL Levels

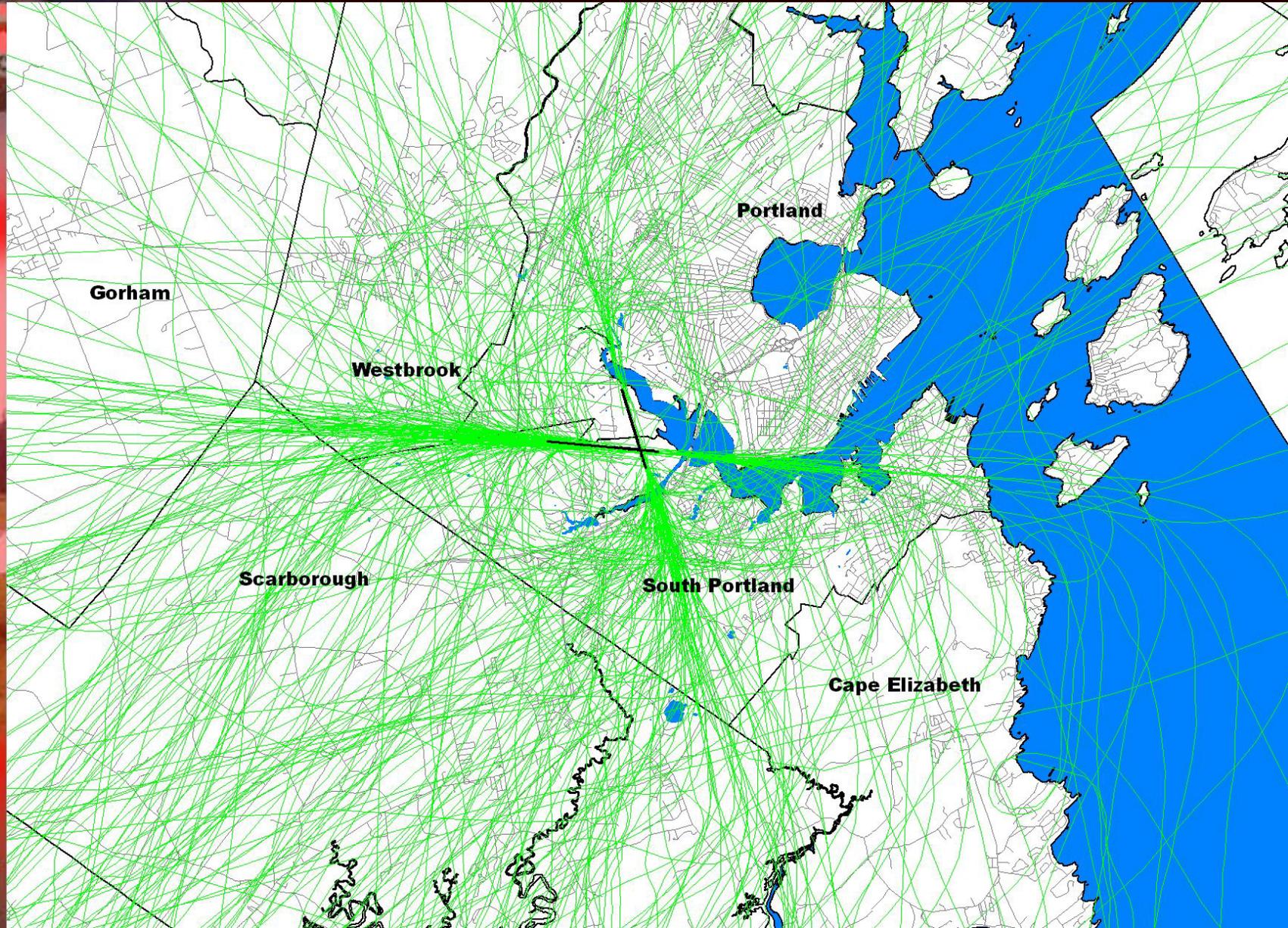
Portland International Jetport Part 150: Site 1
19,700' east of Runway 29, and 1,300' south of extended centerline



