

PWM NOISE ADVISORY COMMITTEE MEETING

July 9, 2026

Zoom Webinar Meeting link:

<https://portlandmaine-gov.zoom.us/j/86831716355?pwd=MHVVZIR6SHRlc240TC9PNEVaaUU3Zz09>

Passcode: 352408

Or One tap mobile :

+13052241968,,86831716355#,,,,*352408# US

+13092053325,,86831716355#,,,,*352408# US

Or Telephone:

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

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 646 931 3860 US

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

Webinar ID: 868 3171 6355

Passcode: 352408



**Maine's
Home
Airport.**



AGENDA: PWM Noise Advisory Committee - July 9, 2026

1. Welcome and Introductions
2. Opening Public Comment / Questions (15 minutes)
3. Review Passenger, Operations, and Flight Schedule Data.
 - a. Historical enplanement Data through May 2026.
 - b. Review upcoming flight schedules during noise sensitive hours for July – November, 2026.
4. Update on Required Navigation Performance RNP 29Z Approach Procedure: Committee will review the use to date of the new procedure that overlays the Harbor Visual Approach (HVA), which was published by the FAA on April 16, 2026; but not available for PWM ATC assignment for use until June 26, 2026.
5. Update on revised HSKEL THREE and NUBLE FOUR RNAV Departure Procedures: As discussed at prior meetings these two departure procedures are being revised and renamed as HSKEL FOUR and NUBLE FIVE. These procedure revisions are still scheduled to be published on July 9, 2026. The HSKEL FOUR will shift further west away from Little Diamond and Great Diamond Islands. The NUBLE FIVE will remain over Little Diamond, but proceeds further north to avoid Peaks Island.
6. Review and discussion of the flight discrepancy reports for April and May 2026: Reports are posted on the Portland Jetport website at: <https://portlandjetport.org/noise-abatement-program> Scroll down to the section heading "Link To Noncompliance Report Packages".
7. Review of [WindowDressers](#) Pilot Project: Project will evaluate the effectiveness of the WindowDressers' insulating inserts in attenuating sound. Plan is to select six homeowners from the NAC represented communities that are interested in participating in the pilot project. Inserts would be installed in one room and evaluated via a sound level meter and informally via resident survey.
8. Update on Summer Construction Projects: Apron Reconstruction Phase 2 and Long-Term Hold Area, Deicing Pad/RON Apron Construction Phase 2. These projects have no impact to Jetport flight patterns.
9. Airport Compatible Land Use: Briefing on the FAA compatible land use recommendations around airports, the current 65 dB DNL noise standard, and Runway Safety Areas (RSAs).
10. Use of Berms for Noise Attenuation at Airports: Initial review and discussion of the use of berms to attenuate ground noise from airport operations.
11. Closing Questions/ Discussion / Public Comment
12. Future Agenda Items: Committee members may request future agenda items.
13. Next Meeting: Committee members will select the next meeting date. Additionally, the NAC will consider a request from Jeremy Morton, former NAC Western Promenade Representative, to host the next meeting or a listening session at his home on the Western Promenade on August 27th or September 3rd.
14. Adjournment

1. WELCOME & INTRODUCTIONS: NAC MEMBERSHIP

Portland City Councilor (Chair) Councilor Regina Phillips	Peaks Island Resident Representative Jennifer Lavanture
Stroudwater Neighborhood Association President or Designee Tom Ainsworth	President of Western Promenade or Designee Tim Wallace
South Portland City Councilor or Representative Councilor Natalie West	South Portland Resident Representative Cassie Moon
Westbrook City Councilor or Representative TBD	Cape Elizabeth Town Councilor or Representative TBD
Greater Portland Chamber of Commerce President or Designee Thomas O'Boyle	FAA Air Traffic Control Manager Mark Collins
Air Cargo Station Manager Travis Hardison & Patrick Levasseur	Signatory Airline Station Manager Kristean Jacobs, General Manager Menzies Aviation
Gorham Town Councilor or Representative Councilor David Willis	Scarborough Town Councilor or Representative Michael Wood

2. OPENING PUBLIC COMMENT/ QUESTIONS (15 minutes)

- 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. REVIEW JETPORT PASSENGER, OPERATIONS AND FLIGHT SCHEDULE DATA



3a. HISTORICAL ENPLANEMENT DATA THROUGH MAY 2026

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	% Change
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	66,297	70,956	69,086	100,972	120,710	123,339	111,386	115,679	65,757	57,971	999,130	16.5%
2023	50,858	53,356	64,199	67,148	79,938	115,579	137,002	143,021	124,579	127,249	78,570	67,538	1,109,037	11.0%
2024	52,905	66,107	71,883	72,141	85,624	123,477	151,930	159,240	138,068	144,445	80,498	77,568	1,223,886	10.4%
2025	63,284	61,281	75,115	89,523	102,711	134,556	156,005	169,143	142,750	147,745	83,529	72,324	1,297,966	6.1%
2026	61,067	61,964	72,907	84,104	104,195									
Change ENP YOY	-3.5%	1.1%	-2.9%	-6.1%	1.4%									
Cap 26	80,686	76,274	90,666	107,959	142,766	176,582	193,607	191,172	176,854	184,614	132,811	105,052	1,659,043	
LF 26	75.7%	81.2%	80.4%	77.9%	73.0%									
Cap 25	82,826	77,044	92,084	117,263	132,757	164,718	189,903	188,936	168,669	171,128	110,242	88,815	1,584,385	
LF 25	76.4%	79.5%	81.6%	76.3%	77.4%	81.7%	82.1%	89.5%	84.6%	86.3%	75.8%	81.4%	81.9%	
Change Cap 25/26	-2.6%	-1.0%	-1.5%	-7.9%	7.5%	7.2%	2.0%	1.2%	4.9%	7.9%	20.5%	18.3%	4.7%	

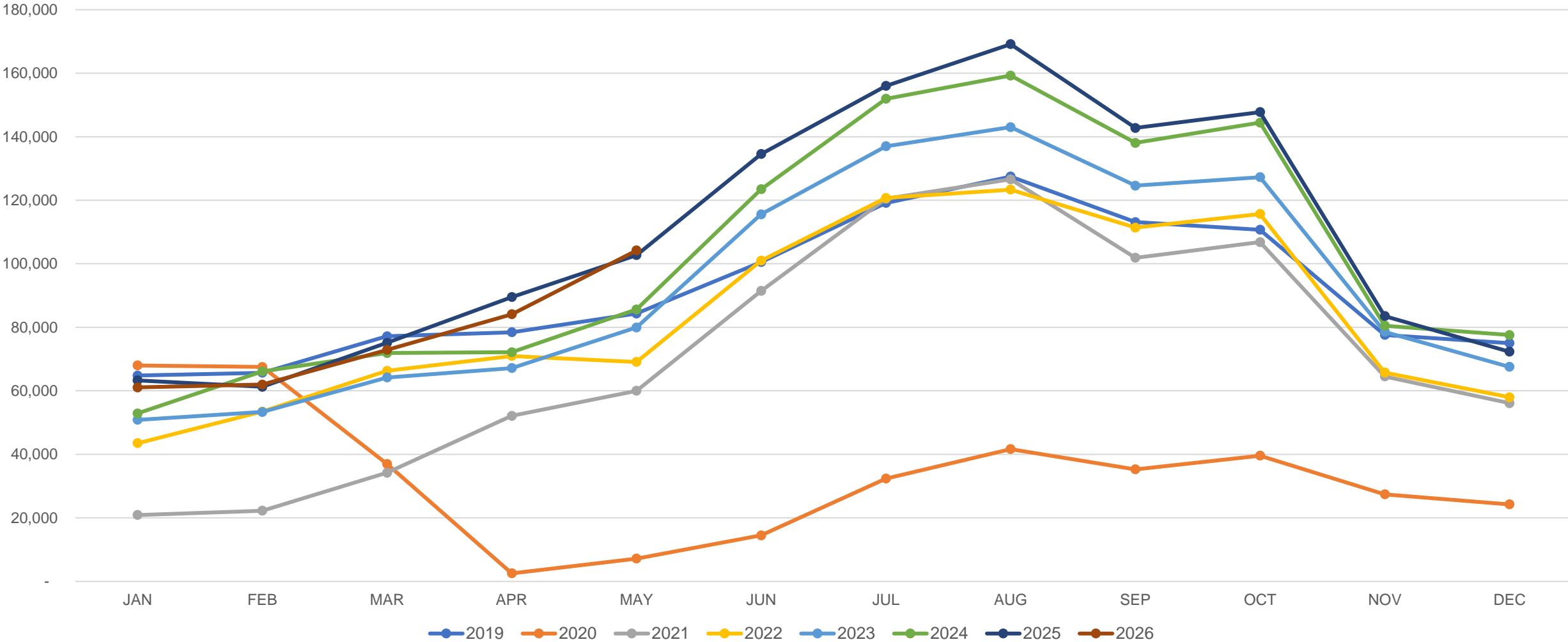


Record Month

Enplanements are down 2.0% YTD through May 2026

3a. HISTORICAL ENPLANEMENT DATA THROUGH FEBRUARY 2026

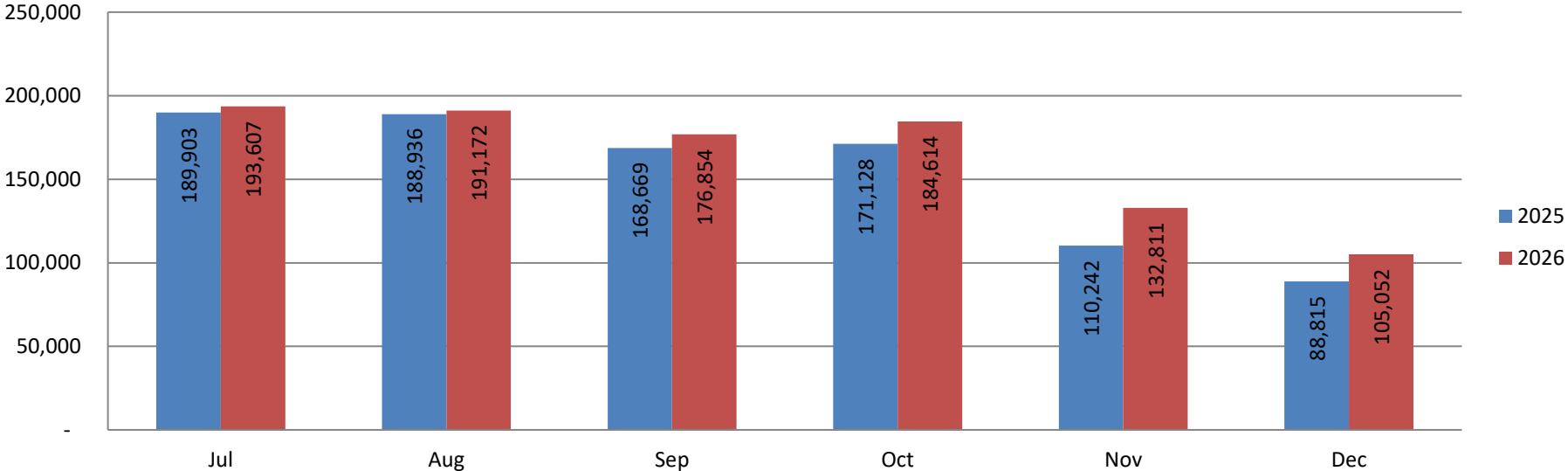
PWM Monthly Enplanement Data 2019 - 2026



3a. FORWARD OUTBOUND SEAT CAPACITY July-December 2026

Available Seats

Updated 7/1/2026



Outbound Capacity is up **66,417** seats over the next six months. This is an increase of **+7.2%** year-over-year.

