

Noise Advisory Committee Meeting

April 7, 2022 at 6:00 pm

Zoom Webinar Meeting link:

[https://us02web.zoom.us/j/87489517011?pwd=bTk0cHdMLzJrRnVKW
G9pUm5HZVhudz09](https://us02web.zoom.us/j/87489517011?pwd=bTk0cHdMLzJrRnVKW
G9pUm5HZVhudz09)

Passcode: 632337

Or One tap mobile :

US: +13017158592,,87489517011#,,,,*632337# or
+13126266799,,87489517011#,,,,*632337#

Or Telephone:

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

US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099 or +1
253 215 8782 or +1 346 248 7799 or +1 669 900 6833

Webinar ID: 874 8951 7011

Passcode: 632337

International numbers

available: <https://us02web.zoom.us/j/kwLRTF1XW>



**Maine's
Home
Airport.**



AGENDA: NAC April 7, 2022

The Portland Int'l Jetport Noise Advisory Committee will conduct this meeting by remote methods/technology at the Zoom link provided below, in accordance with the requirements of 1 M.R.S. section 403-B because of the existence of an emergency or urgent issue that requires the committee to meet by remote methods. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live, a recording will be uploaded to <https://portlandjetport.org/noise> abatement-program. Please click the link below to join the webinar:
Zoom Webinar Meeting link: <https://us02web.zoom.us/j/87489517011?pwd=bTk0cHdMLzJrRnVKWG9pUm5HZVhudz09> **Passcode: 632337**

1. **Welcome / Hybrid - Zoom Meeting Information / Process**
2. **Opening Questions/ Public Comment (15 minutes)**
3. **Approval of Minutes for the February 3, 2022 Meeting (Link to [Draft Minutes](#) and [Meeting Presentation](#))**
4. **Jetport Operating Statistics: Passenger volumes, capacity, # operations, and COVID Impact.**
5. **Noise Data: Noise report tabulations through February 2022.**
6. **Old Business:**
 - a) **Airfield construction planned for spring 2022: Rehabilitation of Runway 11/29. Project requires an eight-week closure of Runway 11/29 scheduled from April 18 – June 13, 2022. We will review the project schedule, impact, and community outreach campaign.**
 - b) **Review of NAC comments submitted in response to FAA's January 12, 2022 release of draft [Advisory Circular \(AC\) 150/5020-1A](#), "Noise Control and Compatibility Planning for Airports".**
7. **New Business:**
 - **The NAC will review a proposal for flight path modifications to the HSKL THREE and NUBLE FOUR RNAV departures as well as the RNAV Visual Special Approach. The proposal was submitted by the following groups: Peaks Island Council – Flight Path Committee, Little Diamond Island Association, and the Western Promenade Neighborhood Association.**
8. **Closing Questions / Public Comment**
9. **Next Meeting: Committee will consider whether to schedule a meeting in June. Proposed date is Thursday, June 2, 2022.**
10. **Adjournment**

1. Welcome NAC Members and Public Attendees

Portland City Councilor (Chair) Councilor Tae Chong	Peaks Island Resident Representative Jennifer Lavanture
Stroudwater Village Association President or Designee Tom Ainsworth	President of Western Promenade or Designee Dr. Jeremy Morton
South Portland City Councilor or Representative Mayor Deqa Dhalac	South Portland Resident Representative David Wakelin
Westbrook City Councilor or Representative Mayor Mike Foley	Cape Elizabeth Town Councilor or Representative Councilor Penny Jordan
Greater Portland Chamber of Commerce President or Designee Jerry Angier	FAA Air Traffic Control Manager (Acting) Shaun Patten
Air Cargo Station Manager Steve Dalzell	Signatory Airline Station Manager Katherine Hughes
Gorham Town Councilor or Representative Council Chairman Lee Pratt	Scarborough Town Councilor or Representative Guy Gledhill

2. Opening Questions/Public Comment (15 minutes)

The Portland Int'l Jetport April 7, 2022 Noise Advisory Committee will be held as a hybrid meeting. Attendees may participate in person at the Jetport conference room or via the following Zoom Webinar Meeting link. If you are not able to attend live, a recording will be uploaded to <https://portlandjetport.org/noise>. Please click the link below to join the webinar:

Zoom Webinar Meeting link:

<https://us02web.zoom.us/j/87489517011?pwd=bTk0cHdMLzJrRnVKWG9pUm5HZVhudz09> **Passcode: 632337**

- 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. Approval of April 7, 2022 Meeting Minutes

Portland International Jetport Noise Advisory Committee
1001 Westbrook Street, Portland, Maine 04102



Date	Start	End	Next Meeting	Next Time	Prepared By	Company
02/03/2022	6:00 PM	7: 48 PM	04/07/2022	6:00 PM	Z. Briggs	PWM

Attended By	Absentees
Councilor Tae Chong - Chair Portland	Mayor Deqa Dhalac - South Portland
Tom Ainsworth - Stroudwater Village Designee	Mayor Mike Foley - Westbrook
Jerry Angier - Portland Designee	Katherine Hughes - Signatory Airline Rep.
Steve Dalzell - Air Cargo Manager	
Council Chair Lee Pratt - Gorham	PWM Representatives
Jennifer Lavanture - Peaks Island Representative	Paul Bradbury – Airport Director
Dr. Jeremy Morton - Portland (WPNA) Designee	Zachary Briggs - Customer Experience Manager
David Wakelin - South Portland Designee	Zachary Sundquist - Assistant Airport Director
Councilor Penny Jordan - Cape Elizabeth	
Shaun Patten - FAA ATC Manager	FAA Representatives
Guy Gledhill - Scarborough Designee	Alan Reed
Non-Member Attendees	
Anne Pringle	Paul Dubois
Triss Critchfield	Peter Stanton
Natalie West	Steve brown
Brooke Hamilton	Vicki Flannigan
Deborah (No last name)	(Additional Members of the public were in attendance but did not identify themselves)
Deborah Napier	
Eric Semle	
James Allerdice	
Jason Schwartz	
John Levesque	
Juliet Shane	
Kim (No last name)	
Lisa Orff	
Lynn Heinemann	
Mary Ann Mitchell	
Megan (No last name)	

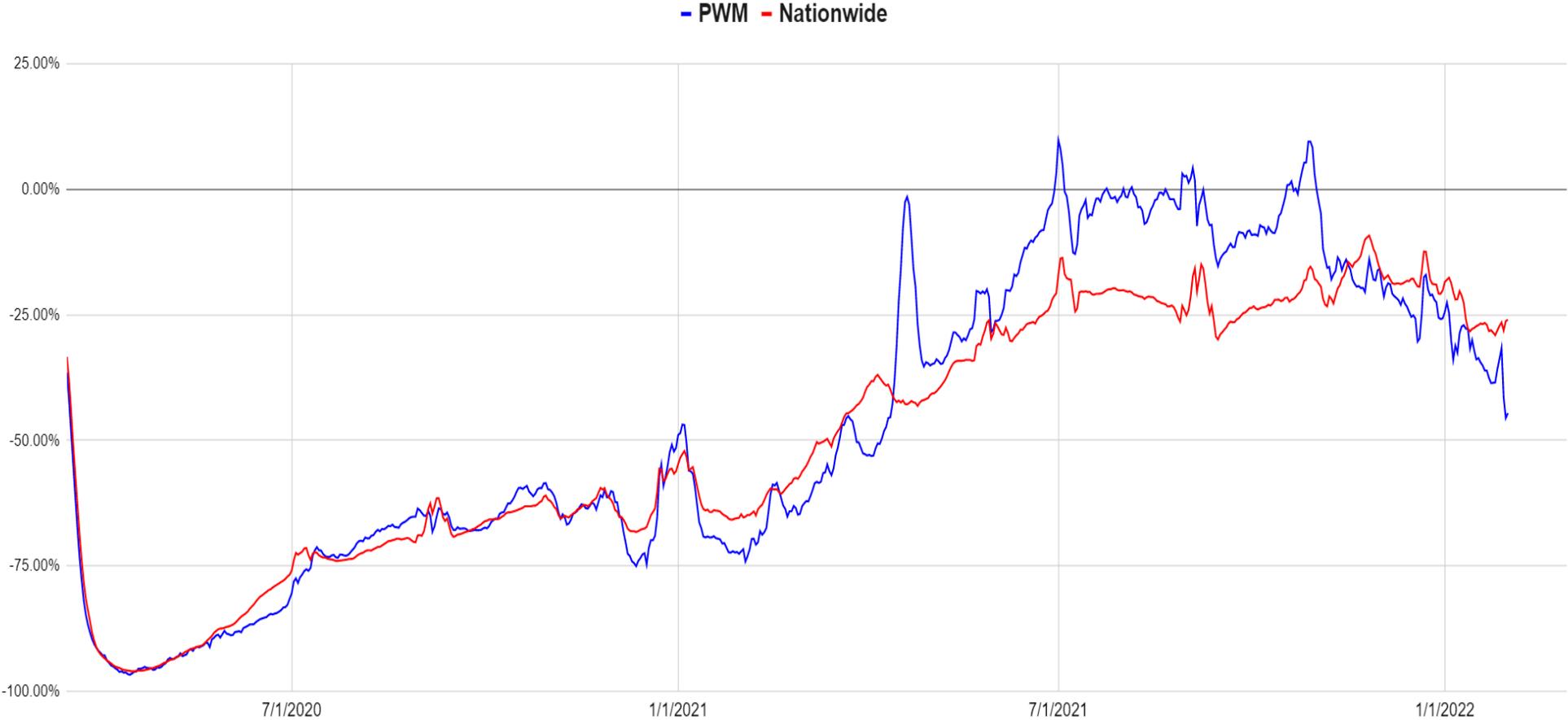
- Link to the [Draft Minutes](#) and [Meeting Presentation](#) for the February 3, 2022 meeting.

