

Portland International Jetport Part 150 Noise Committee
March 19, 2003

AGENDA

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

- I. Administration**
Introductions
- II. Further discussion of early southbound turns off of Runway 11.**
- III. Discussion of HMMH's meeting with the FAA, regarding late-night departure procedures.**
- IV. VHB: Land Use**
 - a. Existing Land Use Review**
 - b. Future Land Use: Zoning and Proposed Developments**
 - c. Land Use Compatibility Tools**
 - Remedial Tools**
 - Preventative Tools**
 - Recommendations in the 1989 Part 150 Study**
 - Discussion of Tools for the 2003 Part 150 Study**

Portland International Jetport FAR Part 150 Update

Part 150 Noise Advisory Committee Meeting

March 19, 2003

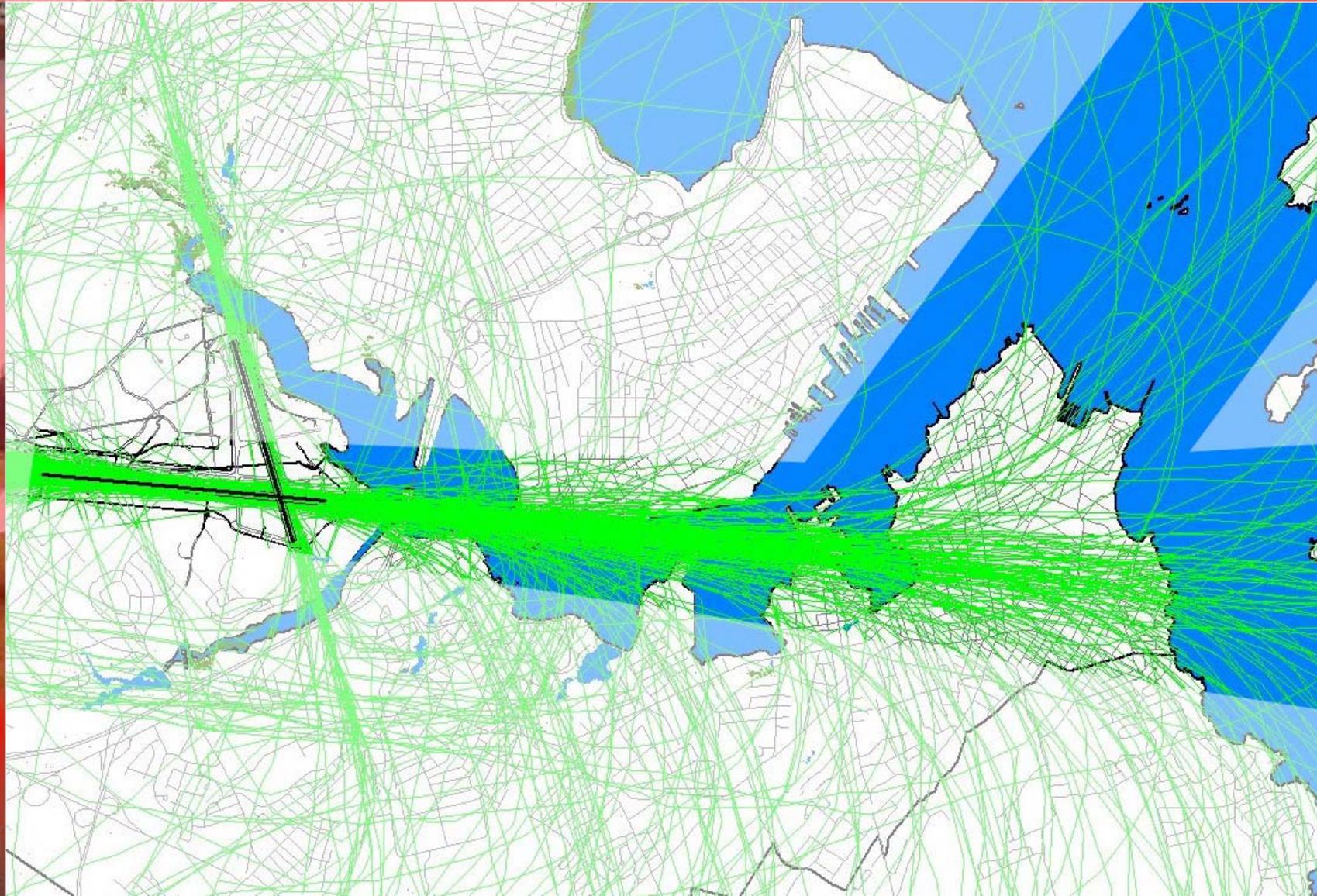
Harris Miller Miller & Hanson Inc.