	Jul	Aug	Sep	Oct	Nov	Dec	
2025	189,903	188,936	168,669	171,128	110,242	88,815	917,693
2026	193,607	191,172	176,854	184,614	132,811	105,052	984,110
Last Week	193,585	191,172	176,766	184,646	127,921	104,889	978,979
Change 25/26	3,704	2,236	8,185	13,486	22,569	16,237	66,417
%	2.0%	1.2%	4.9%	7.9%	20.5%	18.3%	7.2%

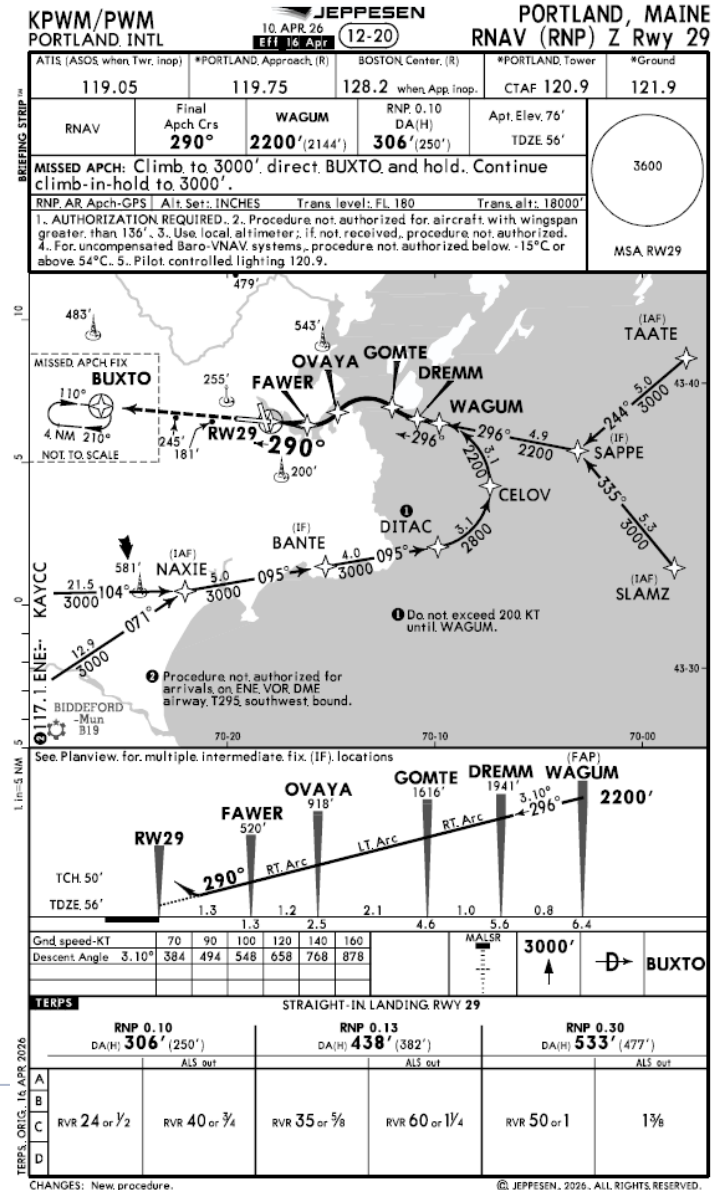
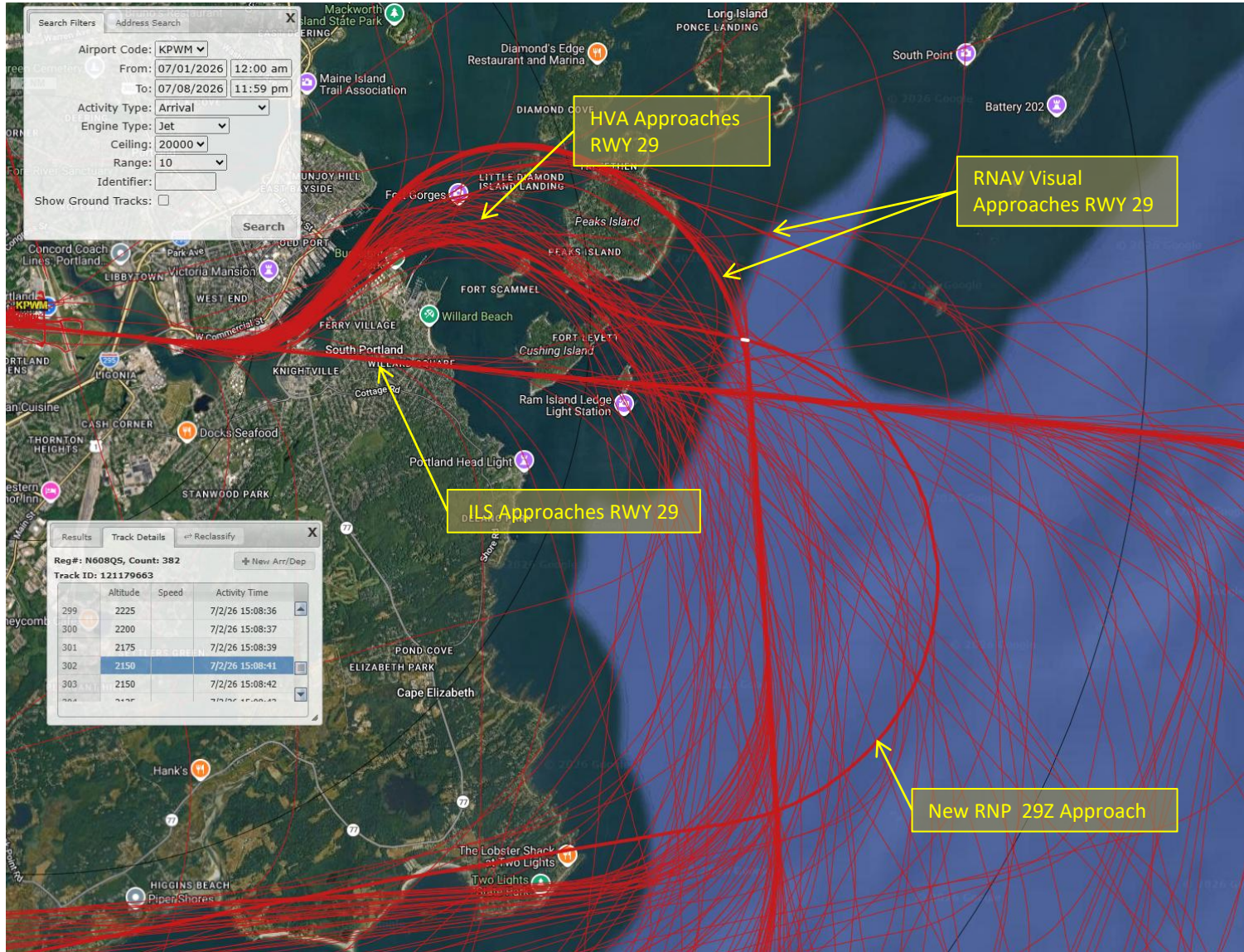
3b. REVIEW UPCOMING FLIGHT SCHEDULES DURING NSH July – November 2026

DEPARTURES BETWEEN 10:00 PM AND 7:00 AM					
Travel Month	Jul 2026	Aug 2026	Sep 2026	Oct 2026	Nov 2026
Dep Time	Flights	Flights	Flights	Flights	Flights
0505					1
0510					8
0515	31	25	24	24	3
0520				14	16
0525					2
0530	13	27	25	11	30
0535	17	2		5	
0538	1				
0540		4	4	12	
0541					30
0545	28	12	10		
0550	4	2			
0551			1		
0552		3			
0555		12	12		
0600	152	98	123	199	120
0601	4	1			
0602		19	29	5	
0603		18	6		
0604				19	
0605		29	7		
0606			16		
0609	2				
0610	8	11	4		
0614	1				
0615	3	1			
0619	4	1			
0620	4				
0622	1				
0625	27	2			
0628				19	
0630		25	50	37	48
0638	1				
0640			2		
0641	3	4			
0645	4	1			
0646		4	1		
TOTAL MONTHLY DEPARTURES 10P - 7A	308	301	314	345	258
AVG. DAILY DEPARTURES 10P - 7A	10	10	10	11	9
% OF DEPARTURES 10P - 7A	19.6%	19.0%	20.9%	21.2%	20.1%
TOTAL DEPARTURES	1,571	1,582	1,505	1,627	1,285
AVG. DAILY DEPARTURE	51	51	50	52	43

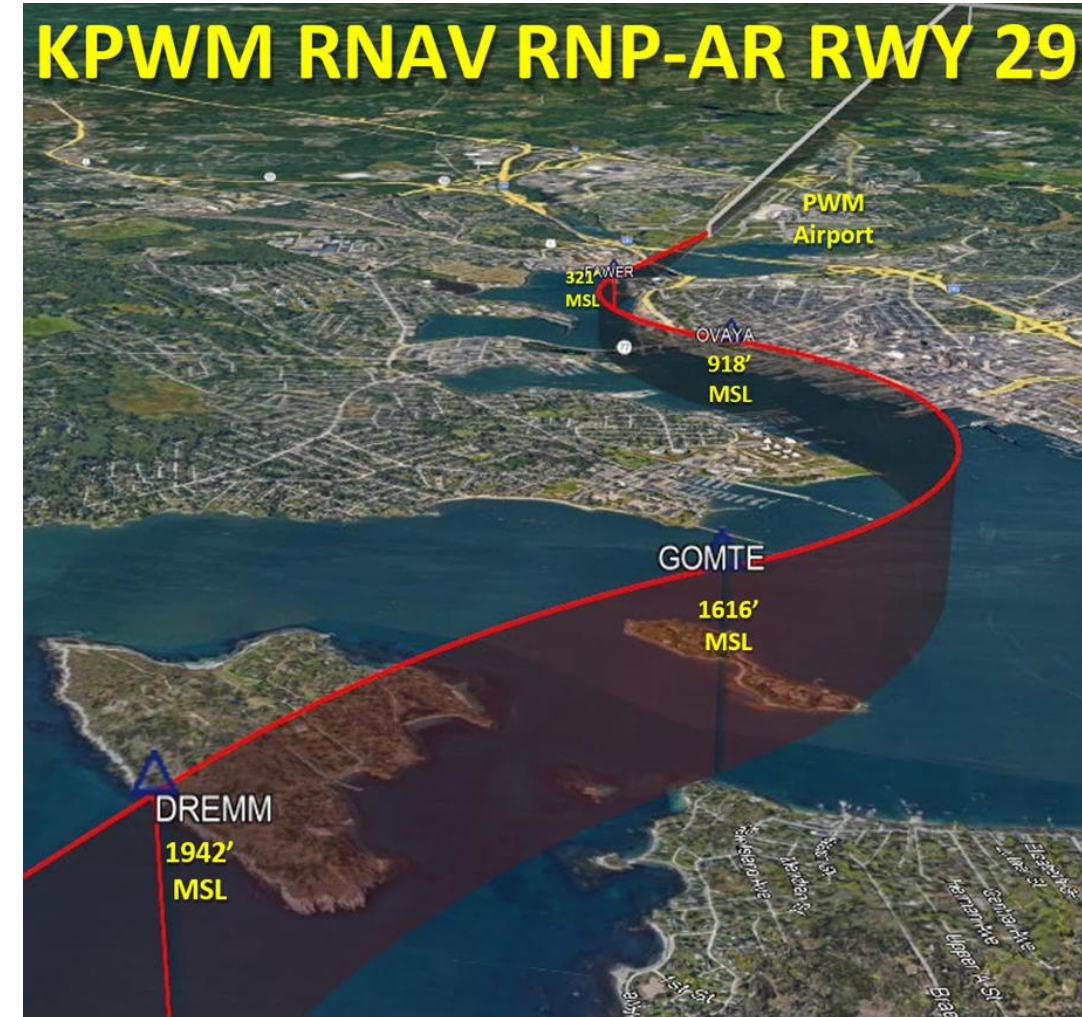
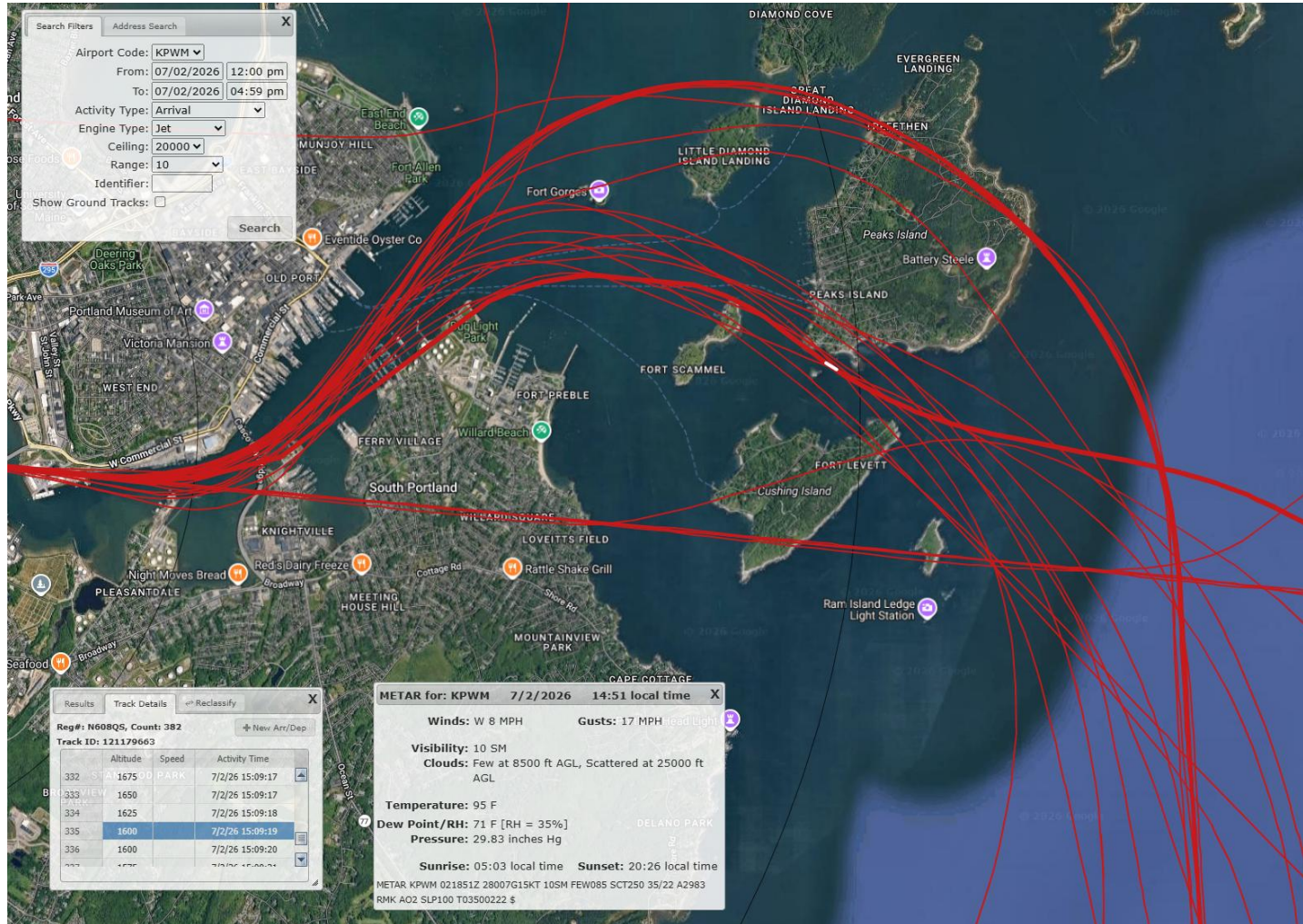
ARRIVALS BETWEEN 10:00 PM AND 7:00 AM					
Travel Month	Jul 2026	Aug 2026	Sep 2026	Oct 2026	Nov 2026
Arr Time	Flights	Flights	Flights	Flights	Flights
0005	2				2
0010	16	2	1	19	
0014			1		
0016	17	2			
0021	1				
0025	5	20	4		
0037	2				
0040					1
0042	1				
0043	24	3			
0052	6				
0059	25	31	7		
2205		8	10		
2210	2			5	
2213			19	3	
2215	12	5	1		
2219			6	6	
2223					22
2225		12	12		
2231				27	
2233	22	2			30
2235	2			8	
2236	24	3		23	
2237			3	1	
2238	9	9	2		
2239	9	9	2		
2244		4	2	4	
2246	1				
2247	3	1			30
2248		27	8		
2255	10	13	6		
2300	11			4	
2305	5				
2306				6	25
2313		25	5		
2314	25	2			
2315	4	1			
2317			20	4	
2319				16	
2323				7	30
2324			6	6	
2328			7	24	
2329	2				
2330	52	36	25	4	
2332		21	23		
2334	4	1			
2336			12	25	7
2337		16	2		
2338					30
2340				23	30
2341		7	2	27	
2343				11	18
2345	3	1			
2346				23	
2347		23	29	4	
2349				7	30
2350					13
2351	29	10			
2352			22	24	
2355				18	3
2356			23	5	
2359	27	21	40	34	30
TOTAL MONTHLY ARRIVALS 10P - 7A	355	315	300	368	301
AVG. DAILY ARRIVALS 10P - 7A	11	10	10	12	10
% OF ARRIVALS 10P - 7A	22.6%	19.9%	19.9%	22.6%	23.4%
TOTAL ARRIVALS	1,573	1,584	1,506	1,626	1,285
AVG. DAILY DEPARTURE	51	51	50	52	43