<https://portlandjetport.org/sites/default/files/files/Draft NAC Meeting Minutes 02-03-2022.docx.pdf>

<https://portlandjetport.org/sites/default/files/files/NAC Meeting Presentation 02032022.pdf>

4. Jetport Operating Statistics – COVID-19 Impact

PWM and Nationwide 7 Day Rolling Average Checkpoint Throughput Change from 2019



Passenger throughput trended higher in February 2022 after significant declines in January for PWM and the nation compared to the 2019 benchmark. PWM has trailed the national recovery throughout our seasonal low first quarter:

January 2022 Average
 Nationwide: **-25.60%**
 PWM: **-35.75%**

February 2022 Average
 Nationwide: **-19.03%**
 PWM: **-21.67%**

March 2022 Average
 Nationwide: **-12.5%**
 PWM: **-16.5%**

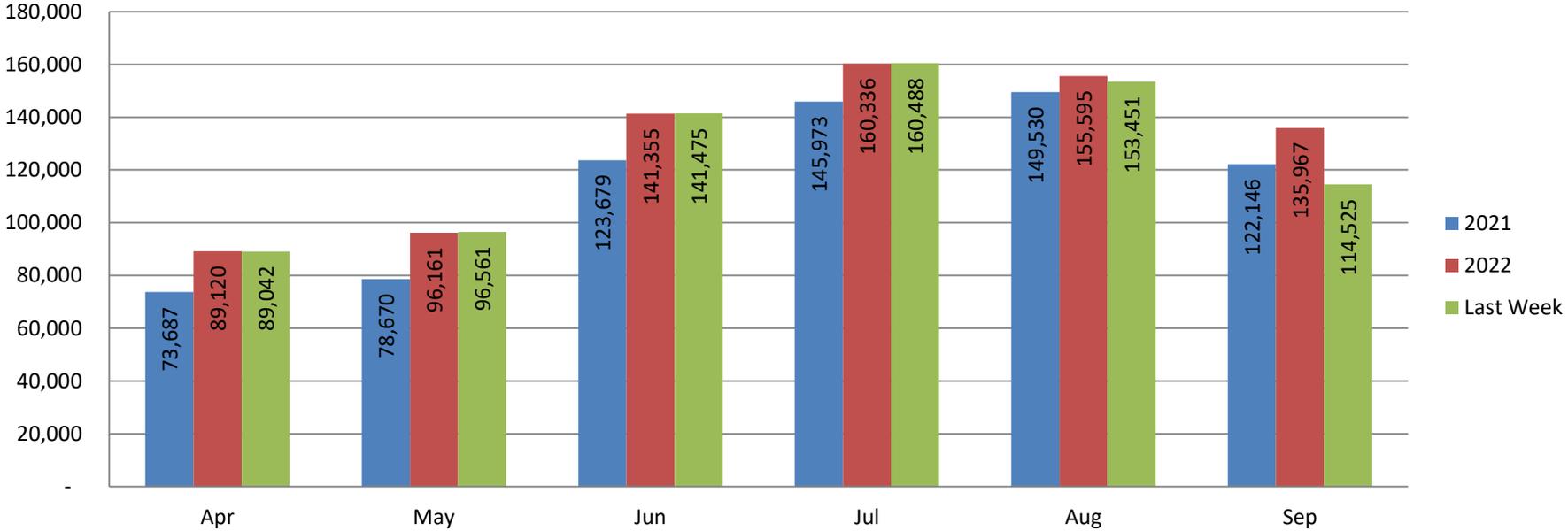
4. Jetport Operating Statistics – Historical Enplanements

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	% Change
2011	51,278	53,493	65,925	63,835	68,188	76,236	92,855	95,219	77,163	79,097	61,393	55,139	839,821	
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	-2.8%
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											96,977	
Change ENP	108.1%	140.3%												
Cap 22	74,182	68,895	80,167	89,120	96,161	141,355	160,336	155,595	135,967	133,399	94,042	96,432	1,325,651	
LF 22	58.7%	77.6%												
Cap 21	46,494	42,474	58,983	73,687	78,670	123,679	145,973	149,530	122,146	119,369	79,117	71,691	1,111,813	
LF 21	45.0%	52.4%	58.0%	70.7%	76.3%	73.9%	82.5%	84.6%	83.4%	89.5%	81.5%	78.3%	77.1%	
Change CAP 21/22	60%	62%	36%	21%	22%	14%	10%	4%	11%	12%	19%	35%	19%	
Change CAP 19/22	-16%	-15%	-12%	-3%	-7%	16%	17%	9%	7%	9%	1%	6%	3%	

4. Jetport Operating Statistics – Available Seats April – Sept. 2022

Available Seats

Updated 4/1/2022



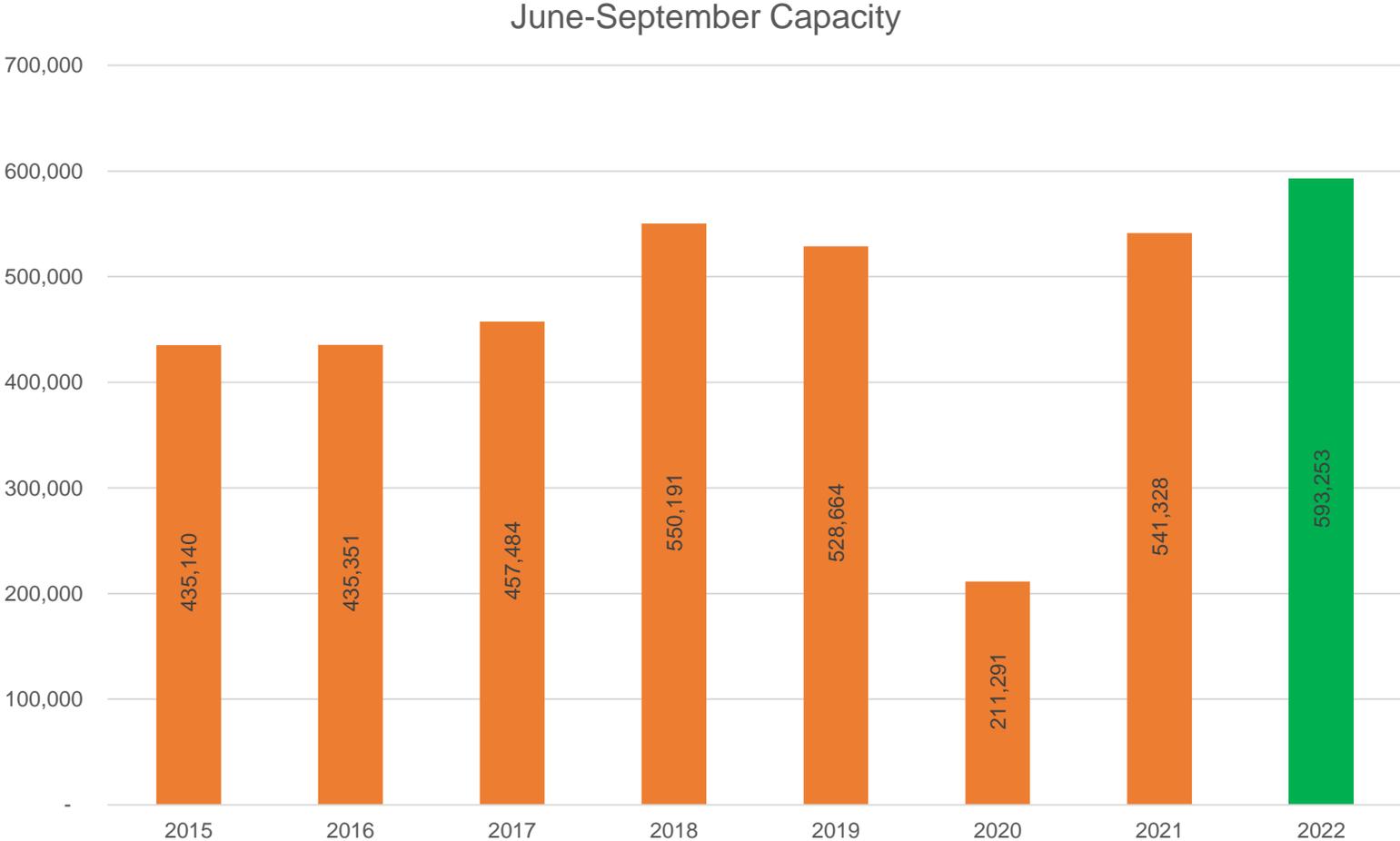
Outbound Capacity is up **84,849** seats over the next six months. This is an increase of **12.20%** year-over-year and is due to COVID impact on capacity last year.

2022 v 2019 capacity is up **54,037** seats over the next six months when compared to 2019. This is an increase of **7.46%**

Change 21/22	15,433	17,491	17,676	14,363	6,065	13,821	84,849
%	20.9%	22.2%	14.3%	9.8%	4.1%	11.3%	12.2%
2019/20	92,011	103,822	121,715	137,503	142,466	126,980	724,497
Change 19/22	(2,891)	(7,661)	19,640	22,833	13,129	8,987	54,037
%	-3.14%	-7.38%	16.14%	16.61%	9.22%	7.08%	7.46%

4. Jetport Operating Statistics – Top 10 Months All-Time Capacity

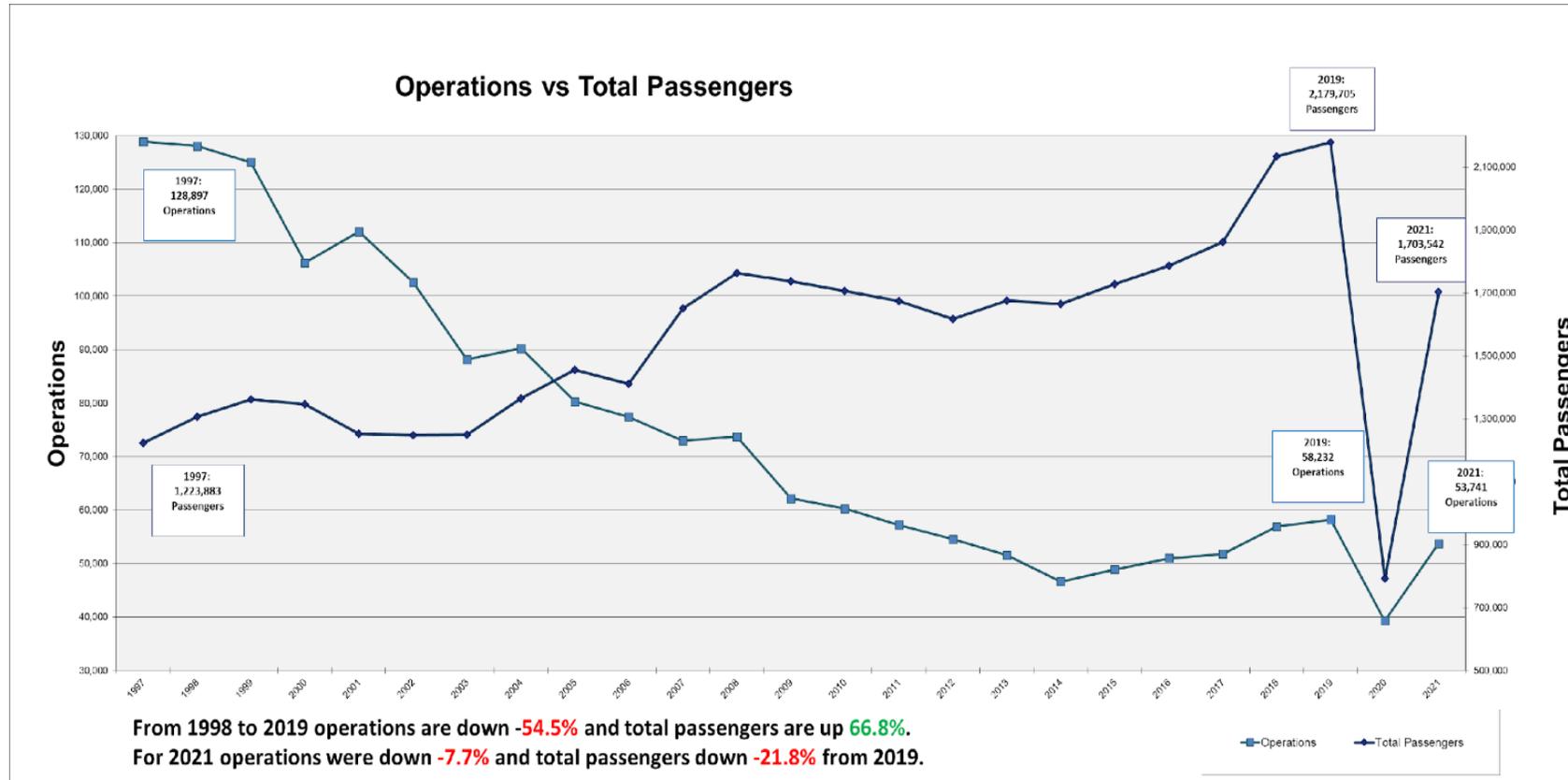
- 1. July 2022 160,336
- 2. August 2022 155,595
- 3. August 2021 149,530
- 4. August 2018 148,580
- 5. July 2021 145,973
- 6. July 2018 143,457
- 7. August 2019 142,466
- 8. June 2022 141,355
- 9. July 2019 137,503
- 10. September 2022 135,967