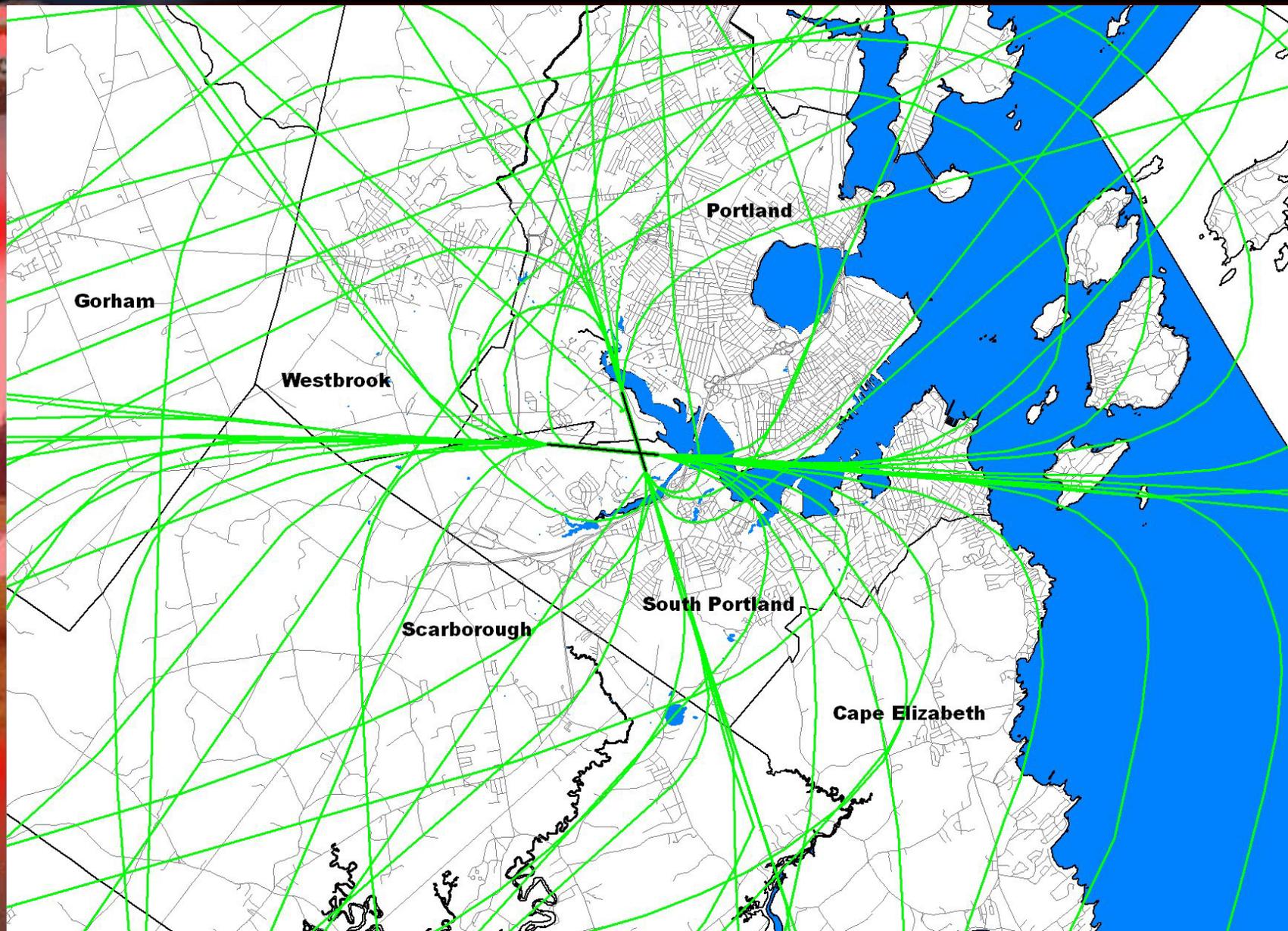
Portland International Jetport Jet Departure Radar Tracks