4. UPDATE ON THE REQUIRED NAVIGATION PERFORMANCE RNP 29Z APPROACH PROCEDURE THAT OVERLAYS THE HARBOR VISUAL APPROACH (HVA)

Goal is to have airlines shift from RNAV and ILS to the new 29Z approach.

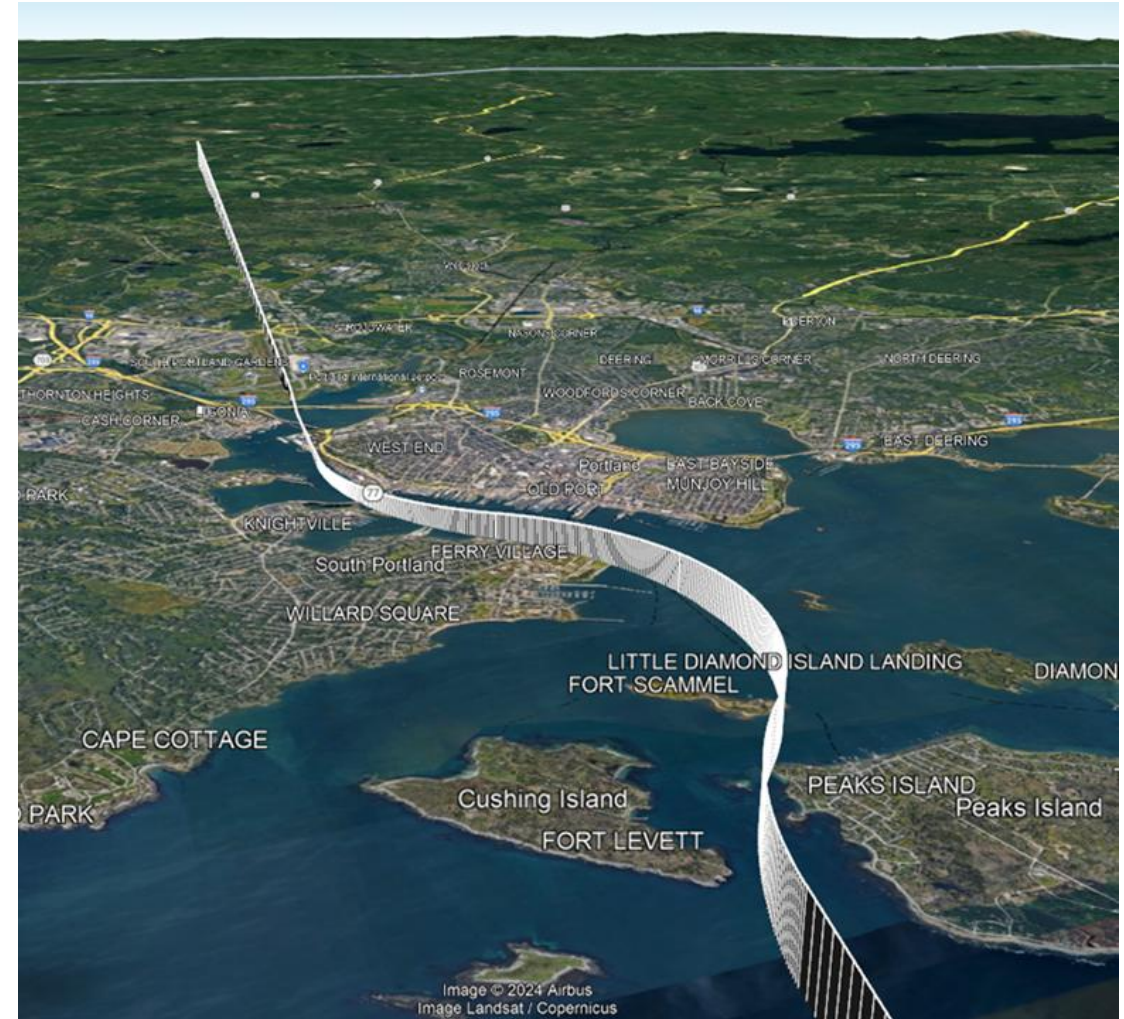


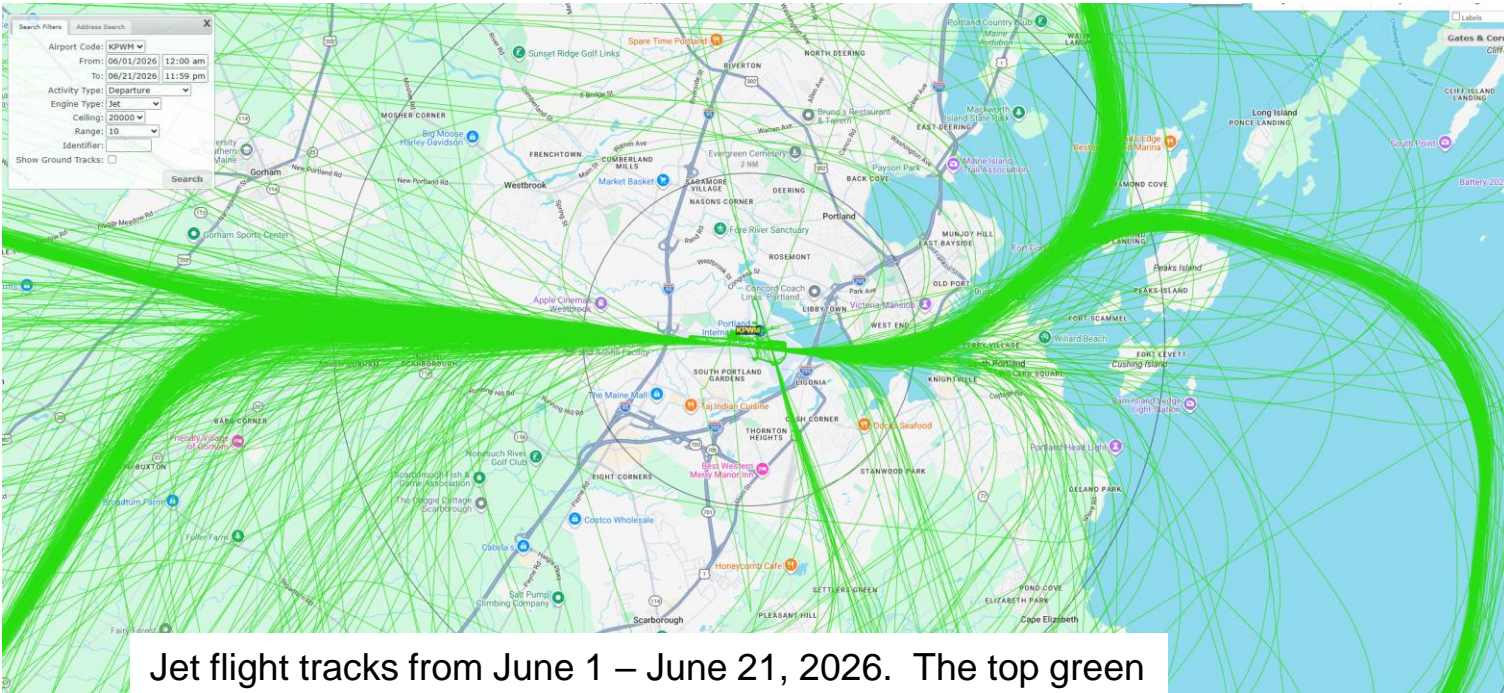
4. UPDATE ON THE REQUIRED NAVIGATION PERFORMANCE RNP 29Z APPROACH PROCEDURE THAT OVERLAYS THE HARBOR VISUAL APPROACH (HVA)



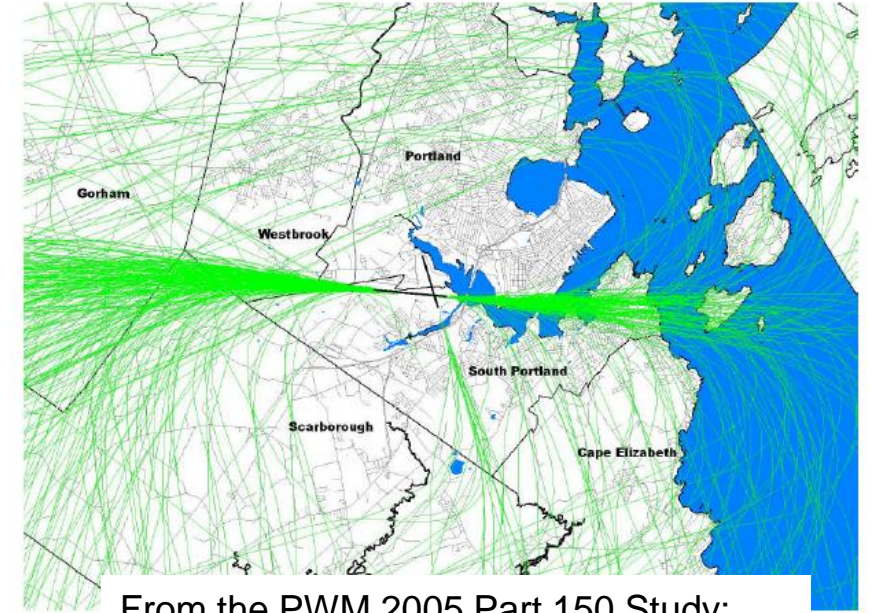
4. UPDATE ON THE REQUIRED NAVIGATION PERFORMANCE RNP 29Z APPROACH PROCEDURE THAT OVERLAYS THE HARBOR VISUAL APPROACH (HVA)

- a. It is a public procedure that requires no special authorizations to use it. It does require RNP authorized aircraft and crew.
- b. The procedure publish date was April 16, 2026, but it wasn't assignable by PWM ATC until June 26, 2026
- c. Most PWM aircraft can fly the procedure since both RNP 0.1 and RNP 0.3 are available. CRJ aircraft are not able to fly this approach. From **April - December 2026 CRJ aircraft will account for 18% of PWM flights**. This number is down from 19% in 2025 and will continue to drop.
- d. Unlike the HVA, the RNP 29Z approach procedure will be available at night and during low visibility. Decision height is 250' for RNP 0.1 with ½ mile visibility and 500' with 1 mile visibility for RNP 0.3. For comparison the ILS is a 200' decision height and ½ mile visibility.
- e. PWM has reached out to Southwest's ATC Systems Program Manager on the opportunity to switch to the RNP 29Z approach and cancel the RNAV visual special approach that flies over the north end of Peaks Island.
- f. All PWM air carriers have been notified that the RNP 29Z approach is available and asked to switch to this approach for flights authorized to fly RNP approaches.