In association with:

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

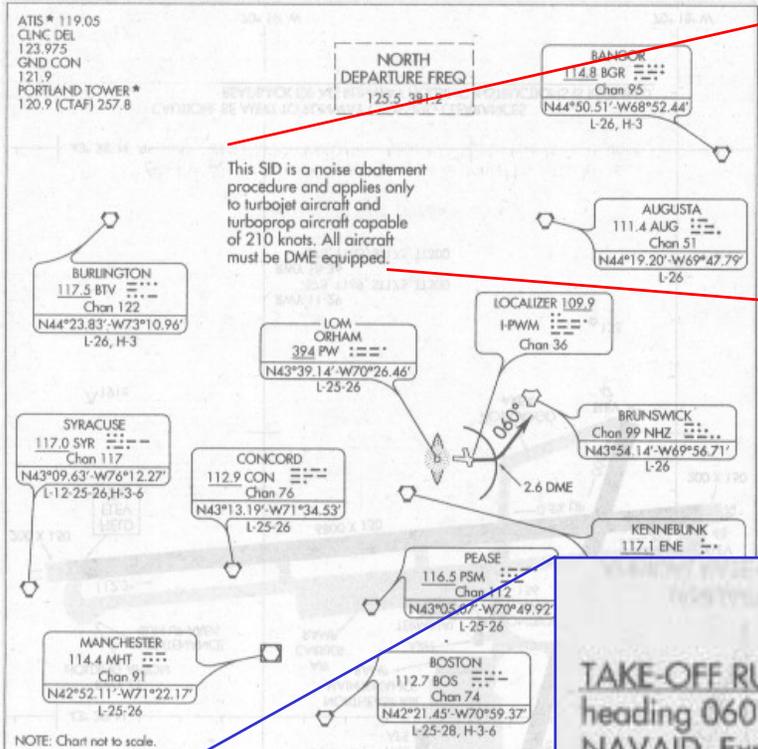
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- **VHB: Land Use**
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 - **Future Land Use: Zoning and Proposed Developments**
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Departure Radar Tracks



CASCO TWO Departure

02276
CASCO TWO DEPARTURE 290
SL-329 (FAA) PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots. All aircraft must be DME equipped.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Fly runway heading to I-PWM 2.6 DME, then turn left heading 060° maintain 3000 feet. Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitude/flight level 5 minutes after departure.

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TAKE-OFF RUNWAY 11: Fly runway heading to I-PWM 2.6 DME, then turn left heading 060° maintain 3000 feet. Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.

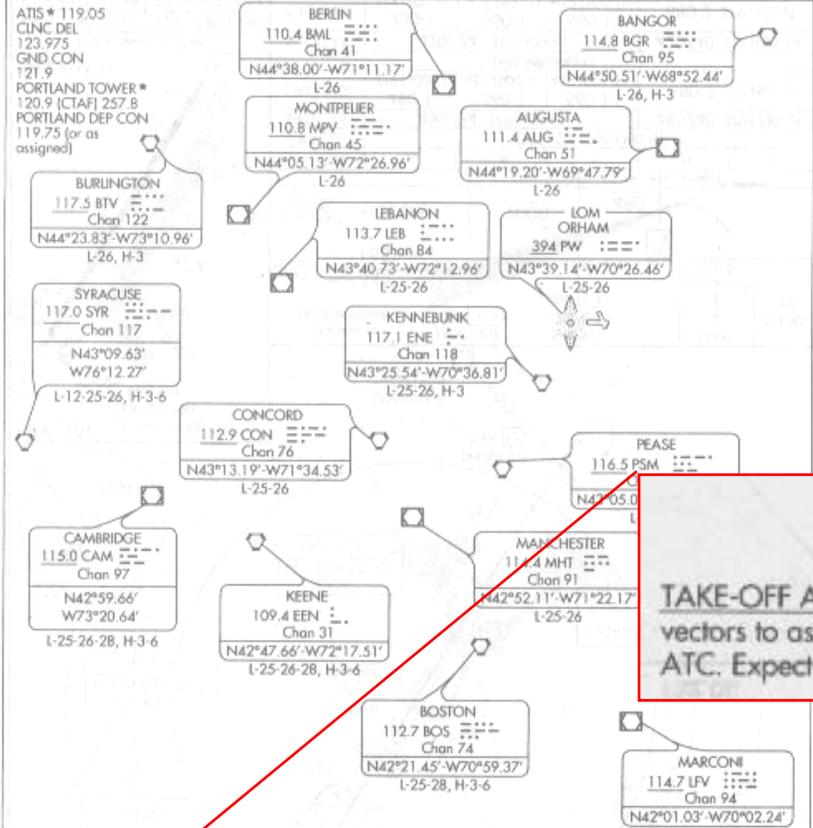


PORTLAND FOUR Departure



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

02276 SL-329 (FAA) PORTLAND INTL JE, (PWM) PORTLAND, MAINE



ATIS * 119.05
CINC DEL 123.975
GND CON 121.9
PORTLAND TOWER * 120.9 (CTAF) 257.8
PORTLAND DEP CON 119.75 (or as assigned)

BURLINGTON
117.5 BTY
Chan 122
N44°23.83'-W73°10.96'
L-26, H-3

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'-W76°12.27'
L-12-25-26, H-3-6