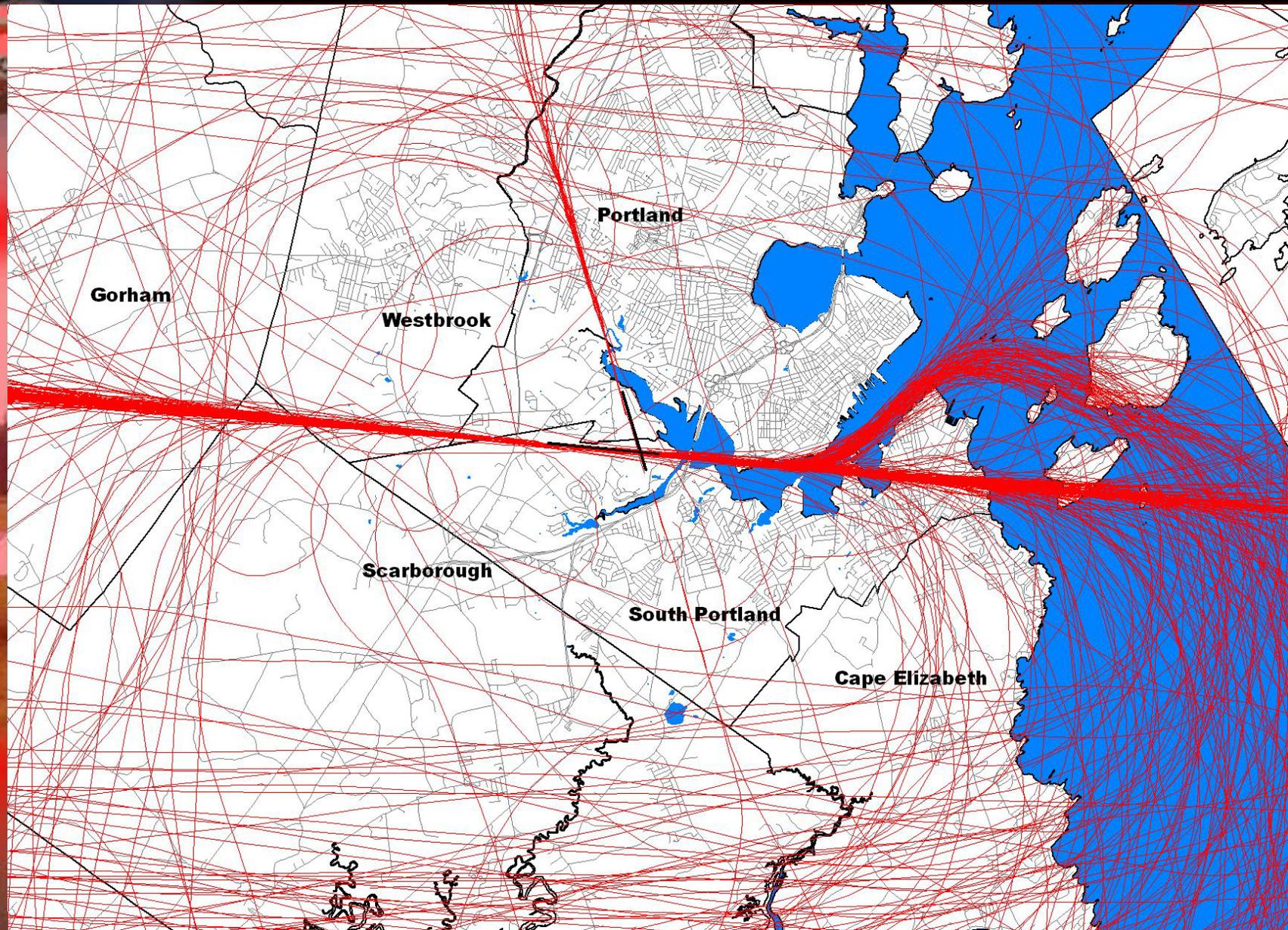
Portland International Jetport Propeller Departure Radar Tracks



