

Noise Advisory Committee Meeting

June 21, 2023 at 6:00 pm

Zoom Webinar Meeting link:

<https://portlandmaine-gov.zoom.us/j/82856251475?pwd=bUdCWko3YWg4cTVzaVZ2cWdoVWhMdz09>

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AGENDA: NAC June 21, 2023

1. Welcome / Meeting Information / Process
2. Opening Questions / Public Comment (15 minutes)
3. Approval of the Minutes for the May 11, 2023 Meeting.
4. Presentation by Mark Collins, Air Traffic Manager PWM ATCT on the FAA review of the Vianair notional procedures and next steps in developing new procedures.
5. Review of the FAA's Requests for Comment on the Civil Aviation Noise Policy. The following link will take you to the FAA site and allow you to review the Federal Register Notice and provides additional links to more information: [Noise Policy Review](#)
6. Review Fly Quiet Program Compliance Monitoring Options:
 - a. Immediate Option: Form small working group to develop parameters for a joint citizen/Jetport program to monitor compliance.
 - b. Next Fiscal Year: Based on NAC input develop a scope and budget to hire a consultant to provide ongoing Fly Quiet program monitoring.
7. Closing Questions / Public Comment
8. Next Meeting Date: The NAC should review and set its next meeting date.
9. Adjournment

NAC Membership

Portland City Councilor (Chair) Councilor Regina Phillips	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 Susan Gillis
Greater Portland Chamber of Commerce President or Designee TBD	FAA Air Traffic Control Manager Mark Collins
Air Cargo Station Manager Steve Dalzell	Signatory Airline Station Manager TBD
Gorham Town Councilor or Representative Council Chairman Lee Pratt	Scarborough Town Councilor or Representative Michael Wood

2. Opening Questions/Public Comment (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.

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4. Presentation by Mark Collins, Air Traffic Manager PWM ATCT, on the FAA review of the Vianair notional procedures and next steps in developing new procedures.

Review of Proposed Notional Procedures developed by NAC Working Group & Vianair – Below are existing RNAV Visual and ILS approaches to RWY 29.

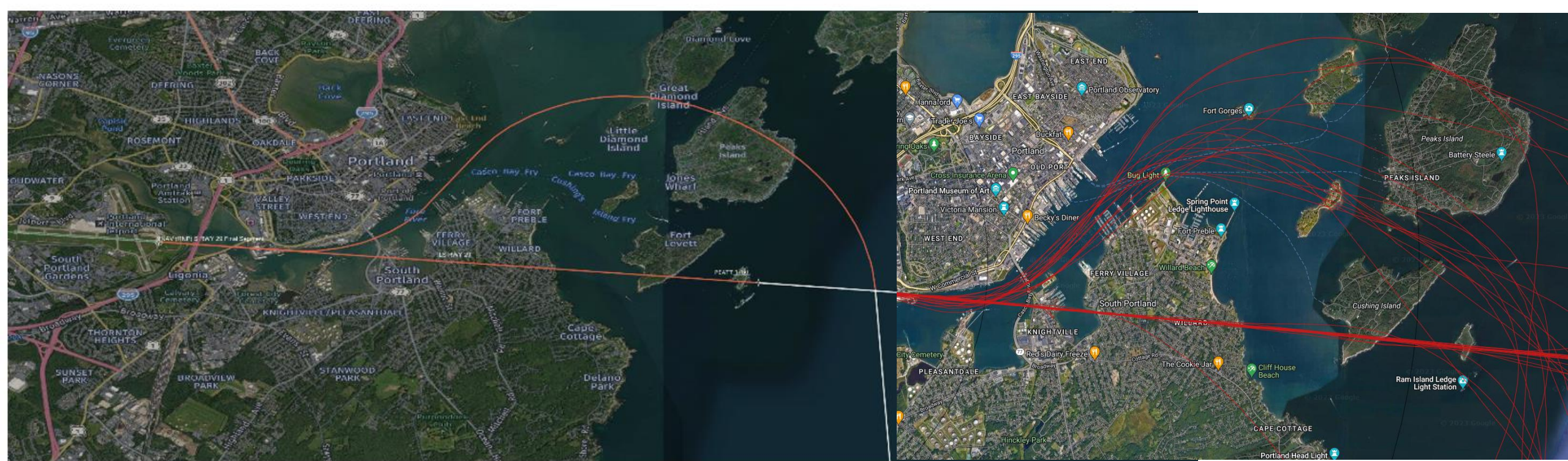


Figure 1. Existing Condition. STARs, RNAV Visual RWY 29 and ILS OR LOC RWY 29 approaches

Review of Proposed Notional Procedures developed by NAC Working Group & Vianair – Proposed Approach revision RNP overlay of HVA.