CAMBRIDGE
115.0 CAM
Chan 97
N42°59.66'-W73°20.64'
L-25-26-28, H-3-6

BERLIN
110.4 BML
Chan 41
N44°38.00'-W71°11.17'
L-26

MONTPELIER
110.8 MPV
Chan 45
N44°05.13'-W72°26.96'
L-26

LEBANON
113.7 LEB
Chan 84
N43°40.73'-W72°12.96'
L-25-26

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-25-26, H-3

CONCORD
112.9 CON
Chan 76
N43°13.19'-W71°34.53'
L-25-26

KEENE
109.4 EEN
Chan 31
N42°47.66'-W72°17.51'
L-25-26-28, H-3-6

BOSTON
112.7 BOS
Chan 74
N42°21.45'-W70°59.37'
L-25-28, H-3-6

BANGOR
114.8 BGR
Chan 95
N44°50.51'-W68°52.44'
L-26, H-3

AUGUSTA
111.4 AUG
Chan 51
N44°19.20'-W69°47.79'
L-26

LOM ORHAM
394 PW
Chan 118
N43°39.14'-W70°26.46'
L-25-26

MANCHESTER
114.4 MHT
Chan 91
N42°52.11'-W71°22.17'
L-25-26

PEASE
116.5 PSM
Chan 118
N43°05.00'-W70°52.44'
L-25-26

MARCONI
114.7 LFV
Chan 94
N42°01.03'-W70°02.24'
L-25, H-3

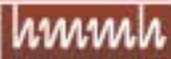
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

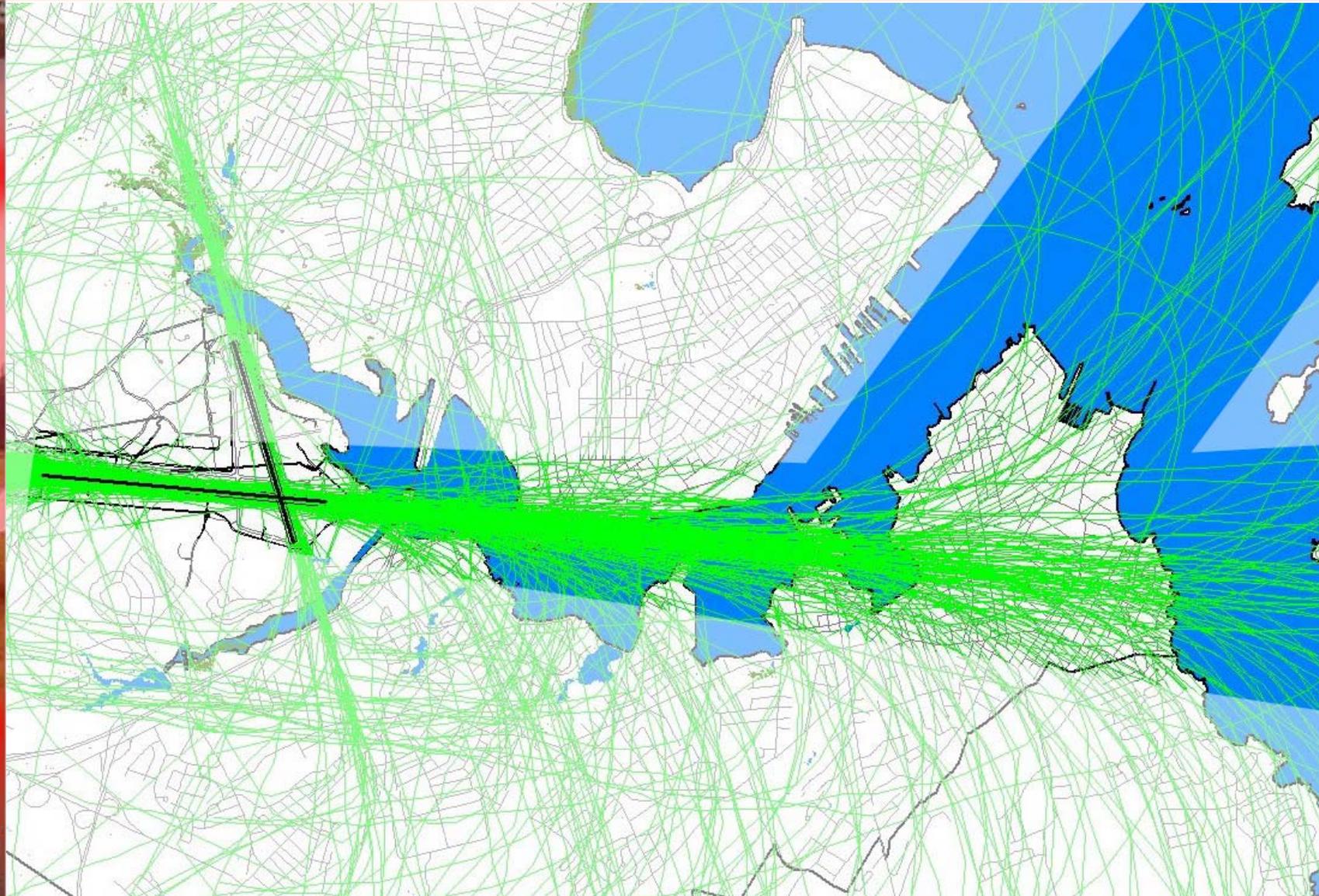
TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

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TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.