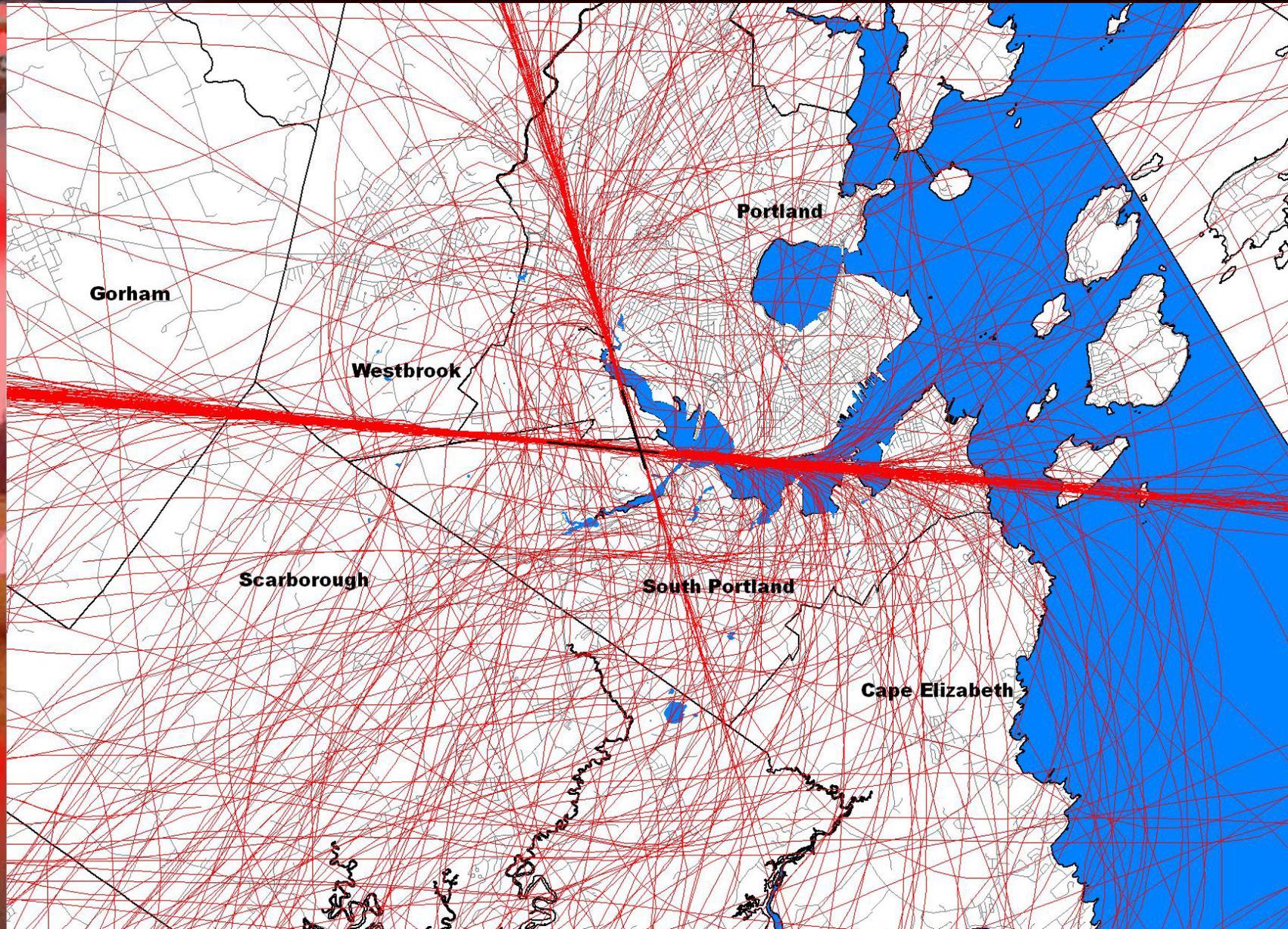
INM Departure Modeled Tracks