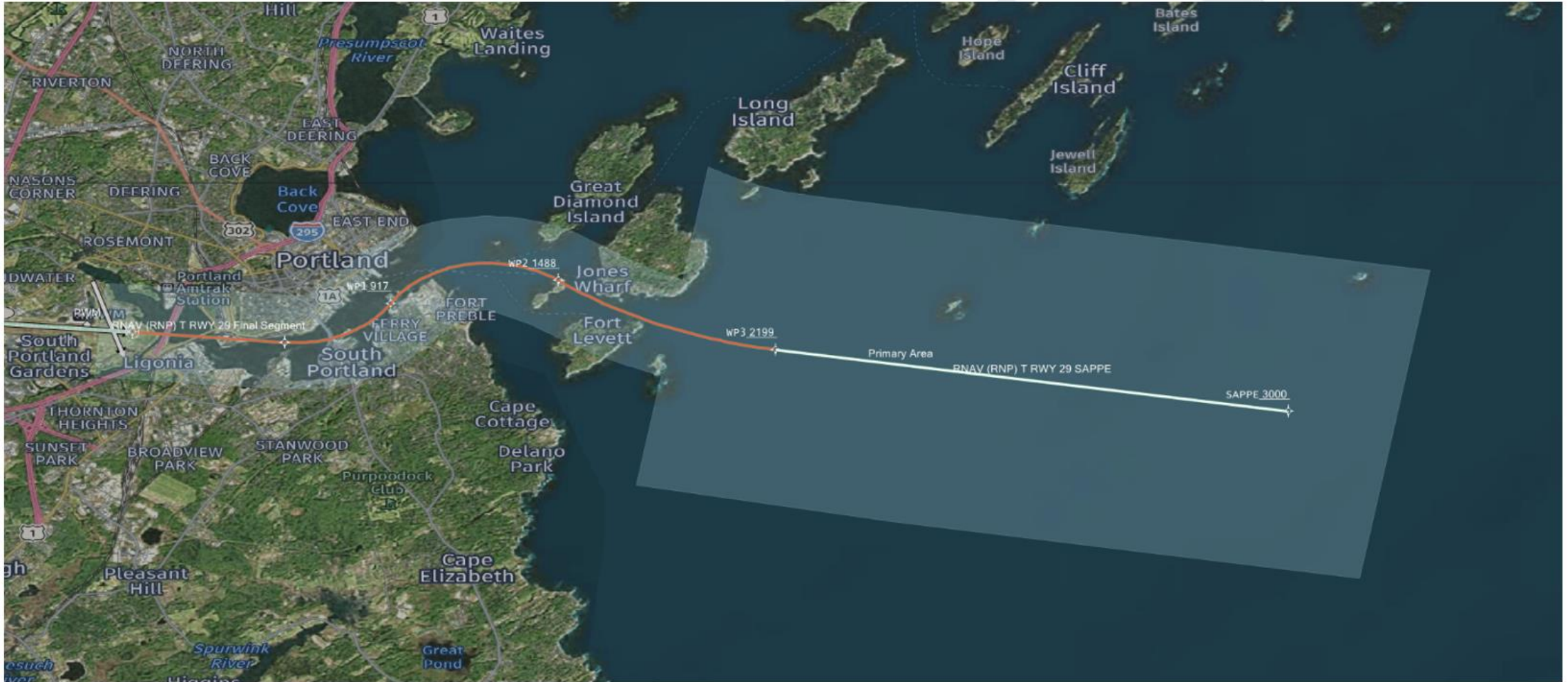


Figure 2. Notional RNAV (RNP) RWY 29 Approach – Wide View

Review of Proposed Notional Procedures developed by NAC Working Group & Vianair – Existing HSKEL THREE and NUBLE FOUR RNAV RWY 11 Departures

