

# PWM NOISE ADVISORY COMMITTEE MEETING

April 16, 2026

## Zoom Webinar Meeting link:

<https://portlandmaine-gov.zoom.us/j/86831716355?pwd=MHVVZIR6SHRic240TC9PNEVaaUU3Zz09>

**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: NAC April 16, 2026

1. Welcome and Introductions
2. Opening Public Comment / Questions (15 minutes)
3. Review Passenger, Operations, and Flight Schedule Data.
  - a. Final 2025 Operations & Total Passenger data.
  - b. Historical enplanement Data through February 2026.
  - c. Forward outbound seat capacity data for April - September 2026.
  - d. Review upcoming flight schedules during noise sensitive hours for May – September, 2026.
4. Window Dressers: Community-Based non-profit organization introduction. Potential opportunity to do a pilot project with Window Dressers to help neighbors save energy and improve noise attenuation.
5. The new Required Navigation Performance RNP 29Z approach procedure that overlays the Harbor Visual Approach (HVA) has been approved. Alec Seybold, of Flight Tech Engineering, LLC, whom the NAC engaged to develop this procedure, will be joining the meeting via Zoom to review the procedure and answer questions. Here are details on the procedure:
  - a. It is a public procedure that requires no special authorizations to use.
  - b. The procedure publish date is April 16, 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. Visibility is down to 250' for RNP 0.1 and 500' for RNP 0.3.
  - e. PWM will work with Southwest on the opportunity to cancel the RNAV visual special approach that flies over the north end of Peaks Island.
6. Update on proposed revisions to the HSKEL THREE and NUBLE FOUR RNAV departure procedures:
  - a. No changes from the January 22, 2026 meeting. Both procedure revisions still have a July 9, 2026 publish date.
7. Review and discussion of the flight discrepancy reports for the 1<sup>st</sup> Quarter of 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".
8. Air Traffic Control Tower Operating Hours: The 90-day period, May – July, 2026 schedules Justify ATCT opening a half hour earlier at 0515 since each of these months have 2 or more operations in this 30-minute period.
9. Summer Construction Projects: Terminal Apron Reconstruction Phase 1 (continued from last construction season) and Terminal Apron Reconstruction Phase 2 and Long-Term Hold Area, Deicing Pad & RON Apron Construction Phase 2.
10. Closing Questions/ Discussion / Public Comment
11. Future Agenda Items: Committee members may request future agenda items.
  - a. Compatible land use around airports.
  - b. Berm use for noise attenuation.
12. Next Meeting: Committee members will select the next meeting date.
13. Adjournment

# 1. WELCOME & INTRODUCTIONS: NAC MEMBERSHIP

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

## 2. OPENING PUBLIC COMMENT/ QUESTIONS (15 minutes)

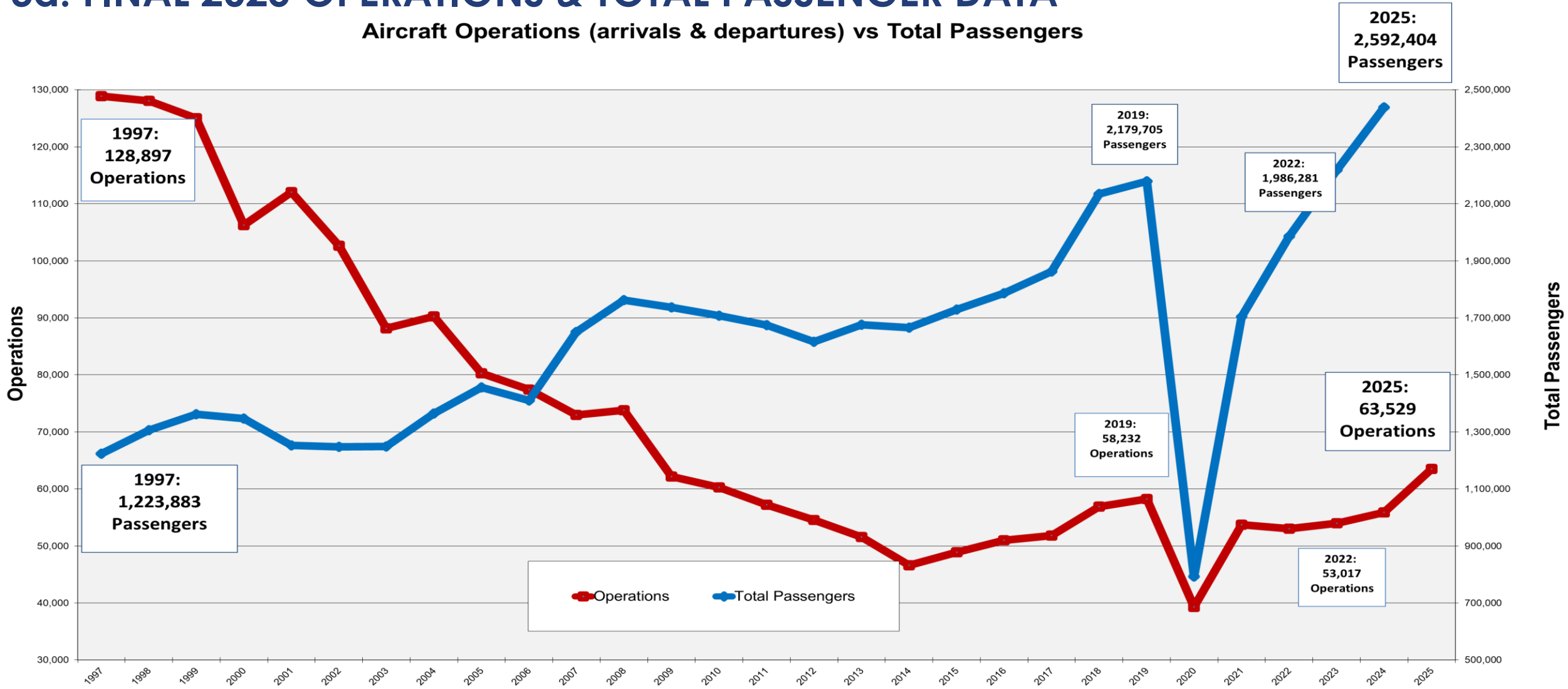
- For public comment by Zoom attendees, you will need to use the “raise your hand” feature in Zoom so you can be recognized by the host. Telephone participants can dial \*9 to raise their hand. You will be unmuted by the host when it is time for public comment.
- Please state your name and address for the record.

# 3. REVIEW JETPORT PASSENGER, OPERATIONS AND FLIGHT SCHEDULE DATA



# 3a. FINAL 2025 OPERATIONS & TOTAL PASSENGER DATA

## Aircraft Operations (arrivals & departures) vs Total Passengers



From 1997 to 2025 operations are down **50.7%** and total passengers are up **111.8%**.

# 3b. HISTORICAL ENPLANEMENT DATA THROUGH FEBRUARY 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												
Change ENP YOY	-3.5%	1.1%												
Cap 26	80,686	76,274	90,666	107,907	142,788	183,738	199,570	204,221	184,538	180,503	106,450	84,873	1,642,214	
LF 26	75.7%	81.2%												
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%	-8.0%	7.6%	11.5%	5.1%	8.1%	9.4%	5.5%	-3.4%	-4.4%	3.6%	

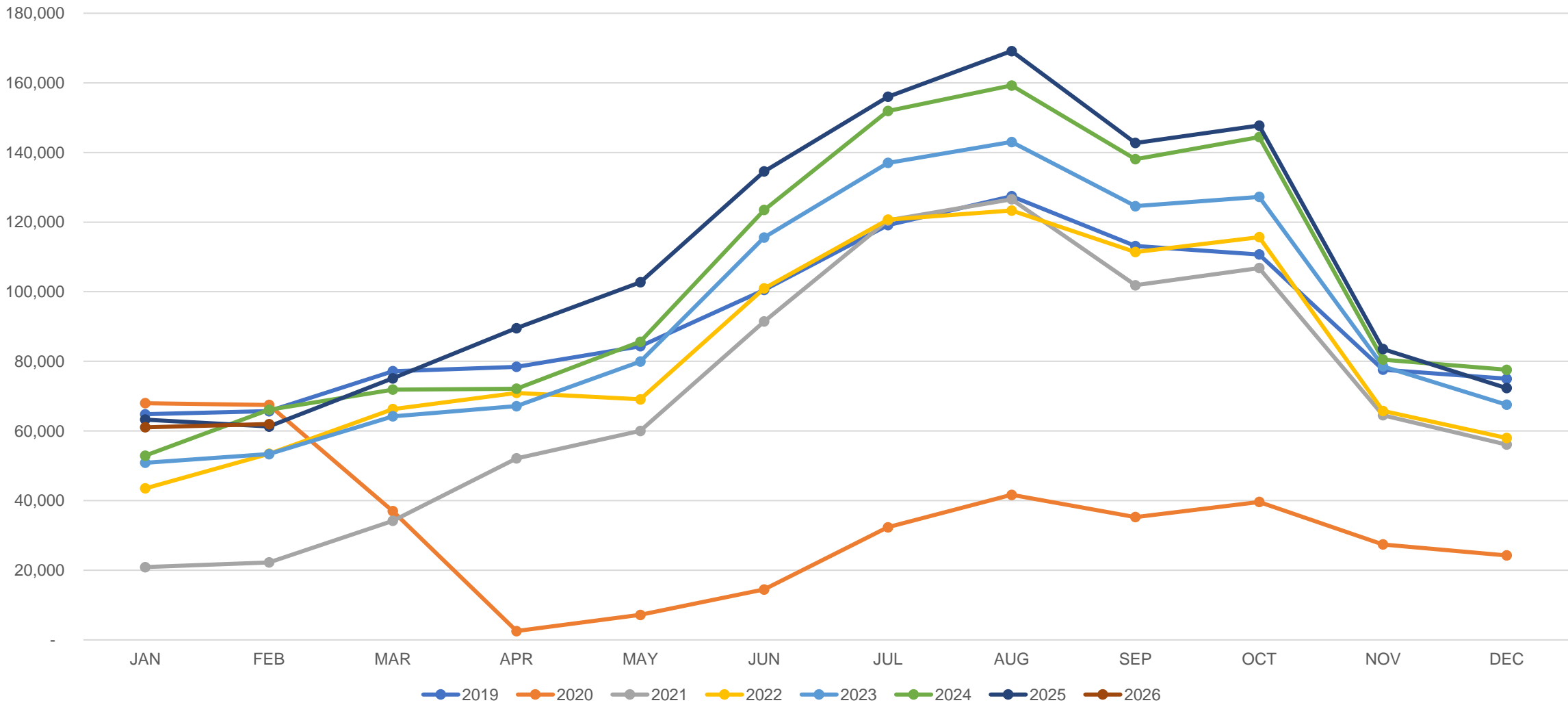


Record Month

Enplanements are down 1.2% YTD through February 2026

# 3b. HISTORICAL ENPLANEMENT DATA THROUGH FEBRUARY 2026

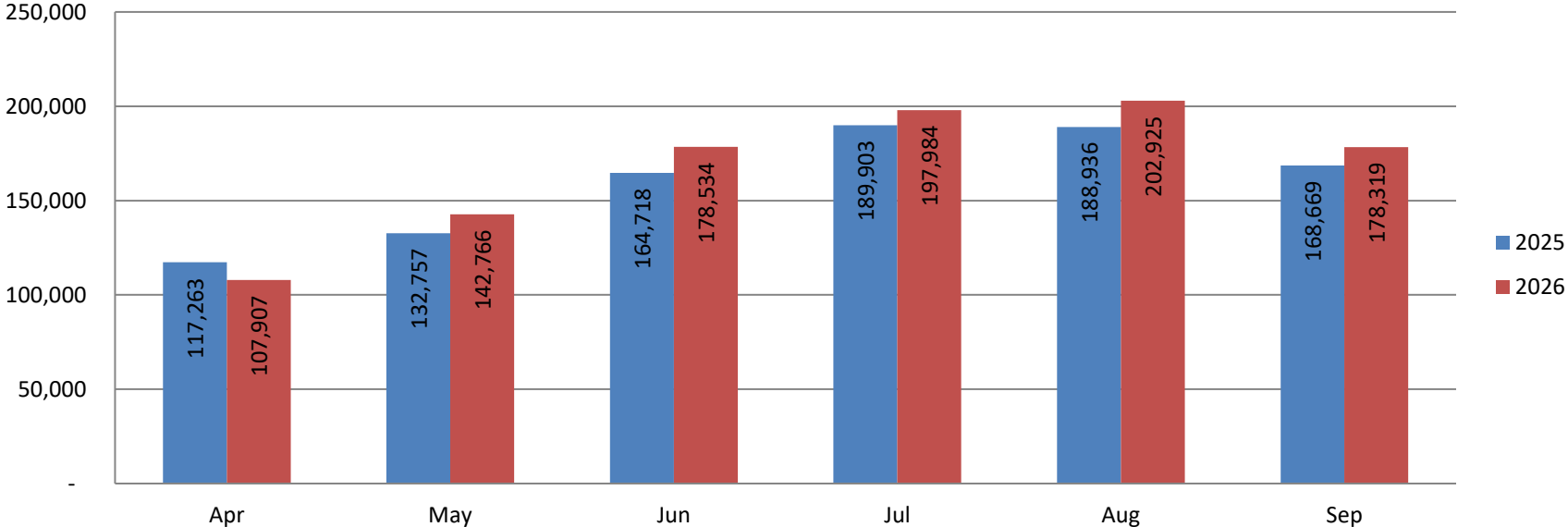
PWM Monthly Enplanement Data 2019 - 2026