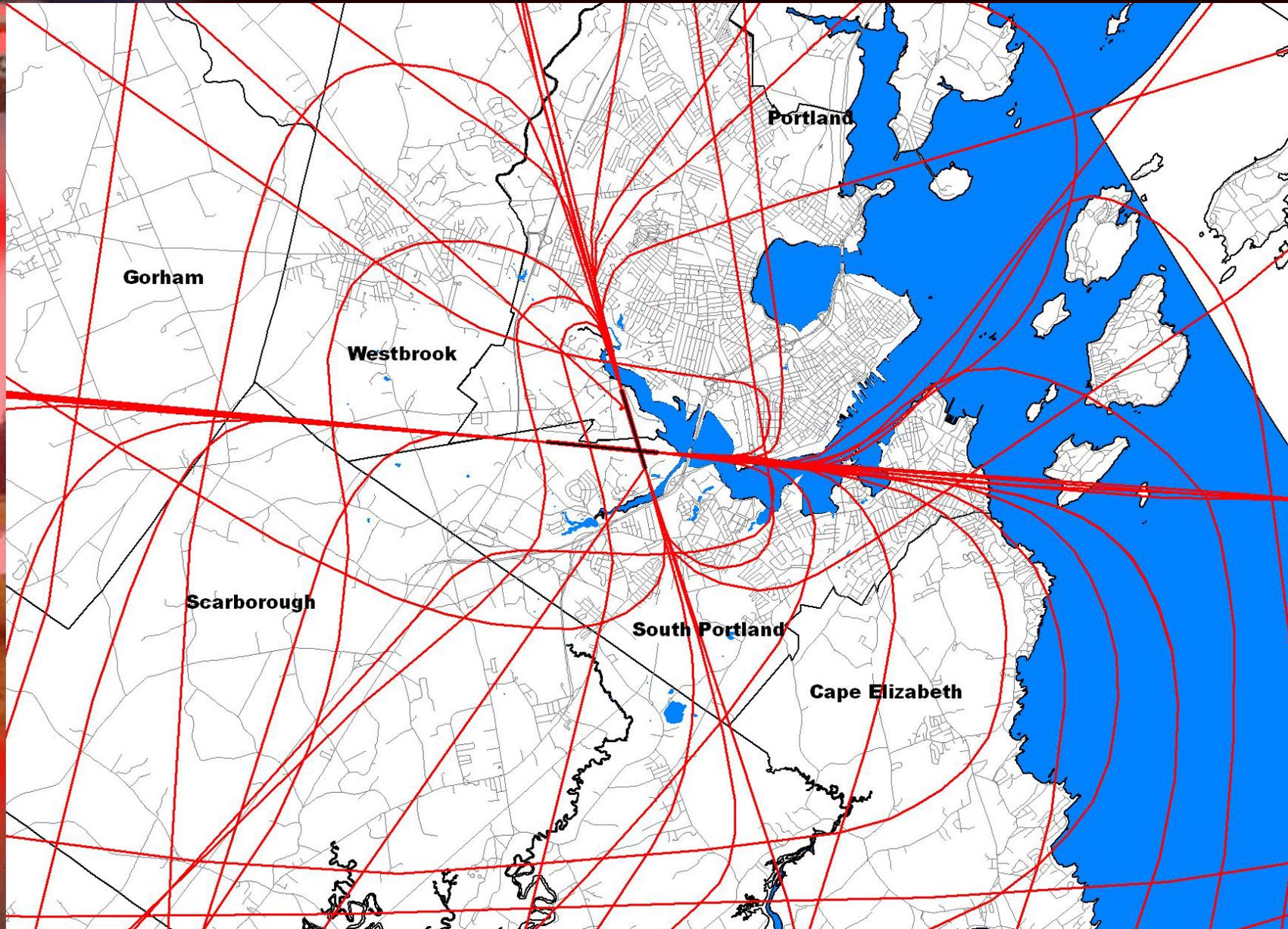
Portland International Jetport Jet Arrival Radar Tracks