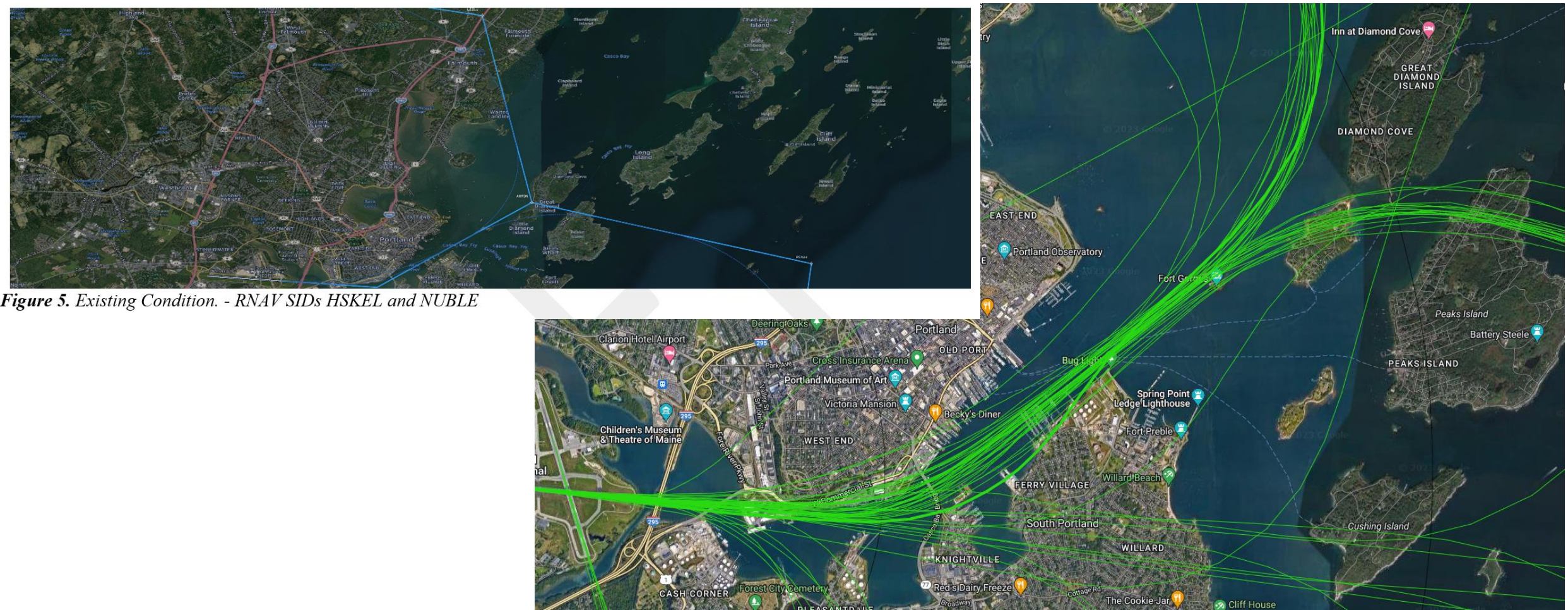


Figure 5. Existing Condition. - RNAV SIDs HSKEL and NUBLE

Review of Proposed Notional Procedures developed by NAC Working Group & Vianair – Proposed RNP Replacements for NUBLE FOUR RWY 11 Departure