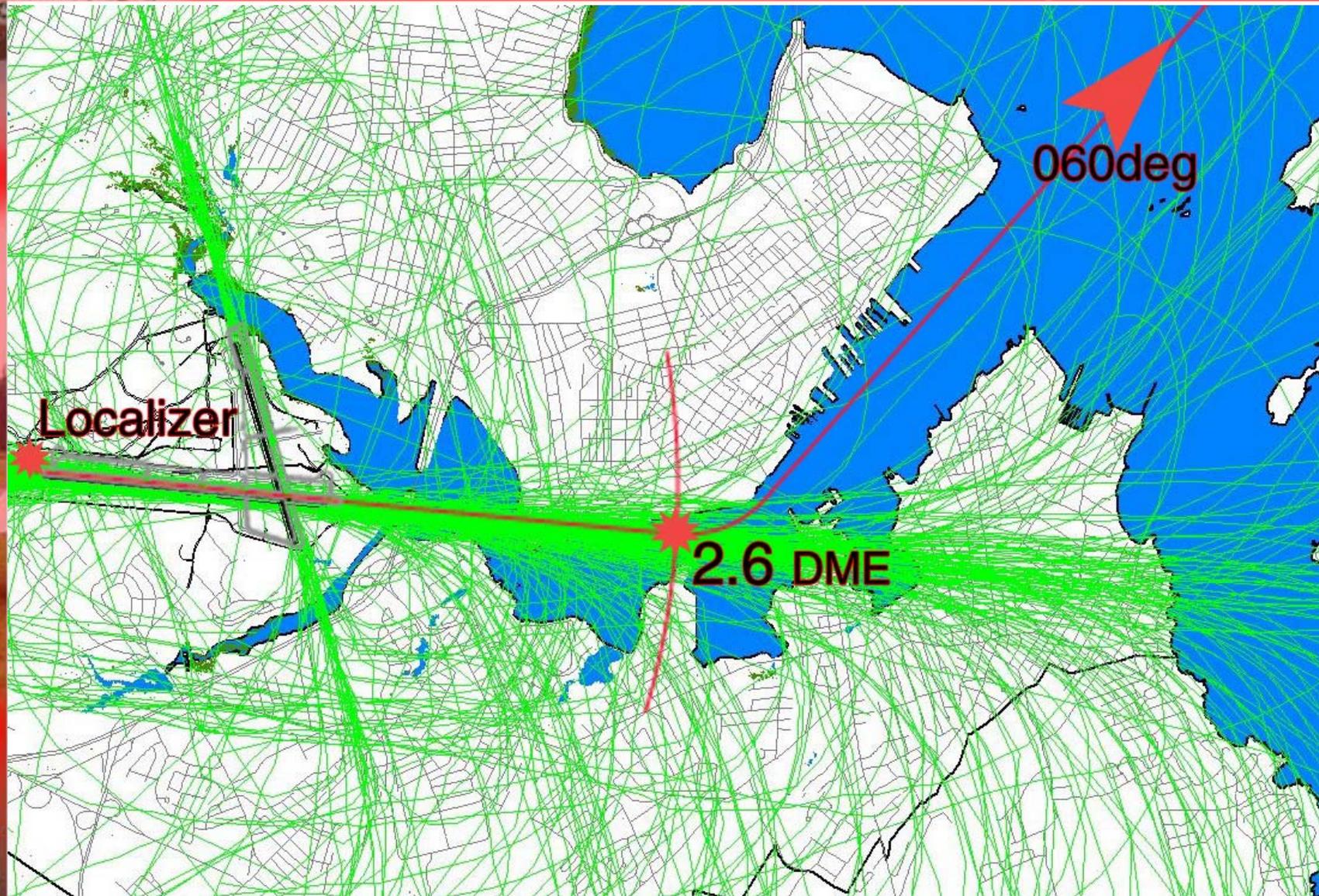
Departure Radar Tracks



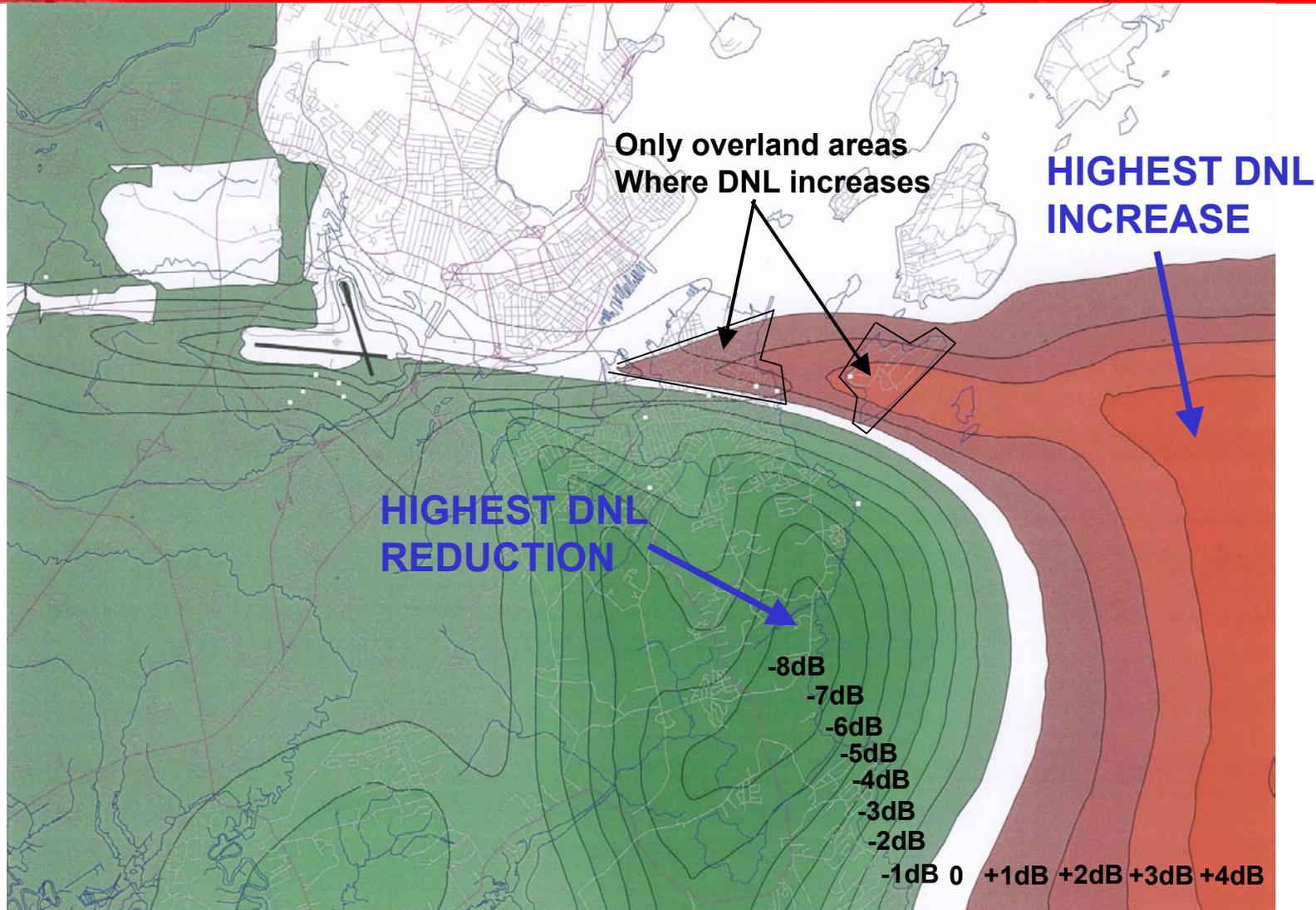
- **FAA Representatives**
 - Terry Flieger – Airspace Division (Environmental)
 - Arch Davis – Air Traffic Operations Branch
 - Chris DePaolo – Air Traffic Operations Branch
- **CASCO TWO departure after tower operating hours.**
- **Boston Center takes responsibility.**
- **Could be implemented as soon as PWM NAC agree.**

CASCO TWO:

