

Noise Advisory Committee Meeting

September 29, 2022 at 6:00 pm

Zoom Webinar Meeting link:

<https://portlandmaine.gov.zoom.us/j/87695041911?pwd=YTVvbUU3dFBhdjdRN04vV1k4RDVnUT09>

Passcode: 515195

Or One tap mobile :

US: +19292056099,,87695041911#,,,,*515195# or
+13017158592,,87695041911#,,,,*515195#

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

US: +1 929 205 6099 or +1 301 715 8592 or +1 309 205 3325 or +1 312 626 6799 or +1 646 931 3860 or +1 719 359 4580 or +1 253 215 8782 or +1 346 248 7799 or +1 386 347 5053 or +1 564 217 2000 or +1 669 444 9171 or +1 669 900 6833

Webinar ID: 876 9504 1911

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Home
Airport.**



AGENDA: NAC September 29, 2022

1. Welcome / Meeting Information / Process
2. Opening Questions / Public Comment (15 minutes)
3. Approval of the Minutes for the April 7, 2022 Meeting (Link to [Draft Minutes](#) and [Meeting Presentation](#)).
4. Jetport Operating Statistics: Passenger volumes, capacity, # operations
5. Noise Data: Noise report tabulations through August 2022.
6. New Business:
 - A. The NAC will consider adopting recommendations approved by the NAC Subcommittee, established by the NAC at its April 7, 2022 meeting.
 - B. If the NAC approves the recommendation to hire an SME, then the NAC will be asked to approve the attached scope of work provided by Vianair.
7. Closing Questions / Public Comment
8. Next Meeting Date: The NAC Should Review and set its next meeting date.
9. 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 Natalie West | 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 Quincy Hentzel | FAA Air Traffic Control Manager (Acting) Mark Collins |
| 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 Scarborough Appointing new representative |

2. Opening Questions/Public Comment (15 minutes)

The Portland Int'l Jetport September 29, 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://portlandmaine-gov.zoom.us/j/87695041911?pwd=YTVvbUU3dFBhdjdRN04vV1k4RDVnUT09>

Passcode: 515195

- 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.

2. Opening Questions/Public Comment (15 minutes)

WESTERN PROMENADE NEIGHBORHOOD ASSOCIATION

September 28, 2022

Portland International Jetport
Noise Advisory Committee

Dear NAC Members:

I am writing to express the support of the Western Promenade Neighborhood Association for:

- The recommendations approved by the NAC Subcommittee on August 11, 2022, and
- The proposal to hire Vianair to evaluate the noise impact of existing operations, identify strategies to reduce such impacts (including modifications of existing approach and departure procedures), and secure FAA approval.

We support the approach of the Vianair proposal, but have a few questions that we hope can be answered in the meeting:

- What will be the membership of the Community Working Group? How many representatives from each affected neighborhood? Will affected neighborhoods be able to choose their own representatives?
- Will there be a forum, at some point, for public comments?
- Will the “review of existing conditions, airspace, and procedures” include review and analysis of flight path deviations to determine the extent to the perceived problem?

We certainly hope that there will be a quorum at the NAC meeting and that this process can move forward, hopefully with a unanimous vote.

Very truly yours,

(s) Anne B. Pringle
President

Dear Noise Advisory Committee,

Little Diamond Island Association (LDIA) supports the proposal to hire Vianair to develop solutions to the overflights, which has increasingly plagued our island for several years now. It has become a frequent topic of discussion and source of complaints among our residents and their guests.

I respectfully request that LDIA be a named member of the proposed Community Working Group so we have the opportunity to express our reactions to Vianair's analysis and proposed solutions as they relate to LDI.

Thank you for consideration of our support, and request to join the CWG.

Sincerely,

Jeff Pond

President, Little Diamond Island Association

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 |
|------------|---------|---------|--------------|-----------|--------------|---------|
| 04/07/2022 | 6:00 PM | 7:17 PM | 06/02/2022 | 6:00 PM | B. Treadwell | PWM |