# 3c. FORWARD OUTBOUND SEAT CAPACITY APRIL-SEPTEMBER 2026

## Available Seats

Updated 4/1/2026



Outbound Capacity is up **46,189** seats over the next six months. This is an increase of **+4.8%** year-over-year.

	Apr	May	Jun	Jul	Aug	Sep	
2025	117,263	132,757	164,718	189,903	188,936	168,669	<b>962,246</b>
2026	107,907	142,766	178,534	197,984	202,925	178,319	<b>1,008,435</b>
Last Week	107,907	142,788	182,738	199,570	204,221	184,538	<b>1,021,762</b>
Change 24/25	(9,356)	10,009	13,816	8,081	13,989	9,650	<b>46,189</b>
%	-8.0%	7.5%	8.4%	4.3%	7.4%	5.7%	<b>4.8%</b>

# 3d. REVIEW UPCOMING FLIGHT SCHEDULES DURING NSH MAY – SEPTEMBER 2026

DEPARTURES BETWEEN 10:00 PM AND 7:00 AM					
Travel Month	May 2026	Jun 2026	Jul 2026	Aug 2026	Sep 2026
Dep Time	Flights	Flights	Flights	Flights	Flights
0500	2		1		
0510		4			
0515	11	30	31	31	23
0521	6				
0525	2	4	3	1	
0530	38	12	13	1	
0535		16	17	2	
0536	1				
0538		19	1		
0540	5			4	4
0541			22	2	
0542	7	7			
0545			1	8	10
0550	1	4	4	2	
0552			4	1	
0553					22
0555		4		12	12
0600	151	156	140	187	186
0601			55	13	
0602	25	6			
0610	8	2		4	4
0614	1				
0615		3	4	29	8
0620			3		
0625	21	5	4	1	
0628	2	2			
0630	6	26	28	31	30
0640		3	4	5	1
0645		4	4	1	
<b>TOTAL MONTHLY DEPARTURES 10P - 7A</b>	<b>287</b>	<b>307</b>	<b>339</b>	<b>335</b>	<b>300</b>
<b>AVG. DAILY DEPARTURES 10P - 7A</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>10</b>
<b>% OF DEPARTURES 10P - 7A</b>	<b>21.7%</b>	<b>20.4%</b>	<b>20.7%</b>	<b>20.3%</b>	<b>19.0%</b>
<b>TOTAL DEPARTURES</b>	<b>1,324</b>	<b>1,503</b>	<b>1,637</b>	<b>1,648</b>	<b>1,577</b>
<b>AVG. DAILY DEPARTURE</b>	<b>43</b>	<b>50</b>	<b>53</b>	<b>53</b>	<b>53</b>

ARRIVALS BETWEEN 10:00PM AND 7:00AM					
Travel Month	May 2026	Jun 2026	Jul 2026	Aug 2026	Sep 2026
Arr Time	Flights	Flights	Flights	Flights	Flights
0005	4	16	18	2	
0009			26	3	
0013	1				22
0014			18	22	5
0017	2				
0025		14	5		
0035	11	3			
0037		23	1		
0040		2			
0043	24	6			
0046	6				
0049	1				
0052		24	6		
0053		2			
0059			25	9	
2201				21	23
2205				8	10
2210		12	14	1	
2213	3				
2218				4	1
2219					6
2225				12	12
2229	2	4			
2231			3	1	
2233			22	24	30
2235	8	2			
2236			26	3	
2238			9	9	2
2239			9	9	2
2241		1			
2244	2	4		12	3
2245				27	8
2246	17				
2247	9	25	1		
2248			4	1	
2249					22
2255		7	9	4	4
2300		2	3		
2302	2				
2303	18				
2305	1				
2309	21	6			
2310	5	4	4	1	
2311				19	26
2312	3				
2314			25	9	
2315		24	5		
2318	21	5			
2322	12				
2323	9				
2324	5				28
2325	14	1			
2326	15				
2327	10				
2329	17	19	2		7
2330	11	30	52	17	7
2331				21	23
2340		4	3	1	
2341				23	29
2351	20	33	29	33	29
2352					22
2353			30	4	
2354	17		4	1	
2358	11	10			
2359	29	26	27	46	53
<b>TOTAL MONTHLY ARRIVALS 10P - 7A</b>	<b>331</b>	<b>309</b>	<b>380</b>	<b>347</b>	<b>367</b>
<b>AVG. DAILY ARRIVALS 10P - 7A</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>12</b>
<b>% OF ARRIVALS 10P - 7A</b>	<b>25.0%</b>	<b>20.6%</b>	<b>23.2%</b>	<b>21.1%</b>	<b>23.3%</b>
<b>TOTAL ARRIVALS</b>	<b>1,325</b>	<b>1,500</b>	<b>1,639</b>	<b>1,646</b>	<b>1,577</b>
<b>AVG. DAILY ARRIVALS</b>	<b>43</b>	<b>50</b>	<b>53</b>	<b>53</b>	<b>53</b>

**4. WINDOW DRESSERS: COMMUNITY-BASED NON-PROFIT ORGANIZATION INTRODUCTION. POTENTIAL OPPORTUNITY TO DO A PILOT PROJECT WITH WINDOW DRESSERS TO HELP NEIGHBORS SAVE ENERGY AND IMPROVE NOISE ATTENUATION.**



**INSULATING WINDOW INSERTS**



INSULATING WINDOW INSERTS

# WindowDressers

Warming Homes • Saving Energy • Building Community

Presentation to Portland Jetport Noise Advisory Committee

April 16, 2026



INSULATING WINDOW INSERTS

# WindowDressers

Warming Homes • Saving Energy • Building Community

Presentation to Portland Jetport Noise Advisory Committee

April 16, 2026

# Our Impact

Since 2010, WindowDressers has built **87,796** inserts & saved:



**657,639**

MMBTU OF  
ENERGY



**4,741,793**

gallons of  
heating oil



**53,011**

TONS OF  
CARBON  
DIOXIDE

# Our Impact



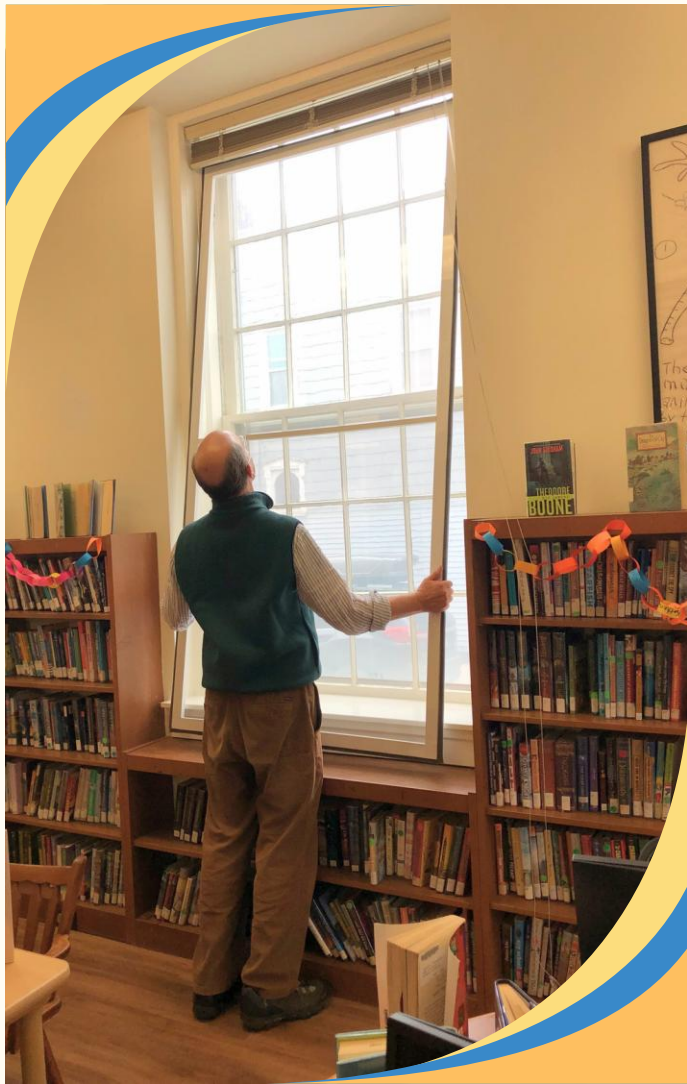
**CO2 emissions savings in 2025  
were almost 9,000 tons.  
This has as the same impact as:  
  
taking nearly 2,000 cars off  
the road each year**

# 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



# Easy Installation - Inserts in Action



# Customer Testimonials

“Not only did I learn how to build inserts, I made a lot of new friends in the community. I enjoyed working with everyone immensely. It’s such a great experience. I would recommend it to everybody. And the outcome is a great indoor storm window that works beautifully.”

*- Roger E. from Eastport,  
ME*





“I am 100% pleased with my new inserts. We immediately noticed a difference especially on windy days. No more cold air leaking in. All the inserts fit as intended. The build was well organized and lunch was great.”