Localizer and 2.6 DME Flight Track



Difference Contour: 2007 Forecast and 2007 No Early Turns



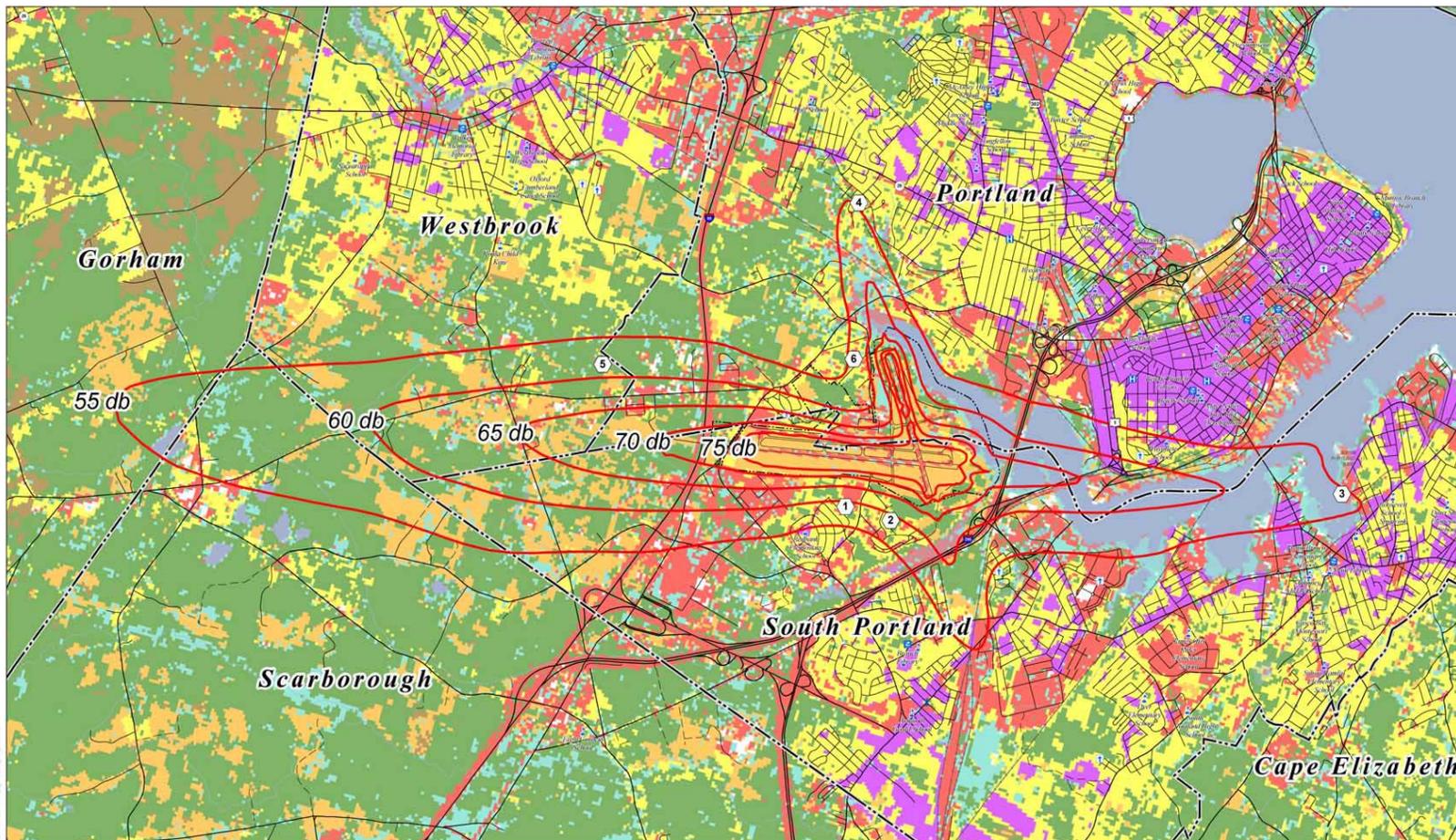
INM 6.0c	17-Mar-03	14:18	DNL	-8.0	-7.0	-6.0	-5.0	-4.0	-3.0	-2.0	-1.0	0.0	1.0	2.0	3.0	4.0	5.0
OVERWATER_PWM_150_V60C_SDY\dif	high		sq.mi	339.02	337.50	334.88	330.61	324.29	318.12	308.99	292.15	134.87	31.18	21.71	12.19	5.24	0.08
Grid Size	5.00	nmi	color	[Color gradient from green to red]													