4. Jetport Operating Statistics – Changes in Operations (takeoff or landing) and Seats → Up-gauging of aircraft at PWM continues.

May 1- September 30, 2022 Seat Capacity up 7.4% on a -1.68% Reduction in operations.

This is due to a +9.24% increase in gauge....ie moving more people on fewer , larger, aircraft.



	Operations			
	2021	2022	Change	Percentage Change
Elite	111	72	-39	-35.14%
Cape Air	714	0	-714	-100.00%
American	3825	3536	-289	-7.56%
JetBlue	426	616	190	44.60%
Delta	2876	3707	831	28.89%
Frontier	504	263	-241	-47.82%
Sun Country	48	106	58	120.83%
United	3266	3416	150	4.59%
Southwest	1332	1166	-166	-12.46%
Total	13102	12882	-220	-1.68%
	Seats			
	2021	2022	Change	Percentage Change
Elite	7,770	3,600	-4,170	-53.67%
Cape Air	6,426	0	-6,426	-100.00%
American	347,753	328,602	-19,151	-5.51%
JetBlue	42,600	61,600	19,000	44.60%
Delta	257,217	369,740	112,523	43.75%
Frontier	97,480	48,894	-48,586	-49.84%
Sun Country	8,928	19,716	10,788	120.83%
United	259,742	328,650	68,908	26.53%
Southwest	213,644	172,690	-40,954	-19.17%
Total	1,241,560	1,333,492	91,932	7.40%
Seats/Op	94.76110517	103.5159137		9.24%

**Data Set Total Seats and Operations May1 - September 30
 Pulled from Diio 3/28/2022

5. Noise Data: Noise Reports vs Reporters

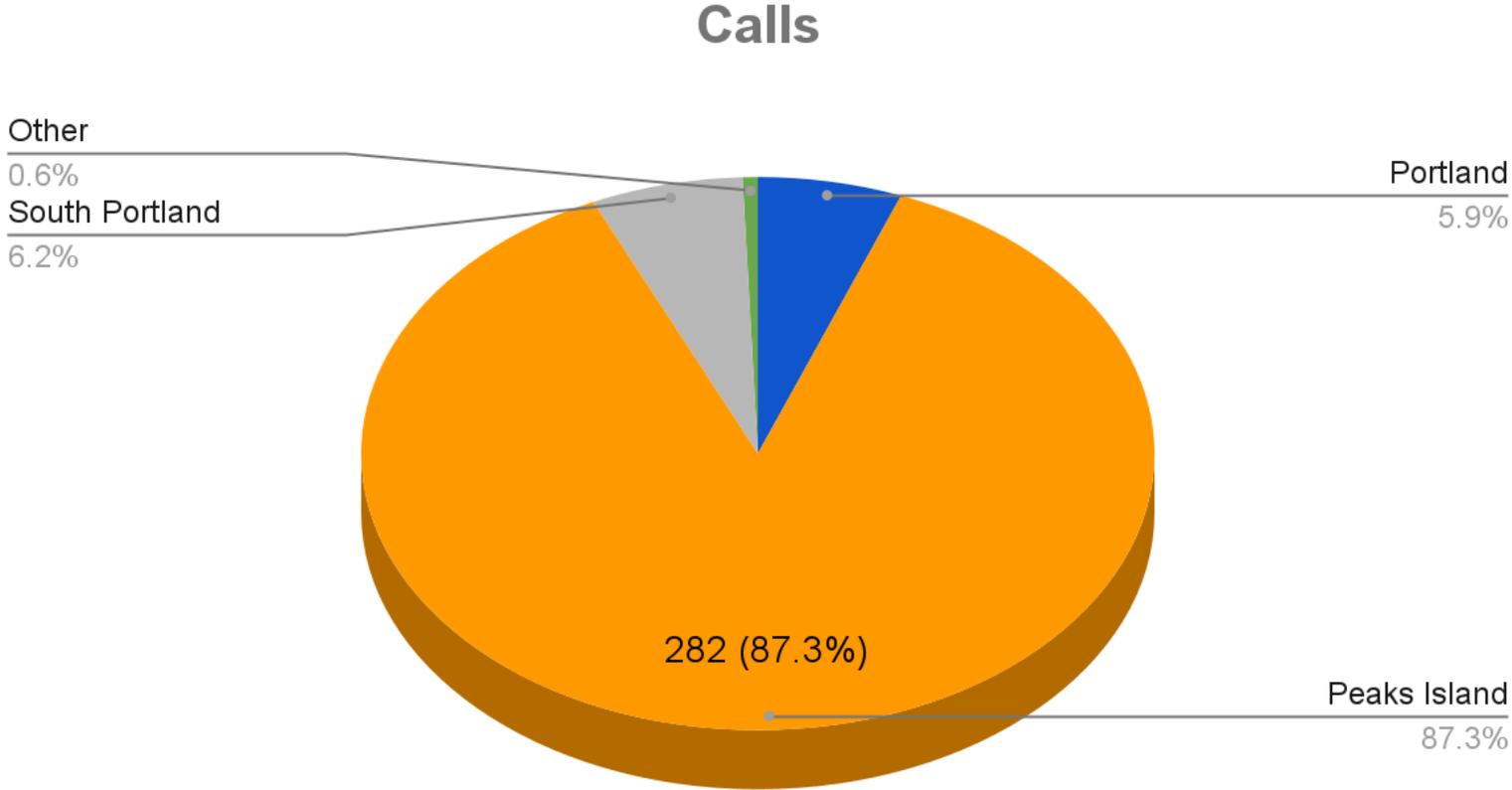
-	-	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2014	Report	6	26	32	31	24	42	59	44	19	19	7	28	337
	Reporter	1	2	4	4	7	8	9	15	13	7	2	2	74
2015	Report	7	7	13	28	38	46	75	49	78	43	2	2	388
	Reporter	1	2	4	4	7	8	9	15	13	7	2	2	74
2016	Report	11	8	21	26	37	33	106	137	34	14	19	21	467
	Reporter	4	5	4	7	7	8	13	12	9	4	1	4	78
2017	Report	3	1	4	10	29	31	33	84	61	76	429	169	930
	Reporter	2	1	4	4	8	10	15	19	21	16	17	8	125
2018	Report	172	44	22	40	52	57	227	180	129	204	160	119	1406
	Reporter	4	9	9	4	8	16	27	22	17	18	16	31	181
2019	Report	74	34	33	9	55	97	115	359	141	66	58	33	1074
	Reporter	15	11	6	4	17	30	43	76	35	3	8	3	251
2020	Report	53	56	61	22	89	150	267	240	143	68	78	26	1253
	Reporter	9	9	9	5	31	48	38	49	22	18	20	9	267
2021	Report	34	19	54	53	87	160	207	397	343	286	300	222	2162
	Reporter	16	6	22	15	34	49	48	47	36	35	16	21	345
2022	Report	199	124											323
	Reporter	10	19											24*

* Unique Reporters

5. Noise Data: Reports by Neighborhood (January – February 2022)

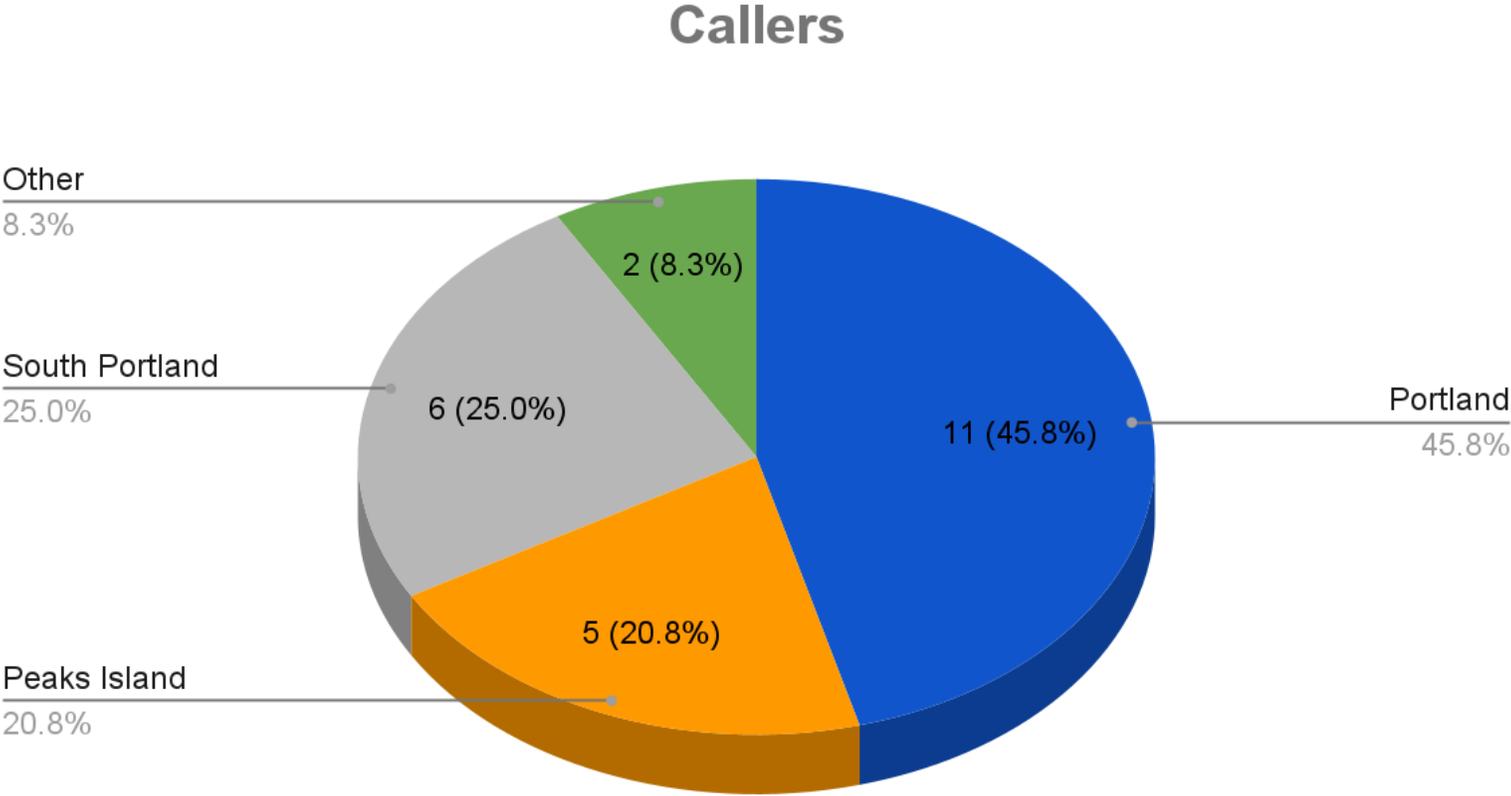
Noise **Reports** by Neighborhood – **323** complaints since Jan. 1, 2022