*- Lawrence from Baileyville,  
ME*

# For additional Information:



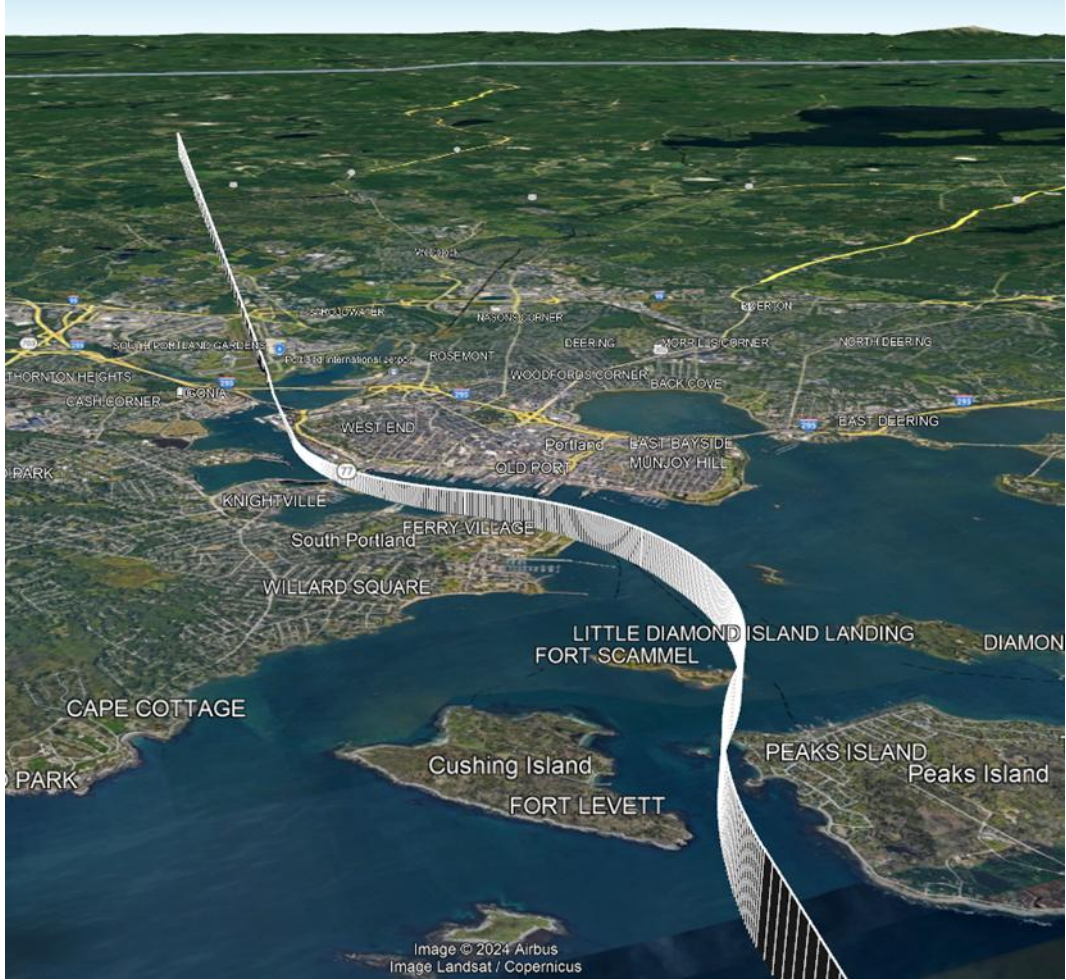
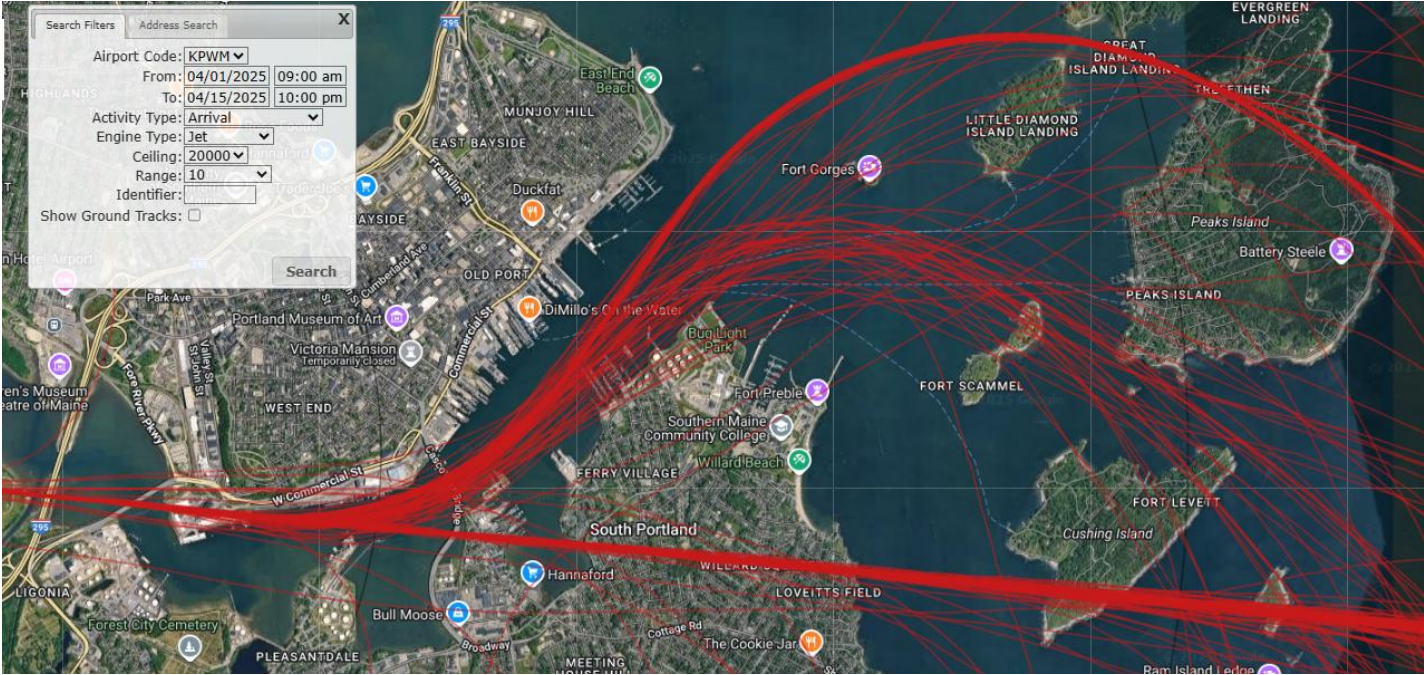
INSULATING WINDOW INSERTS

Jessica Williams  
Director@windowdressers.org

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

# 5. NEW REQUIRED NAVIGATION PERFORMANCE RNP 29Z APPROACH PROCEDURE THAT OVERLAYS THE HARBOR VISUAL APPROACH (HVA) HAS BEEN APPROVED

Goal of the new RNP procedure is to shift these flights to the new flight track.



# 5. NEW REQUIRED NAVIGATION PERFORMANCE RNP 29Z APPROACH PROCEDURE THAT OVERLAYS THE HARBOR VISUAL APPROACH (HVA) HAS BEEN APPROVED



## 5. NEW REQUIRED NAVIGATION PERFORMANCE RNP 29Z APPROACH PROCEDURE THAT OVERLAYS THE HARBOR VISUAL APPROACH (HVA) HAS BEEN APPROVED

- It is a public procedure that requires no special authorizations to use.
- The procedure publish date is April 16, 2026.
- 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.
- Unlike the HVA, the RNP 29Z approach procedure will be available at night and during low visibility. Visibility is down to 250' for RNP 0.1 and 500' for RNP 0.3.
- PWM will work with Southwest on the opportunity to cancel the RNAV visual special approach that flies over the north end of Peaks Island.



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

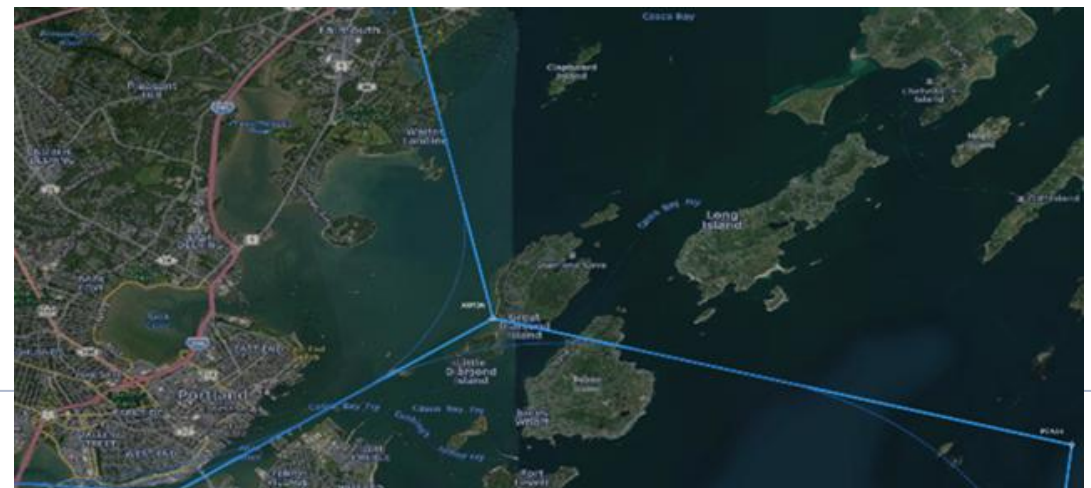
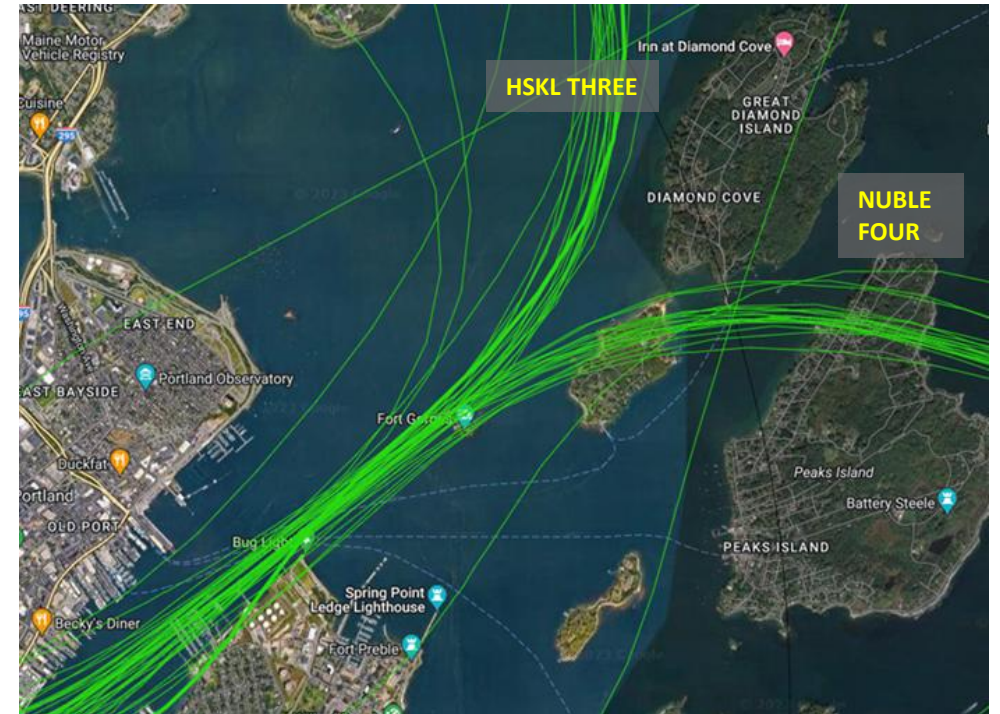
There has been no change since our last meeting:

HSKEL FOUR DEPARTURE (RNAV):

