

Portland International Jetport Noise Advisory Committee Meeting



**Maine's
Home
Airport.**

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
10/10/2024	6:00 PM	7:45 PM	TBD JAN2025	6:00 PM	K. Glidden P. Bradbury	PWM

Committee Members Attended	Absent
Tom Ainsworth- Stroudwater Neighborhood Association	Regina Phillips – Chair, Portland City Councilor
Shaun Patten- FAA Air Traffic	Lee Pratt – Gorham Representative
Jennifer Lavanture – Peaks Island Resident Rep.	Natalie West – South Portland Councilor/Rep.
David Wakelin – Acting South Portland Representative	Susan Gillis – Cape Elizabeth Town Councilor
Steve Dalzell- FedEx Cargo Representative	Mark Collins – FAA Air Traffic Manager
Michael Wood – Scarborough Representative	Julie Shane- South Portland Representative
Peter Stanton- Acting South Portland Representative	Mike Foley – Westbrook Representative
Dr. Jeremy Morton – Western Promenade Representative	
Eric Poppelreiter- American Airlines Manager	
Procedures Subcommittee	
PWM Representatives	
Paul Bradbury – Airport Director	
Katherine Glidden – Customer Experience Manager	

Non-Member Public Attendees	Jo Coyne, Portland
Basil Klosteridis, Peaks	Carter, Peaks
Vicki Flanagan, Peaks	Katherine Senechal
Deborah Napier– Stroudwater Neighborhood Association	
FAA Representatives	
Ken Knopp	

Portland International Jetport Noise Advisory Committee Meeting

1. Welcome / Hybrid - Zoom Meeting Information / Process

Quorum not met

2. Opening Questions/Public Comments

- a. Basil Klosteridis, Peaks-
Referenced meeting on October 29, 2020
Why HVA is not the best/most used approach?
Peaks Island should be considered a Noise Sensitive Area
- b. Kathleen Barron, Great Diamond Island-
25 planes a day fly over the Northwest corner of Great Diamond Island
States Zach Sundquist has said those aircraft are going over water.
- c. Jo Coyne, Portland-
Stated it makes a big difference when the aircraft stay over water
- d. Deborah Napier, SNA-
Based on the comments of others would like the NAC Complaint form more prevalent on the PWM Website.
- e. Carter, SNA-
FAA recommended PWM leave noise out of the Master Plan in 2008 when there were 787 complaints so there was no need for a new analysis in 2013 when there were 100 complaints
- f. Michael Wood, Scarborough Representative-
Requested Basil Klosteridis's comments be added to the record
- g. Kathleen Barron, Great Diamond Island
Stated she can't track all the planes and fill out complaints on them.

3. Approval of Minutes for the January 25, 2024, April 24, 2024, and June 6, 2024 Meetings

- a. Quorum met in representation, however two non-committee member stand-ins recommended waiting until committee members are present- will approve minutes at our meeting in January 2025.
- b. Jennifer Lavanture noted we have 3 sets to approve- 1 will be voted at next meeting, the others will remain in draft form

4. Update on proposed HVA Overlay

- a. All weather approach overlaying the existing HVA
- b. Owned and developed by the Jetport
- c. Proposal will go to Portland City Council
- d. Remains over water, meeting the requirements of the NAC
- e. Currently requires waiver but that may not be required in the future

- f. Reminder- this is not an ILS approach so there will be times it can't be used
- g. Michael Woods shared the HVA minimums in chat
- h. David Wakelin strongly recommends we start this process
- i. Jennifer Lavanture waiver for segment length?
- j. Paul Bradbury to do this without a waiver means it won't stay over water
- k. Tom Ainsworth is this funded and what does the second cost get us?
 - i. 110 days over allowable noise
 - ii. should be able to get a new Part 150 study
 - iii. Noise Abatement
- l. Paul Bradbury yes there were days where it was louder but it was transitory period for dB DNL
 - i. We did have 11/29 open for August and September with 1.5 weeks of closure in September
 - ii. Effects of developing incompatible land for use specifically around housing
- m. Peter Stanton council struggles with saying no to proposals for housing
 - i. working on new plan to take care of incompatible land use
 - ii. Restriction on deed to show this with interior
- n. Michael Woods Are we sharing the overlay with users and should we do this before we ask the Portland City Council for money so we can show it is worthwhile to develop?
- o. Paul Bradbury Likely will go to City Council in December to be implemented within the year
- p. Peter Stanton- Requested background information on how the funding works within COP
 - i. Paul Bradbury reviewed
- q. Tom Ainsworth asked about Jetport cash on hand to ascertain if there will be trouble funding this project
 - i. Paul Bradbury responds with 800 days of operating cash on hand
- r. Michael Woods- Asks about the ongoing costs and what that covers
 - i. Paul Bradbury responds reading from the email
- s. Jennifer Lavanture- acknowledges the work of the committee, Paul, and Viannair and states will voice support to City Council when appropriate
 - i. Jennifer moves that an all-weather overlay of the HVA be developed by PWM including the necessary waivers.
 - ii. Tom Ainsworth seconds
 - iii. Motion passes with FAA and AA abstaining

5. Review HSKEL THREE and NUBLE FOUR RNAV

- a. Shaun Patten- Performance Based Navigation office is merging with Flight Procedures office- shouldn't affect us. Contact will be Kelly. Should get updates as soon as available, but no substantial update currently
- b. Paul- More information to share in January 2025
- c. Tom Ainsworth- asks Shaun if he's getting what he needs from the tower
- d. Shaun Patten- states he is getting cooperation

6. Peaks- Effort to make Peaks Island a Noise Sensitive Area

- a. Statement from Basil Klosteridis (emailed 10/10/2024 to Paul Bradbury)

I would like to revisit a previous NAC meeting from the October 29, 2020:

Paul Bradbury opened this item by noting Peaks Island community members were concerned over comments made at the last NAC meeting that the RNAV Visual special would be the preferred approach to Rwy 29.