Jet flight tracks from June 1 – June 21, 2026. The top green tracks are departures and bottom red tracks are arrivals



From the PWM 2005 Part 150 Study: Approximately 21 days of Jet radar data from May and June 2002

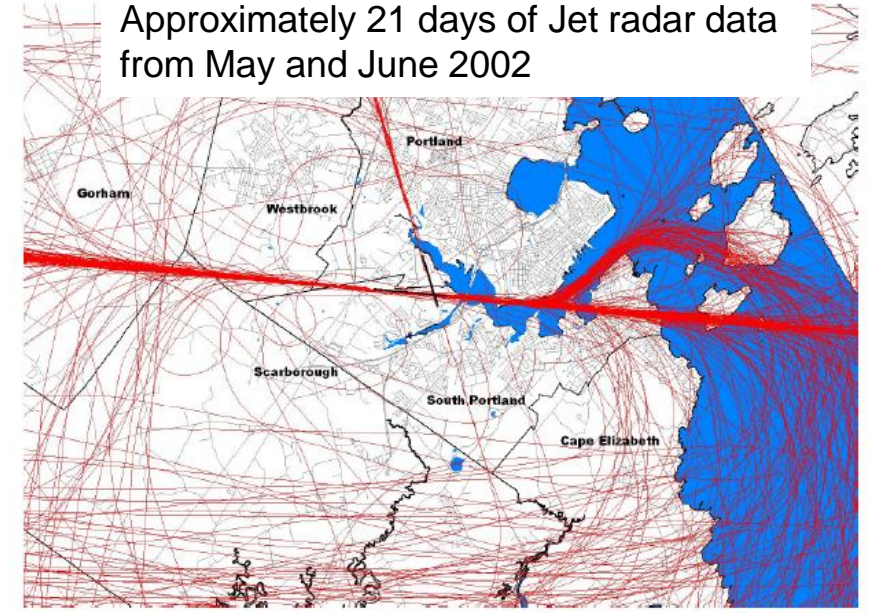
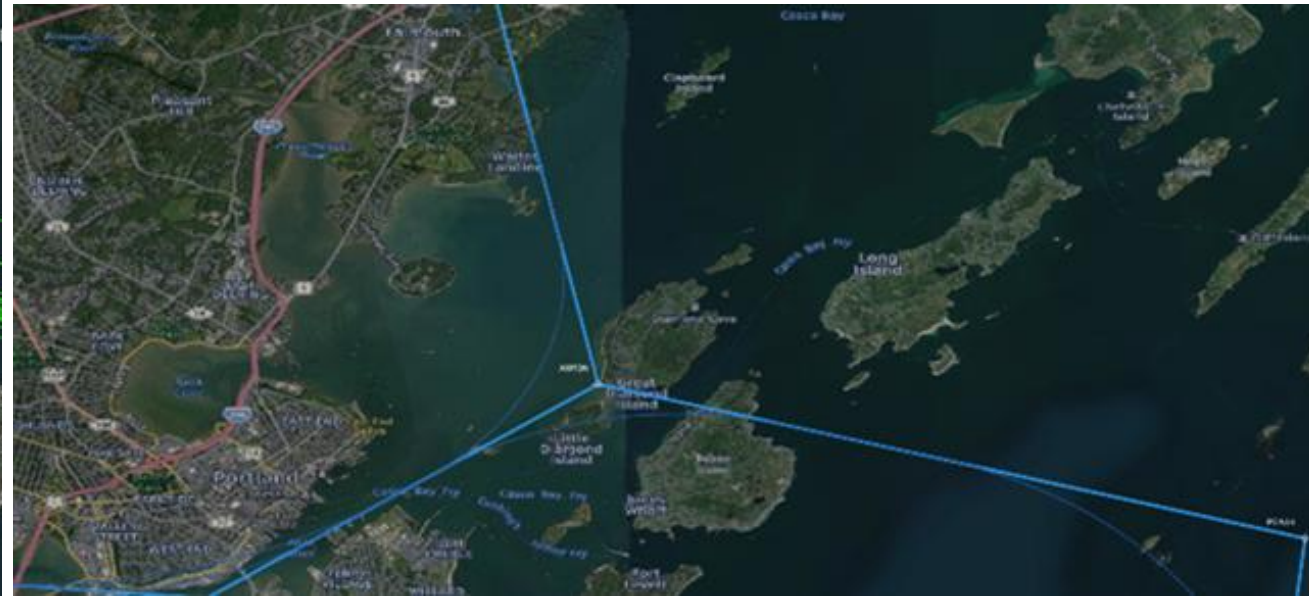
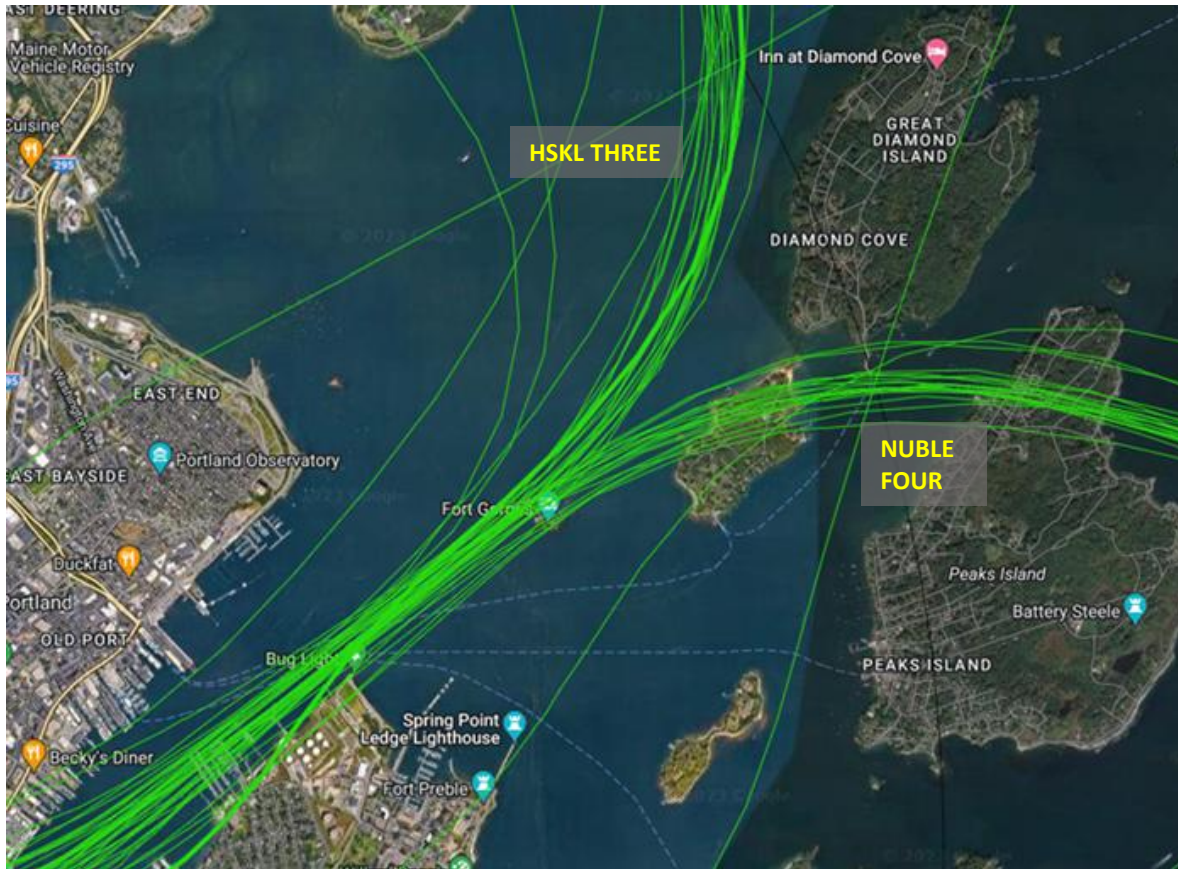


Figure 14. Sample of Radar Plots for Jet Departures (top) and Arrivals (bottom) at PWM

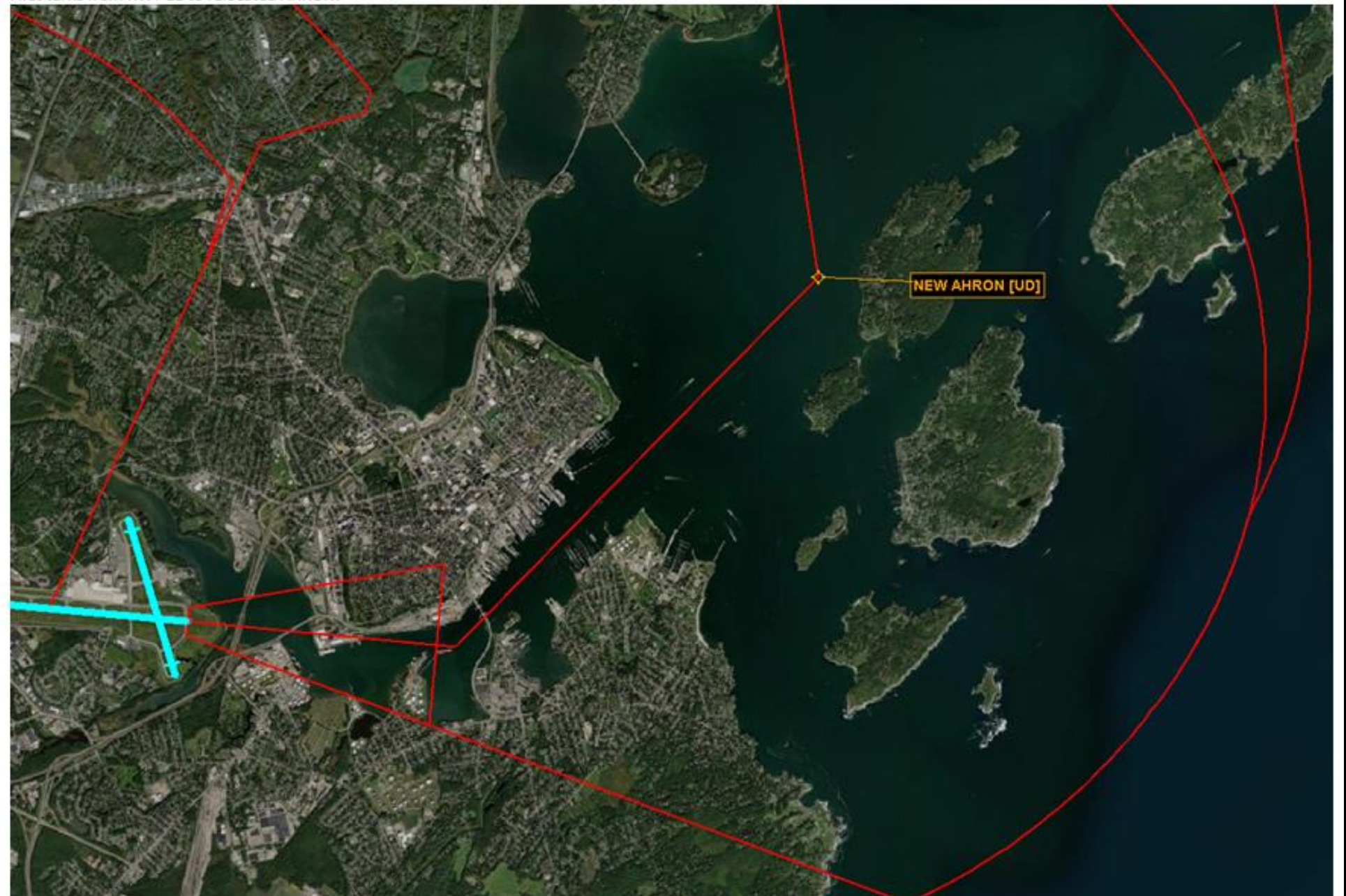
6. UPDATE ON PROPOSED REVISIONS TO THE HSKEL THREE AND NUBLE FOUR RNAV DEPARTURE PROCEDURES

The new HSKEL FOUR (RNAV) NUBLE FIVE (RNAV) departure are being published today.