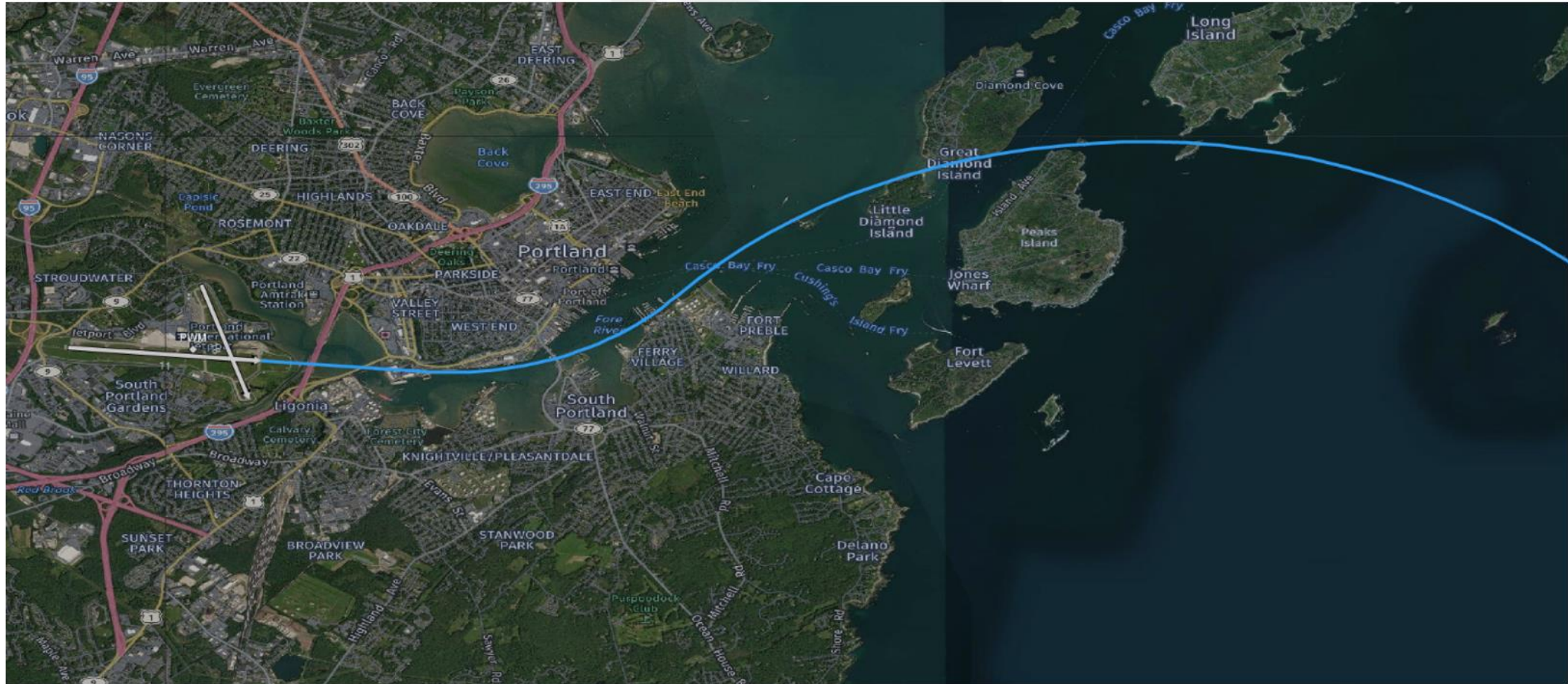


Figure 9. Proposed NUBLE RNP SID - Close

Review of Proposed Notional Procedures developed by NAC Working Group & Vianair – Proposed RNP Replacement for HSKEL THREE 11 Departure