Prior Schedule: 3/16/2028 **NOW: 7/9/2026**

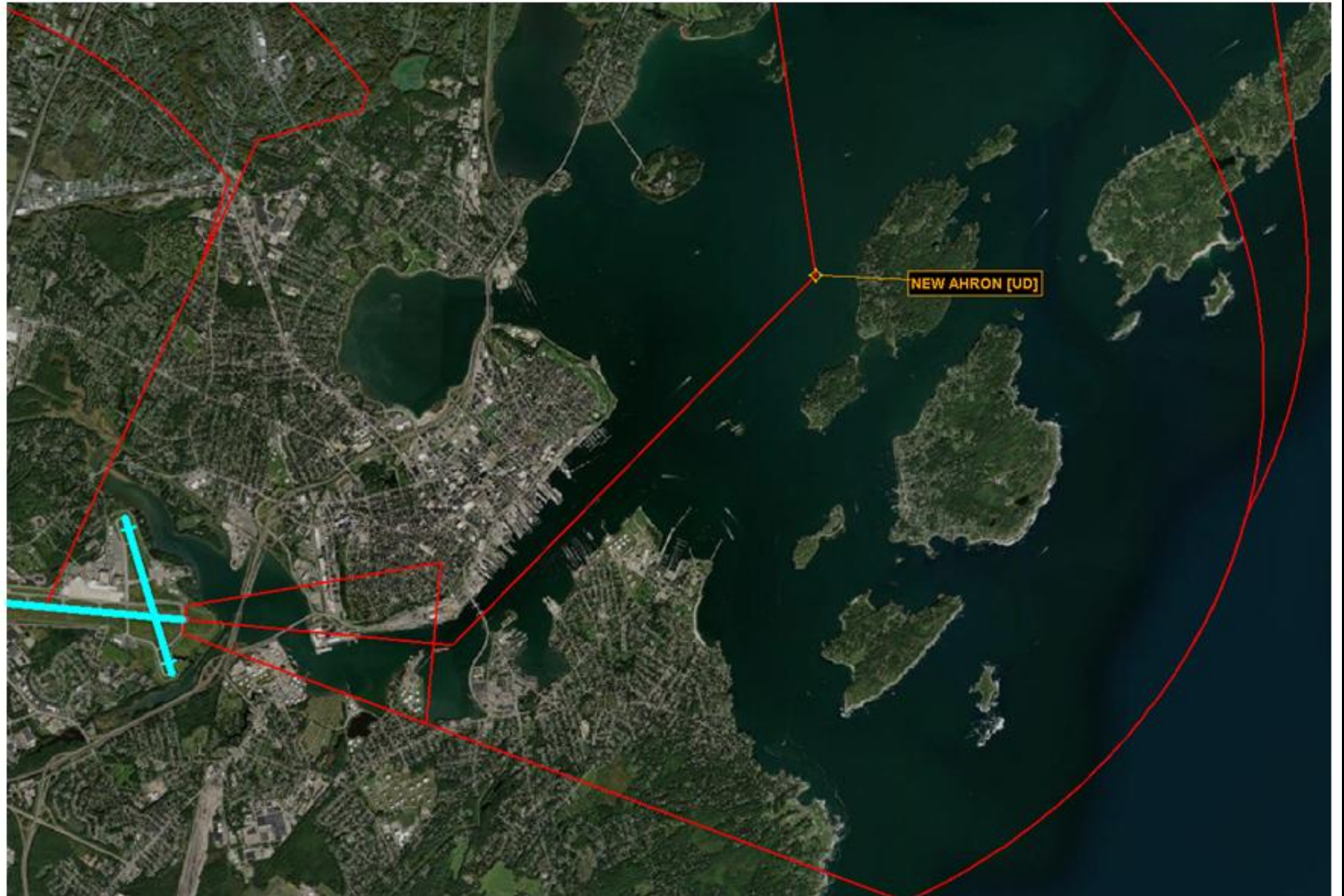
NUBLE FIVE DEPARTURE (RNAV):

Prior Schedule: 12/24/2026 **NOW: 7/9/2026**

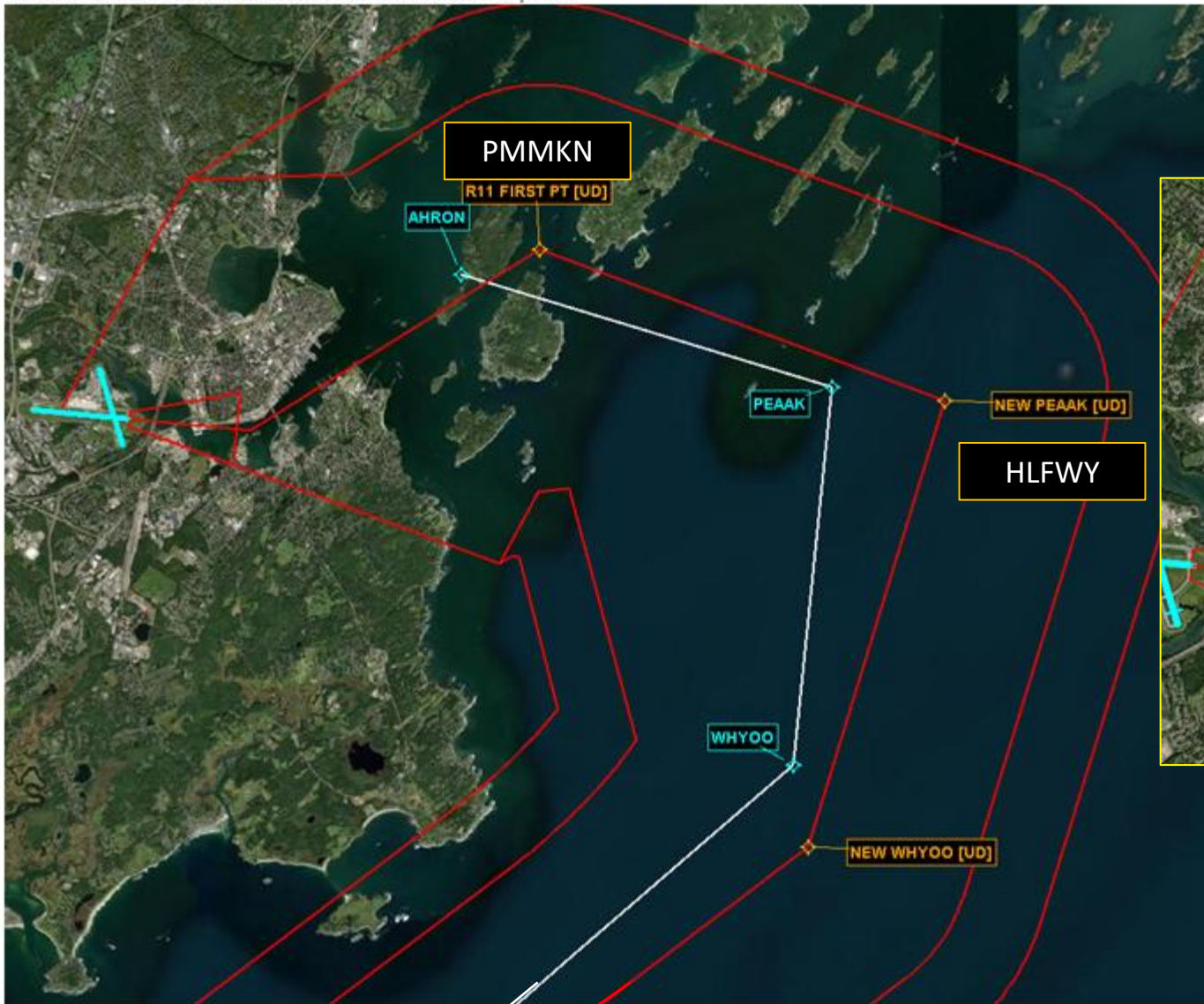


First turns from RWY 11 to relocated AHRON:

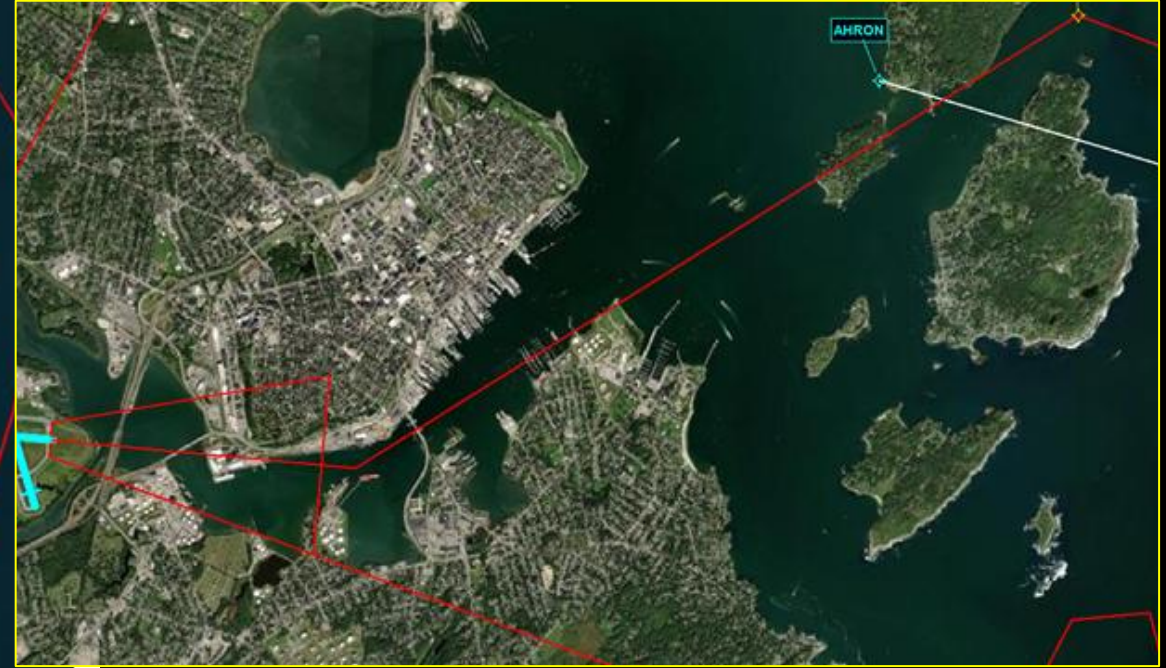
H4  
Close up of  
inside  
PWM Harbor



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)\*\***

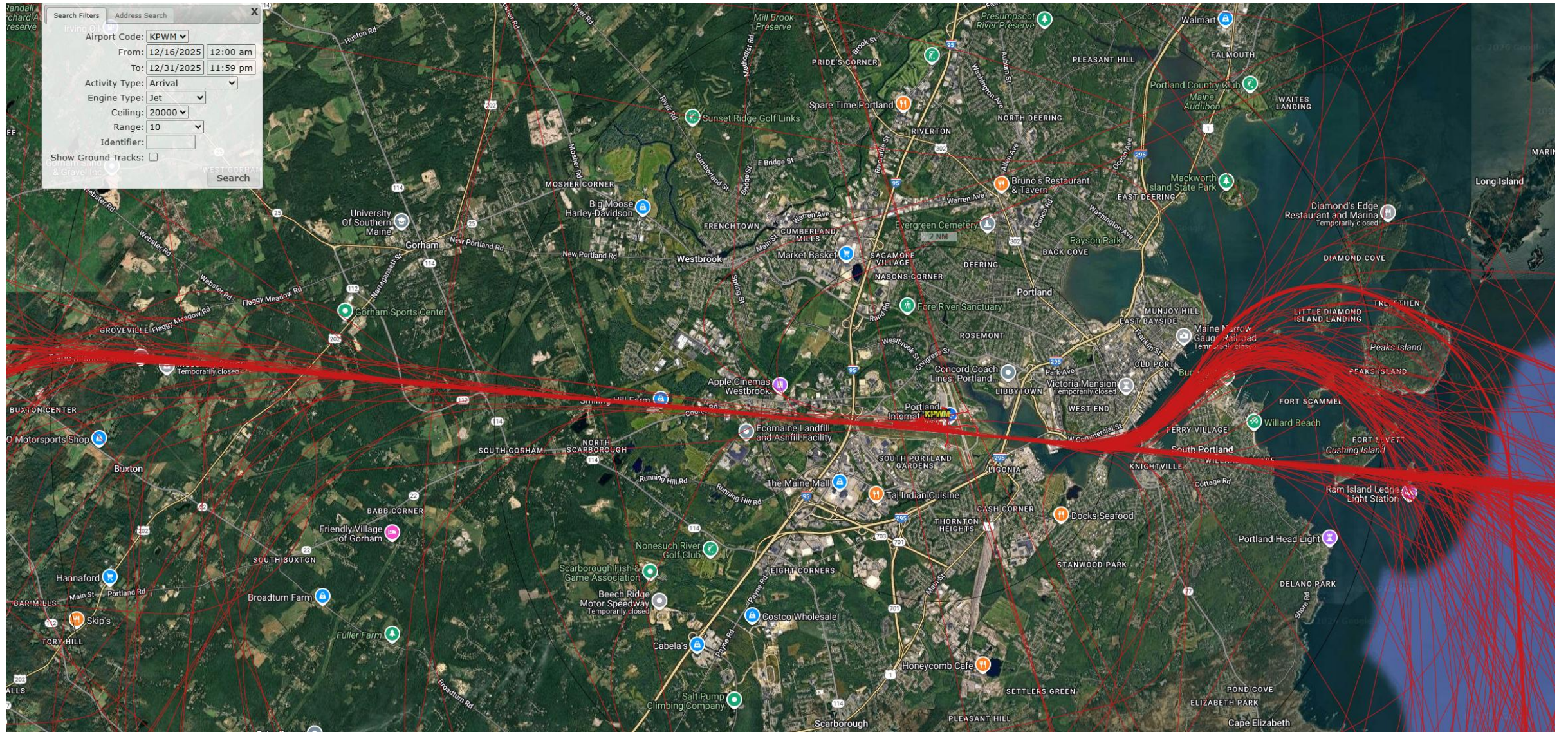
RWY 11: CG 350'/NM TO 1300.