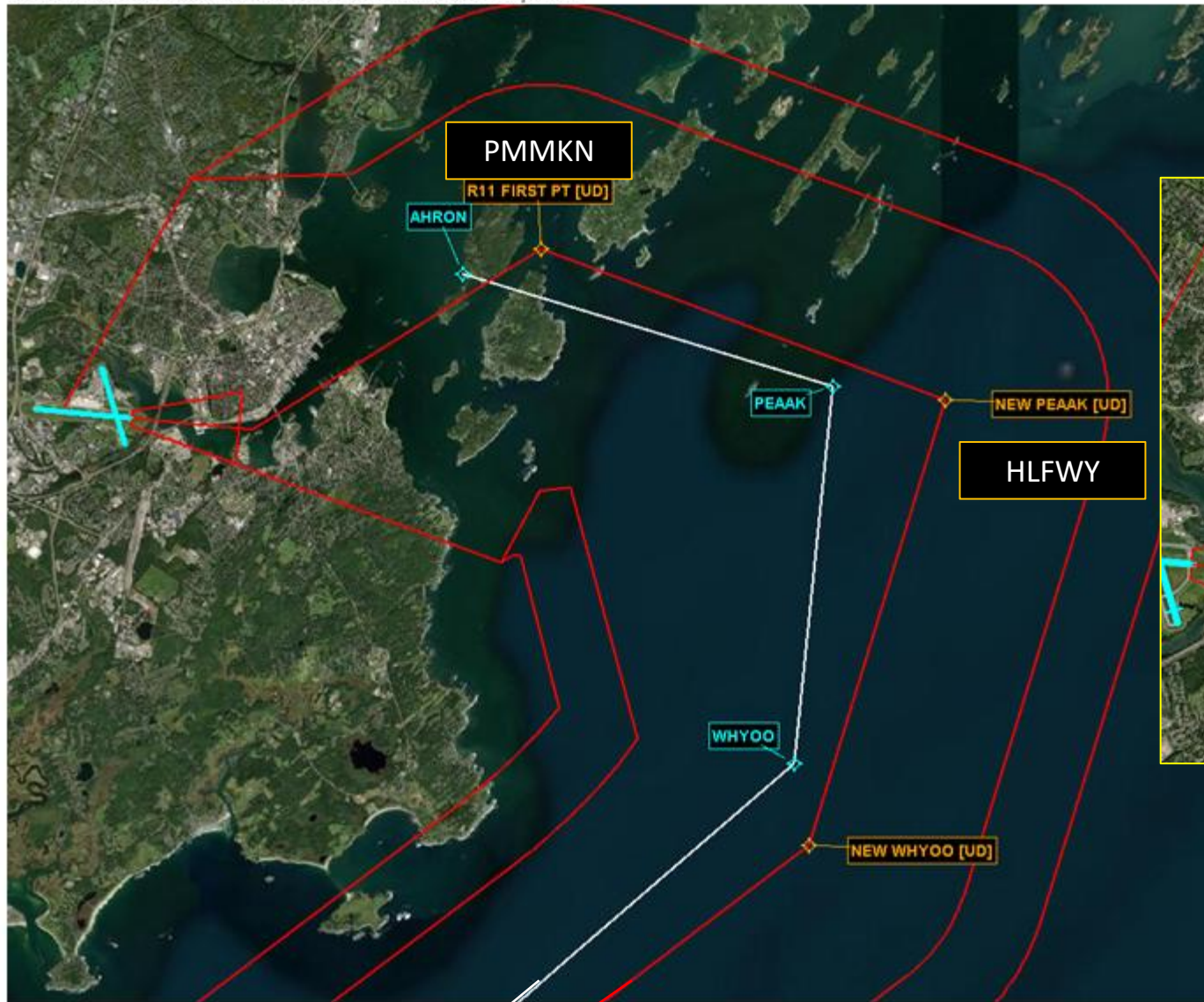


First turns from RWY 11 to relocated AHRON:

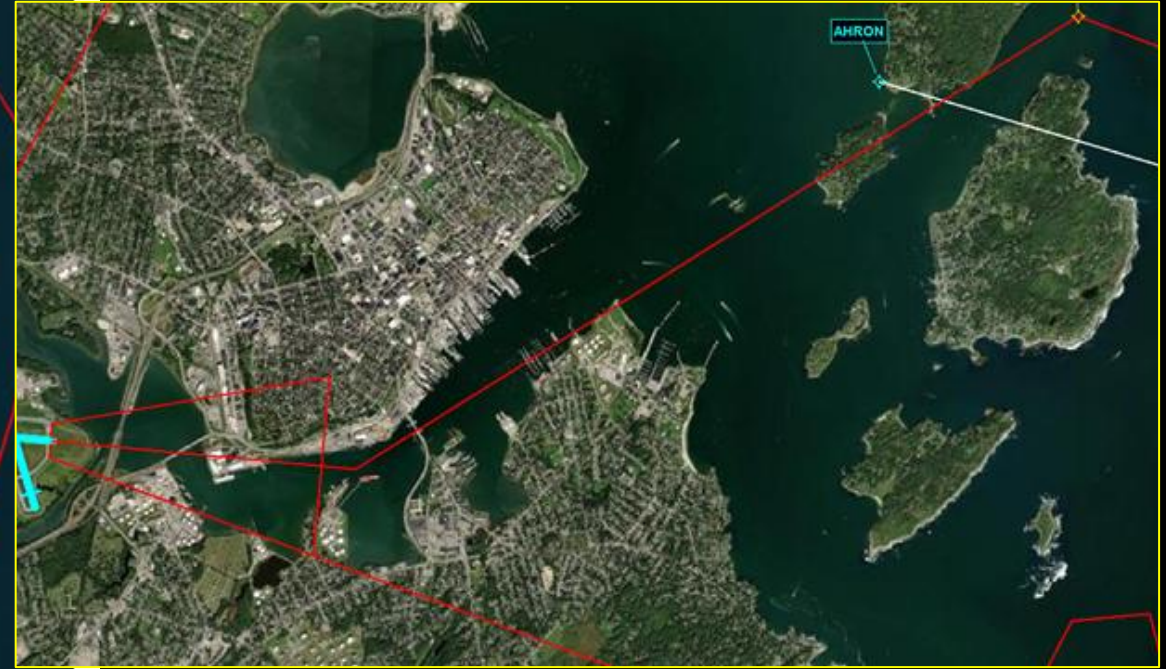
H4
Close up of
inside
PWM Harbor



First turns from RWY 11 to relocated WHYOO with current track for comparison:



N5 Runway 11 departure



Close up of inside harbor

Old route and new route joins at ORCHD

****NUBLE FIVE DEPARTURE (RNAV)****

RWY 11: CG 350'/NM TO 1300.

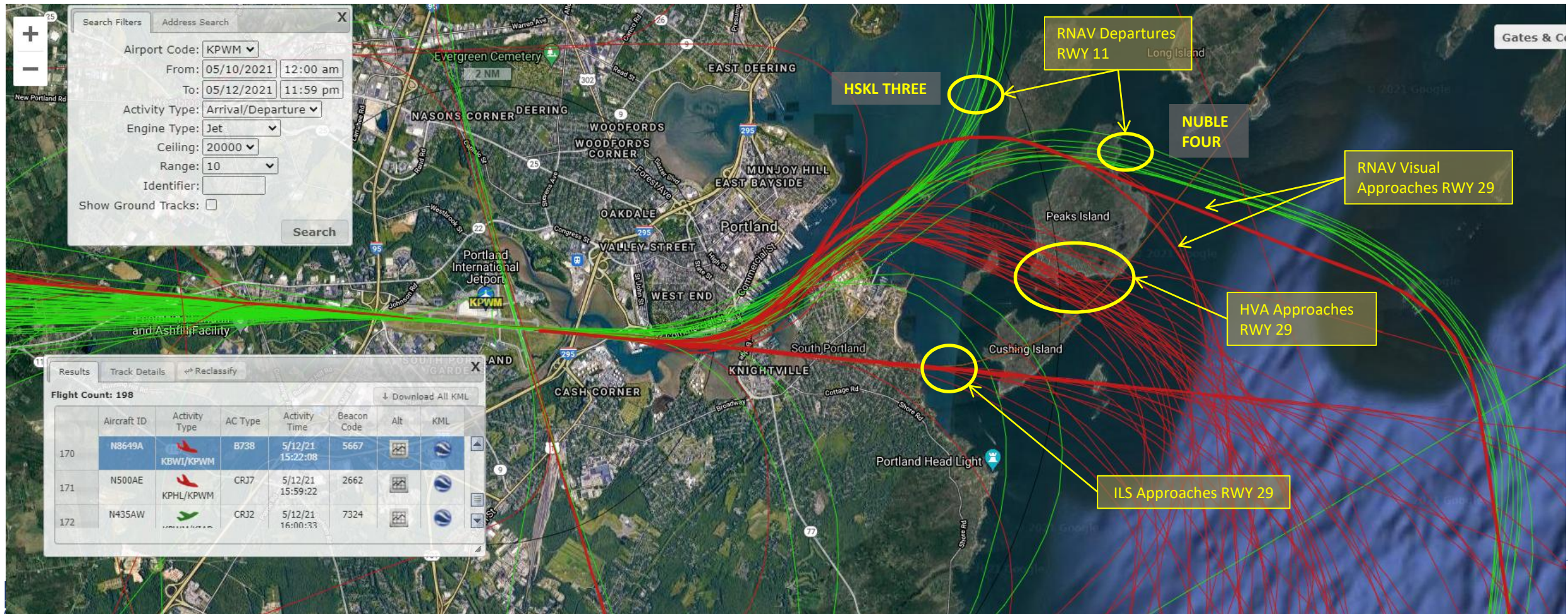
- TAKEOFF RWY 11: CLIMB ON HEADING 110.30 TO INTERCEPT COURSE 073.00/4.18 TO R11 FIRST PT (fix name reservation required), THEN ON TRACK 125.49/5.30 TO PEAAK, THEN ON TRACK 212.17/5.70 TO WHYOO, THEN ON TRACK 248.00/13.52 TO ORCHD, THEN ON TRACK 244.05/13.71 TO FOSCO, THEN ON TRACK 236.28/8.36 TO NUBLE, THENCE ...

... MAINTAIN 3000 OR AS ASSIGNED BY ATC (5000 WHEN TOWER CLOSED, CONTACT BOSTON CENTER). EXPECT CLEARANCE TO FILED ALTITUDE FIVE (5) MINUTES AFTER DEPARTURE.

I recommend the departure instructions will be simplified for publication as "CLIMB ON HEADING 110.30 TO INTERCEPT COURSE 073.00/4.18 TO XXXXX, THEN ON DEPICTED ROUTE TO NUBLE, THENCE ..."

6. REVIEW AND DISCUSSION OF THE FLIGHT DISCREPANCY REPORTS FOR APRIL AND MAY 2026

Reports are posted on the Jetport's website on the [Noise Abatement Program](#) page under the "Link to Noncompliance Report Packages". Here is the [2026 YTD Chart](#).

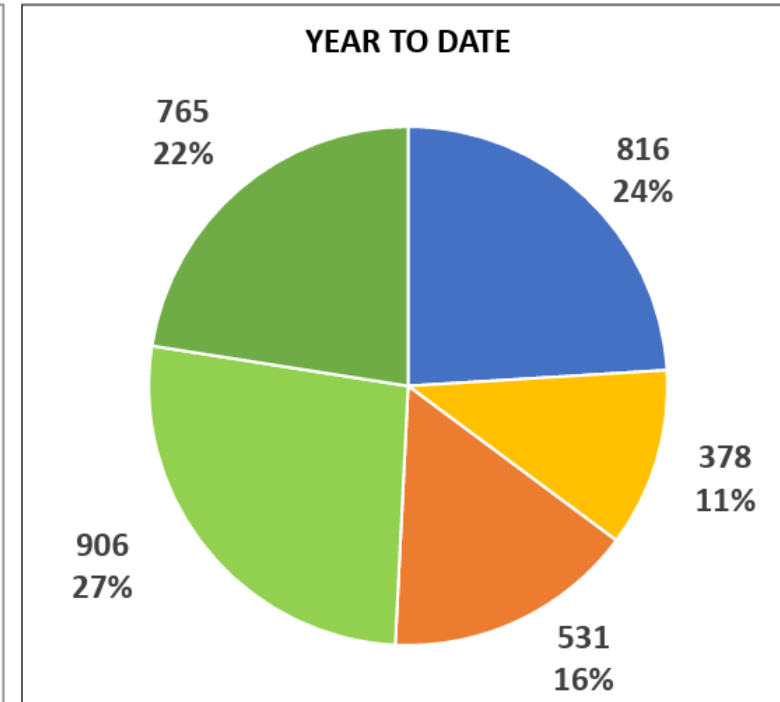
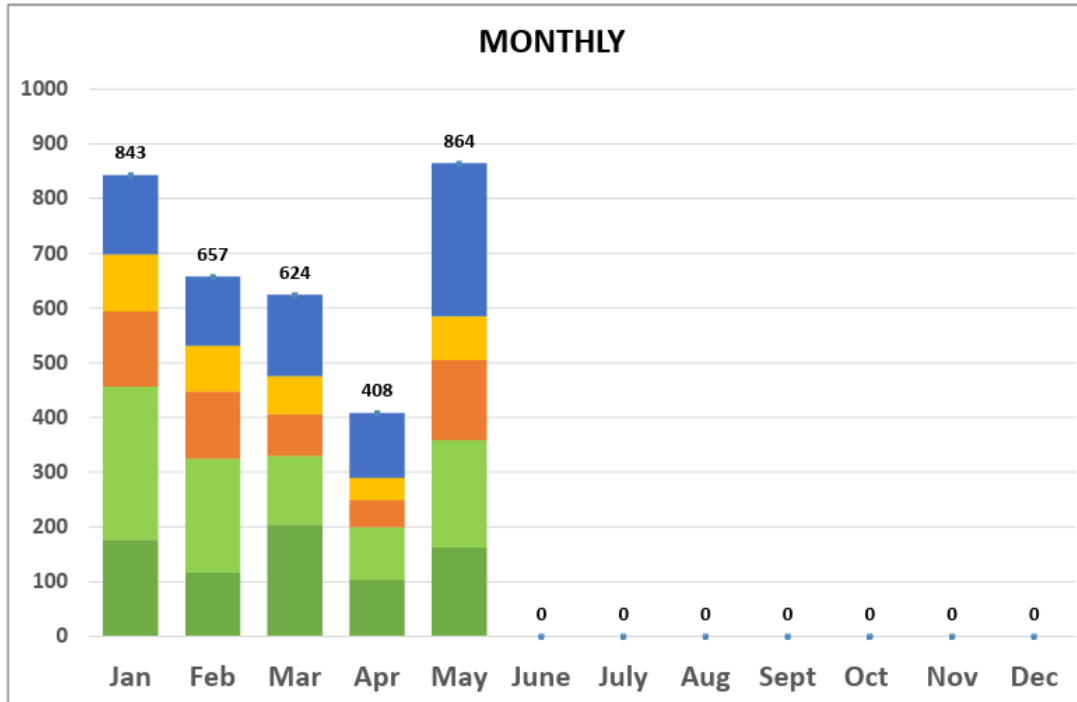