- Portland: 19
- Peaks Island: 282
- South Portland: 20
- Cape Elizabeth: 0
- Scarborough: 0
- Other: 2



5. Noise Data: Reporters by Neighborhood (January – February 2022)

Noise Reporters by Neighborhood – **24** Unique Callers since Jan. 1, 2021

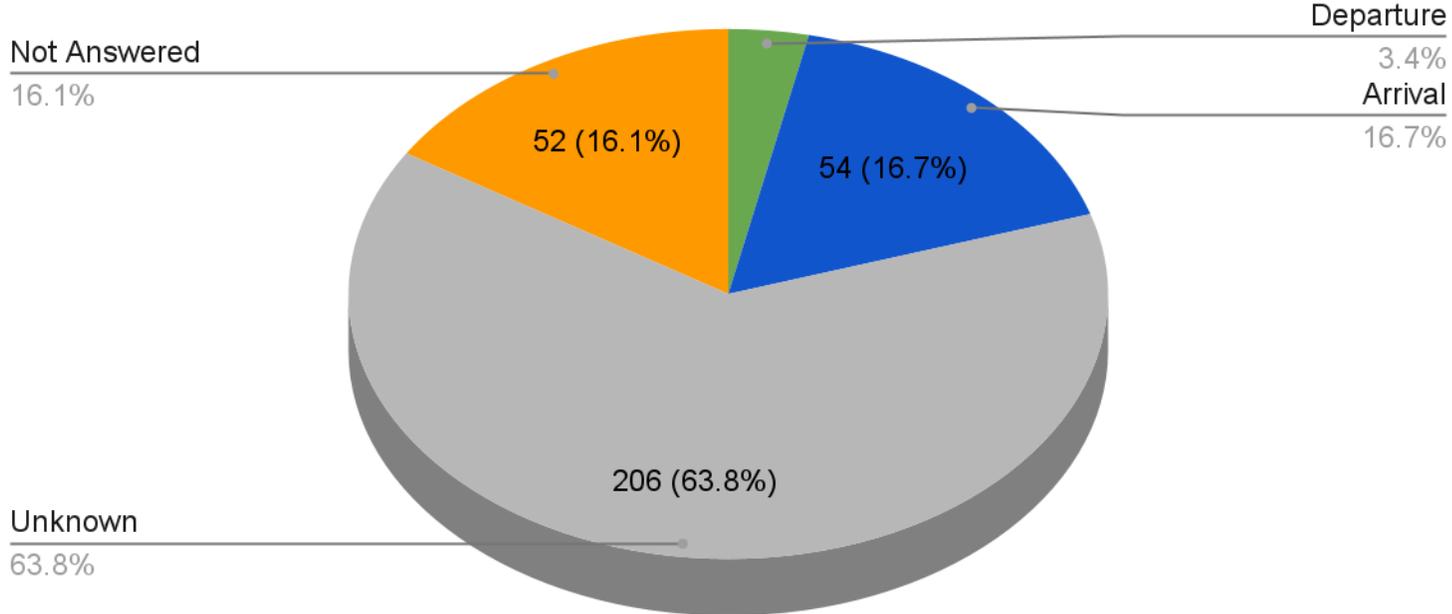


5. Noise Data: Operation Type Indicated (January – February 2022)

Noise **Reports** by Type of Operation since Jan. 1, 2022

Arrival: 54
Departure: 11
Unknown: 206
Not Answered: 52

Type of Operation Indicated



5. Noise Data: Primary Runway Use

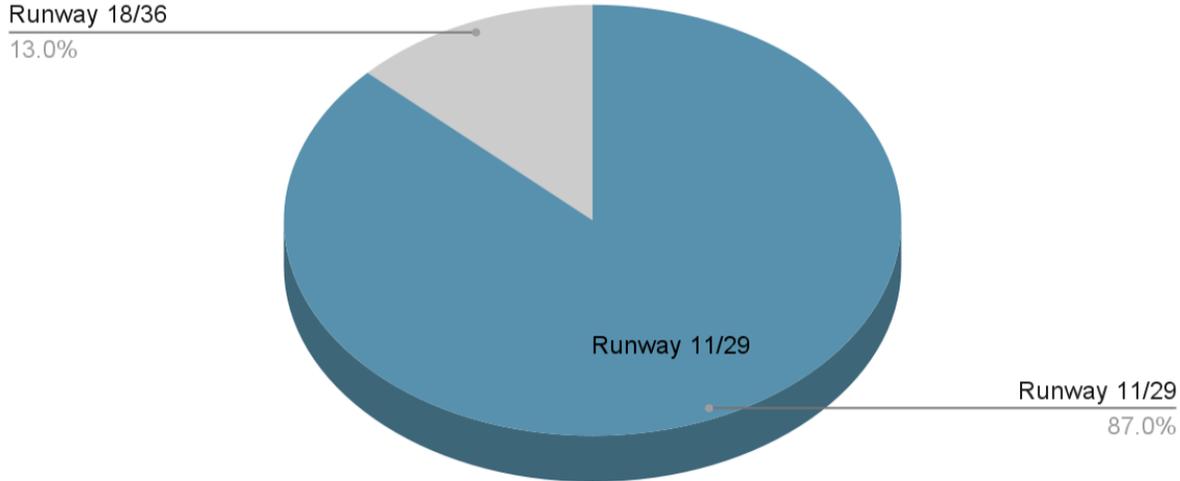
PWM Runway Operations													
2021	January	February	March	April	May	June	July	August	September	October	November	December	Total
11A	226	290											516
11D	151	217											368
18A	60	115											175
18D	31	78											109
29A	966	848											1814
29D	1040	878											1918
36A	158	57											215
36D	126	53											179
Total	2758	2536	0	0	0	0	0	0	0	0	0	0	5294
% Use of Primary Runway 2022	86%	88%											87%
% Use of Primary Runway 2021	80%	90%	74%	75%	73%	86%	100%	100%	94%	85%	84%	92%	86%

5. Noise Data: FedEx / Wiggins Runway Use

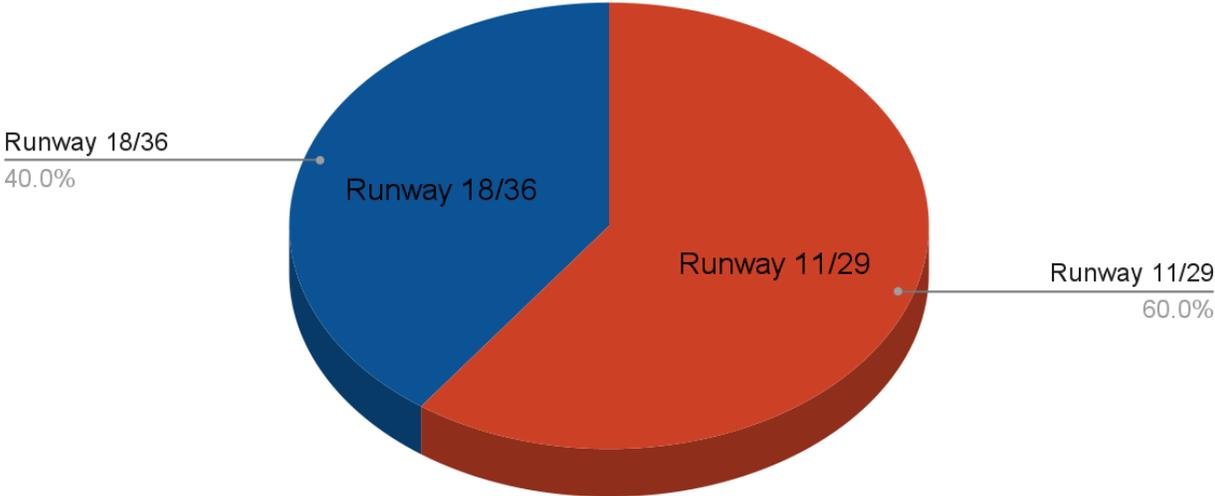
PWM Runway Operations													
2021	January	February	March	April	May	June	July	August	September	October	November	December	Total
11A	3	18											21
11D	4	8											12
18A	35	19											54
18D	2	3											5
29A	25	31											56
29D	30	36											66
36A	10	5											15
36D	18	11											29
Total	127	131	0	0	0	0	0	0	0	0	0	0	258
% Use of Primary Runway 2022	49%	71%											60%
% Use of Primary Runway 2021	48%	74%	56%	48%	51%	68%	100%	100%	82%	37%	58%	74%	66%