- 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 ...

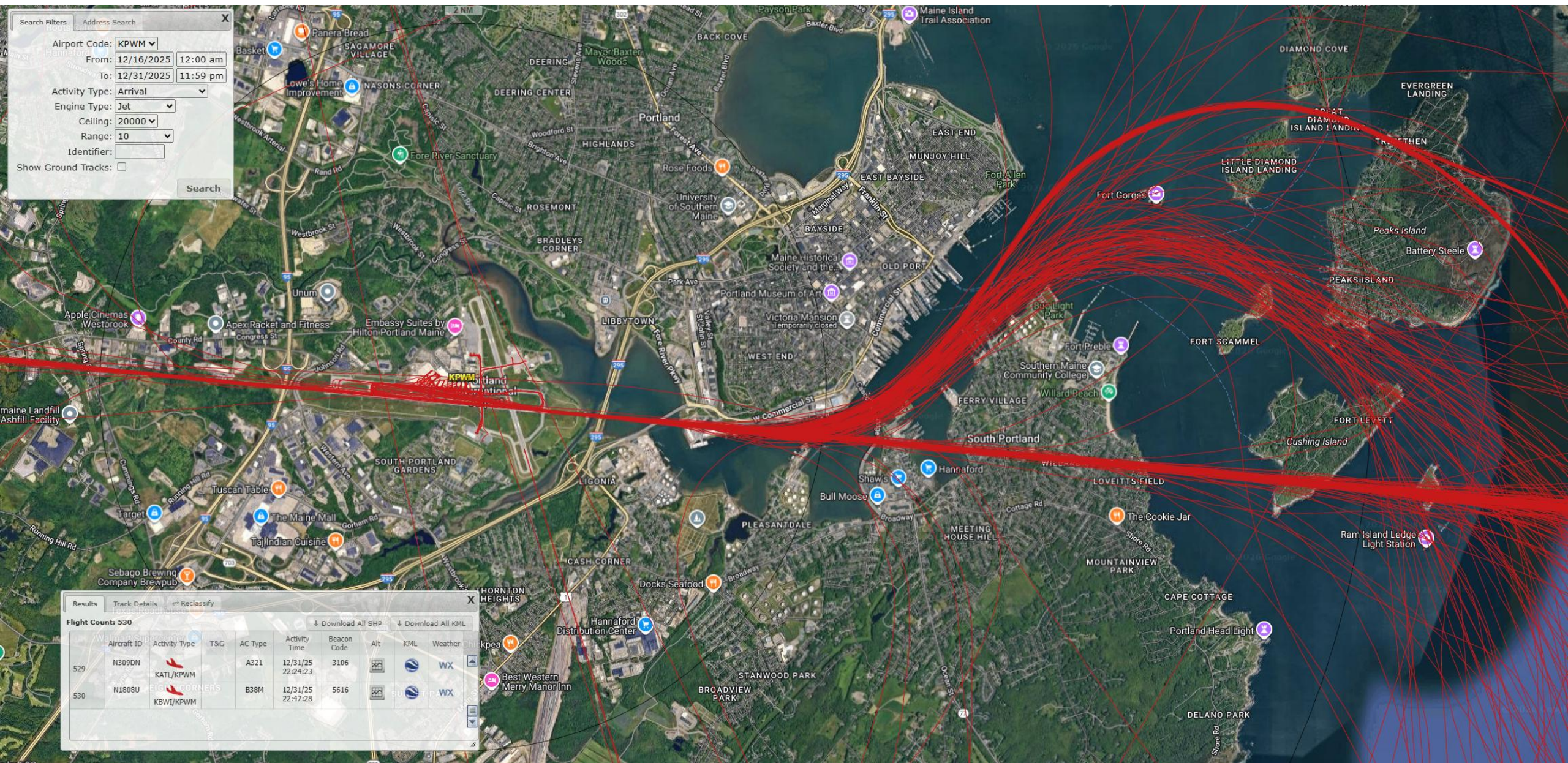
... MAINTAIN 3000 OR AS ASSIGNED BY ATC (5000 WHEN TOWER CLOSED, CONTACT BOSTON CENTER). EXPECT CLEARANCE TO FILED ALTITUDE FIVE (5) MINUTES AFTER DEPARTURE.

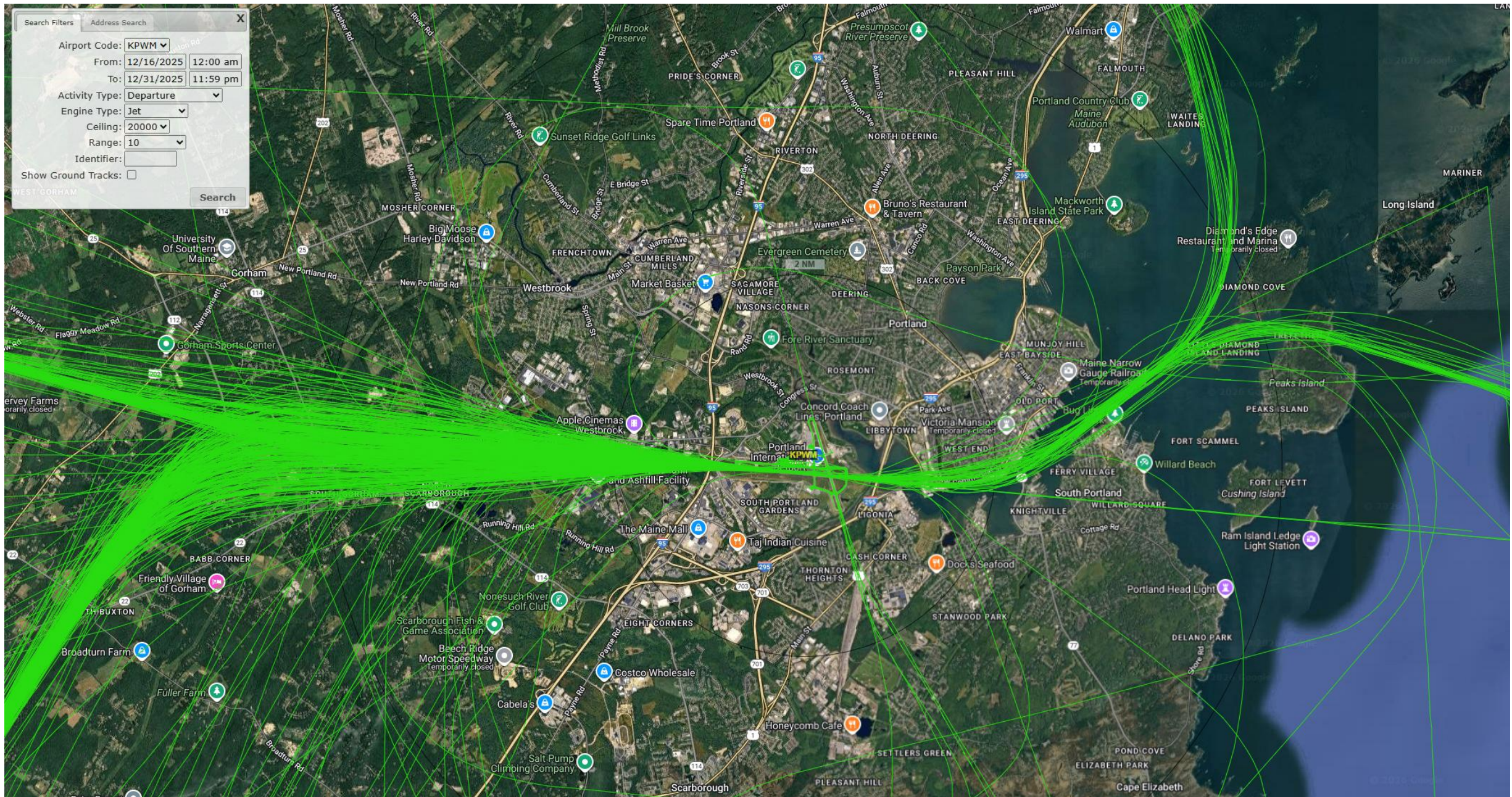
I recommend the departure instructions will be simplified for publication as "CLIMB ON HEADING 110.30 TO INTERCEPT COURSE 073.00/4.18 TO XXXXX, THEN ON DEPICTED ROUTE TO NUBLE, THENCE ..."