NOISE COMPATIBILITY PROGRAM 2026 COMPLIANCE SUMMARY

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date	
NOISE SENSITIVE HOURS 10PM - 7AM	NSH Total Arrivals	220	214	276	333	355								1398	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%	227 68%	156 44%									647 46%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%	76 23%	167 47%									574 41%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%	30 9%	32 9%									177 13%
	NSH Total Departures	166	181	214	256	292									1109
	NSH Departures in Compliance	155 93%	168 93%	167 78%	176 69%	222 76%									888 80%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%	38 15%	34 12%									108 10%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%	42 16%	36 12%									113 10%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	843	657	624	408	864								3396	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%	118 29%	279 32%									816 24%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%	41 10%	80 9%									378 11%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%	49 12%	146 17%									531 16%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%	97 24%	196 23%									906 27%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%	103 25%	163 19%									765 23%
EARLY TURNS by Departures on R11	Early North	0	1	4	10	2								17	
	Early North Other	2	8	18	27	14								69	
	Early South	0	3	0	12	13								28	
	Early South Other	5	27	29	58	40								159	

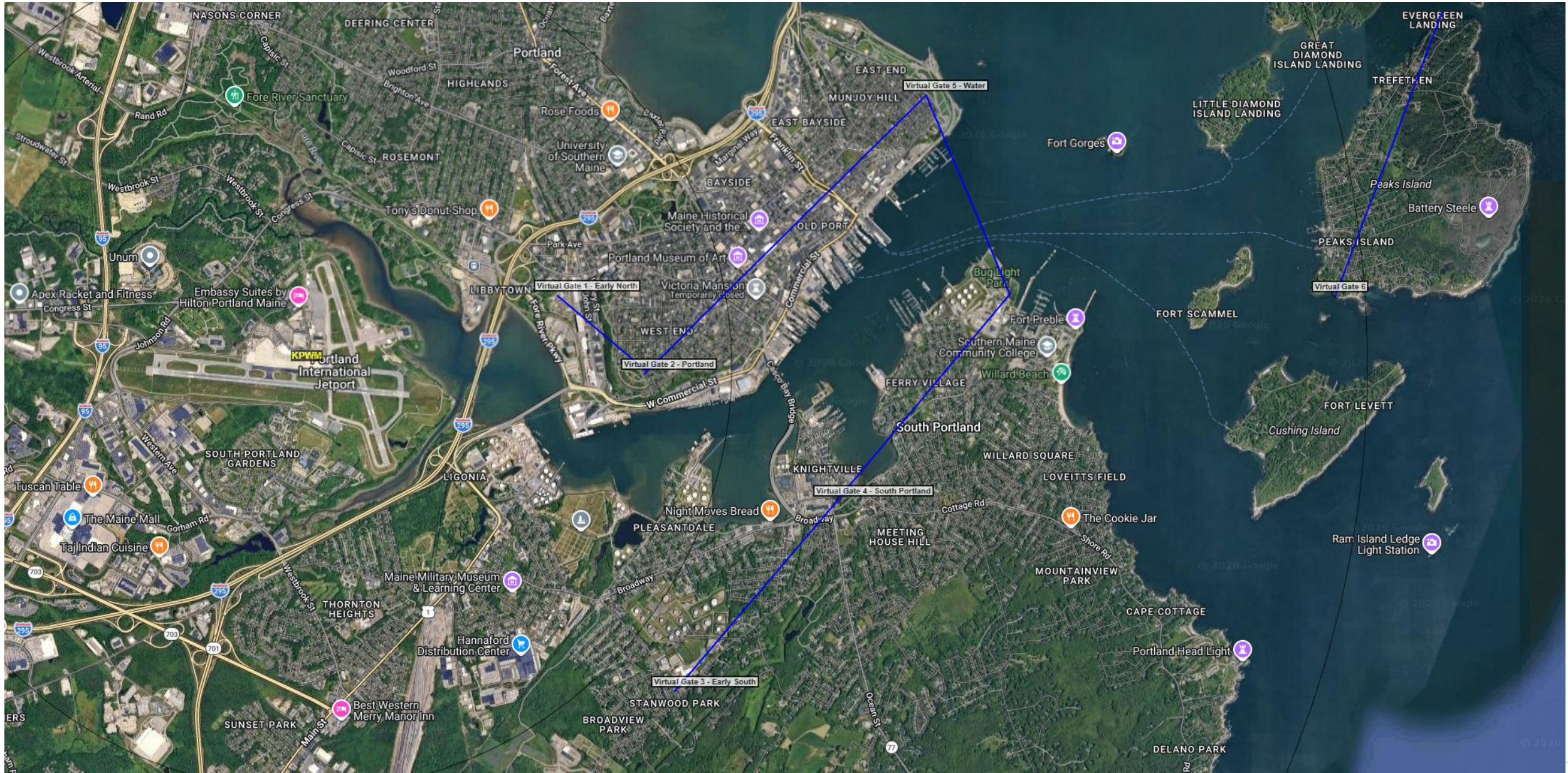
Monthly Review of Noise Mitigation Measures

Analysis of flight path and weather conditions for Arrivals on RWY 29

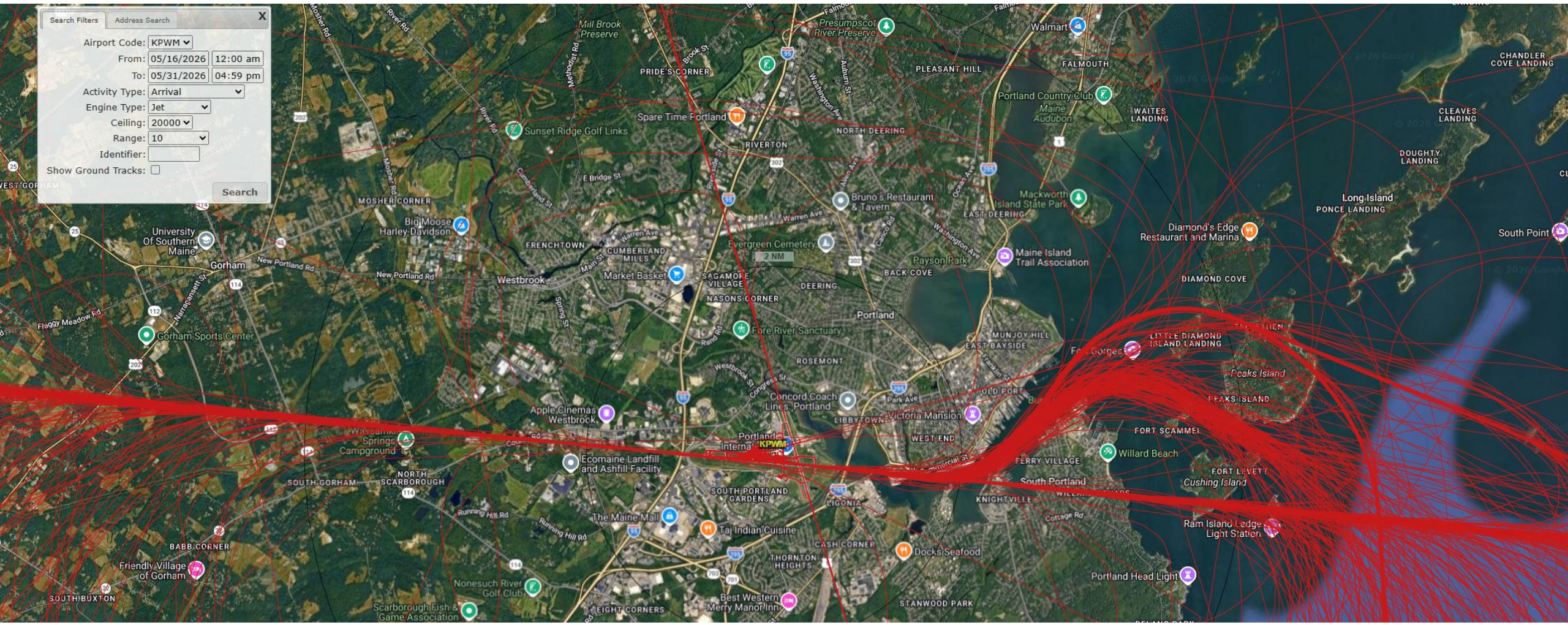


- R29 Approaches **Successfully** Over Water
- R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- R29 Approaches Over Peaks that may be eligible for future RNP
- R29 Approaches Over Land that may be eligible for future RNP
- R29 Approaches Over Land that were not eligible for HVA or future RNP

6. DISCREPANCY REPORT GATES



6. DISCREPANCY REPORTS – APPROACHES MAY 16-31, 2026



7. REVIEW WINDOW DRESSERS PILOT PROJECT

Project will evaluate the effectiveness of the WindowDressers' insulating inserts in attenuating sound.

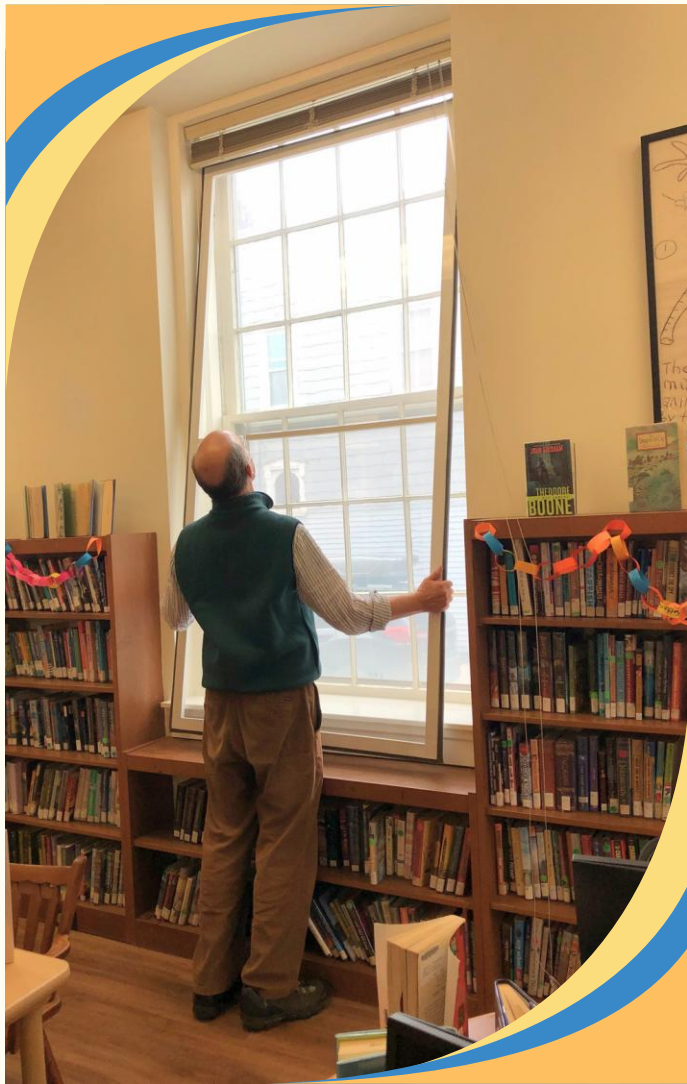
The first step is to select six homeowners from the NAC represented communities that are interested in participating in the pilot project.