| Attended By | Absentees |
|---|--|
| Shaun Patten – FAA ATC | Tae Chong – Portland City Councilor / NAC Chair |
| Tom Ainsworth – Stroudwater Village Rep. | Guy Gledhill – Scarborough Town Councilor |
| David Wakelin – South Portland Resident Rep. | |
| Jennifer Lavanture – Peaks Island Resident Rep. | |
| Dr. Jeremy Morton – Western Promenade Rep. | PWM Representatives |
| Jerry Angier – Greater Portland Chamber Rep. | Paul Bradbury – Airport Director |
| Katherine Hughes – Air Carrier Rep. | Zachary Briggs – Dep. Director Ops & Maintenance |
| Mike Foley – Westbrook Mayor | Ben Treadwell - Operations Supervisor |
| Steve Dalzell – FedEx / Air Cargo | |
| Deqa Dhalac – South Portland Mayor | FAA Attendees |
| Lee Pratt – Gorham Town Councilor | Ken Knopp |
| Penny Jordan – Cape Elizabeth Town Councilor | Camille Sprauve |
| | Emerson Colvin |
| Non-Member Attendees | Ralph Nicosia-Rusin |
| Anne Pringle | |
| Basil Klosteridis | |
| John Levesque | |
| Brenda Kielty | |
| Natalie West | |
| Lisa Orff | |
| Triss Critchfield | |
| Camille Sprauve | |
| Steve Brown | |
| Julia Shane | |
| Deborah Napier | |
| Vicki Flanigan | |
| Lee Harvey | |
| | |
| | |
| | |
| | |
| (Additional Member of the public were in attendance but did not identify themselves) | |

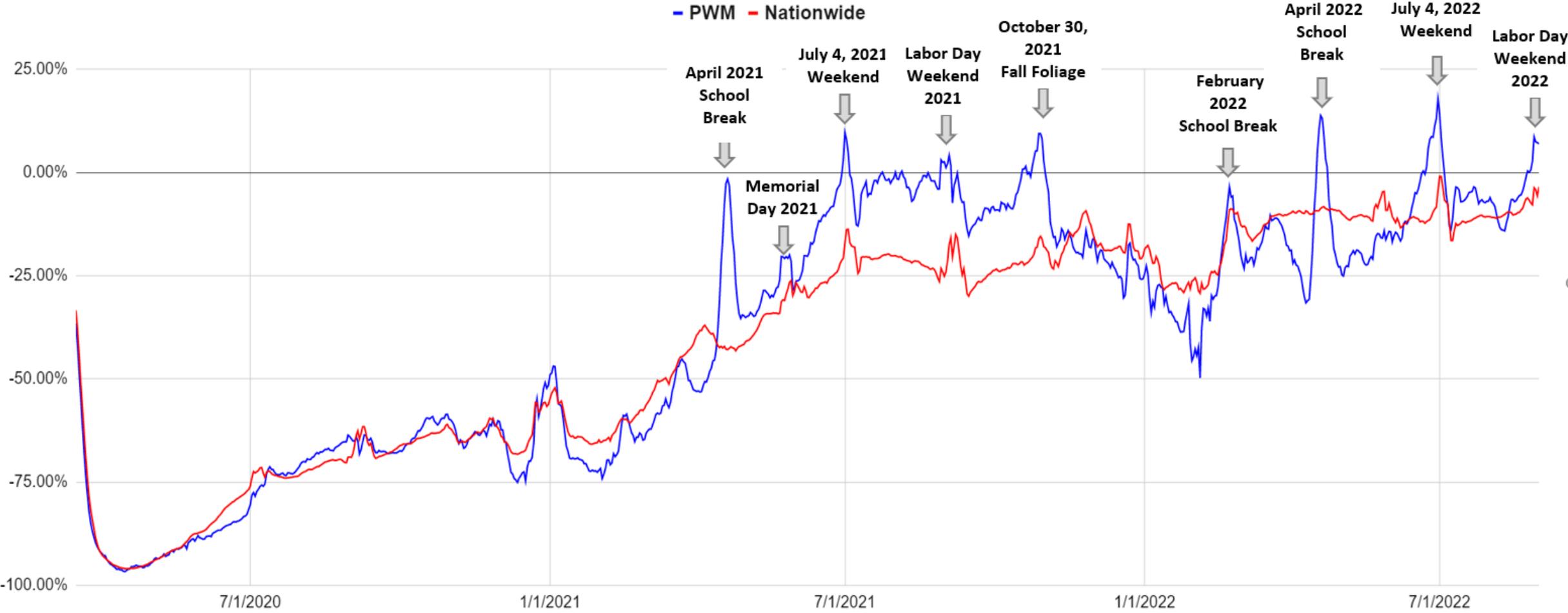
- Approval of the Minutes for the April 7, 2022 Meeting (Link to [Draft Minutes](https://portlandjetport.org/sites/default/files/files/Meeting Minutes 04-07-2022.pdf) and [Meeting Presentation](https://portlandjetport.org/sites/default/files/files/NAC Meeting Presentation 04072022.pdf)).