5. Noise Data: Runway Use January - February 2022

Total Runway Usage

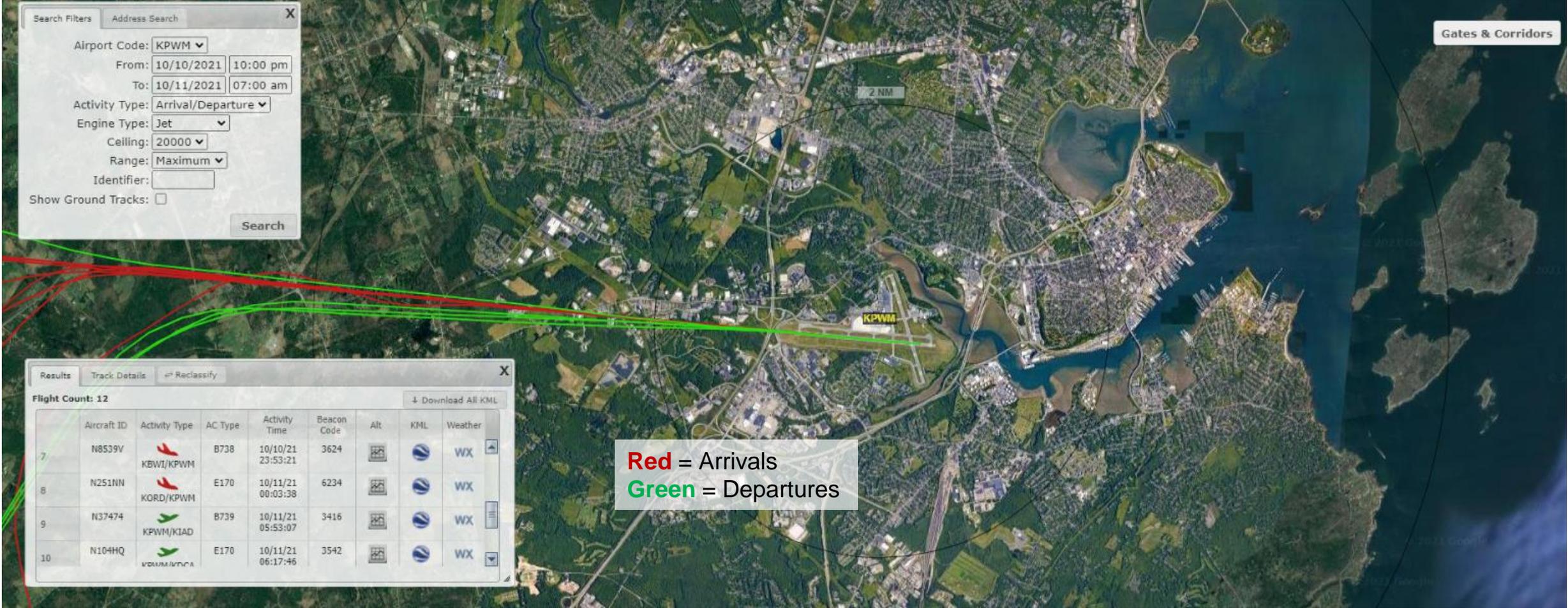


Wiggins Runway Usage



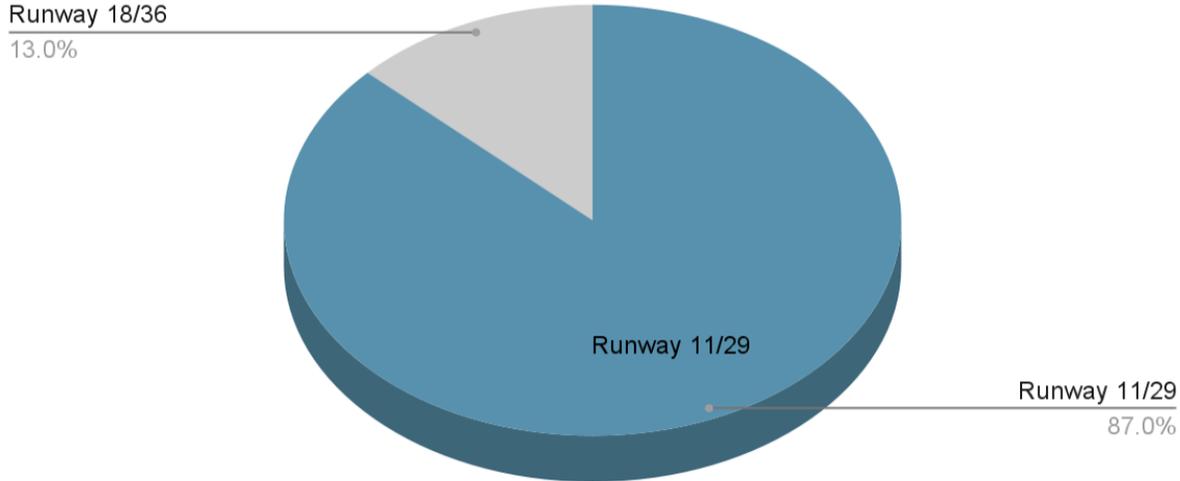
6. Noise Data: Runway Preference

PWM noise preference is to use Runway 11/29 and arrive from the west and depart to the west

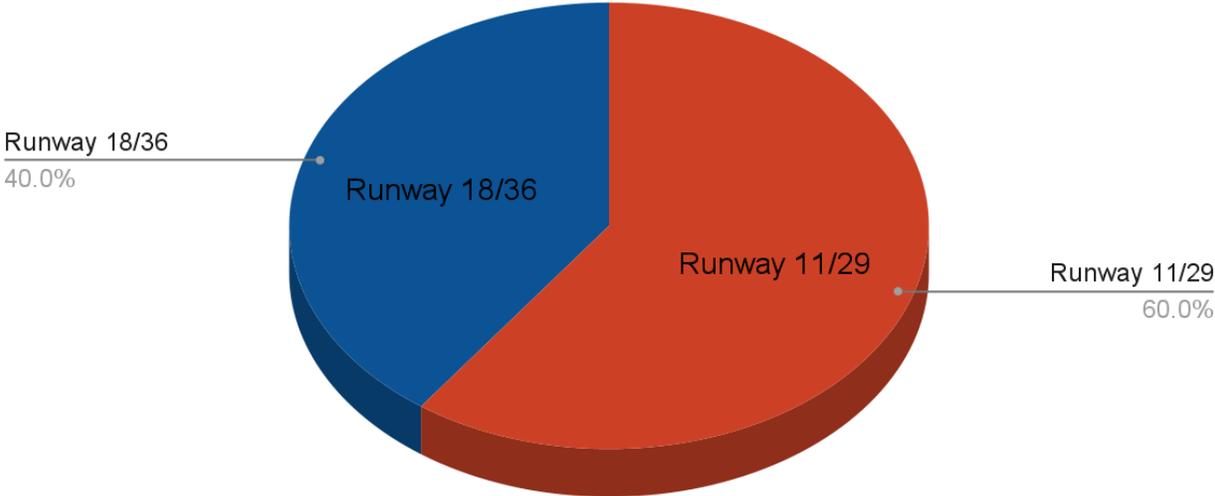


5. Noise Data: Runway Use January - February 2022

Total Runway Usage



Wiggins Runway Usage



5. Noise Data: Runway Preference February 2022 (Arrivals)

Runway Preference 2022 (Provides Data On Effectiveness To Approach From The West)

Arrivals Over South Portland		Arrivals Over Portland / West End		Arrivals Over Peaks Island		Arrivals Over Little Diamond		Arrivals Over Falmouth	
Arrivals	390	Arrivals	0	Arrivals	107	Arrivals	8	Arrivals	1
% of 11 / 29 Arrivals	48.57%	% of 11 / 29 Arrivals	0.00%	% of 11 / 29 Arrivals	13.33%	% of 11 / 29 Arrivals	1.00%	% of 11 / 29 Arrivals	0.12%

From West		From East		Total Arrivals	
Arrivals	226	Arrivals	577	Arrivals	803
% of 11 / 29 Arrivals	28%	% of 11 / 29 Arrivals	72%	% of 11 / 29 Arrivals	100%

Runway Preference 2022 (Noise Sensitive Hours 10pm-7am)

Arrivals Over South Portland		Arrivals Over Portland / West End		Arrivals over Peaks Island		Arrivals Over Little Diamond		Arrivals Over Falmouth	
Arrivals	84	Arrivals	0	Arrivals	1	Arrivals	0	Arrivals	0
% of 11 / 29 Arrivals	51.22%	% of 11 / 29 Arrivals	0.00%	% of 11 / 29 Arrivals	0.61%	% of 11 / 29 Arrivals	0.00%	% of 11 / 29 Arrivals	0.00%

From West		From East		Total	
Arrivals	79	Arrivals	85	Arrivals	164
% of 11 / 29 Arrivals	48%	% of 11 / 29 Arrivals	52%	% of 11 / 29 Arrivals	100%

Data Shown Represents Jet Aircraft Only

5. Noise Data: Runway Preference February 2022 (Departures)

Runway Preference 2022 (Provides Data On Effectiveness To Approach From The West)

Departures Over South Portland		Departures Over Portland / West End		Departures Over Peaks Island		Departures Over Little Diamond		Departures Over Falmouth	
Departures	9	Departures	4	Departures	86	Departures	68	Departures	46
% of 11 / 29 Departures	1.10%	% of 11 / 29 Departures	0.49%	% of 11 / 29 Departures	10.55%	% of 11 / 29 Departures	8.34%	% of 11 / 29 Arrivals	5.64%

To West		To East		Total	
Departures	646	Departures	169	Departures	815
% of 11 / 29 Arrivals	79%	% of 11 / 29 Arrivals	21%	% of 11 / 29 Arrivals	100%