Population Centroids with 2007 Forecast Contour



Existing Land Use & 2002 Noise Contours



PORTLAND INTERNATIONAL JETPORT
Portland, Maine

Preliminary Land Use Map

February 19, 2003

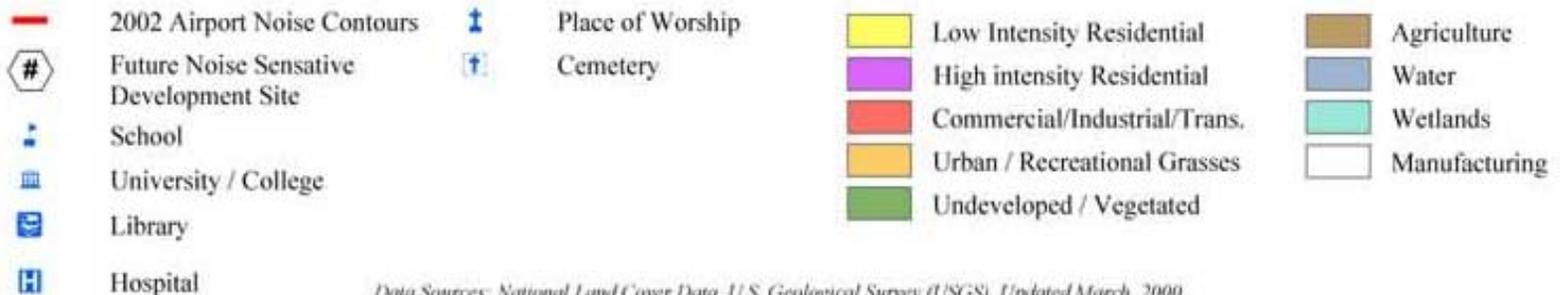
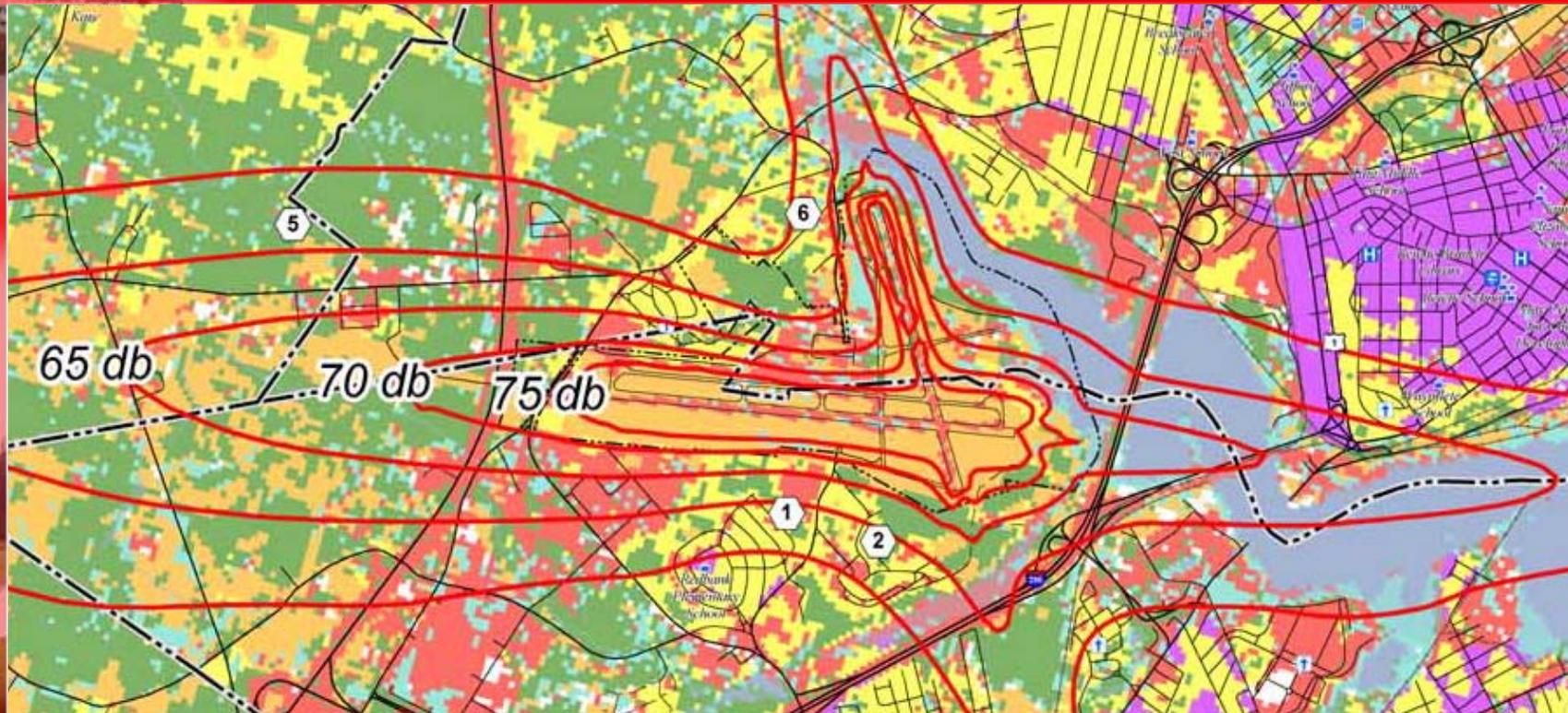
- | | | | |
|---|------------------|------------------------------|---------------|
| 2002 Airport Noise Contours | Place of Worship | Low Intensity Residential | Agriculture |
| Future Noise Sensitive Development Site | Cemetery | High Intensity Residential | Water |
| School | | Commercial/Industrial/Trans. | Wetlands |
| University / College | | Urban / Recreational Grasses | Manufacturing |
| Library | | Undeveloped / Vegetated | |
| Hospital | | | |

Data Sources: National Land Cover Data, U.S. Geological Survey (USGS), Updated March, 2000
Maine Office of GIS (MEGIS), Feature Datasets

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Existing Land Use & 2002 Noise Contours



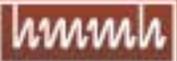
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Zoning within 2007 65 dB Noise Contours



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

Contour	South Portland	Portland	Westbrook
75 + dB	<ul style="list-style-type: none"> • Rural Residential • Light Industrial 	<ul style="list-style-type: none"> • Airport Business 	
70 – 75 dB	<ul style="list-style-type: none"> • Rural Residential • Commercial • Light Industrial 	<ul style="list-style-type: none"> • Airport Business • Resource Protection Zone 	
65 – 70 dB	<ul style="list-style-type: none"> • Rural Residential • Commercial • Light Industrial 	<ul style="list-style-type: none"> • Industrial • Waterfront Port Development Zone • Airport Business • Commercial Corridor Business • Resource Protection Zone • Residential 	<ul style="list-style-type: none"> • Industrial • Stream Protection District



- **Sound Insulation**
- **Purchase of Development Rights**
- **Land Banking**
- **Redevelopment**
- **Avigation Easements**

Preventative Land Use Compatibility Tools

- **Compatible Use Zoning**
- **Transfer of Development Rights**
- **Fair Disclosure Regulations**
- **Subdivision Regulation Changes**
- **Revise Building Codes**
- **Airport Noise Overlay District**

- **Remedial Measures**
 - Land Acquisition & Relocation
 - Soundproofing
 - Avigation Easements
- **Preventive Measures**
 - Airport Zoning/Overlay District
 - Easement Acquisition
 - Real Estate Disclosure
 - Undeveloped Land Acquisition

**What's compatible with
your community?**



Portland International Jetport Part 150 Noise Advisory Committee
March 19, 2003 @ 6:00PM
Portland Jetport Conference Room

I. Introductions

The meeting began at 6:15pm with nineteen (19) people present.