<https://portlandjetport.org/sites/default/files/files/Meeting Minutes 04-07-2022.pdf>

<https://portlandjetport.org/sites/default/files/files/NAC Meeting Presentation 04072022.pdf>

4. Jetport Operating Statistics – TSA SSCP benchmarked to 2019

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

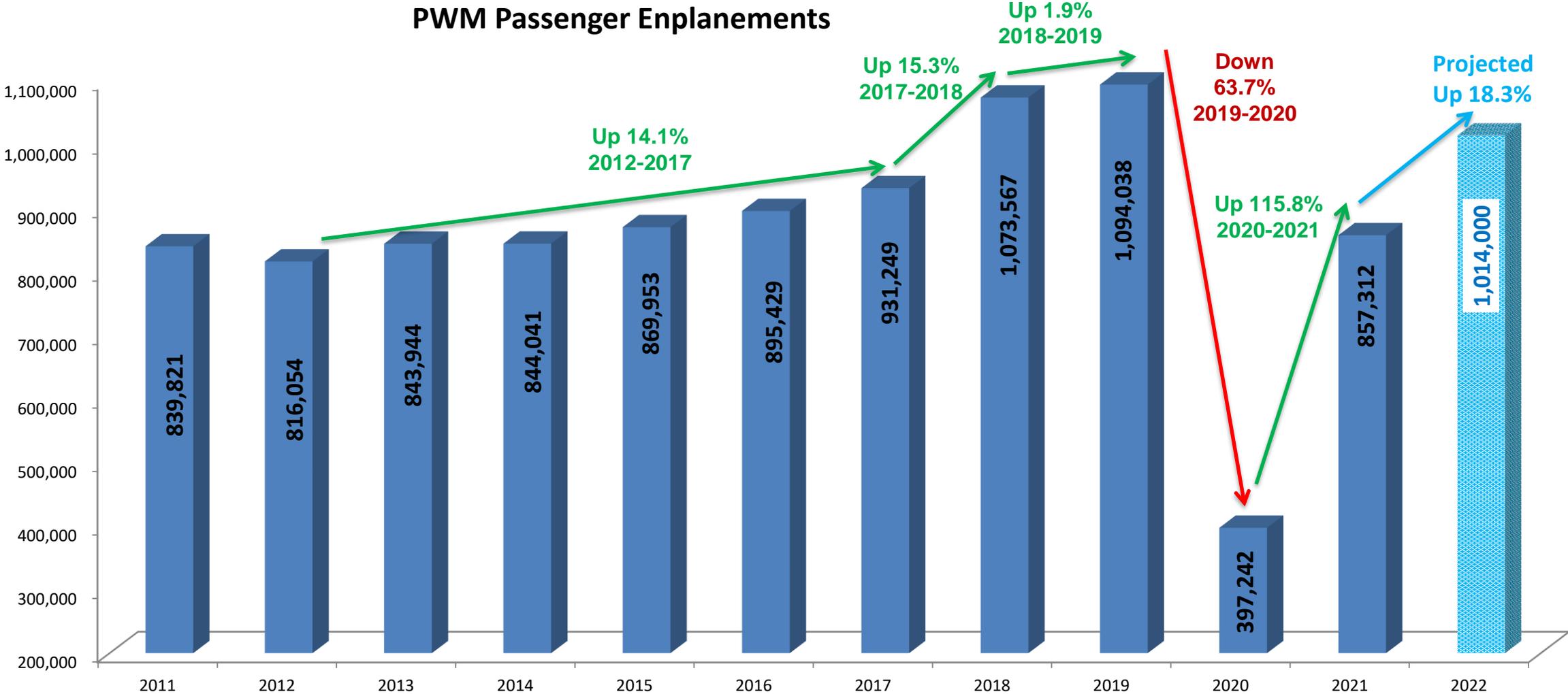


4. Jetport Operating Statistics – Historical Enplanements

| | 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 | 66,297 | 70,956 | 69,086 | 100,972 | 120,710 | 123,339 | | | | | 648,337 | 30.0% |
| Change ENP YOY | 108.1% | 140.3% | 93.8% | 36.1% | 15.1% | 10.4% | 0.2% | -2.6% | | | | | | |
| Change ENP vs 2019 | -32.9% | -18.6% | -14.1% | -9.5% | -18.1% | 0.4% | 1.3% | -3.2% | | | | | | -11.7% |
| Cap 22 | 74,182 | 68,895 | 80,167 | 89,153 | 94,118 | 131,556 | 143,886 | 143,383 | 133,881 | 129,025 | 85,964 | 87,992 | 1,262,202 | |
| LF 22 | 58.7% | 77.6% | 82.7% | 79.6% | 73.4% | 76.8% | 83.9% | 86.0% | | | | | | |
| 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% | 20% | 6% | -1% | -4% | 10% | 8% | 9% | 23% | 14% | |
| Change CAP 19/22 | -16% | -15% | -12% | -3% | -9% | 8% | 5% | 1% | 5% | 5% | -8% | -3% | -2% | |
| 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% | |
| Cap 20 | 85,779 | 82,098 | 93,743 | 45,881 | 25,057 | 31,152 | 61,070 | 67,038 | 52,031 | 56,363 | 56,652 | 55,186 | 712,050 | |
| LF 20 | 79.3% | 82.2% | 39.4% | 5.5% | 28.7% | 46.5% | 53.0% | 62.1% | 67.8% | 70.3% | 48.4% | 44.0% | 55.8% | |
| Change CAP 20/21 | -46% | -48% | -37% | 61% | 214% | 297% | 139% | 123% | 135% | 112% | 40% | 30% | 56% | |
| Change CAP 19/21 | -48% | -47% | -35% | -20% | -24% | 2% | 6% | 5% | -4% | -2% | -15% | -21% | -14% | |