Councilor Chong raised the question on if there would be a SIGNIFICANT difference in the noise level if the aircraft are slightly over water as compared to flying over the island. Paul Bradbury responded by stating that there would be a SIGNIFICANT NOISE REDUCTION if the pilots followed the over the water waypoints on the HVA.

Jennifer Lavanture made a motion for the NAC to recommend the HVA with GPS waypoints and suggested altitudes be the PREFERRED APPROACH to Rwy 29 when available. Councilor Chong seconded the motion and opened the floor for discussion.

Mr. Bradbury asked if there were any further questions.

Lee Pratt asked what the negative would be to having an approach that was completely over water. Paul Bradbury responded that he did not see any negative to this type of approach.

Roll was called and the vote was unanimous with the FAA representative abstaining.

So after that NAC meeting the HVA became the preferred approach yet—

Day after day if not from the 2012 Departure NUBLEFOUR then from the 2020 Southwest Arrival, the north 2/3rds of the island is under daily bombardment of noise from aircraft. These two before mentioned flightpaths navigate over the widest portion of the island, spewing noise and exhaust many times well under 2000 feet.

Many of you are aware, how, when, and why the island became the dumping ground for others noise, but are you aware that 7 years before the 2012 departure was implemented over the island we became by FAA, EPA, and the 1966 NHPA standards a Noise Sensitive Area.

We are part of the city of Portland. We are the same distance from the Jetport as the NSA in Cape Elizabeth and Falmouth, we are more qualified to be an NSA than most of the neighborhoods that shifted their noise over onto us.

Why hasn't the Jetport, the city of Portland, and the NAC, supported the before mentioned vote to make the HVA the preferred approach when available? Flying over water when available is less impactful. The HVA or its equivalent has been used for well over half a century, safely.

The NAC needs to include in the conversation tonight about Peaks Island being an official noise sensitive area to also include the distribution of information, not only as a change to the HVA flight chart, but for airlines, so they can inform their pilots and encourage them when filing their flight-plans, weather permitting to use the HVA.

In closing the Southwest Arrival path over the north end of the island is not an over-lay to the Harbor Visual Approach. It is an entirely different flightpath, confusing, combining, and promoting them as one and the same, is not only inappropriate, it is unsafe.

- b. Request to designate Peaks Island as NSA per Paragraph 11-5.b.(8) FAA Order 1050.1F as it would be helpful to have it on charts that it is an NSA
- c. Jennifer Lavanture- provided background information on the request
- d. Paul- Airport District Office- designated on chart supplements
- e. Jennifer Lavanture makes a motion to prepare a letter requesting Peaks Island be shown as NSA on Charts

- i. Peter Stanton- Should we suggest other islands, or is this based on population density?
- ii. Tom Ainsworth- if we redo this NSAs based on population density it may slow this down and cause more problems
- iii. David Wakelin- Julie Shane would suggest that we make Peaks Island an NSA but wouldn't want to look at the whole chart if it would slow down the process or potentially sabotage what we're working for
- iv. Michael Woods- 1050 not referenced in letter if not applicable
- v. Vote on Jennifer's motion- motion passes, FedEx, FAA, and AA Abstaining
- f. Paul will work with Lindsey White (FAA Community Engagement Officer) and will email

8. Closing Questions / Public Comment

- a. Deborah Napier, SNA- Would like noise monitoring for those in the city who were not aware of dB DNL when they bought land/homes. Realtors are not aware and it's unfair to potential buyers
- b. Carter- Complaints used to be broken down by location and shown at meetings.
Would like to review new flights in noise sensitive times
NAC can request noise monitoring
Paul states there wasn't great value in sharing that info due to areas not reported, and others reporting even though a flight was compliant. Most don't do monitoring because it's doesn't give a dB DNL since it doesn't eliminate non-aircraft noise
- c. Tom Ainsworth- Airlines should submit in advance any flights in noise sensitive time and should justify why flights are scheduled as such. All ground noise should be monitored to decrease impact to those currently affected. Complaint form should be more prevalent and someone should respond to every complaint.
 - i. Paul- Any time a compliant flight is reported it will not get a call back
 - 1. Tom Ainsworth- if compliant should get feedback, they don't count so they don't complain even if they're being disrupted.
 - 2. Jennifer reminds we're in public comment
- d. Basil Klosteridis- real estate waivers? No
Paul Bradbury - South Portland is working on this
- e. Deborah Napier- There is a lot of ground noise- can we start buffering the noise on airport grounds?
- f. Peter Stanton- Monitoring systems for high decibel events
 - i. Paul- higher level of annoyance at lower dB DNL- is 65 dB DNL still right for the times? Looking at other metrics
- g. Carter- DNL should be created by COP or Airport and COP should develop together
 - i. Paul Bradbury- ANCA specifically so that it's not regulated by municipalities or planning boards

9. Next meeting date:

- a. Potentially January 30, 2025- Doodle Poll to determine date

10. Adjournment:

The meeting was adjourned at 7:45 pm.