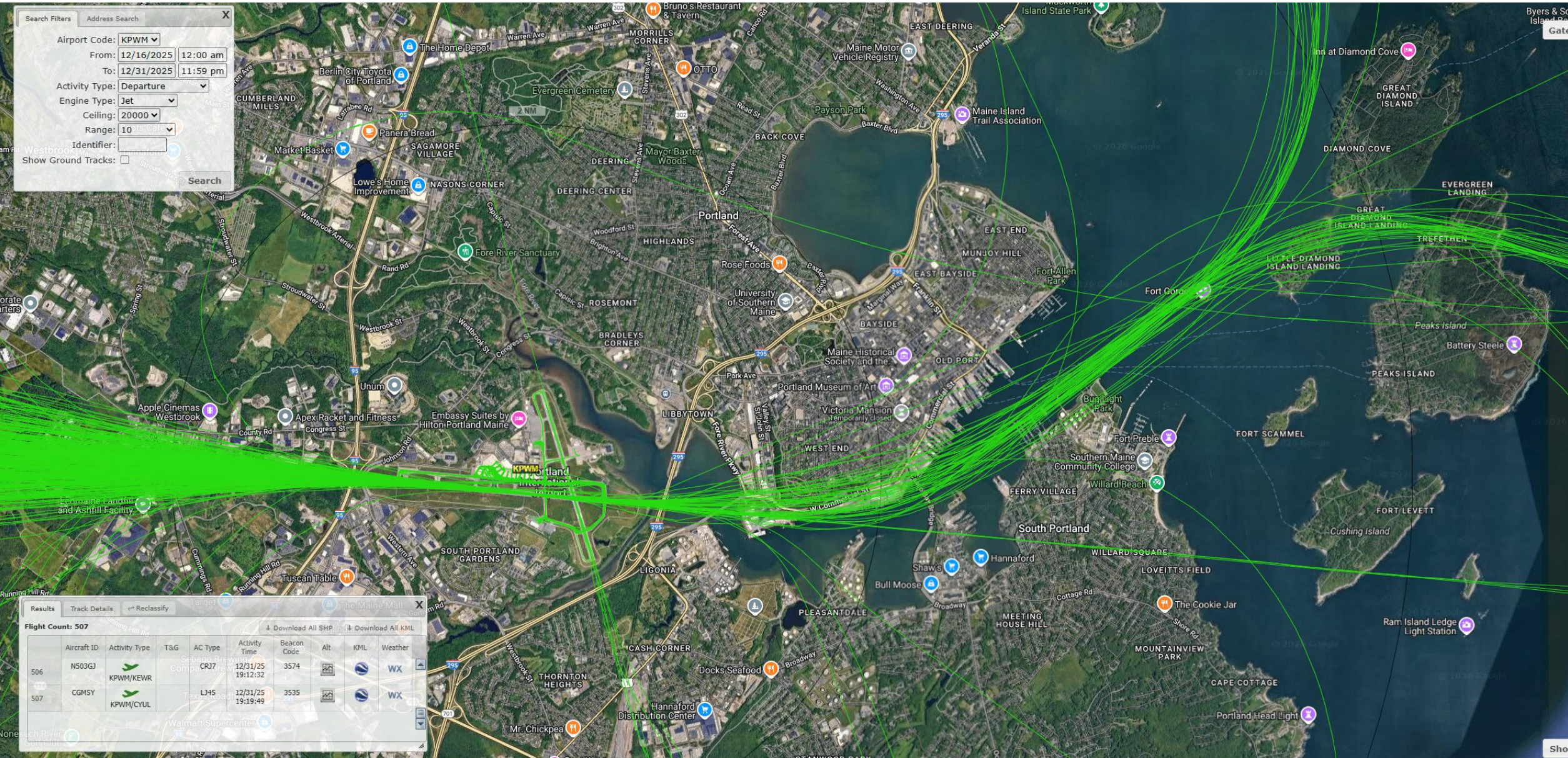
# 6. REVIEW AND DISCUSSION OF THE CY 2025 FLIGHT DISCREPANCY REPORTS



PWM Jet Arrivals December 16 – 31, 2025: 530 Total

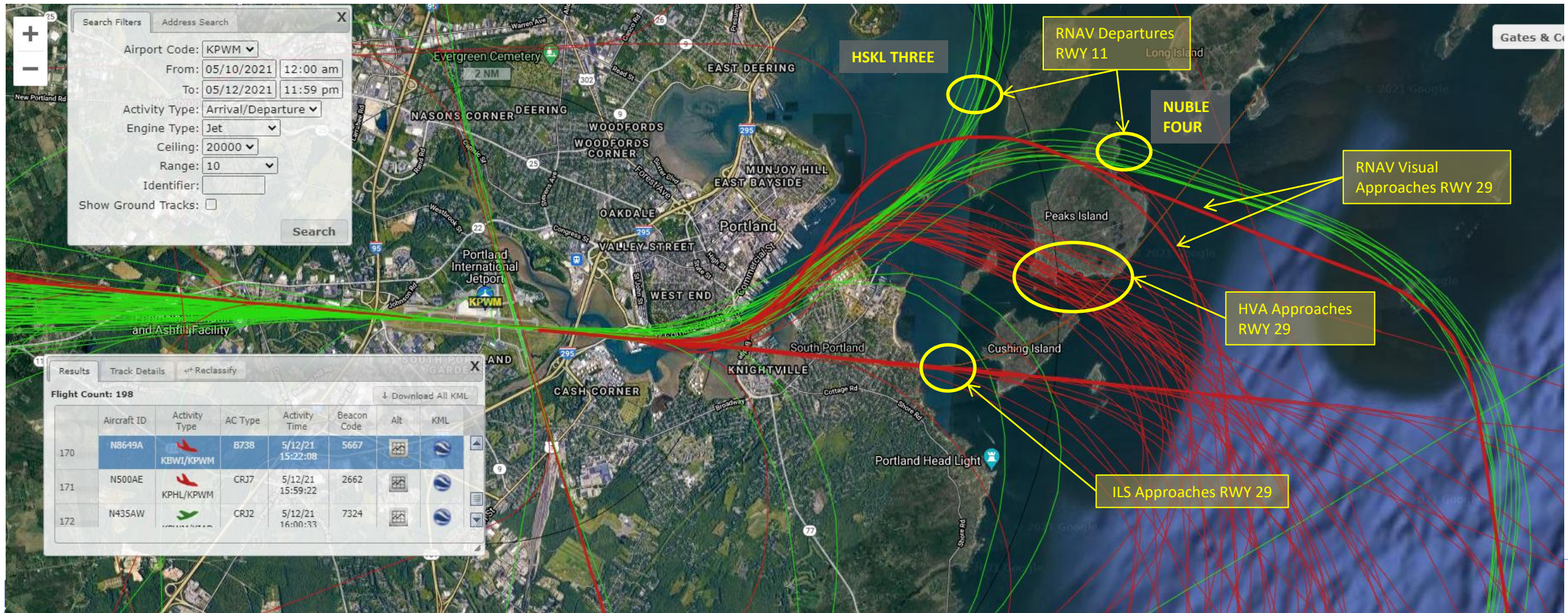






# 7. REVIEW AND DISCUSSION OF THE FLIGHT DISCREPANCY REPORTS FOR THE 1<sup>ST</sup> QUARTER OF 2026

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](#).

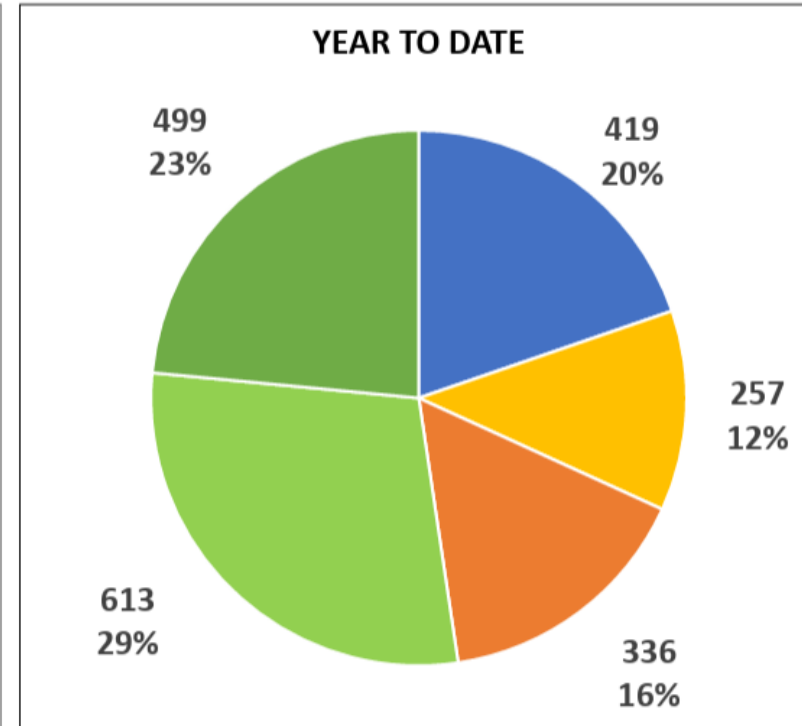
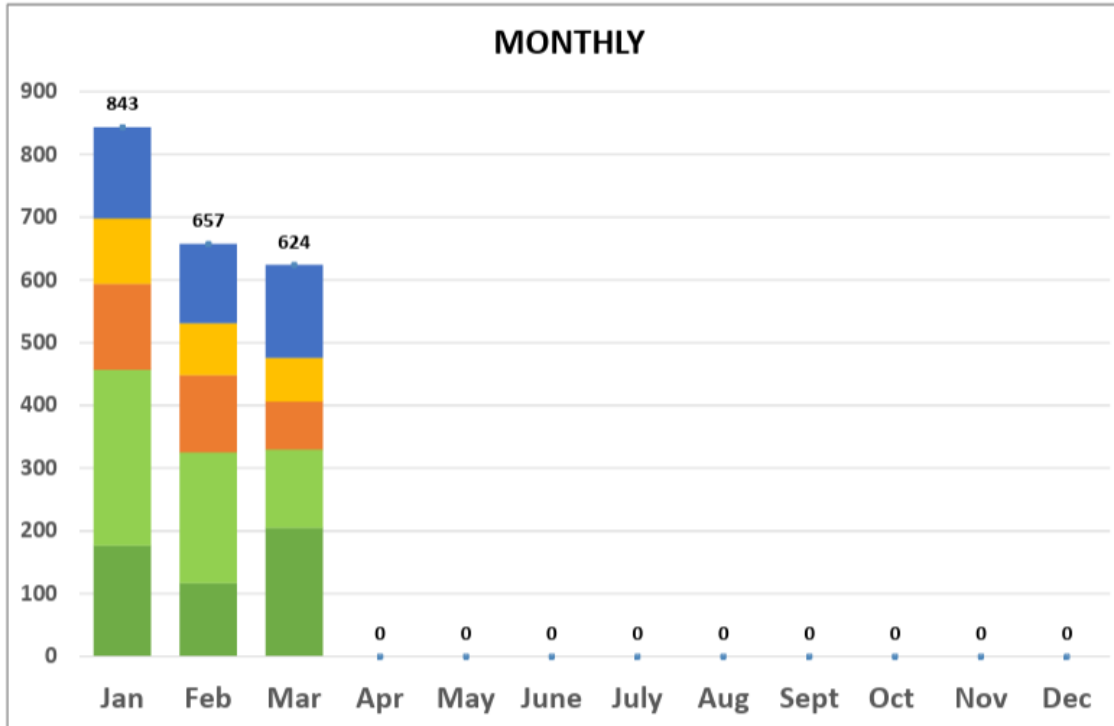


## NOISE COMPATIBILITY PROGRAM 2026 COMPLIANCE SUMMARY

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date	
<b>NOISE SENSITIVE HOURS 10PM - 7AM</b>	<b>NSH Total Arrivals</b>	<b>220</b>	<b>214</b>	<b>276</b>										<b>710</b>	
	NSH Arrivals in Compliance	49 22%	92 43%	123 45%											264 37%
	NSH Arrivals in Noncompliance	134 61%	83 39%	114 41%											331 47%
	NSH Arrivals Excluded from Compliance	37 17%	39 18%	39 14%											115 16%
	<b>NSH Total Departures</b>	<b>166</b>	<b>181</b>	<b>214</b>											<b>561</b>
	NSH Departures in Compliance	155 93%	168 93%	167 78%											490 87%
	NSH Departures in Noncompliance	6 4%	5 3%	25 12%											36 6%
	NSH Departures Excluded from Compliance	5 3%	8 4%	22 10%											35 6%
<b>WATER APPROACH to RUNWAY 29 (R29)</b>	<b>R29 Total Approaches</b>	<b>843</b>	<b>657</b>	<b>624</b>										<b>2124</b>	
	R29 Approaches Successfully Over Water	145 17%	126 19%	148 24%											419 20%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	104 12%	83 13%	70 11%											257 12%
	R29 Approaches Over Peaks that may be eligible for future RNP	137 16%	123 19%	76 12%											336 16%
	R29 Approaches Over Land that may be eligible for future RNP	280 33%	208 32%	125 20%											613 29%
	Land that were not eligible for HVA or future RNP	177 21%	117 18%	205 33%											499 23%
<b>EARLY TURNS by Departures on R11</b>	Early North	0	1	4										5	
	Early North Other	2	8	18										28	
	Early South	0	3	0										3	
	Early South Other	5	27	29										61	

