



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
1/30/2020	6:00PM	8:00PM	4/30/2020 Tentative	6:00PM	T. Reid	PWM

Attended By	Absentees
Mike Foley – Westbrook Representative	Sandy Beal - Stroudwater Village Association
David Wakelin – South Portland Representative	Shane Brey - Fed Ex
Guy Gledhill – Scarborough Town Council Representative	Steve Dalzell - Fed Ex
Jerry Morton – Western Promenade Rep	Penny Jordan - Cape Elizabeth Town Councilor
Katherine Hughes – Air Carrier Station Manager Rep	Deqa Dhalac - South Portland City Council
Mark Collins – FAA ATC	
Bob Corp – FedEx Representative	PWM Representatives
Jerry Angier – Greater Portland Chamber of Commerce	Paul Bradbury – Airport Director
Jennifer Lavanture - Peaks Island Rep	Barry Brown - Deputy Director: Ops and Maintenance
Tae Chong - Portland City Council/NAC Chair	Zachary Briggs - Customer Experience Manager
	Tim Reid - Airport Operations Manager
Non-Member Attendees	
Ralph Nicosia-rusin - FAA Airports	Tom Ainsworth - Stroudwater Portland
Peter Stanton - South Portland	Robert Flanagan - Peaks Island
Vicki Flanagan - Peaks Island	James Pike - Peaks Island
Carol Pike - Peaks Island	Mark Keegan - Scarborough
John Levesque - South Portland	Triss Critchfield - South Portland
Steve Fielding - South Portland	Patrick O'Connor - Peaks Island
Timothy Murphy - Peaks Island	Reggie Davis - FAA
Karen Goff - FAA	
(Additional members of the public were in attendance but did not sign the attendance sheet)	

1. Welcome / Introduction of Members:

Opening comments and a welcome to all members and guests were made by Tae Chong, the newly elected Portland City Council member and recently appointed Chair of the NAC.

Mike Foley will lead the meeting in place of Tae Chong, who has other obligations and will need to leave the meeting early.

2. Opening Comments:

A fifteen minute comment period was made available to the committee members and public guests. 10 people made comments during this timeframe. They were:

- A. Randy Schaeffer - Peaks Island. There are a lot of concerns about flights over Peaks Island. Working with a community noise lab to mitigate noise. Welcome and support solutions that will minimize noise over communities.
- B. John Levesque- Appreciate airport's archives online which has been helpful with his research. Since 2006, circumstances of the airport have changed, and requests an FAR Part 150 update to include noise contour updates. John also advised he uses the website Howloud.com to help with determining noise levels for his residence.
- C. Robert Flanagan - Peaks Island. Fellow pilot and sensitive to the noise. One suggestion to mitigate is to increase Harbor visual approach to 4,000 feet. Steeper descent but could work.
- D. Carol Pike - Peaks Island. Thank you for having this meeting to discuss this matter. Been in the same house on Peaks Island for 60 years, where the flights were beautiful to watch until last year, where the planes have been flying over the house at frighteningly low altitudes. It's a new problem for us, and thanks to the committee.
- E. Patrick O'Connor - Peaks Island. Traffic passing over the southern end of the island, alternative would be a waypoint over the peak of Cushing Island because very few people reside on this island. But waypoint over this location would not create noise on that island as well. Consider the impact of the flights over the island and alternatives.
- F. Ralph Ashmore - Peaks Island. Been on the island year round for nearly 40 years. Over the years he's seen changes and the area he lives in was quiet until the change in flight plan directs flights, every seven minutes, over his house.
- G. Triss Critchfield - Loveitts Field. Route changes will create problems with overflight of her community.
- H. Peter Stanton - We had a very noisy problem last summer and want to know what changes occurred to make the situation worse at Peaks.
- I. Tim Murphy - Peaks Island. My day begins with the FedEx plane flying into the airport. Last year was the first time he has been woken up during flight operations. We need to come to a solution over this, but these flights are flying directly over his house.
- J. James Pike - Peaks Island. Attempting to make a route over the least populated areas, but need to consider people on Peaks Island make their income on tourism and he believes tourism should be an item for the committee to consider.