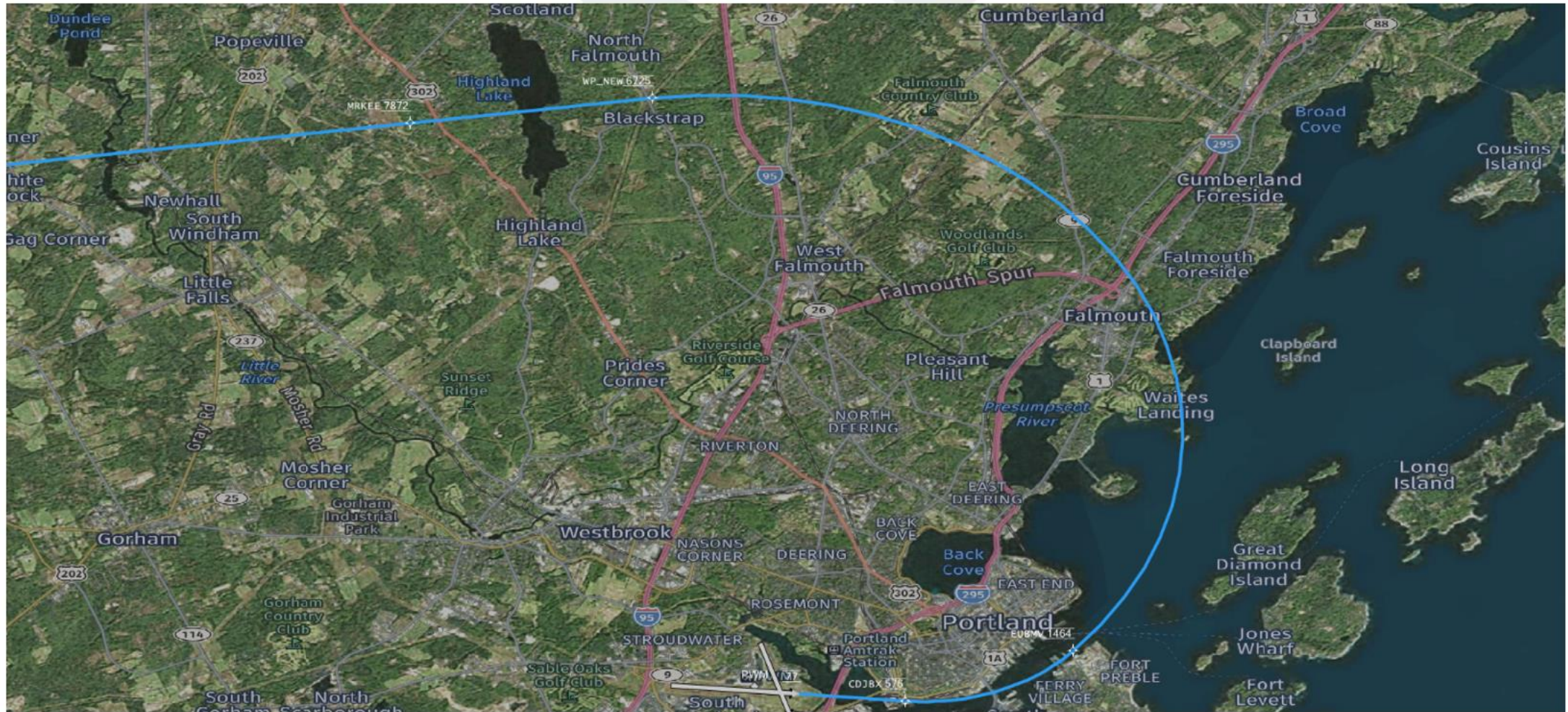
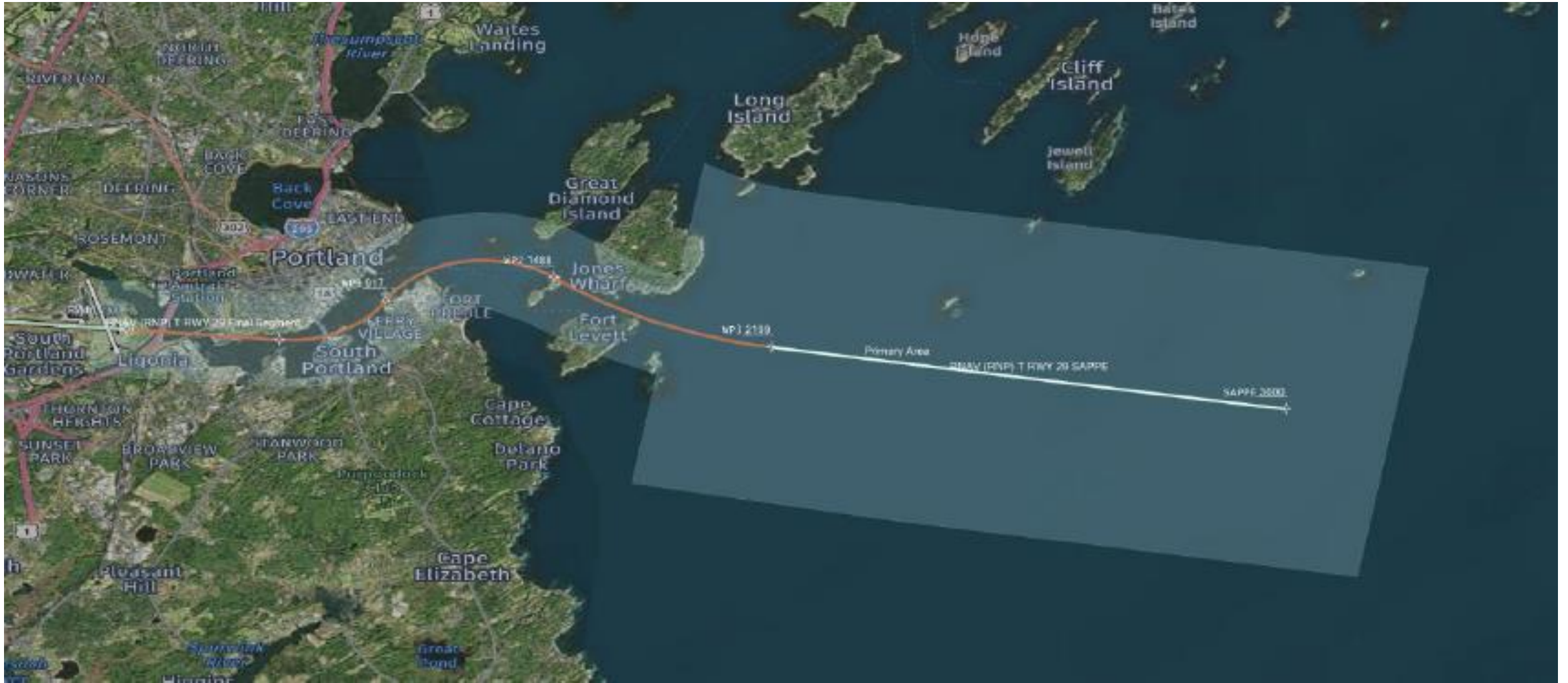