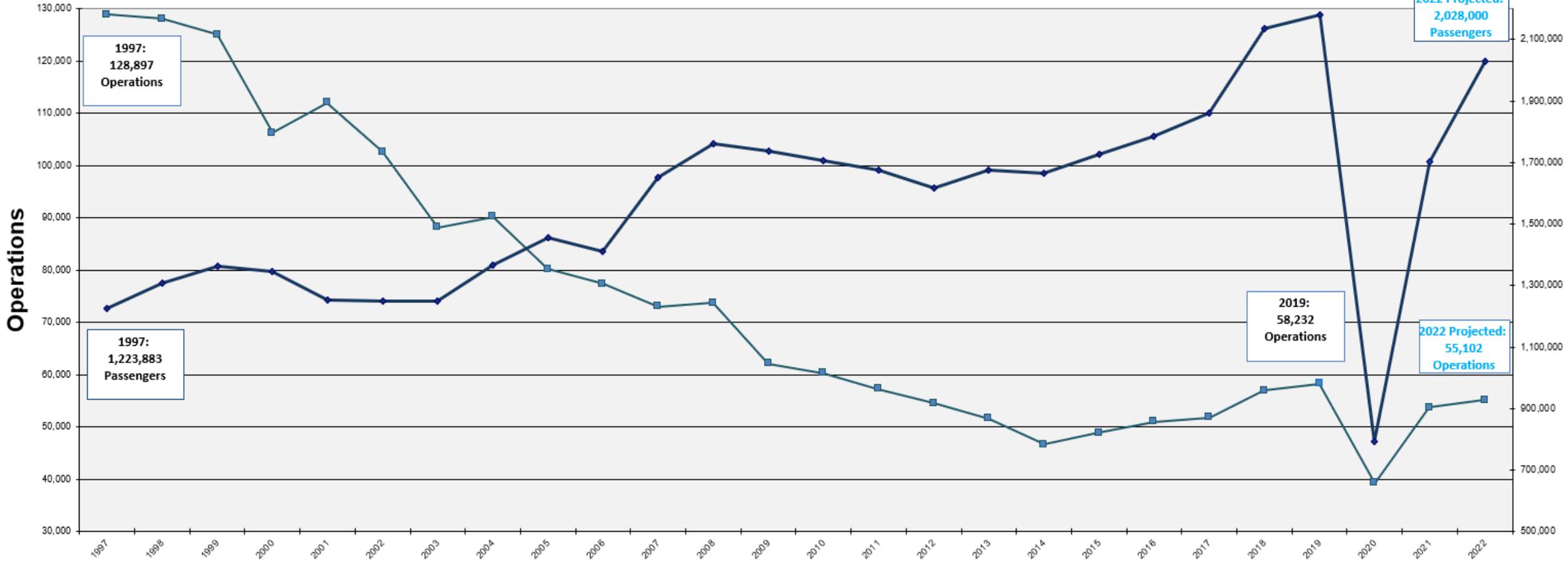
4. Jetport Operating Statistics – Annual Enplanements Trend

PWM Passenger Enplanements

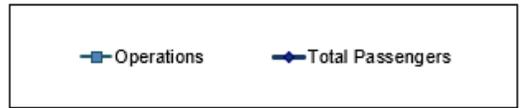


4. Jetport Operating Statistics – Operations vs Total Passengers

Aircraft Operations (arrivals & departures) vs Total Passengers



From 1998 to 2019 operations are down **54.5%** and total passengers are up **66.8%**.
 For 2022 Operations are projected to remain **5.3%** below 2019 levels and total passengers **7.0%** below 2019 levels.