Project Step	Location	Schedule Milestones
1. Design Program	PWM Conference	July
2. Training	PWM Conference	July
3. Measure Windows	Residents' homes	July
4. Construct and Install Windows	TBD	August
5. Measure Effectiveness of Inserts	Residents' homes	September
6. Evaluate and Determine Future Program	PWM Conference	October NAC Meeting



INSULATING WINDOW INSERTS

Easy Installation - Inserts in Action



Our Community Impact in 2025

- ▶ Built **9,192** new window inserts
- ▶ Worked in **52** communities across Maine, Vermont, and New Hampshire
- ▶ Engaged more than **4,500** volunteers
- ▶ Provided **3,981** inserts free to low-income households in our communities



For additional Information:

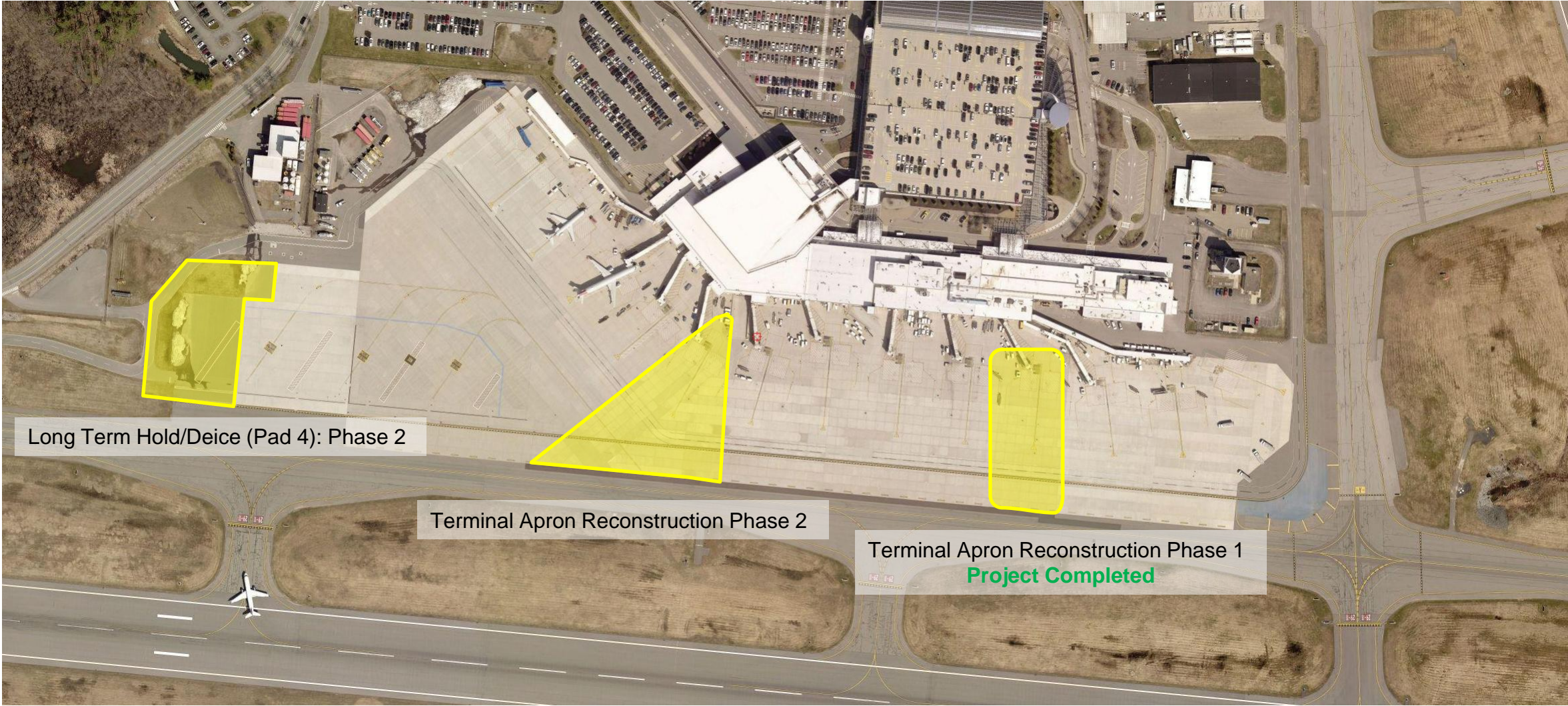


INSULATING WINDOW INSERTS

Jessica Williams
Director@windowdressers.org

Mary Ellen Eagan
President@windowdressers.org
[www. windowdressers.org](http://www.windowdressers.org)

8. SUMMER CONSTRUCTION PROJECTS



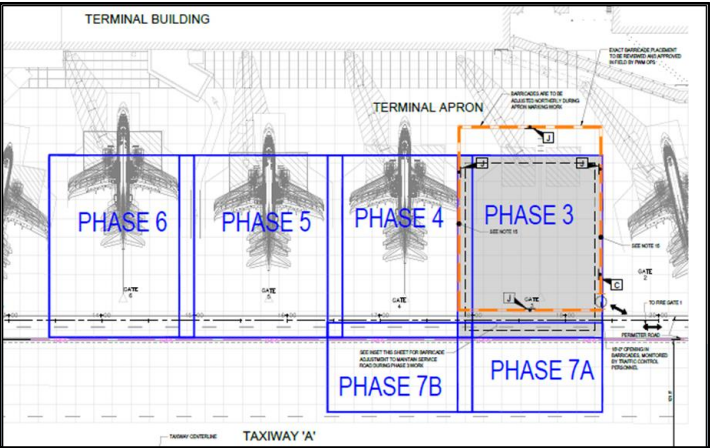
Long Term Hold/Deice (Pad 4): Phase 2

Terminal Apron Reconstruction Phase 2

Terminal Apron Reconstruction Phase 1
Project Completed

TERMINAL APRON RECONSTRUCTION PHASE 1: COMPLETE

This project commenced last construction season and was completed on June 11th. The project included removal and replacement of the existing 30-year-old 17-21" thick concrete aircraft apron at gates 3-6. This is an image from April 7th.



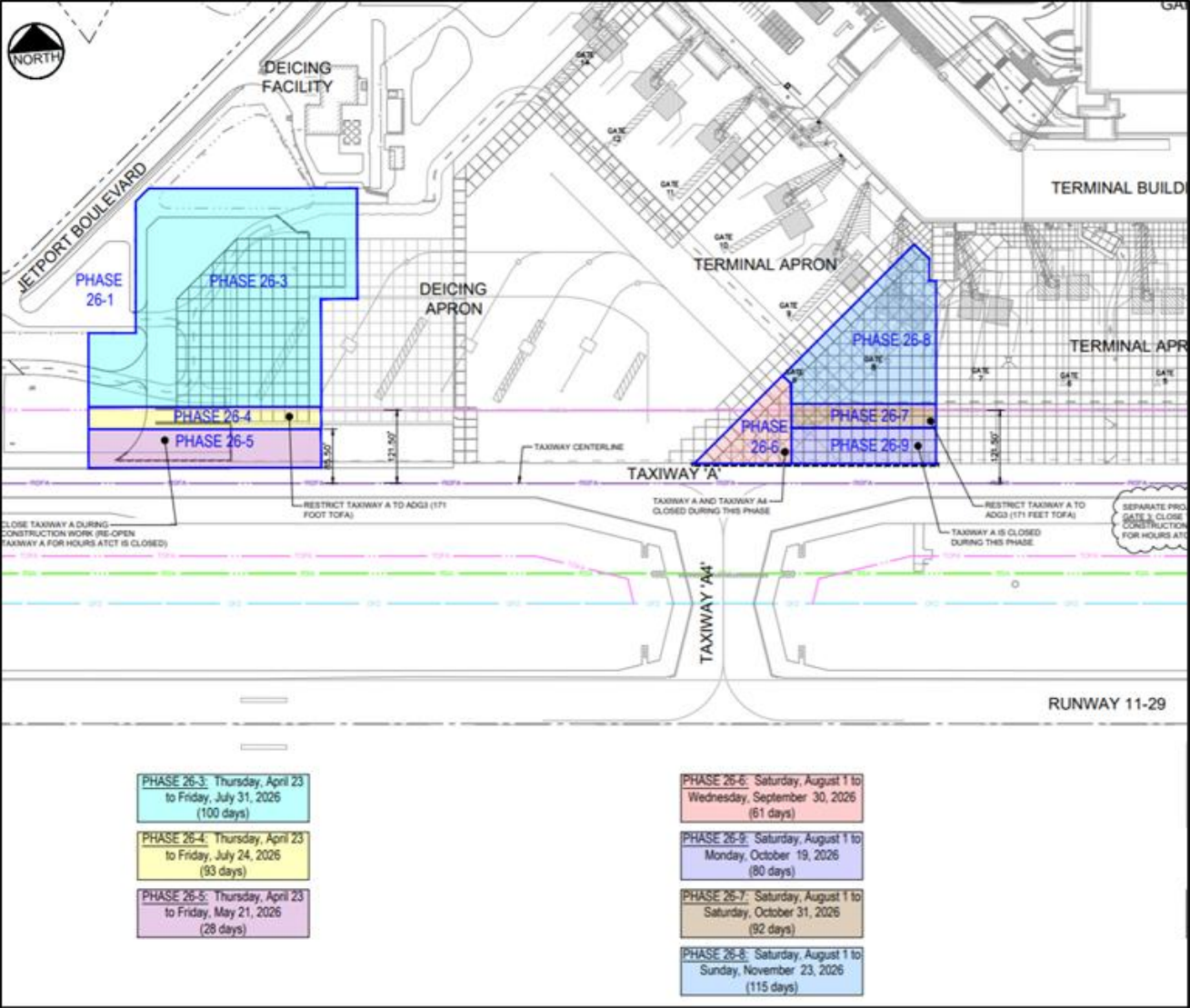
TERMINAL APRON RECONSTRUCTION PHASE 1

Image from July 8th showing completed apron



TERMINAL APRON RECONSTRUCTION PHASE 2 AND LONG-TERM HOLD AREA/DEICING PAD EXPANSION PHASE 2

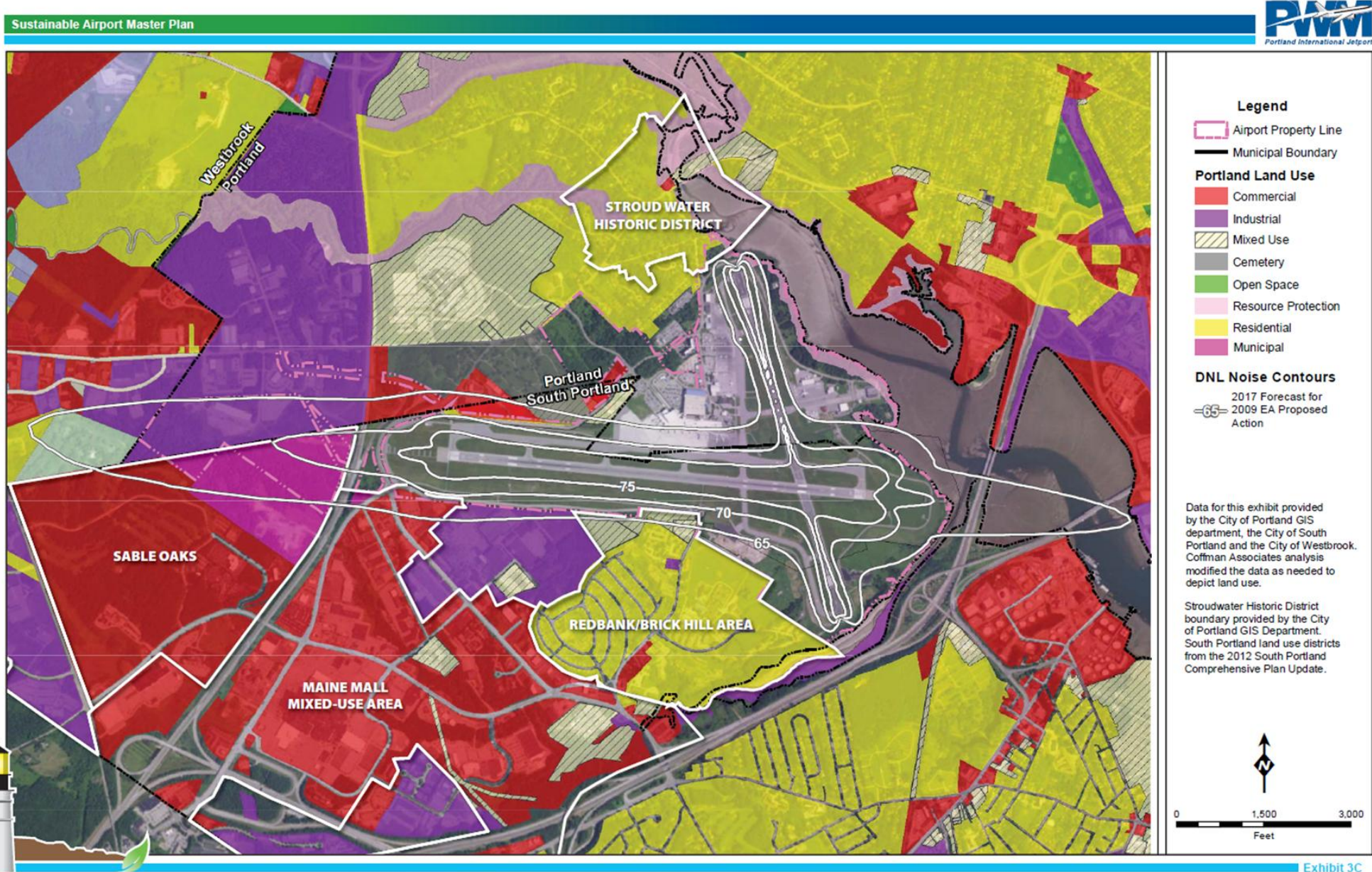
This project continues the replacement of the concrete aircraft apron at Gate 8 and expands the aircraft hold area and deicing pad to accommodate an additional aircraft parking position.