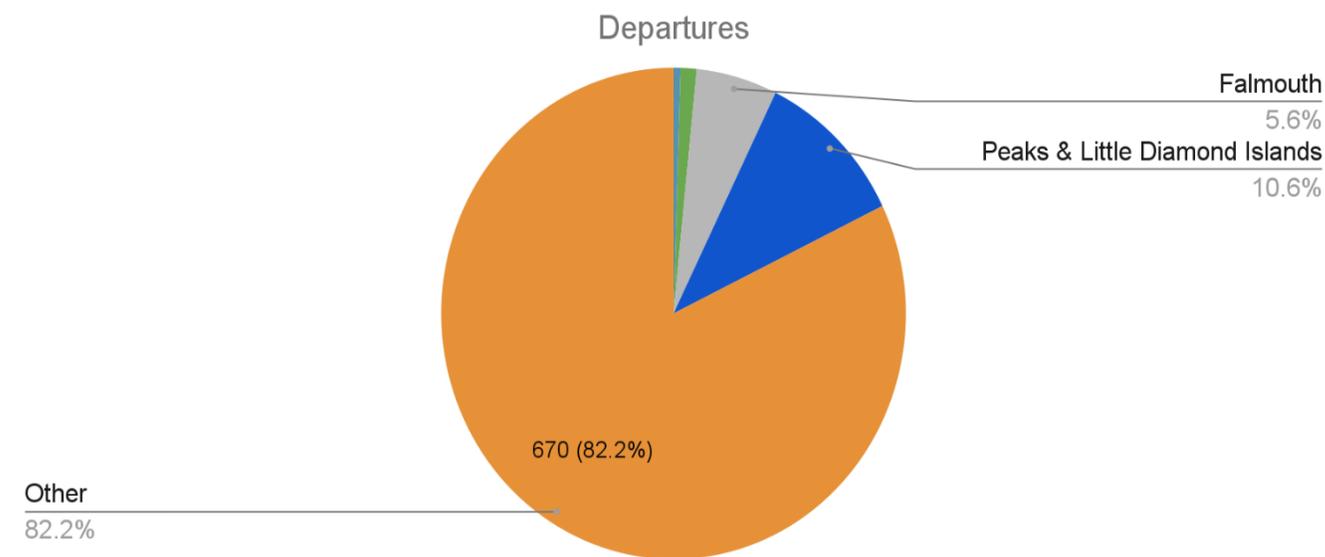
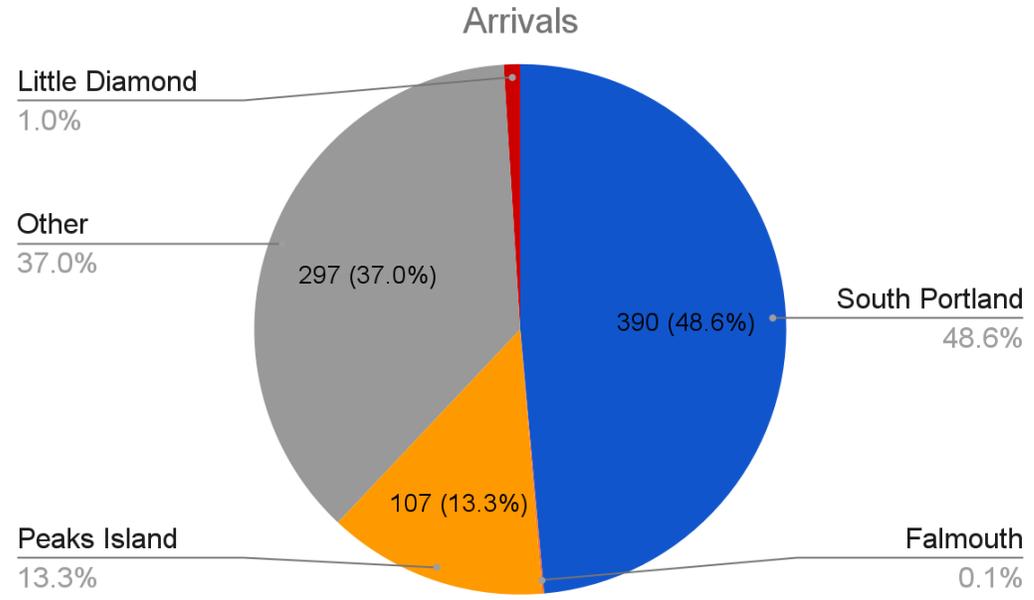
Runway Preference 2022 (Noise Sensitive Hours 10pm-7am)

Departures Over South Portland		Departures Over Portland / West End		Departures Over Peaks Island		Departures Over Little Diamond		Departures Over Falmouth	
Departures	5	Departures	0	Departures	19	Departures	13	Departures	6
% of 11 / 29 Departures	2.19%	% of 11 / 29 Departures	0.00%	% of 11 / 29 Departures	10.98%	% of 11 / 29 Departures	7.51%	% of 11 / 29 Arrivals	3.47%

To West		To East		Total	
Departures	143	Departures	30	Departures	173
% of 11 / 29 Departures	83%	% of 11 / 29 Departures	17%	% of 11 / 29 Departures	100%

Data Shown Represents Jet Aircraft Only

5. Noise Data: Runway Preference February 2022



Data Shown Represents Jet Aircraft Only

5. Noise Data: Harbor Visual Approach

Harbor Visual Approach Compliance

February 7 - 13	*2/7*	**2/8**	2/9	2/10	2/11	2/12	2/13	Total
Number of Approaches of Eligible Aircraft	1	0	16	13	12	7	-	49
Number of Successful HVA	1	0	12	5	10	5	-	33
Percentage of Successful HVA	100%	-	75%	38%	83%	71%	-	74%

- * Denotes Partial Day Due to Weather Minimums
- ** Denotes HVA Unavailable Due to Weather Minimums

No Arrivals From The East On 2/13

Data Represents Jet Aircraft Only
HVA is only available during daytime hours



5. Noise Data: Runway Preference During Noise Sensitive Hours 10pm-7am (Preference to depart to the West / arrive from the West)

Noise Data: NCP compliance 10pm – 7am								
February 7 - 13	2/7	2/8	2/9	2/10	2/11	2/12	2/13	Weekly Total
RWY 11 Arrivals	6	0	6	0	0	0	7	19
RWY 29 Departures	5	6	5	8	7	6	7	44
Total RWY Operations	14	12	12	16	12	10	15	91
% of Arrivals / Departures to and from west	79%	50%	92%	50%	58%	60%	93%	69%

Data Represents Jet Aircraft Only

5. Noise Data: RWY 11 Departures February 2022 (Early North / South)

Departures Over West End (Early North)		Departures over South Portland (Early South)	
Departures (1-15)	4	Departures	8
% of 11 Departures	0.62%	% of 11 Departures	1.24%

To West		To East		Total	
Departures	646	Departures	169	Arrivals	815
% of 11 / 29 Departures	79%	% of 11 / 29 Departures	21%	% of 11 / 29 Departures	100%

Data Shown Represents Jet Aircraft Only

5. Noise Data: Departures over West End / Early North Reasoning

1. 2/1/2022 10:44AM N441QC PWM-N/A: Filed NUBLE 4 Departure, Overflow Western Promenade.
2. 2/1/2022 10:59AM DL 5091 PWM-LGA: Filed NUBLE 4 Departure, Overflow Western Promenade.
3. 2/6/2022 10:06AM UA 3911 PWM-ORD: Filed HSKEL 3 Departure, Overflow Western Promenade.
4. 2/17/2022 4:32PM WN 534 PWM-BWI: Filed NUBLE 4 Departure, Overflow Western Promenade.

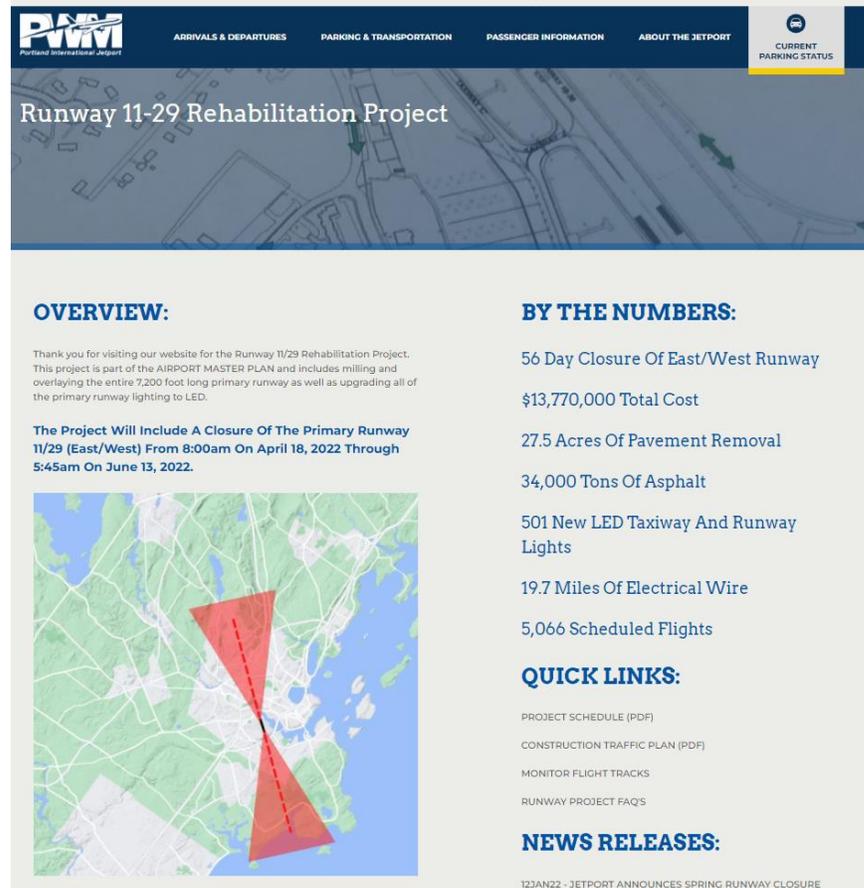
Wind Was Not A Factor During These Operations

6. Old Business Item a: Airfield construction planned for spring 2022

BY THE NUMBERS:

- \$13,770,000 Total Cost
- 27.5 Acres of Pavement Removal
- 34,000 Tons of Asphalt
- 501 New LED Taxiway and Runway Lights
- 19.7 Miles of Electrical Wire
- 5,066 Scheduled Flights

For more information visit:
<https://portlandjetport.org/runway>



PWM Portland International Jetport

ARRIVALS & DEPARTURES PARKING & TRANSPORTATION PASSENGER INFORMATION ABOUT THE JETPORT CURRENT PARKING STATUS

Runway 11-29 Rehabilitation Project

OVERVIEW:

Thank you for visiting our website for the Runway 11/29 Rehabilitation Project. This project is part of the AIRPORT MASTER PLAN and includes milling and overlaying the entire 7,200 foot long primary runway as well as upgrading all of the primary runway lighting to LED.

The Project Will Include A Closure Of The Primary Runway 11/29 (East/West) From 8:00am On April 18, 2022 Through 5:45am On June 13, 2022.