5. Noise Data: Report Tabulations through August 2022: Primary Runway Use

| PWM Runway Operations | | | | | | | | | | | | | |
|-------------------------------------|---------|----------|-------|-------|------|------|------|--------|-----------|---------|----------|----------|-------|
| 2022 | January | February | March | April | May | June | July | August | September | October | November | December | Total |
| 11A | 226 | 290 | 453 | 356 | 0 | 649 | 871 | 1428 | | | | | 4273 |
| 11D | 151 | 217 | 356 | 295 | 0 | 521 | 724 | 1254 | | | | | 3518 |
| 18A | 60 | 115 | 98 | 502 | 1645 | 825 | 417 | 321 | | | | | 3983 |
| 18D | 31 | 78 | 89 | 449 | 1419 | 786 | 406 | 296 | | | | | 3554 |
| 29A | 966 | 848 | 1012 | 560 | 0 | 697 | 1411 | 892 | | | | | 6386 |
| 29D | 1040 | 878 | 1069 | 615 | 0 | 761 | 1468 | 987 | | | | | 6818 |
| 36A | 158 | 57 | 173 | 488 | 491 | 352 | 100 | 134 | | | | | 1953 |
| 36D | 126 | 53 | 137 | 444 | 529 | 323 | 57 | 109 | | | | | 1778 |
| Total | 2758 | 2536 | 3387 | 3709 | 4084 | 4914 | 5454 | 5421 | 0 | 0 | 0 | 0 | 32263 |
| % Use of Primary Runway 2022 | 86% | 88% | 85% | 49% | 0% | 53% | 82% | 84% | | | | | 66% |
| % Use of Primary Runway 2021 | 80% | 90% | 74% | 75% | 73% | 86% | 100% | 100% | 94% | 85% | 84% | 92% | 86% |

Red - Indicates Period of Construction on Primary Runway

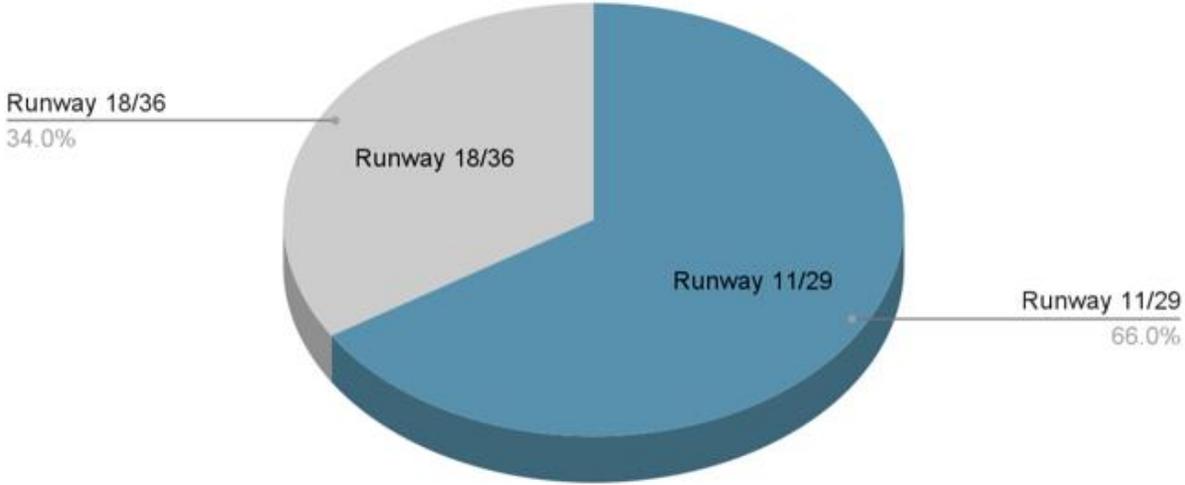
5. Noise Data: Wiggins Runway Use

| PWM Runway Operations | | | | | | | | | | | | | |
|------------------------------|---------|----------|-------|-------|-----|------|------|--------|-----------|---------|----------|----------|-------|
| 2022 | January | February | March | April | May | June | July | August | September | October | November | December | Total |
| 11A | 3 | 18 | 10 | 14 | 0 | 9 | 7 | 36 | | | | | 97 |
| 11D | 4 | 8 | 7 | 7 | 0 | 16 | 0 | 13 | | | | | 55 |
| 18A | 35 | 19 | 26 | 22 | 73 | 43 | 29 | 23 | | | | | 270 |
| 18D | 2 | 3 | 1 | 11 | 45 | 35 | 11 | 10 | | | | | 118 |
| 29A | 25 | 31 | 36 | 16 | 0 | 22 | 49 | 31 | | | | | 210 |
| 29D | 30 | 36 | 62 | 24 | 0 | 25 | 55 | 53 | | | | | 285 |
| 36A | 10 | 5 | 26 | 31 | 14 | 21 | 5 | 2 | | | | | 114 |
| 36D | 18 | 11 | 22 | 32 | 34 | 15 | 1 | 5 | | | | | 138 |
| Total | 127 | 131 | 190 | 157 | 166 | 186 | 157 | 173 | 0 | 0 | 0 | 0 | 1287 |
| % Use of Primary Runway 2022 | 49% | 71% | 61% | 39% | 0% | 39% | 71% | 77% | | | | | 51% |
| % Use of Primary Runway 2021 | 48% | 74% | 56% | 48% | 51% | 68% | 100% | 100% | 82% | 37% | 58% | 74% | 66% |