3. Approval of Minutes:

A motion to approve the previous meeting's minutes dated October 30, 2019, was made and passed. The previous meeting minutes are approved.

4. Noise Data / Operational Update/ Passenger Stats

Paul Bradbury -

- A. 2014 was the trough for aircraft operations with 46,633 takeoffs and landings and 1998 was the peak with just over 128,000 takeoffs and landings. What's happened over the years? The number of take offs and landings have reduced, and the types of aircraft have changed since 2008, as airlines have upgauged flights with larger aircraft. We are carrying more people on fewer aircraft. Since 2014 the number of operations (takeoffs and landings) have increased to 58,232. The number of late arrivals and early departures has also increased since 2014, but we remain at less than half our 1998 peak for operations. Additionally, the aircraft of today with high bypass engines are significantly quieter.

The last Part 150 study encouraged the development and use of RNAV technology for approaches and departures to help address noise issues. This has been accomplished by the NAC with the Runway 11 RNAV departure developed several years ago and the current work to date on the new Southwest developed RNAV special approach to 29.

- B. Statistics - In 2018, Portland was the 5th fastest growing airport in the United States. In 2019 capacity was down 2.7% but load factors were up to 85%. The load factor data shows planes are 4% fuller in 2019 than in 2018. In 2019, the airport moved more passengers with less aircraft. Paul anticipates an increase of 3.6% outbound capacity over 2020 for the next five months.
- C. Aviation is the second most fuel efficient way to travel in the United States. 57.1 MPG per passenger.
- D. In 2019, the number of noise reports dropped a little from 2018. Portland/Peaks Island lead the complaints with South Portland a close second.

Dave Wakelin provided feedback that the form to file noise complaints has some issues which make it difficult to determine if the complaint has been filed. Paul will contact the vendor to see if there can be a way to provide a return receipt assuring the user the complaint has been received in the system.

- E. Primary runway usage - In 2019, there was a small drop from 2018 but primarily due to runway construction. This year, we will have construction which will add more traffic on the north/south runway. FedEx has been working with Wiggins to use the E/W runways.

Tom Ainsworth - Advised evening FedEx flights do not conflict with the use of E/W runways, but other times during the day would like to see more use of the E/W runway. Paul Bradbury responded that due to the size of the aircraft and crosswind component those aircraft may be relegated to the N/S runway.

5. Old Business:

- A. Mark Collins - RNAV Special. Weather limitations will exist for this approach as it is not usable in poor visual conditions. It remains a game changer since, unlike the HVA, flights will be able to use this approach at night. Southwest Airlines is drawing this approach with the assistance of the FAA. To start, Southwest will be the first to fly it while more airlines will likely sign on after initial implementation. FAA will suggest this approach over the Harbor Visual. Technology is progressing, it's just slow.
 - 1. Dave Wakelin asked if Southwest has applied for this process already and Mark advised they have but encountered a few hurdles. So far there's been positive movement with the "possibility" it will be implemented by Southwest Airlines within the next six months.
 - 2. Jennifer Lavanture asked about the WP345 if it's an initial approach fix and recommended that there be an initial approach fix farther out from where it currently exists. She also recommended transition over this fix to be at least 2,000 feet. She recommended this should not be used as the primary approach for noise abatement; it should be second to more direct routing which would not bring aircraft over any part of Peaks Island.

- B. Mark Collins - RNAV Special and Harbor Visual. Harbor Visual is for arrivals only during daylight for jet aircraft only. The problem with Harbor Visual is that aircraft must have the airport in sight and the individual aircraft must navigate on their own to get to the airport. A waypoint south of Peaks Island (PEAKZ) will possibly be shifted further south in between the two islands. Hard to enforce since pilots are responsible for the safe operation of aircraft and may choose not to fly the approach if it presents an issue. Whether pilots can make such a tight turn is a concern. Publication date still pending.
- 1. Dave Wakelin advised these waypoints are only available in good weather, and don't have an effect on night operations. Mark confirmed these will not be fly-over waypoints but fly-by fixes, which does not mean there's a restriction of flight over the waypoint and no enforcement ability.
- C. Bob Corp - FedEx. Bob responded to an item from the previous meeting he felt required follow up. He has spent some time with his company pilots who have advised Bob they would prefer to land E/W but when not able they will fly the Harbor Approach.