BY THE NUMBERS:

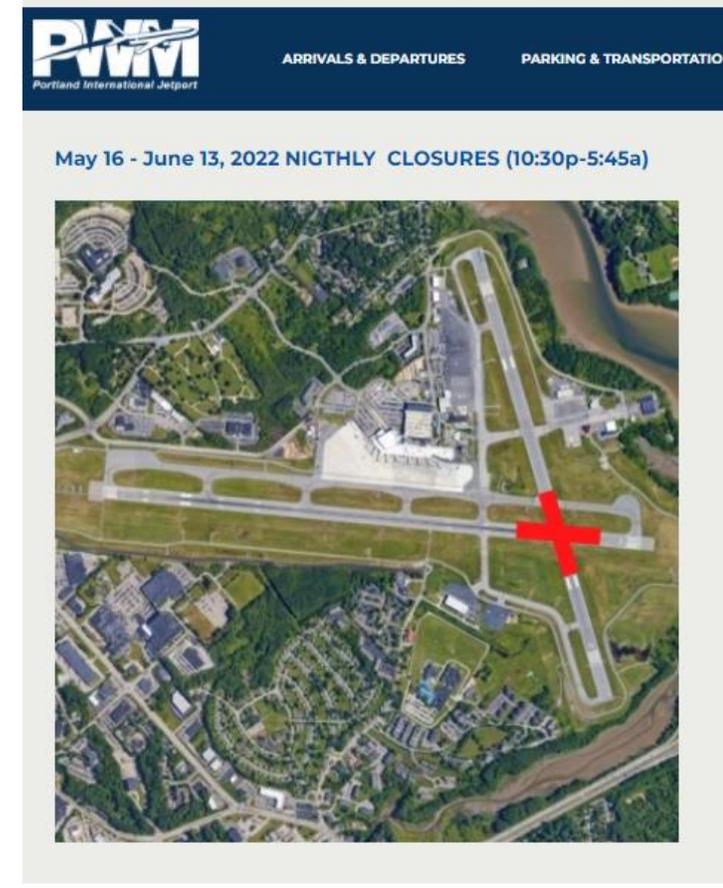
- 56 Day Closure Of East/West Runway
- \$13,770,000 Total Cost
- 27.5 Acres Of Pavement Removal
- 34,000 Tons Of Asphalt
- 501 New LED Taxiway And Runway Lights
- 19.7 Miles Of Electrical Wire
- 5,066 Scheduled Flights

QUICK LINKS:

- PROJECT SCHEDULE (PDF)
- CONSTRUCTION TRAFFIC PLAN (PDF)
- MONITOR FLIGHT TRACKS
- RUNWAY PROJECT FAQ'S

NEWS RELEASES:

12JAN22 - JETPORT ANNOUNCES SPRING RUNWAY CLOSURE



PWM Portland International Jetport

ARRIVALS & DEPARTURES PARKING & TRANSPORTATION

May 16 - June 13, 2022 NIGHTLY CLOSURES (10:30p-5:45a)



12JAN22 - JETPORT ANNOUNCES SPRING RUNWAY CLOSURE

6. Old Business Item a: Airfield construction planned for spring 2022

Community Outreach

- Newspaper
- TV & Radio
- Direct Mailers
- Dedicated Website

BUSINESS > Posted January 12 | Updated January 12 INCREASE FONT SIZE

Portland jetport's primary runway to close for nearly 2 months this spring

Air traffic patterns will shift as takeoffs and landings are diverted to the airport's north-south runway while work is done on the main one.



MAINE

Flights at Portland Jetport Will Be Impacted By Runway Repairs This Spring

From April 18 at 8:00 a.m. to June 13 at 5:45 a.m., the main runway at the Jetport will be closed for a \$13.7

Portland International Jetport runway to close in April for renovations

by Leela Stockley
January 12, 2022



For more information visit <https://portlandjetport.org/runway>

6. Old Business Item a: Airfield construction planned for spring 2022

Direct mailer:

Sent to the highlighted area. We have received a positive response to this outreach.

A positive PPH letter to the editor mention:

Letter to the editor: Cut off without Consolidated Communications

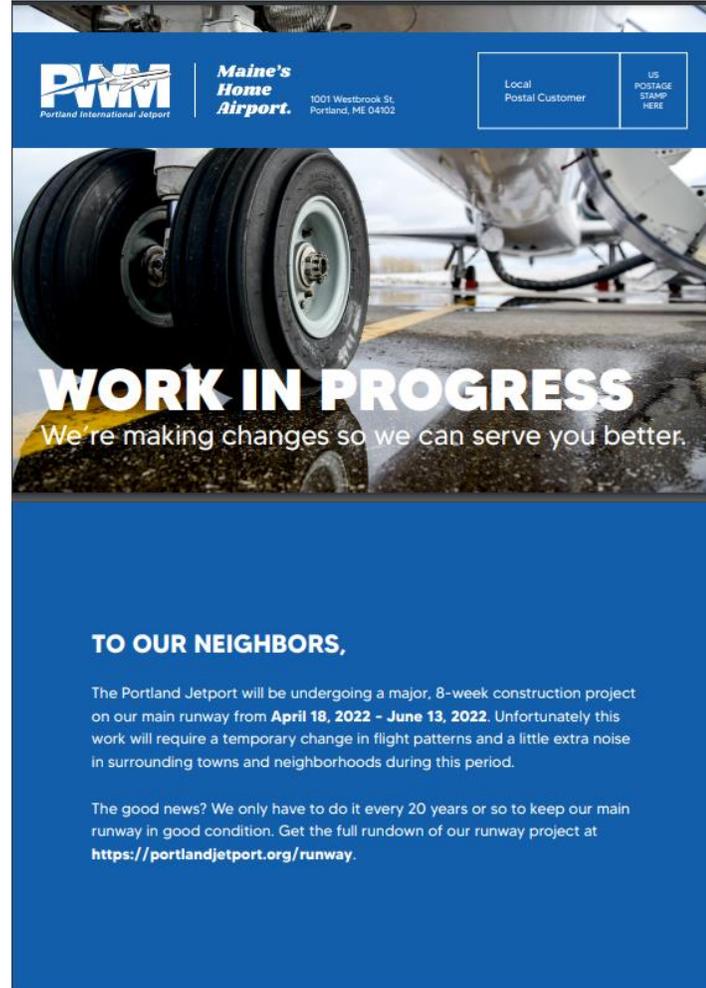
The utility's Maine landline customers should have been forewarned that for at least seven weeks.

Share     

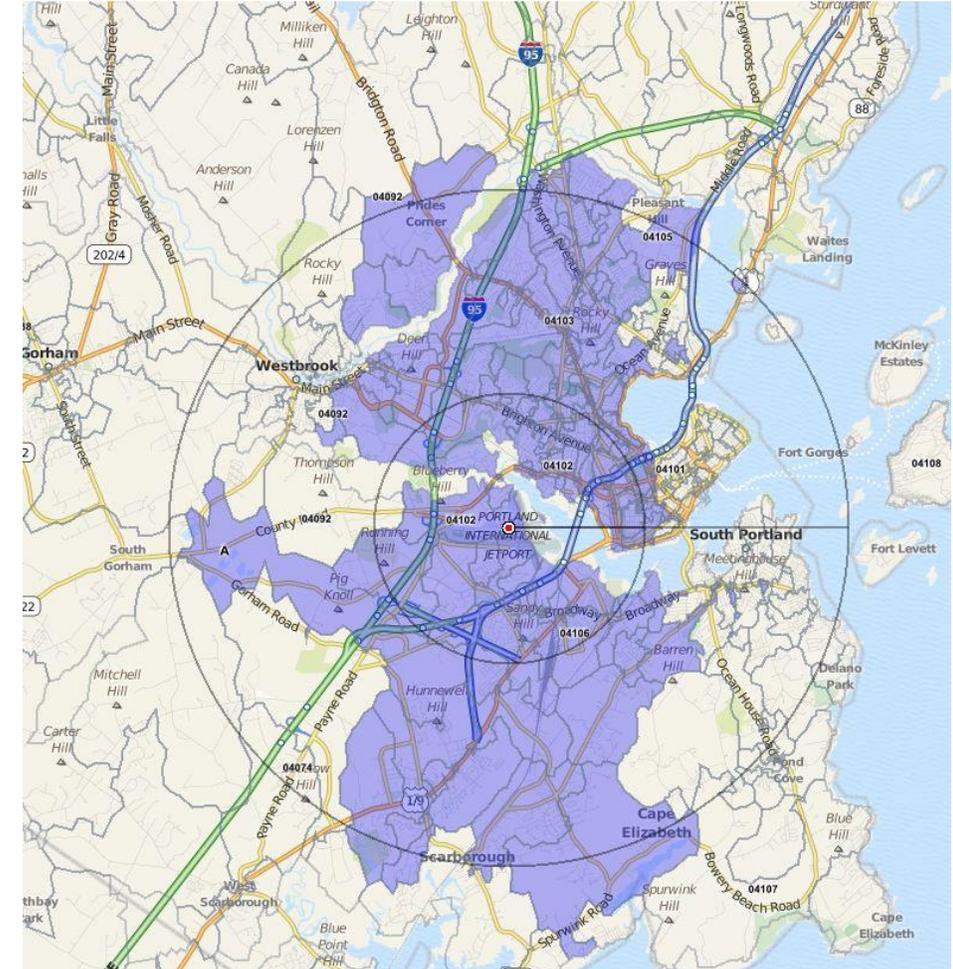
11 COMMENTS

I received notice from the Portland International Jetport, informing the public that they will be undergoing a major, eight-week construction project that will require a change in flight patterns with extra noise. Although I am not in their usual flight path, I appreciate that they reached out to the community to let us know what's going on at our local airport that may have a negative impact on some of us.

It's a far cry from Consolidated Communications – a communication concern – which



The direct mailer features the PAMI logo and 'Maine's Home Airport' branding. It includes a photograph of an airplane's landing gear and the text 'WORK IN PROGRESS We're making changes so we can serve you better.' The bottom section is titled 'TO OUR NEIGHBORS,' and contains the following text: 'The Portland Jetport will be undergoing a major, 8-week construction project on our main runway from April 18, 2022 - June 13, 2022. Unfortunately this work will require a temporary change in flight patterns and a little extra noise in surrounding towns and neighborhoods during this period. The good news? We only have to do it every 20 years or so to keep our main runway in good condition. Get the full rundown of our runway project at <https://portlandjetport.org/runway>.'



For more information visit <https://portlandjetport.org/runway>

6. Old Business Item b: Review comments submitted in response to FAA's Draft Advisory Circular (AC) 150/5020-1A

On January 12, 2022 FAA releases draft [Advisory Circular \(AC\) 150/5020-1A](#), "Noise Control and Compatibility Planning for Airports for comments.



Portland, Maine
Portland International Jetport
Paul Bradbury
Airport Director

Draft AC 150/5020-1A

Public Comment

March 11, 2022

To whom it may concern,

Please find comments for Draft AC 150/5020-1, Noise Control and Compatibility Planning for Airports. Comments have been collected from interested community members and the Noise Advisory Committee at the Portland International Jetport (PWM).

The NAC and surrounding community members observed the draft AC does not include changes reflecting findings from the "Neighborhood Environment Survey" (NES), which demonstrated a substantially higher percentage of people are highly annoyed with aircraft noise levels. Specifically, in section 2.3.4.1, no change has been proposed to the 65 DNL dB contour standard, which determines whether aircraft noise is compatible with residential areas. It is the opinion of the Noise Advisory Committee that future guidelines on Part 150 studies should reflect findings from the NES.



Draft AC 150/5020-1A Public Comment

Wolfers-Lawrence, Jean (FAA) <jean.wolfers-lawrence@faa.gov>
To: Zachary Briggs <zgb@portlandmaine.gov>

Good Afternoon,

Thank you for your submission. Please consider this email confirmation of receipt.