Portland International Jetport Propeller Arrival Radar Tracks



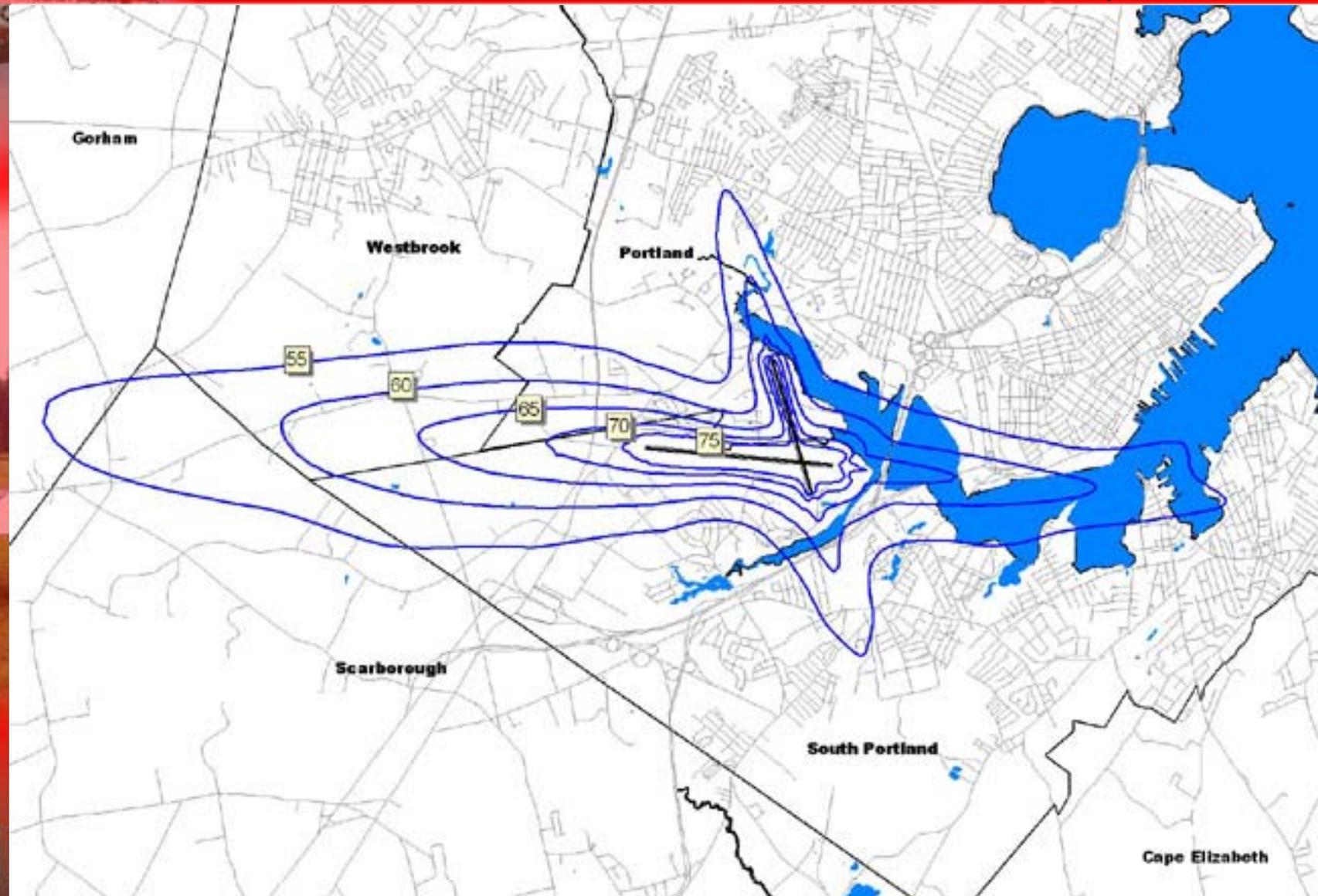
INM Arrival Modeled Tracks



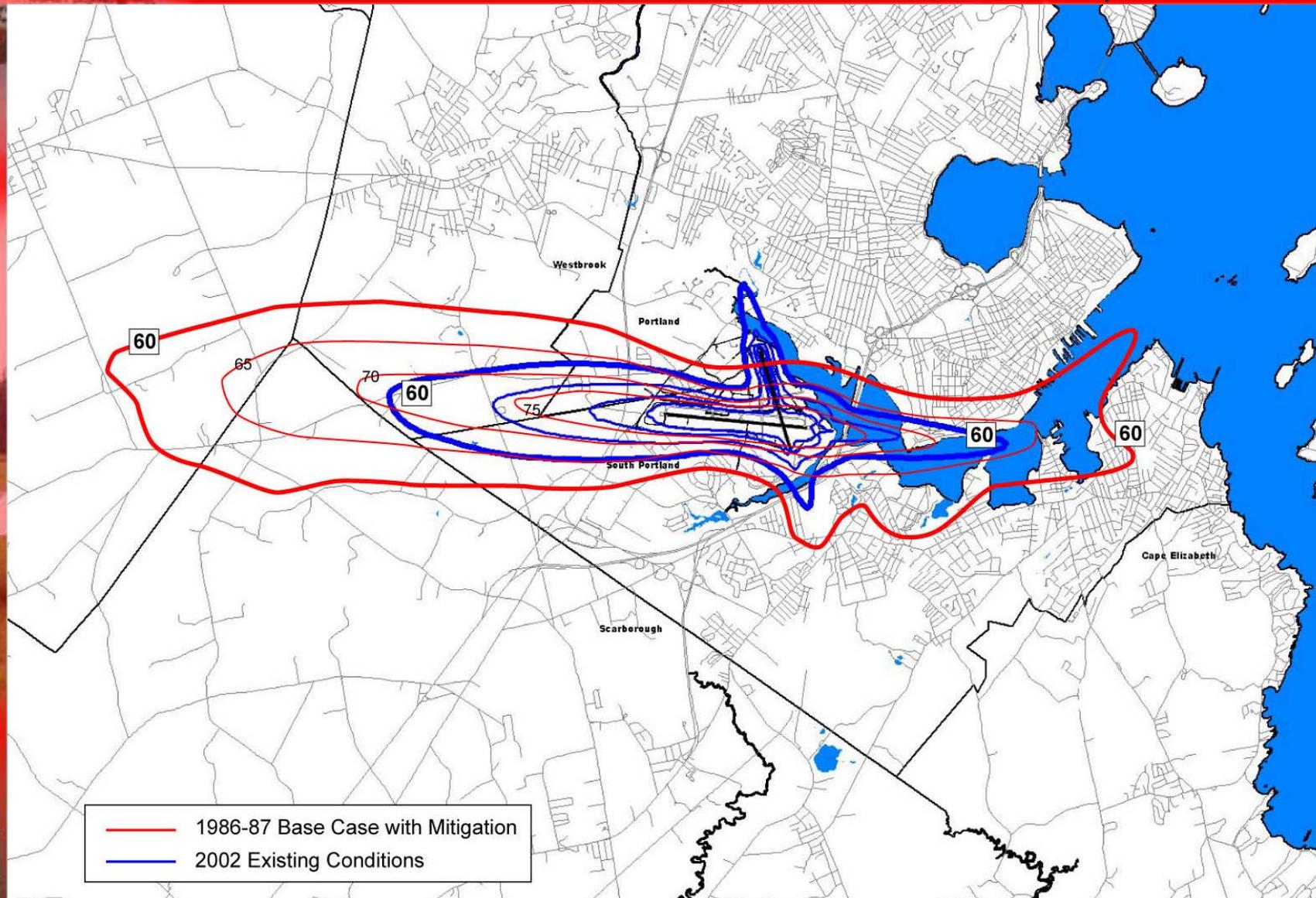
Aircraft Operations Summary

AIRCRAFT TYPE	ARRIVAL		DEPARTURE		
	DAY	NIGHT	DAY	NIGHT	
Large Jet	10.2	4.8	12.6	2.4	} 109 Jet Ops per Day
Regional/Corporate Jet	31.8	7.5	30.6	8.8	
Turbo Prop	26.7	2.2	25.3	3.6	→ 58 Turbo Prop Ops per Day
Multi-Engine Piston	6.5	0.1	6.6	0.1	→ 13 Multi-Engine Piston Ops per Day
Single Engine Piston	35.6	1.2	31.7	5.1	→ 74 Single Engine Piston Ops per Day
Helicopter	1.6	0.2	1.7	0.2	→ 4 Helicopter Ops per Day
TOTALS	112.4	16.1	108.4	20.1	→ 257 Arrival and Departure Ops per Day
TOUCH AND GO OPERATIONS	DAY		NIGHT		
Multi-Engine Piston	8.6		0.2		} 57 Touch and Go Ops per Day
Single Engine Piston	44.0		4.1		
					314 TOTAL OPS. per DAY

2002 Base Case DNL Contours



Comparison to Previous Part 150 Contours



- 1986-87 Base Case with Mitigation
- 2002 Existing Conditions

Aircraft Operations Summary

AIRCRAFT TYPE	2002 Operations		1993 Forecast Operations	
	DAY	NIGHT	DAY	NIGHT
Large Jet	22.7	7.2	48.0	7.7
Regional/Corporate Jet	62.4	16.4	19.5	2.8
Turbo Prop	52.0	5.8	87.0	8.8
Multi-Engine Piston	13.1	0.2	65.4	6.9
Single Engine Piston	67.3	6.3	107.8	5.7
Helicopter	3.3	0.4	N/A	N/A
TOUCH AND GO OPERATIONS				
Multi-Engine Piston	8.6	0.2	N/A	N/A