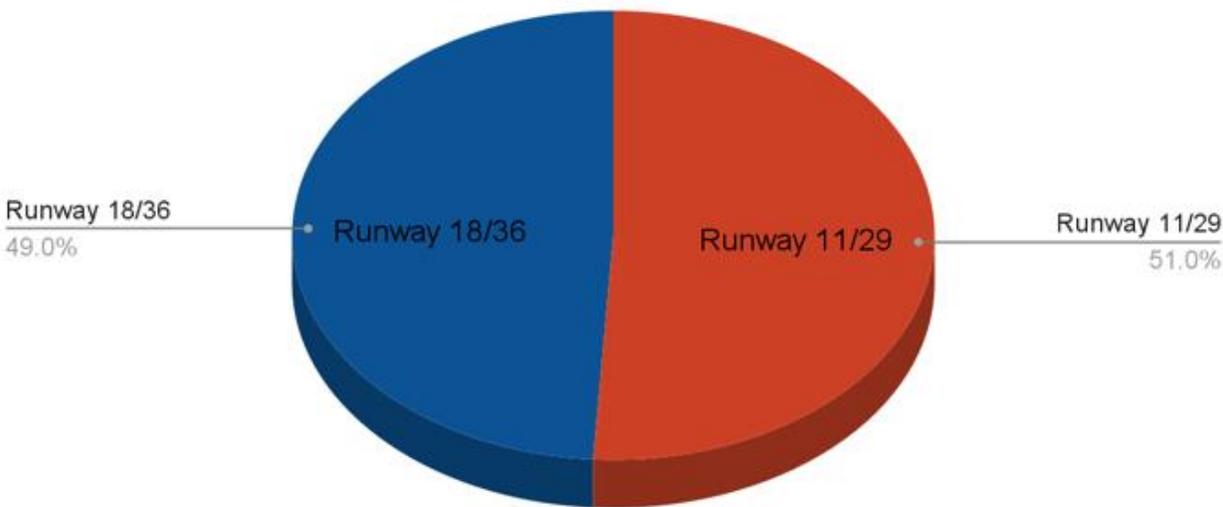
Red - Indicates Period of Construction on Primary Runway