LONG-TERM HOLD AREA/DEICING PAD EXPANSION PHASE 2



9. AIRPORT COMPATIBLE LAND USE



9. AIRPORT COMPATIBLE LAND USE

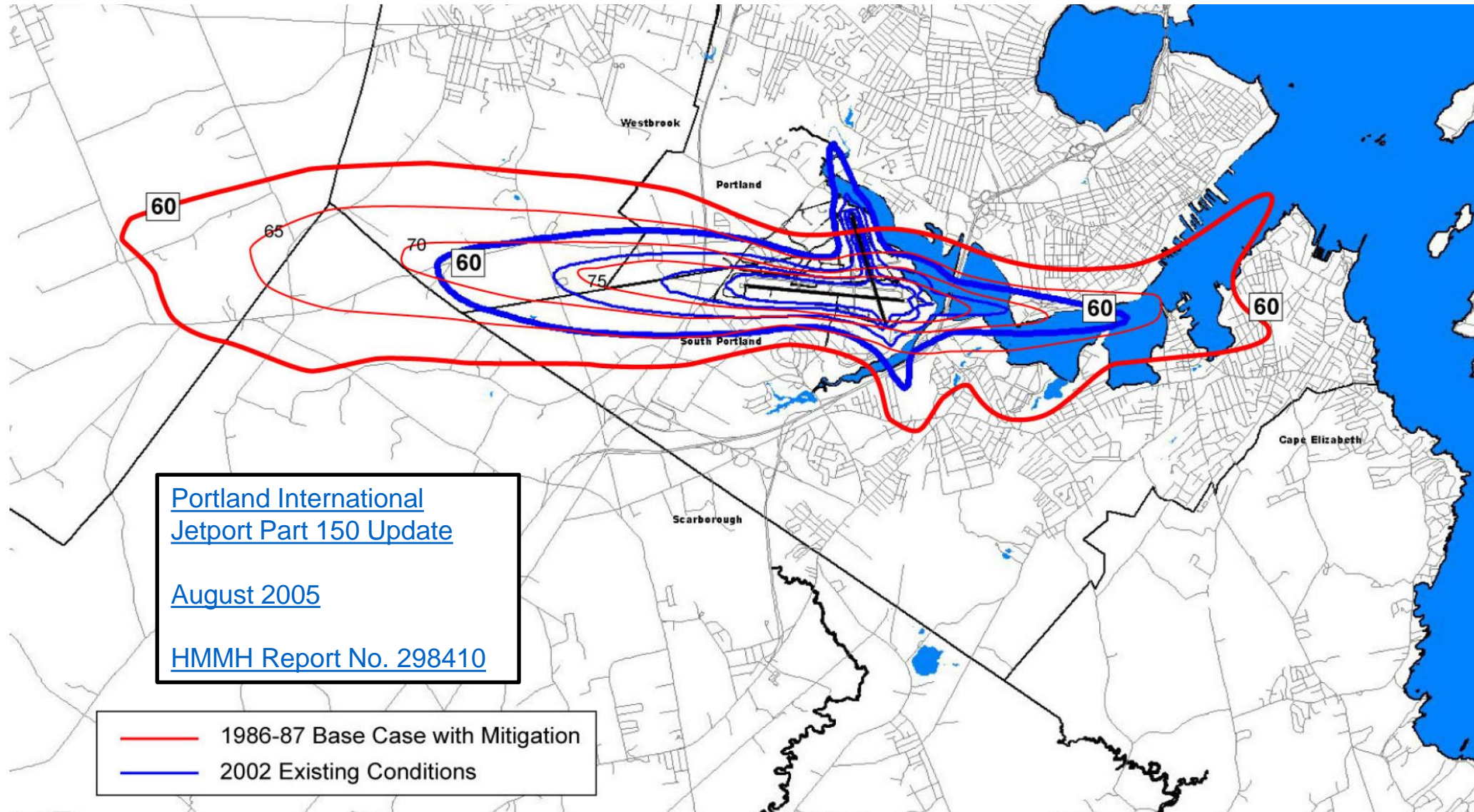


Figure 25. Comparison of DNL Contours for 2002 to those from 1986/87 Part 150 Study

9. AIRPORT COMPATIBLE LAND USE

Exhibit 11-3. Land-Use Compatibility* with Yearly Day-Night Average Sound Levels

Land Use	Yearly DNL Sound Level (decibels)					
	<65	65-70	70-75	75-80	80-85	>80
Residential						
Residential, other than mobile homes and transient lodgings	Y	N (1)	N (1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N (1)	N (1)	N (1)	N	N
Public Use						
Schools	Y	N (1)	N (1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y (2)	Y (3)	Y (4)	Y (4)
Parking	Y	Y	Y (2)	Y (3)	Y (4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail – building materials, hardware, and farm equipment	Y	Y	Y (2)	Y (3)	Y (4)	N
Retail trade, general	Y	Y	25	30	N	N
Utilities	Y	Y	Y (2)	Y (3)	Y (4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y (2)	Y (3)	Y (4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y (6)	Y (7)	Y (8)	Y (8)	Y (8)
Livestock farming and breeding	Y	Y (6)	Y (7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y

²⁰ Federal Interagency Committee On Noise: Federal Agency Review of Selected Airport Noise Analysis Issues (August 1992), page 3-7.

Land Use	Yearly DNL Sound Level (decibels)					
	<65	65-70	70-75	75-80	80-85	>80
Recreational						
Outdoor sports arenas and spectator sports	Y	Y (5)	Y (5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Source: 14 CFR part 150, Appendix A, Table 1

Note: Numbers in parentheses refer to the notes at end of the exhibit.

* The designations contained in this exhibit do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. The FAA determinations under 14 CFR part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Y = Land use and related structures compatible without restrictions

N = Land use and related structures are not compatible and should be prohibited

25 or 30 = Land use and related structures generally compatible; measures to achieve Noise Level Reduction of 25 or 30 dBA (i.e., a weighted sound level) must be incorporated into design and construction of structure. Noise Level Reduction is the amount of noise reduction in decibels achieved through incorporation of building sound insulation treatments (between outdoor and indoor levels) in the design and construction of a structure (14 CFR § 150.7). Building sound insulation treatments typically consist of acoustical replacement windows and doors.

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor noise level reduction of at least 25 dBA and 30 dBA should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a noise level reduction of 20 dBA, thus, the reduction requirements are often stated as 5, 10 or 15 dBA over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of noise level reduction criteria will not eliminate outdoor noise problems.

(2) Measures to achieve noise level reduction of 25 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(3) Measures to achieve noise level reduction of 30 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(4) Measures to achieve noise level reduction of 35 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.



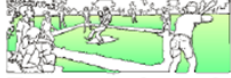
(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require noise level reduction of 25 dBA.

(7) Residential buildings require noise level reduction of 30 dBA.

(8) Residential buildings not permitted.

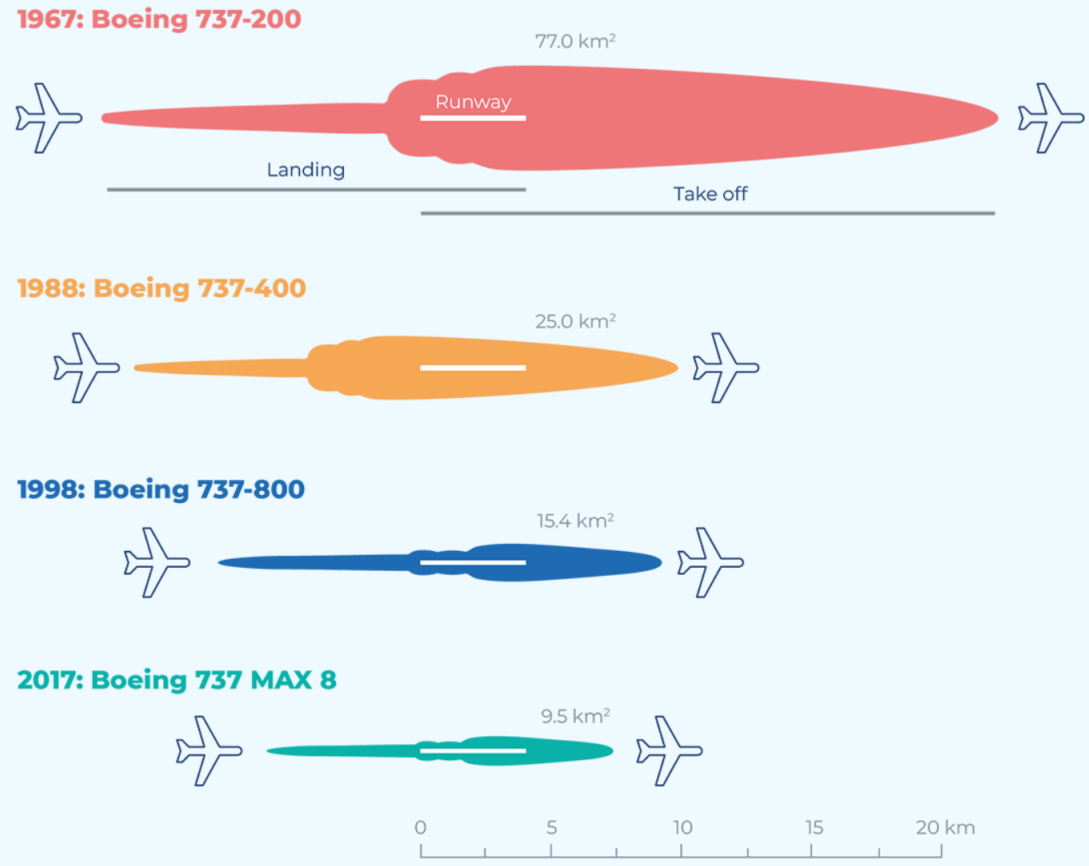
Land Use Noise Sensitivity Matrix

		55-65 DNL	65-75 DNL	75+ DNL
 Residential	1-2 Family	Yellow	Orange	Red
	Multi-Family	Yellow	Orange	Red
	Mobile Homes Dorms, etc.	Yellow	Orange	Red
 Institutional	Churches	Yellow	Orange	Red
	Schools	Yellow	Orange	Red
	Hospitals	Yellow	Orange	Red
	Nursing Homes Libraries	Yellow	Orange	Red
 Recreational	Sports/Play	Yellow	Orange	Red
	Arts/Instructional Camping	Yellow	Orange	Red
Commercial	All Uses	Yellow	Orange	Red
Industrial	All Uses	Yellow	Orange	Red
Agricultural	All Uses	Yellow	Orange	Red

PER FAR PART 150	COMPATIBLE	Yellow
	INCOMPATIBLE	Red

9. AIRPORT COMPATIBLE LAND USE

BOEING 737 NOISE FOOTPRINT REDUCTION OVER TIME



Schematic of Boeing's 737 noise reduction over time. Source: Heathrow Airport: The Quiet Night Charter 2018

10. USE OF BERMS FOR NOISE ATTENUATION AT AIRPORTS



This approximately 94 acre Maze-like landscaping has cut the decibel level of the ambient noise at Amsterdam's Schiphol Airport. Schiphol Group

10. USE OF BERMS FOR NOISE ATTENUATION AT AIRPORTS

Pros: Berms are excellent for ground-level noises like runway engine testing, taxiing, and auxiliary power units (APUs)

Cons: Berms have severe limitations regarding aircraft in flight. Sound waves originating high in the air easily bend over or "diffract" around the top of a berm. Consequently, they provide minimal relief for the noise generated by arriving or departing jets. Because berms require a substantial footprint to build, major airports usually implement berms as a secondary noise-buffering measure in conjunction with compatible land-use zoning or to protect communities from adjacent highway traffic.

Northeast airports like PWM are land constrained. PWM occupies just 769 acres, a similar size airport by passengers, Colorado Springs occupies 7,200 acres. Boston Logan occupies only 2,384 acres.

10. USE OF BERMS FOR NOISE ATTENUATION AT AIRPORTS



11. CLOSING QUESTIONS / DISCUSSION / 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.

12. Future Agenda Items: Committee members may request future agenda items.

13. Next Meeting: Discuss preferred month for next meeting. Staff will follow up with a survey to set the date.

Additionally, the NAC will consider a request from Jeremy Morton, former NAC Western Promenade representative, to host the next meeting or a listening session at his home on the Western Promenade on August 27th or September 3rd

14. Adjournment



*Maine's
Home
Airport.*