Single Engine Piston	44.0	4.1	N/A	N/A
TOTALS	273.4	40.6	327.7	31.9

- 1. Adjust Contours for Over-water Propagation**
- 2. Assess Existing Measures**
- 3. Produce Population Counts and Land Use Impacts**
- 4. Complete Five Year Forecast and Projected Exposure Levels**

**Portland International Jetport Part 150 Noise Advisory Committee
Meeting 4
August 27, 2002
6:00PM
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I. Introductions

The meeting began at 6:05pm with 21 people present.

Name:	Organization Represented:
Michael Musca	PWM
Linda Boudreau	South Portland Council
Jerry Angier	Chambers of Commerce
David Tyler	Island Times, Peaks Island
Jeff Schultes	PWM
John Silva	FAA
Robert D. Bruce	Anchorage Condominium
Harold L. Ertman	Anchorage II Condo Association
Bob Miller	HMMH
Chris Brigham	Anchorage II Condo Association
Pam Creamer	Westbrook
Bruce Chulula	Westbrook City council
Scott Nash	Peaks Island
Nancy Nash	Peaks Island
Anne Pringle	Portland
Eugene Schepard	South Portland
Edchen Ferguson	Loveitts Field, South Portland
Paul Ferguson	Loveitts Field, South Portland
Jole Calise	Cape Elizabeth
Tom Ainsworth	Stroudwater Village Association
Becky Haines	HMMH

Paul Ouellette requested that committee members keep policy questions until the end of the meeting to allow technical presentation to be completed.