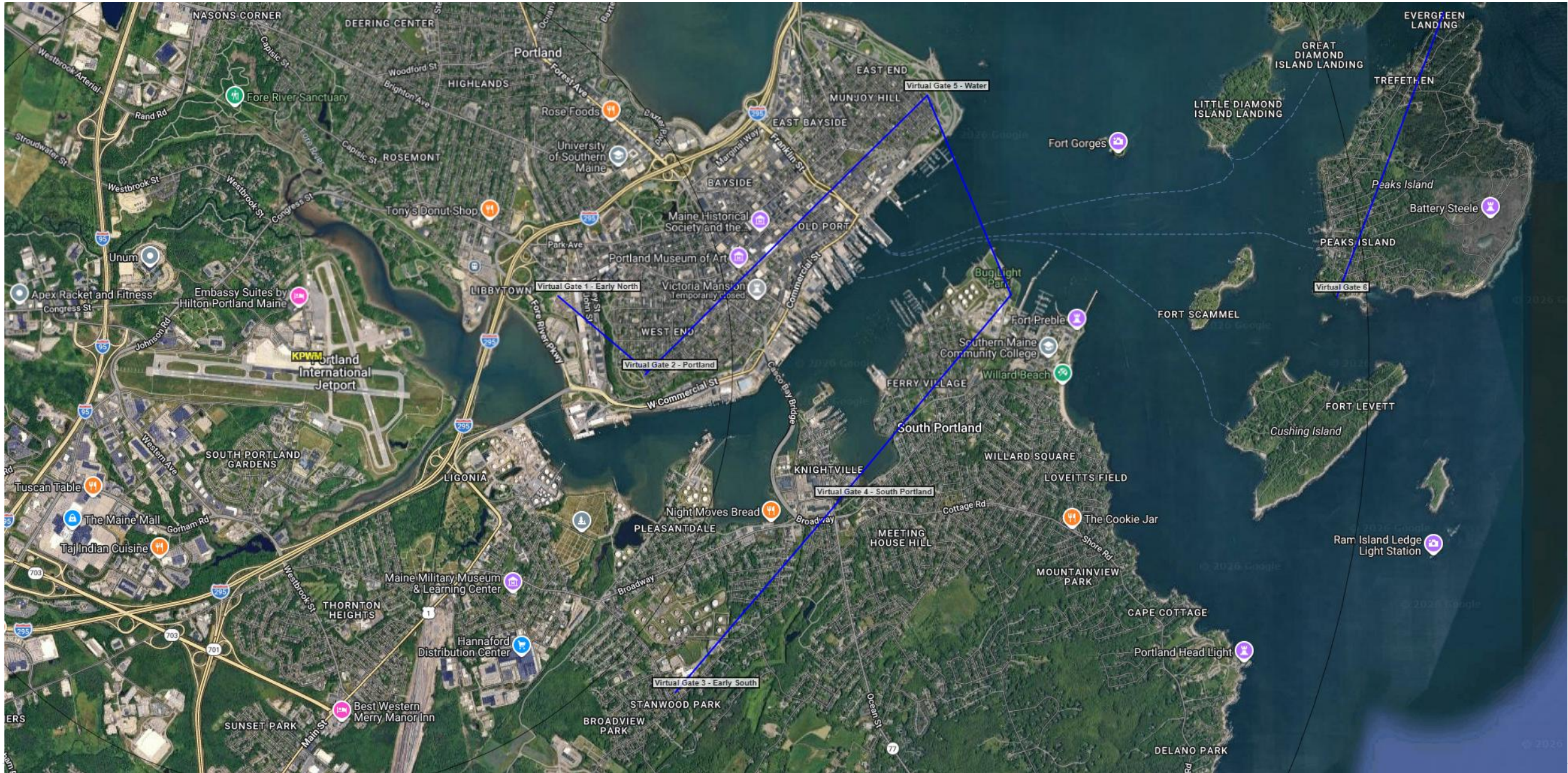
**Monthly Review of Noise Mitigation Measures**

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

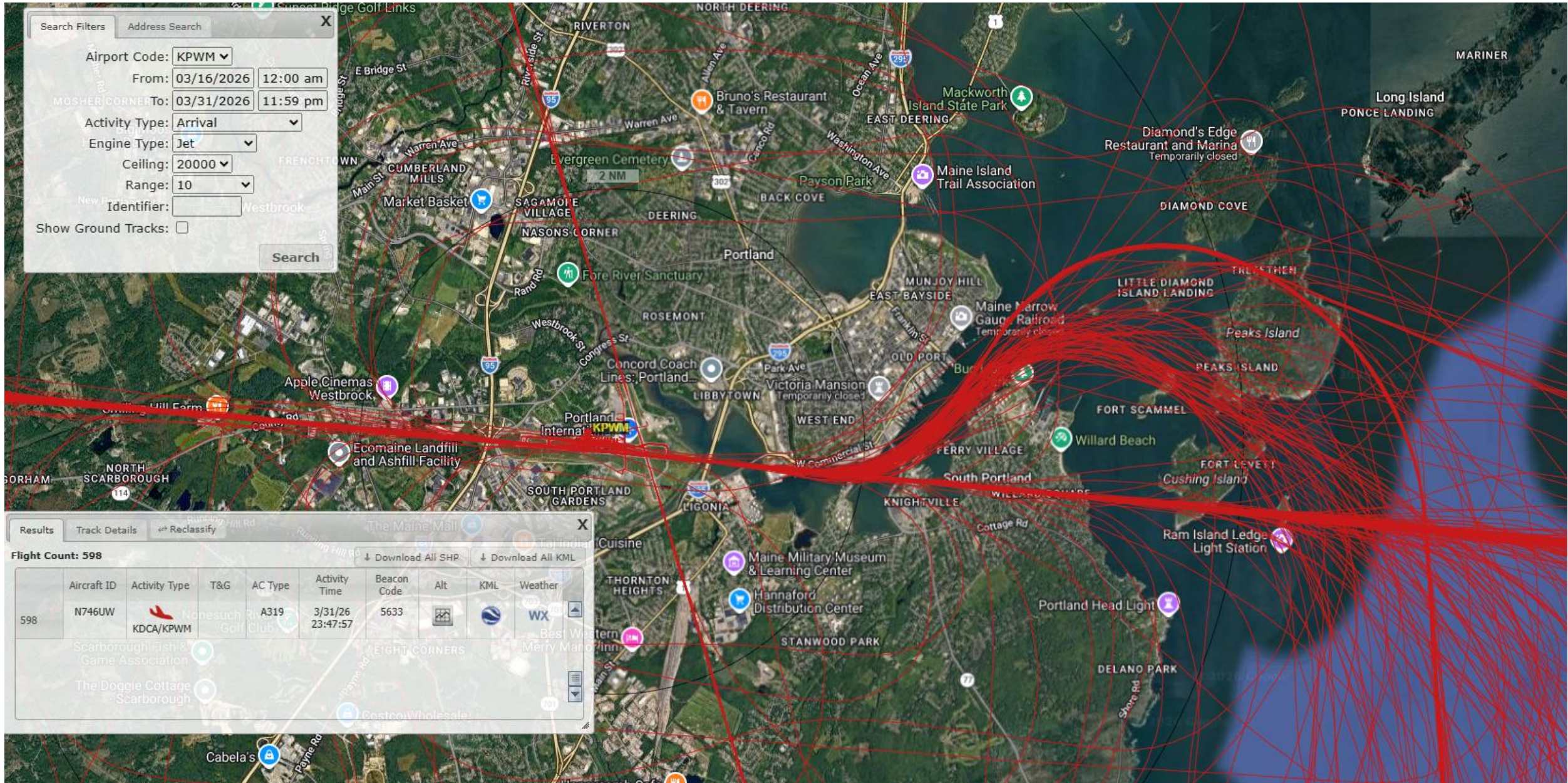


- R29 Approaches **Successfully** Over Water
- R29 Approaches Over Land in **Noncompliance** with water approach (excludes Peaks)
- R29 Approaches Over Peaks that may be eligible for future RNP
- R29 Approaches Over Land that may be eligible for future RNP
- R29 Approaches Over Land that were not eligible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

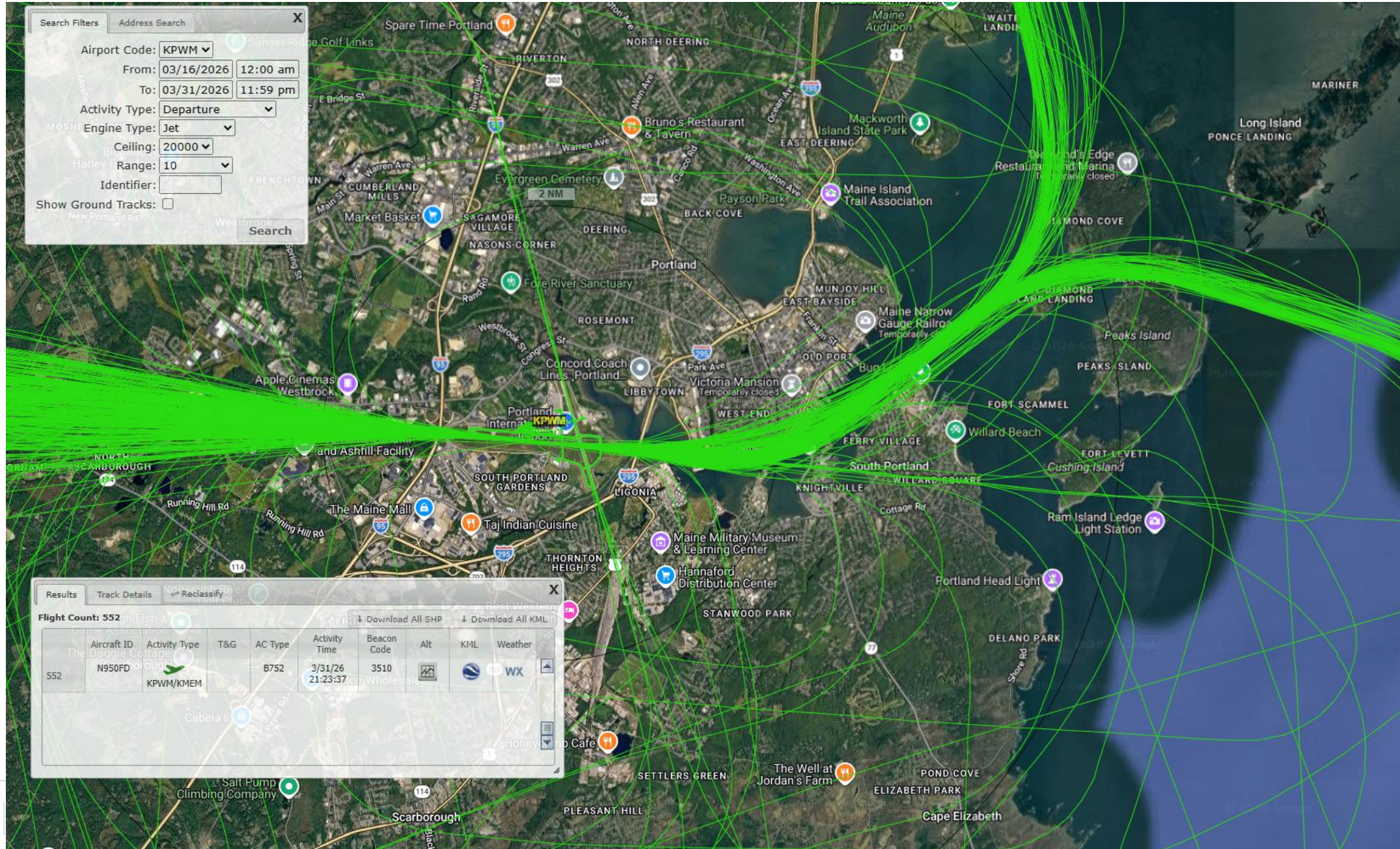
# 7. DISCREPANCY REPORT GATES



# 7. DISCREPANCY REPORTS – APPROACHES MARCH 16-31, 2026



# 7. DISCREPANCY REPORTS – DEPARTURES MARCH 16-31, 2026



# 8. AIR TRAFFIC CONTROL OPERATING HOURS

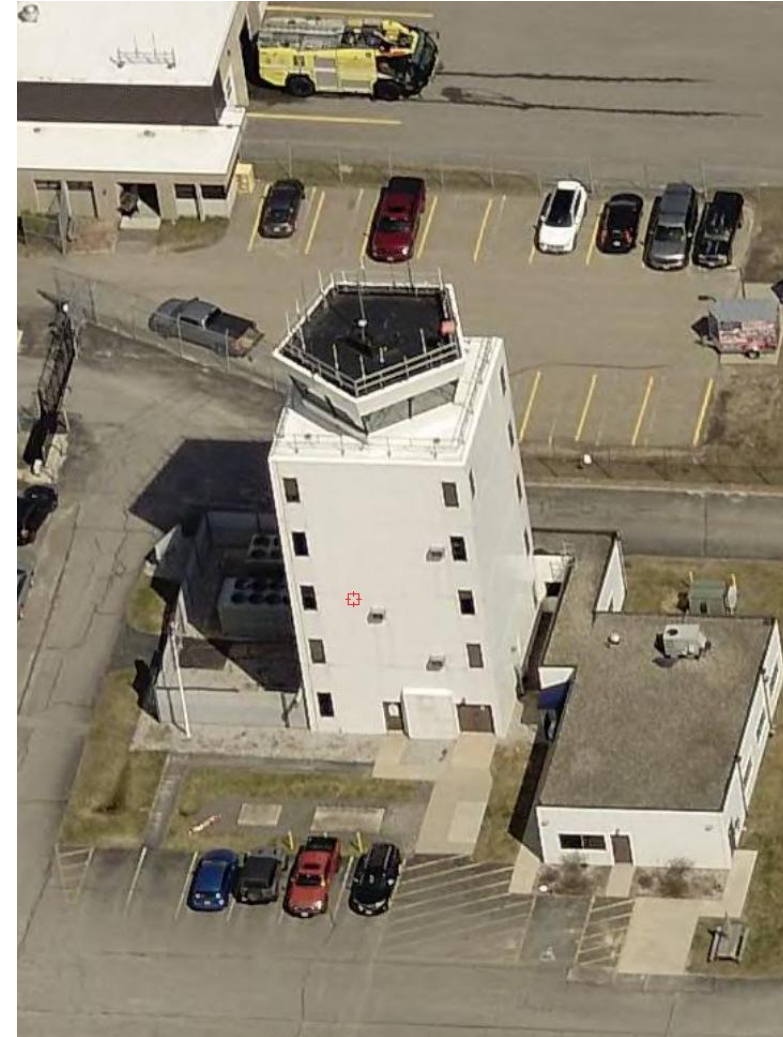
The current PWM ATCT operating hours are 5:45 am – 12:00 am local.