5. Noise Data: Runway Use January – August 2022

Total Runway Usage

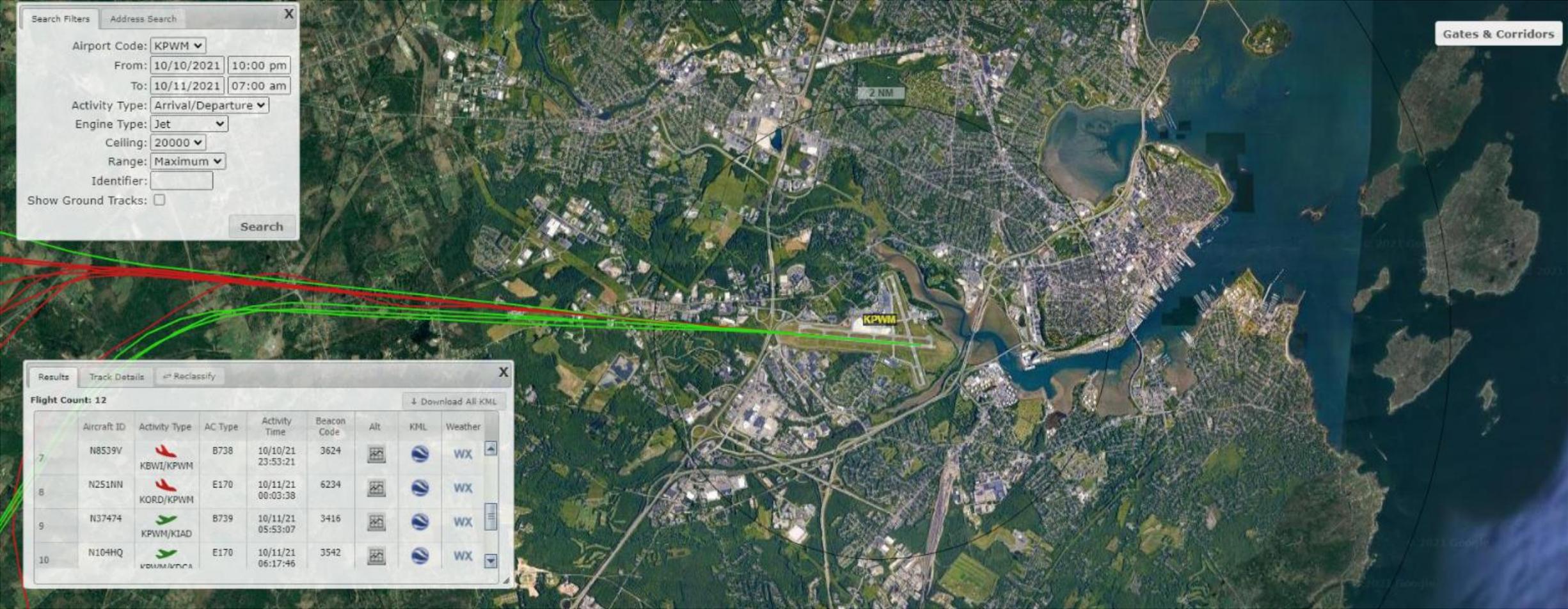


Wiggins Runway Usage



5. Noise Data: Runway Preference August 2022

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



5. Noise Data: Runway Preference August 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 | 295 | Arrivals | 0 | Arrivals | 193 | Arrivals | 19 | Arrivals | 12 |
| % of 11 / 29 Arrivals | 17% | % of 11 / 29 Arrivals | 0% | % of 11 / 29 Arrivals | 11% | % of 11 / 29 Arrivals | 1% | % of 11 / 29 Arrivals | 1% |

| From West | | From East | | Total Arrivals | |
|-----------------------|------|-----------------------|-----|-----------------------|------|
| Arrivals | 1087 | Arrivals | 616 | Arrivals | 1703 |
| % of 11 / 29 Arrivals | 64% | % of 11 / 29 Arrivals | 36% | % 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 | 64 | Arrivals | 0 | Arrivals | 1 | Arrivals | 0 | Arrivals | 2 |
| % of 11 / 29 Arrivals | 36% | % of 11 / 29 Arrivals | 0% | % of 11 / 29 Arrivals | 1% | % of 11 / 29 Arrivals | 0% | % of 11 / 29 Arrivals | 1% |

| From West | | From East | | Total | |
|-----------------------|-----|-----------------------|-----|-----------------------|------|
| Arrivals | 107 | Arrivals | 71 | Arrivals | 178 |
| % of 11 / 29 Arrivals | 60% | % of 11 / 29 Arrivals | 40% | % of 11 / 29 Arrivals | 100% |

Data Represents Jet Aircraft Only

5. Noise Data: Runway Preference August 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 | 177 | Departures | 13 | Departures | 266 | Departures | 228 | Departures | 397 |
| % of 11 / 29 Departures | 10% | % of 11 / 29 Departures | 0.76% | % of 11 / 29 Departures | 15% | % of 11 / 29 Departures | 13% | % of 11 / 29 Departures | 23% |

| To West | | To East | | Total | |
|-------------------------|-----|-------------------------|------|-------------------------|------|
| Departures | 700 | Departures | 1019 | Departures | 1719 |
| % of 11 / 29 Departures | 41% | % of 11 / 29 Departures | 59% | % of 11 / 29 Departures | 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 | 7 | Departures | 0 | Departures | 23 | Departures | 21 | Departures | 12 |
| % of 11 / 29 Departures | 3% | % of 11 / 29 Departures | 0% | % of 11 / 29 Departures | 10% | % of 11 / 29 Departures | 9% | % of 11 / 29 Arrivals | 5% |

| To West | | To East | | Total | |
|-------------------------|-----|-------------------------|-----|-------------------------|------|
| Departures | 180 | Departures | 42 | Departures | 222 |
| % of 11 / 29 Departures | 81% | % of 11 / 29 Departures | 19% | % of 11 / 29 Departures | 100% |

Data Represents Jet Aircraft Only

5. Noise Data: Harbor Visual Approach

| Harbor Visual Approach Compliance | | | | | | | | |
|---|-----|-----|------|------|------|------|------|-------|
| August 8th - 14th | 8/8 | 8/9 | 8/10 | 8/11 | 8/12 | 8/13 | 8/14 | Total |
| Number of Approaches of Eligible Aircraft | 18 | 17 | - | - | 37 | 9 | 18 | 99 |
| Number of Successful HVA | 11 | 6 | - | - | 33 | 5 | 14 | 69 |
| Percentage of Successful HVA | 61% | 35% | - | - | 89% | 56% | 78% | 70% |

8/10 & 8/11 experienced ceiling

under 3,000'
 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 | | | | | | | | |
|---|-----|------|------|------|------|------|------|--------------|
| August 8th - 14th | 8/8 | 8/9 | 8/10 | 8/11 | 8/12 | 8/13 | 8/14 | Weekly Total |
| RWY 11 Arrivals | 5 | 5 | 5 | 4 | 0 | 7 | 0 | 26 |
| RWY 29 Departures | 7 | 7 | 6 | 7 | 7 | 7 | 7 | 48 |
| Total RWY Operations | 14 | 12 | 12 | 13 | 12 | 14 | 11 | 88 |
| % of Arrivals / Departures to and from west | 86% | 100% | 92% | 85% | 58% | 100% | 64% | 83% |