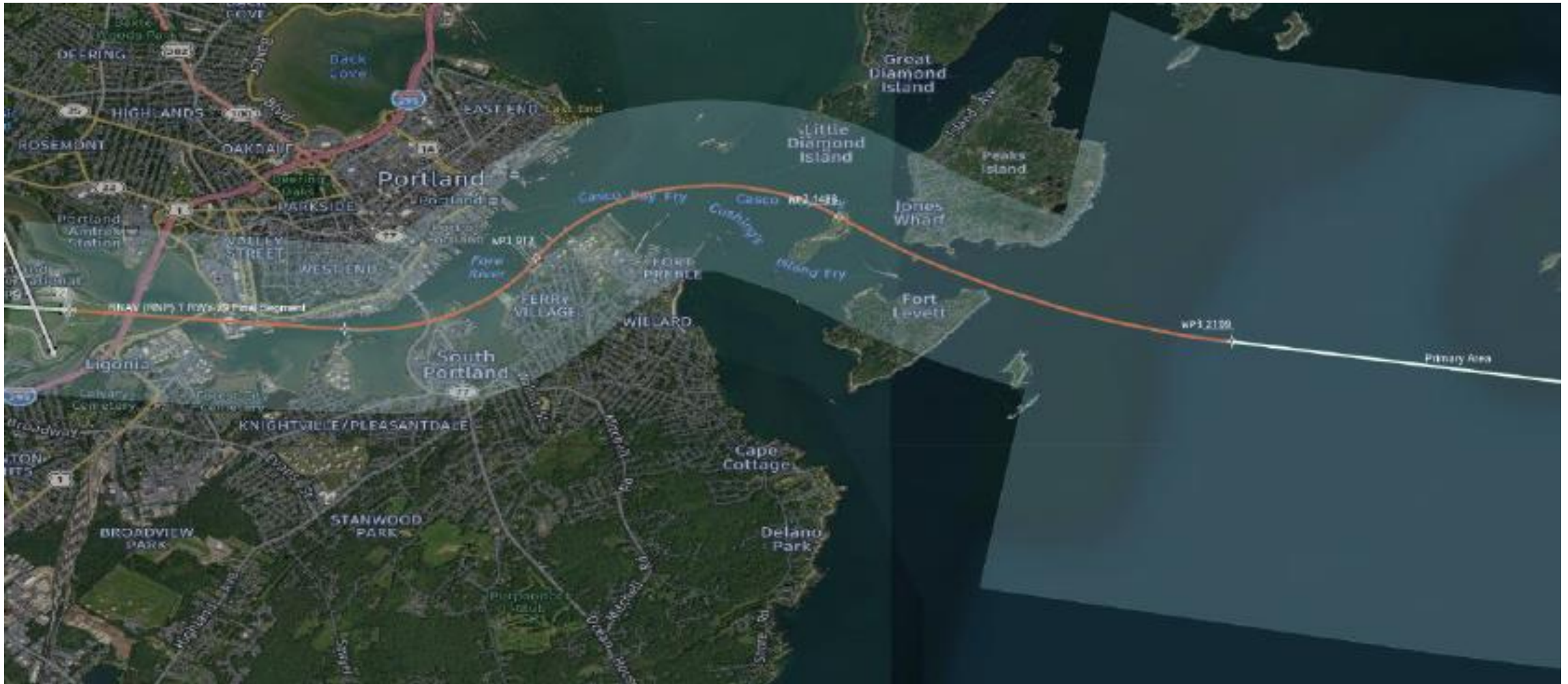