FAA [Order JO 7232.5G](#) on changing operating hours for terminal facilities notes the following requirements for increasing hours of operation.

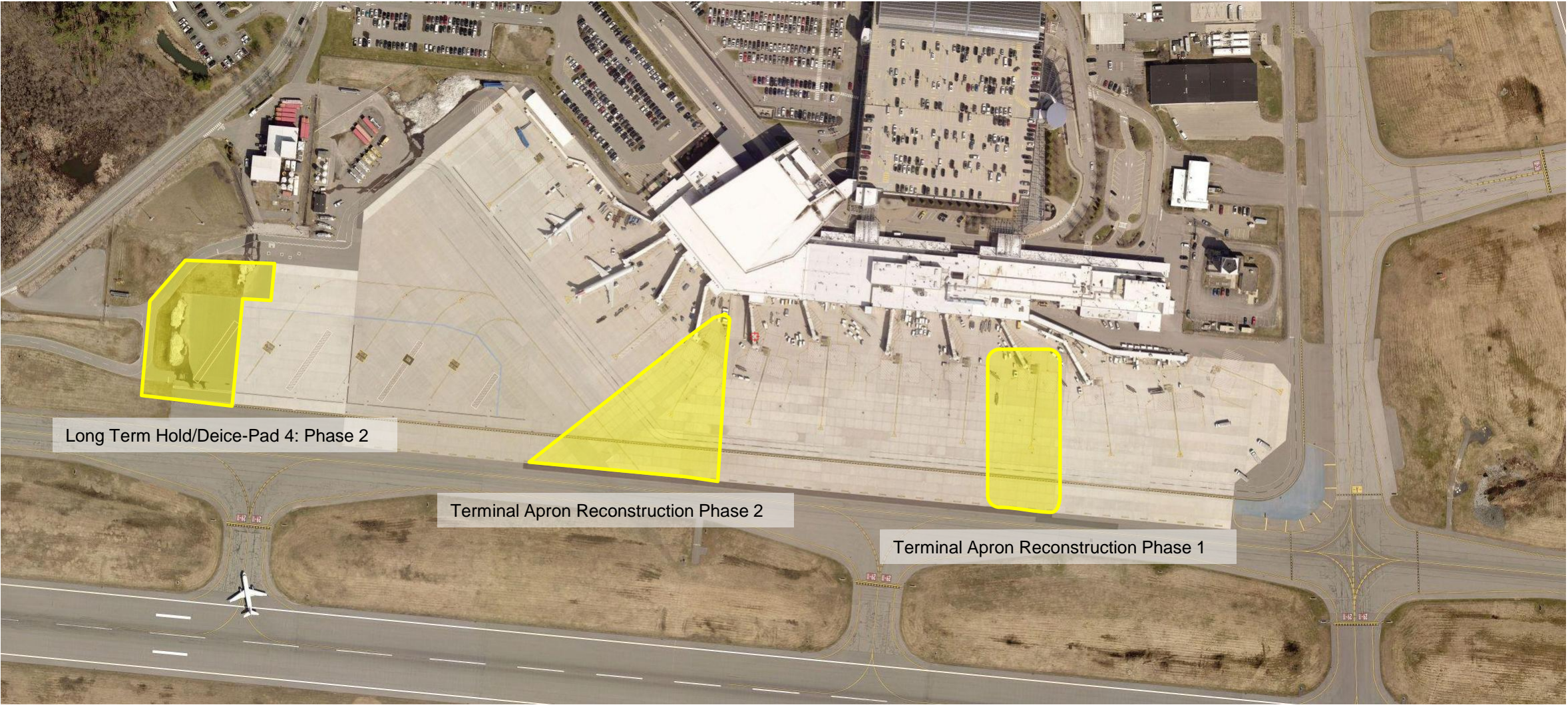
“Increase in Hours of Operation. A facility is a candidate for increased operating hours when the traffic at the airport during the time the facility is closed averages more than 4 operations an hour over a representative 90-day period or special operational or user requirements warrant increasing the operating hours. Operating hours can be increased in any increment (a half hour or one or more hours). Consider towers and approach control facilities individually. The existence of radar does not limit consideration. The hours of radar service need not match with the hours of tower service.”

Based on our earlier scheduled flight data for May – July, 2026 there may be sufficient traffic to support a 30 minute earlier start. Staff will continue to monitor.

Travel Month Dep Time	Apr 2026 Flights	May 2026 Flights	Jun 2026 Flights	Jul 2026 Flights	Aug 2026 Flights
0515		11	30	31	31
0521	18	6			
0523	12				
0525		2	4	3	1
0529	1				
0530	19	38	12	13	1
0535			16	17	2
0536		1			
0538			19	1	
0539					
0540	3	5			4
0541				22	2
0542	1	7	7		
<b>TOTAL</b>	<b>54</b>	<b>70</b>	<b>88</b>	<b>87</b>	<b>41</b>
Flights 0515 - 0544	1.80	2.26	2.93	2.81	1.32



# 9. SUMMER CONSTRUCTION PROJECTS



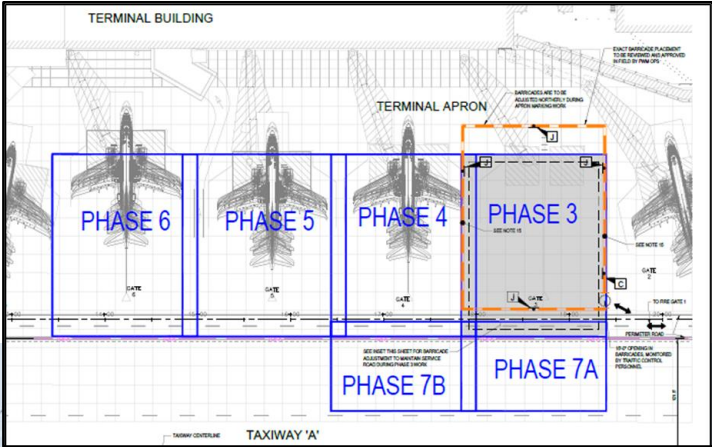
Long Term Hold/Deice-Pad 4: Phase 2

Terminal Apron Reconstruction Phase 2

Terminal Apron Reconstruction Phase 1

# TERMINAL APRON RECONSTRUCTION PHASE 1

This project commenced last construction season and will resume construction this month at Gate 3. This project removes and replaces the existing 30-year-old 17-21" thick concrete aircraft apron at gates 3-6. This is an image from April 7<sup>th</sup>.

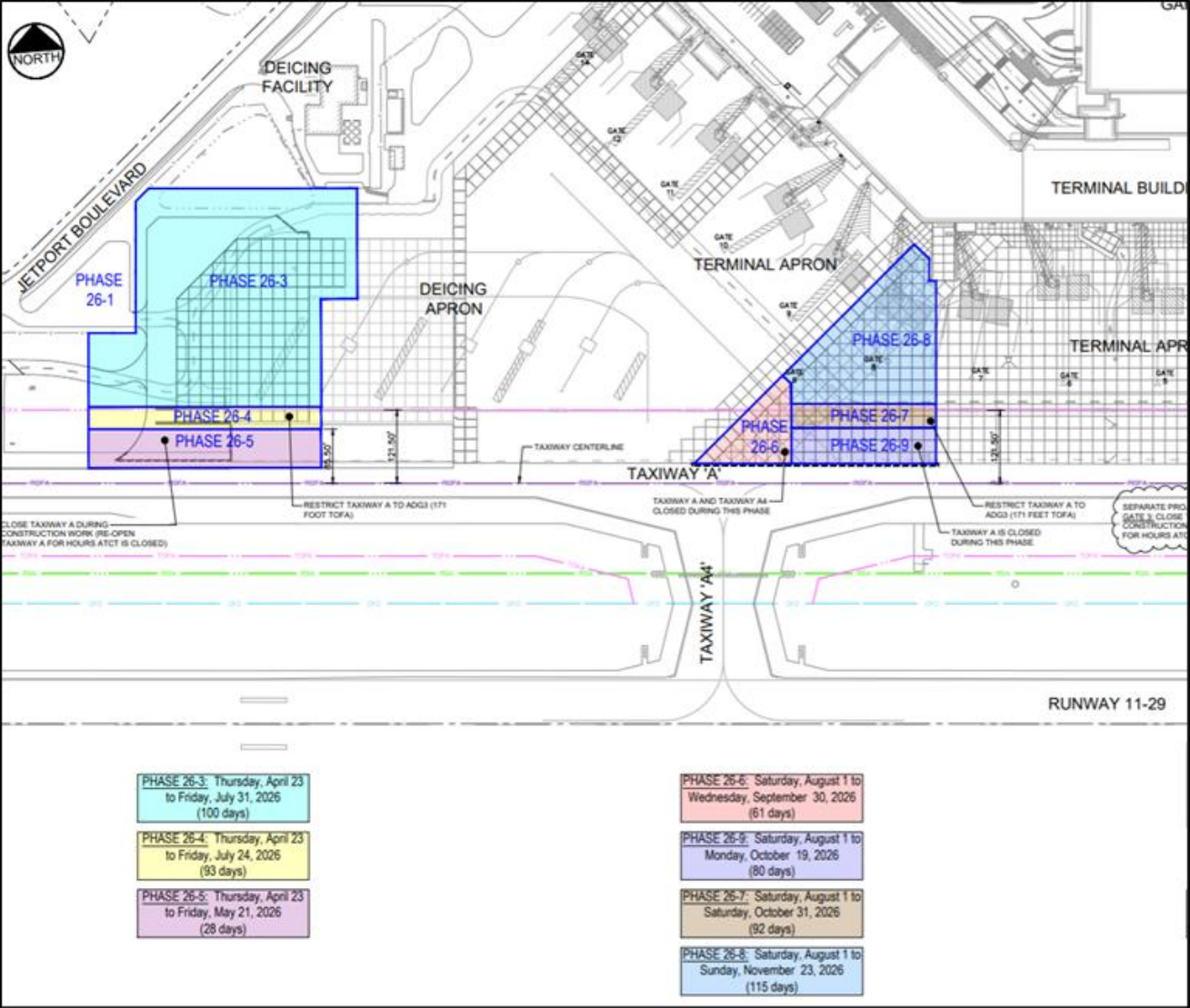


# TERMINAL APRON RECONSTRUCTION PHASE 1



# 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.



# 10. 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.

## **11. Future Agenda Items**

- a. Compatible land use around airports.**
- b. Berm use for noise attenuation.**

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

## **13. Adjournment**



*Maine's  
Home  
Airport.*