Data Represents Jet Aircraft Only

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

| Departures Over West End (Early North) | | Departures over South Portland (Early South) | |
|--|----|--|----|
| Departures | 13 | Departures | 46 |
| % of 11 Departures | 2% | % of 11 Departures | 7% |

| To West | | To East | | Total | |
|-------------------------|-----|-------------------------|------|-------------------------|------|
| Departures | 700 | Departures | 1019 | Arrivals | 1719 |
| % of 11 / 29 Departures | 41% | % of 11 / 29 Departures | 59% | % of 11 / 29 Departures | 100% |

Data Represents Jet Aircraft Only

6. New Business Item A: The NAC will consider adopting recommendations approved by the NAC Subcommittee, established by the NAC at its April 7, 2022 meeting.

Proposal as Adopted (3-1 vote) by NAC Subcommittee on August 11, 2022

- 1. Members of the Special Sub-Committee agree that the Jetport should hire a Subject Matter Expert to work at round table discussions that will include NAC members, engaged residents from affected communities, and PWM staff.*
- 2. As much as possible PBN/RNP Departure and Arrival flightpaths to and from the East should be over water. This should include as many improvements to the HVA as possible so that as many aircraft/airlines can utilize it.*
- 3. Finally, the Sub-Committee requests that the airport assist in the development of new analysis tools (possibly using the Excel spreadsheet approach presented by South Portland resident Julie Shane) to document deviations from prescribed flightpaths. We believe this process has begun.*

6. New Business Item B: If the NAC approves the recommendation to hire an SME, then the NAC will be asked to approve the attached scope of work provided by Vianair.

PWM Work Plan
08/01/2022
Portland Jetport

Task Objectives

DRAFT

- Engage directly with impacted communities to ensure an understanding of the primary concerns and impacts associated with aircraft operations and to work collaboratively to identify solutions.
- Identify strategies to reduce aircraft noise impacts including noise program measures as well as modifications to arrival and departure procedures.
- Review existing approach and departure procedures to identify opportunities to reduce community noise impacts.
- Work collaboratively with industry stakeholders (Airport, airlines, ATC) to ensure the viability of operational recommendations.



6. New Business Item B: If the NAC approves the recommendation to hire an SME, then the NAC will be asked to approve the attached scope of work provided by Vianair.

Community Engagement

- Community-focused approach from start to finish
- Consensus-based design based on community input and “fairness”.
- A **design philosophy (priorities)** will be established with community input to serve as the basis for procedure design/modifications.
 - The design philosophy will identify the community “priorities” for addressing aircraft noise issues.
 - Priorities should be hierarchical – In other words, if you cannot accomplish #1, then do #2, and so on.
 - These priorities will be used as the “measure of success” for the project and any changes made to flight procedures must map directly back to an agreed upon priority.

Industry Engagement

- Review notional designs for arrivals/departures
- Determine Flight procedure development schedule
- Preliminary Noise evaluation of proposed procedures
- Develop Plans for public engagement
- Opportunities for feedback and to provide alternative designs if necessary (Address community concerns)
- Procedure revisions, modifications, and new designs will be reviewed with Airport, airlines, and air traffic control prior finalizing proposal and submission.

6. New Business Item B: If the NAC approves the recommendation to hire an SME, then the NAC will be asked to approve the attached scope of work provided by Vianair.

Summarized Work Plan

- Project Kick-Off meeting with Airport
 - Review scope, modify if necessary.
 - Discussion of Community Working Group (CWG) – Community Members
 - Discussion of Technical Advisory Group (TAG) – Industry Members
- CWG Meetings (Likely 1-3)
 - Identification of primary community issues and impacts
 - Establish design philosophy
 - Review existing conditions, airspace, procedures
 - Participative procedure design and review
 - Finalize recommended strategies and procedures
- TAG Meetings (TBD)
 - Discussion of community issues and impacts
 - Review/input of CWG recommendations
 - Support for procedure design or modification to address community issues
- Submission to FAA for Approval/Publication*
- Flight Procedure Development/Publication by Vianair if Necessary

**Note- FAA may not prioritize these procedures high enough for publication due to the budgetary process. Timely publication may require a Non-FAA Service Provider such as Vianair to ensure flight procedures are published in a reasonable amount of time.*

7. 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.

8. Next Meeting:

Committee will consider setting the next meeting date.

9. Adjournment



*Maine's
Home
Airport.*