Name:	Organization Represented:
Anne Pringle	Western Promenade Neighborhood Association
Benjamin Raemer	HMMH
Bob Miller	HMMH
Dick Armstrong	Cape Elizabeth
Edchen Ferguson	Loveitt's Field, South Portland
Jean Heath	Willard Neighborhood Assoc.
Jerry Angier	Chambers of Commerce
Jim Keithly	The Sentry Newspaper
John Silva	FAA New England Region
Linda Boudreau	City Councilor, South Portland
Mark Goodwin	Northeast Airmotive Inc.
Marla Engle	VHB
Michael Musca	PWM
Michael Wood	(FAA) PWM Tower
Paul Ferguson	Loveitt's Field, South Portland
Paul Ouellette	Portland
Peter Stanton	Loveitt's Field resident
Richard Doucette	FAA New England Region
Tom Ainsworth	Stroudwater

II. Presentation and Discussion

In the absence of Nathan Smith, Linda Boudreau started the meeting.

Michael Musca handing the floor over to Bob Miller, (HMMH) who started with his presentation on follow-up to the last meeting, which spurred the night's discussion topics.

Bob Miller: Discussion of meeting with FAA to implement new nighttime SID procedure. Asks the NAC for consensus on moving forward with implementation.

Tom Ainsworth: Beyond just implementation of a SID already used, what are the time implications of testing a completely new SID to solve problems associated with CASCO TWO.

Group: Lets move to change the nighttime controller procedure, so that the CASCO TWO is given for all Runway 11 Jet departures between the hours of midnight and quarter-to-five in the morning.

Peter Stanton: I would like to see the departures off of Runway 11 follow the river as closely as they do on arrival.

Peter Stanton: In regard to the "Difference Contour" slide in the HMMH presentation, the seem like a situation of "the rich getting richer, while the poor get poorer."

Paul Ouellette: In regard the "Difference Contour" slide in the HMMH presentation, we must differentiate between decibels (dB) and DNL. This difference is very big when dealing with community reaction.

Paul Ouellette: For the next meetings can HMMH show an aircraft event in the A-Scale?

Bob Miller: Yes, for the above question.

Tom Ainsworth: Can we undo the Runway 11 preferential use plan? Can we change the "momentum" of 15 years to use in on direction? How do we get this done?

Anne Pringle: Motion to vote on if the CASCO TWO should be used during late night hours for departing jets?

*Note: No vote or decision was made on above motion.

Group: Discussion begins on LAND USE, led by presentation by MARLA ENGLE.

Tom Ainsworth: What is the DNL cutoff for Avigation Easements? (And/or sound insulation)

John Silva: DNL cutoff is not set by FAA, but can be altered as decided in the Part 150 Study. As a rule 65dB DNL is the general cutoff, unless site-specific circumstances exist.

Group: Discussion on NOISE DISCLOSURE

Linda Boudreau: To avoid conflict, South Portland discloses potential noise problems in deed to homeowners. Most of the time for park, ball fields, etc.

Group discussion: Has this been done for airport noise anywhere else?

Group discussion: Can noise contours be inserted into deeds of property around airport?

Peter Stanton: Can we forecast the future case noise contours for double the operations?

Tom Ainsworth: Can contours keep development from happening?

Group discussion led by John Silva on above question...

Paul Ouellette: If disclosure is required where is the cost taken on? Developers? Airport? The airport should be paying for this cost, as they are the source of the noise.

Group: Many of the communities around Portland are dealing with sprawl. How is sprawl affected by aviation noise?

Marla Engle leads group discussion on above posed question.

Paul Ouellette: Responsibility should be taken by the airport, as the noise producer, not the homeowners.

Group discussion on NOISE BUDGETS led by John Silva, on if they have been successful in the past at other airports.

Group Discussion: Can building codes be altered? If so, is the change taking place on the state or local level?

Linda Boudreau: Can the land use recommendation in this Part 150 Study be different at each local level? I.e. Town-by-town; multiple recommendations?

Marla Engle: Yes, for the above question.

Group: Marla Engle should meet with each of the towns planning directors to decide upon possible land-use recommendations. This will give the studies land-use section consistency with each town's actual future land-use.

III. Next Meeting

The next meeting is the Public Workshop to be held on **April 9th at 5pm** in the Double Tree Hotel on Congress Street, in the main conference room.

The next Noise Advisory Committee meeting is scheduled for **May 14th at 6 p.m.** in the Portland International Jetport Conference Room.

IV. Meeting Ends

Linda Boudreau ends meeting at approximately 8:30pm

Reminder: These meeting notes and the HMMH presentation will be posted on our website
www.portlandjetport.org