II. Discussion of Additional Measurement Site

R.Haines presented daily DNL values from the additional noise monitoring site at 2 Bay Road in South Portland and showed a comparison of the data to a previous measurement at Site 7 located about a half mile to the west, but generally along the same flight path.

III. Presentation of Radar and Modeled Flight Tracks

R. Haines also presented several graphics showing arrivals and departures by jet and propeller aircraft and discussed how they were used to develop modeled tracks for use in the FAA's Integrated Noise Model. In response to questions about how the tracks are used in the INM, she pointed out that the number of modeled tracks was not an indication of how frequently aircraft overflew a given area, but that each was assigned a frequency of usage by different aircraft types.

T. Ainsworth: Made a request to see percent use by aircraft type (jet/prop) off each runway, and HMMH agreed to provide the information.

A. Pringle: Made a request for a check of use of the Harbor Visual Approach with corresponding weather data to see what factors affect its use and whether it can be used more often. HMMH has weather data and will check.

South Portland resident: Suggested keeping the arrivals that come up from the south and fly over Cape Elizabeth farther east over the Atlantic Ocean so that they intercept the localizer further to the east and avoid overflying Cape Elizabeth and South Portland. HMMH agreed to look into the suggestion as a possible mitigation measure.

South Portland resident: Suggested reviewing scheduled operations to see what is happening at night (especially the shoulder hours of 10 to 12 p.m. and 6 to 7 a.m.) and whether the Harbor Visual Approach could be used during some of those hours. What are the specific criteria for use of the Harbor Visual Approach.

IV. Presentation of 2002 Existing Conditions Noise Contours

R. Haines presented the 2002 baseline DNL noise contours and showed several figures comparing them to prior contour sets developed in 1986 depicting the then-current forecast of the airport noise environment with the mitigation measures proposed at the time. Current levels are 5 to 7 decibels lower than had been projected in the previous study.

Jeff Schultes: Indicated that the graphics were hard to decipher and suggested comparing the 1993 Forecast Case to the 2002 Existing Conditions, but only show the 65 dB DNL contour.

J.Silva discussed differences between Logan's proposed peak period pricing (demand management strategy) and mandatory use restrictions. Mandatory use restrictions require an FAR Part 161 Study after the FAR Part 150 Study. The Part 161 Study must look at cost/benefits, and any proposed restriction must be designed only to address the degree of the expected noise impact; a rule cannot be overbroad.

T.Ainsworth: Isn't there a shift in the definition of what constitutes an economic impact (cost) of demand management? Doesn't the FAA have to recognize the availability of alternative travel sources, including trucking and rail service, which are available between Portland and Boston? J. Silva indicated that Congress is reviewing issues pertaining to demand management and if criteria impact criteria change, FAA will respond accordingly.

Committee Member: Requested a timeline for progress of the Part 150 Study. R. Miller indicated one had been presented at an early scoping meeting, but that HMMH would work with Portland to get a version of it onto the Airport's web site.

L.Boudreau: Urged that participants not just wait for a point in the schedule that is of interest to them but instead attend all Noise Advisory Committee meetings to gain a complete perspective on issues and choices in order to make informed decisions and suggestions.

T.Ainsworth: Asked what is happening with complaints. M. Musca responded that he answers them as they come in and often suggests to the individuals that they should attend the Noise Advisory Committee meetings; he pointed out that many of the people who had complained were attending tonight's meeting for the first time.

Committee Member: Can there be a harbor departure route in addition to the Harbor Visual Approach? HMMH will add the suggestion to a list of potential mitigation measures.

III. Next Meeting

The next Noise Advisory Committee meeting is scheduled for October 9, 2002 at 6 p.m. in the Portland International Jetport Conference Room. Topics to be covered will include the 2002 DNL contours with adjustments for over-water propagation, the 5-year forecast case, a presentation of land uses and associated impacts from noise, and an evaluation of existing mitigation measures.

The meeting was adjourned at 8:05 p.m.