6. New Business:

- A. Flight Schedule Updates - Paul Bradbury. During the month of January there are some arrivals past 10:00 PM. For departures there are a number which are at just after 7:00 AM.
- 1. Tom Ainsworth asked about the new airlines and flight arrival and departure times. Will the new signatory airlines voluntarily participate in this program after Southwest? If so, will they be educated on the approaches? He also asked if the airport could get a commitment from the participating airlines to receive education on these approaches so that they are informed about the procedures. Mark Collins and Paul Bradbury commented communications with the airlines including chief pilots already occurs especially when a new airline comes to Portland. Tom would like some commitment from the Airport and Air Traffic Control to educate and push the new approach. Tom expressed he would like to see a more proactive approach by the committee to abate noise. Dave Wakelin explained some of the issues involve early morning flights and late night flights. Tom emphasized there's such few flights during these hours it should be easy to reach out to these pilots and encourage more compliance.
- B. Construction - Paul Bradbury. Runway 11/29 closure April 20 - June 13, 2020 from 10:00 PM until 6:00 AM Mondays through Thursdays, and 10:00 PM to 12:00 PM Fridays. Tom Ainsworth and Jerry Angier recommend sending out notices of the construction via mail to SVA residents.
- C. Flight Tracking - Zach Briggs. Zach demonstrated the use of Flight Tracks to assist the public with submitting noise complaints. This can be found under the "About the Airport" tab on the Jetport's website. Under this tab select "Noise Abatement Program" then "File a Noise Complaint". The link is: <https://portlandjetport.org/noise-abatement-program>

7. Question/Public Comment:

A closing comment period was made available to the committee members and public guests. Six people made comments during this timeframe. They were:



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- A. Tim Murphy- Peaks Island. Diamond Ave. is only a summertime island. If the RNAV waypoint were to be moved further north, it could set the route north of Peaks Island with minimal impact on residents.
- B. Carol Pike - Peaks Island. Asked if the PEAKZ waypoint visual landmark could be a lighthouse and also a retention wall which could serve as a visual landmark. The FAA responded they would look into the recommendation but they must follow FAA standards for visual landmarks.
- C. John Levesque- South Portland. Asks if the noise exposure map could be updated? Paul Bradbury responded the FAA is working on a new methodology to conduct noise exposure contour studies but has not released the findings yet (it's been a year). However, once that new standard does come out the airport may consider requesting an update to the Part 150 study based on those methods, although Paul remains confident based on new aircraft technology the noise levels are less than those seen historically at the Jetport.
- D. **Unidentified.** Made a statement that the airport should educate themselves to the dynamics of the communities when shaping policies like these. The WWII structure at the top of Cushing Island could be easily visible at 2000ft.
- E. **Unidentified.** Since the Part 150 study, the airport has come a long way. A problem that still exists is that there are aircraft that are more noisy than others. Can the Tracker software identify the type of aircraft? Paul Bradbury responded that he believes this can be accomplished. **The attendee** recommends using that data for improvement efforts. He also asked if it were possible for ATC to contact aircraft operators after they land about the noise procedures. Finally, would the committee consider once residential expansion occurs to the west of the airport there will be noise complaints from there? Has the airport considered zoning efforts to support airport operations? Mike Foley responded that Westbrook has improved zoning to address the relationship with the airport which has curbed some of the noise complaints.
- F. Mike Foley suggested a "road show" to these islands to discuss concerns by residents. Paul Bradbury is open to this suggestion, just recommended coming up with a date.

9. Closing:

Paul Bradbury recommended the next meeting date will be scheduled April 30, 2020 at 6:00 PM. This is a tentative date pending confirmation with the Committee Chair (who is absent). A motion was made by Guy Gledhill to adjourn, which was seconded and passed by the committee. The meeting adjourned at 8:00 PM.