Regards,
Jean Wolfers-Lawrence

Jean Wolfers-Lawrence
Office of Airports Planning and Programming
Teleworking Mon-Fri (703) 624-5334

7. New Business: Review of Proposal from: Peaks Island Council – Flight Path Committee, Little Diamond Island Association, and the Western Promenade Neighborhood Association.

Proposal for Flight Path Modifications

DRAFT 3/18/22

Submitted by:

- Peaks Island Council, Flight Path Committee
- Little Diamond Island Association
- Western Promenade Neighborhood Association

Goal:

To have arriving and departing flight paths (presently over the Portland Peninsula, Peaks and Diamond Islands) to instead go over water to the extent possible and minimize noise impact on Portland neighborhoods without transferring the noise burden to other communities.

Specific Proposals:

1. Arriving and departing flights should closely follow the center of the Fore River, avoiding Portland and South Portland neighborhoods, through the application of RNP technology* and adherence to Flight Tolerance Zones.

Departures

2. Revise or replace the current HSKL3 and NUBLE4 departure routes to best center traffic over the Fore River, then providing a curved path NNE over water, staying between the Diamond Islands and the mainland and not beginning the turn east or west until over water at a point midway between Falmouth and Chebeague Island.

Arrivals

3. Revise or replace the RNAV Special Visual approach* such that flights begin their approach east of the Casco Bay islands, turning to the west north of the currently-approved path, then proceed over water between the Diamond Islands and the mainland to the mouth of the Fore River.

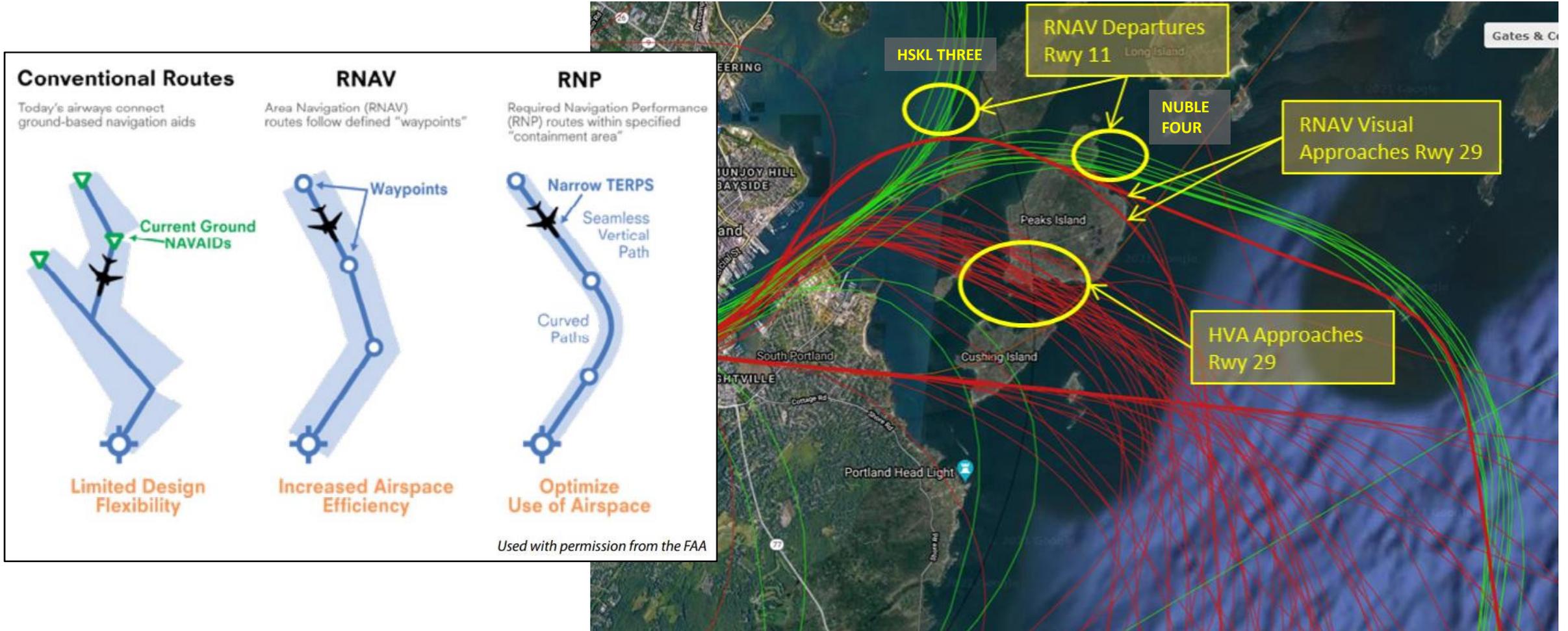
* We recognize that the RNAV Special Visual Approach developed by Southwest is based on RNP criteria, but we do not believe it is an appropriate approach flight path and should not be considered a model for other RNP's as it does not meet the overarching goal of routing as many flights as possible over the water or away from populated residential areas.

Actions on the part of the Jetport, FAA, and airlines required to achieve goals:

1. Pending evaluation, discontinue adding airlines to those using the current RNAV Special Visual approach that passes over Peaks and the Diamond Islands.
Immediately

2. Evaluate the impact of the HVA GPS waypoints in reducing the noise burden on the Portland Peninsula, Peaks Island and the Diamond Islands and revise or replace accordingly.
Immediately
3. Initiate revision or replacement of the HSKL3, NUBLE4, and RNAV Special Visual routes as described above.
By July 1, 2022
4. Undertake an evaluation of the impact of GPS waypoints in terms of noise burden on Peaks and the Diamond Island neighborhoods.
By July 1, 2022
5. Revise current "complaint-based monitoring system" with monthly Jetport analysis of all flights that deviate from approved flight paths. Hold airlines accountable for unsubstantiated deviations.
By July 1, 2022
6. Monitor the flights at the extremes of the existing Flight Tolerance Zones for departure and arrival flight paths
By July 1, 2022
7. Secure and apply RNP technology to all arrival and departure flight paths directed, to the extent possible, over water.
By July 1, 2024

7. New Business: Review of Proposal from: Peaks Island Council – Flight Path Committee, Little Diamond Island Association, and the Western Promenade Neighborhood Association.



7. New Business: Review of Proposal from: Peaks Island Council – Flight Path Committee, Little Diamond Island Association, and the Western Promenade Neighborhood Association.

 **Maine's Home Airport.**
Portland International Jetport

PAUL H. BRADBURY, P.E.
AIRPORT DIRECTOR
ZACHARY R. SUNDQUIST, A.A.E.
ASSISTANT AIRPORT DIRECTOR

January 5, 2022

Ms. Colleen D'Alessandro
Regional Administrator
FAA New England Region
1200 District Avenue
Burlington, MA 01803-5299
(Transmitted via email)

RE: PWM Noise Advisory Committee request to update the HSKEL THREE and NUBLE FOUR RNAV departure procedures at the Portland International Jetport (PWM).

Dear Ms. D'Alessandro:

I am pleased to write this letter on behalf of the Portland International Jetport Noise Advisory Committee (NAC) requesting the FAA update the HSKEL THREE and NUBLE FOUR RNAV departure procedures. At our last NAC meeting a motion was approved that authorized me to send this formal request of the NAC to update these two RNAV procedures. I previously sent this request via a December 23, 2021 letter to Shaun Patten, PWM Acting Air Traffic Manager, who is the FAA representative to our NAC, but received guidance that these requests need to be initiated through your office.

The NAC is requesting the updates to abate noise and limit direct overflights of communities via the following proposed improvements to these procedures:

1. Tighten and center the flight paths of these two departure procedures over the Fore River east of the Casco Bay Bridge.
2. Analyze and to the extent possible provide a curved flight path through Hussey Sound and north of Peaks Island.

The HSKEL THREE and NUBLE FOUR RNAV procedures were originally developed based on the recommendations from the Jetport's 2005 FAR Part 150 Study and approved as Noise Abatement Measure 1 (NA-1) in the 2006 FAA Noise Compatibility Program (NCP) Record of Approval. The two RNAV procedures were implemented in July of 2012.

It has now been nearly a decade since these procedures were developed. Over this time there have been significant improvements in Performance-Based Navigation (PBN) and the FAA's NextGen solutions allowing the development of more precise flight paths and accuracy via Required Navigation Performance (RNP) procedures. The NAC and I are looking forward to working with the

FAA to take advantage of these improvements that will allow our easterly departures to follow more accurate and tighter flight paths over the water and away from residences.

My sincere thanks to you and FAA staff for all your help in working with the NAC to improve flight patterns and reduce aviation noise impacts to our neighboring communities. I was pleased to work with the FAA on the original development of these two RNAV departure procedures and am looking forward to the opportunities RNP and a decade of technological advances can provide to improve these procedures.

Please feel free to contact me if you have any questions or require any additional information in order to evaluate this request.

Best regards,


Paul Bradbury
Airport Director

OWNED BY THE CITY OF PORTLAND

1001 WESTBROOK STREET PORTLAND, ME 04102 | TEL: (207) 874-8877 • FAX: (207) 774-7740 | WWW.PORTLANDJETPORT.ORG

 U.S. Department of Transportation
Federal Aviation Administration

New England Region
Office of the Regional Administrator

1200 District Avenue
Burlington, MA 01803

January 13, 2022

Paul Bradbury, P.E.
Airport Director
Portland International Jetport
1001 Westbrook Street
Portland, ME 04102

Dear Mr. Bradbury,

Thank you for your January 5, 2022, emailed letter on behalf of the Portland International Jetport Noise Advisory Committee (NAC) requesting the FAA update the HSKEL THREE and NUBLE FOUR RNAV departure procedures. We appreciate you taking the time to share this request from the NAC to update these two RNAV procedures.

As you acknowledged from your January 4th email to Acting Community Engagement Officer, Alan Reed, you know this is only the start of a multi-year process. The FAA will continue to hold aviation safety as our top priority. Any airspace procedure changes will be balanced with the FAA's continuing mission: to provide the safest, most efficient aerospace system in the world.

I look forward to working with you to address your request. I believe any FAA discussion of this process with the NAC is premature, at this time.

Sincerely,

COLLEEN M
D'ALESSANDRO
Colleen M. D'Alessandro
Regional Administrator, New England Region

 Digitally signed by COLLEEN M D'ALESSANDRO
Date: 2022.01.13 15:48:39 -05'00'

9. Closing Questions / Public Comment

- For public comment, 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.
- Please state your name and address for the record.

9. Next Meeting:

Committee will consider whether to schedule a meeting in June. Proposed date would be Thursday, June 2, 2022 at 6:00 pm

10. Adjournment



*Maine's
Home
Airport.*