Figure 11. Proposed HSKEL RNP SID – Close

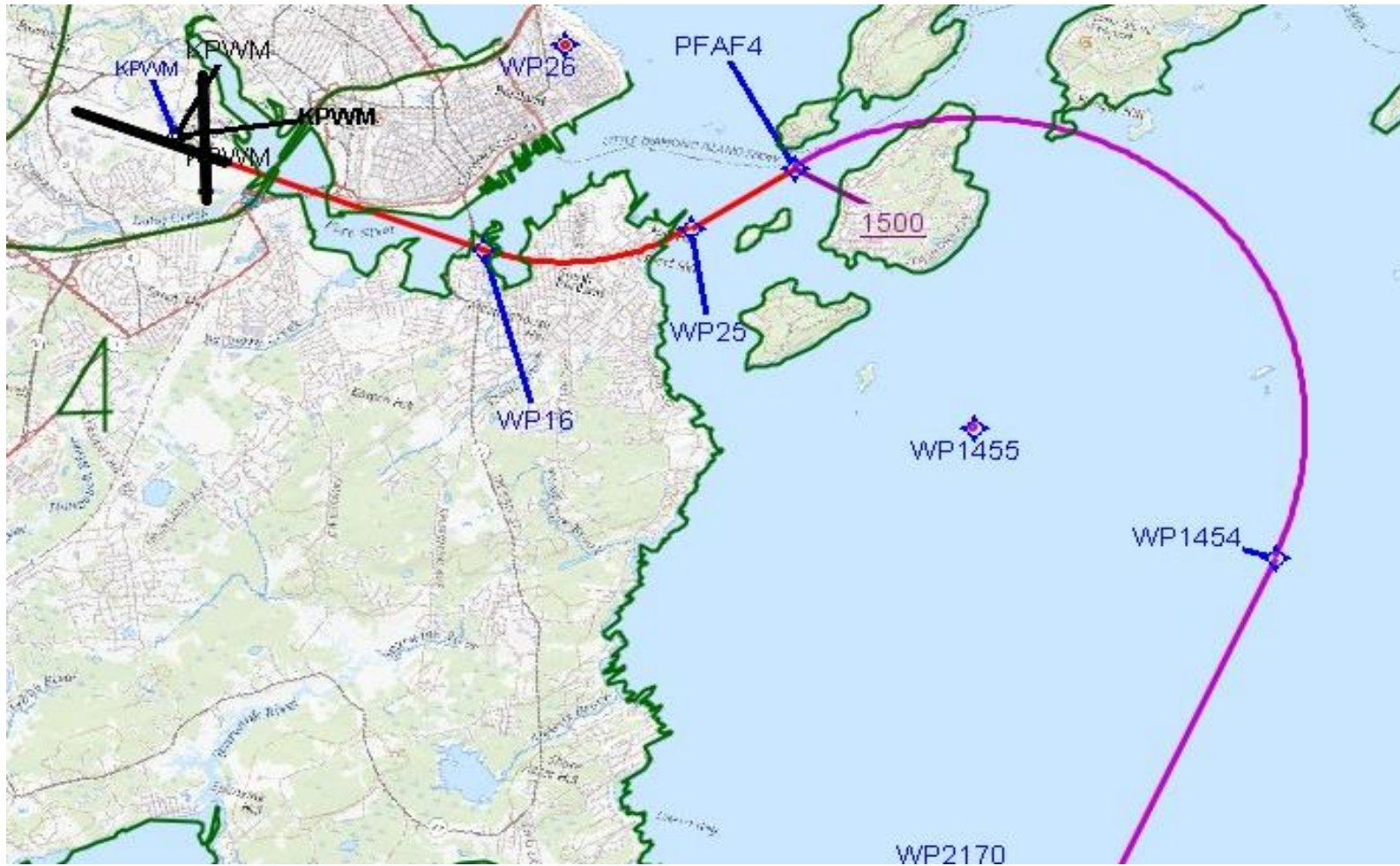
Vianair RNP Arrival Proposal



Vianair RNP Closer View

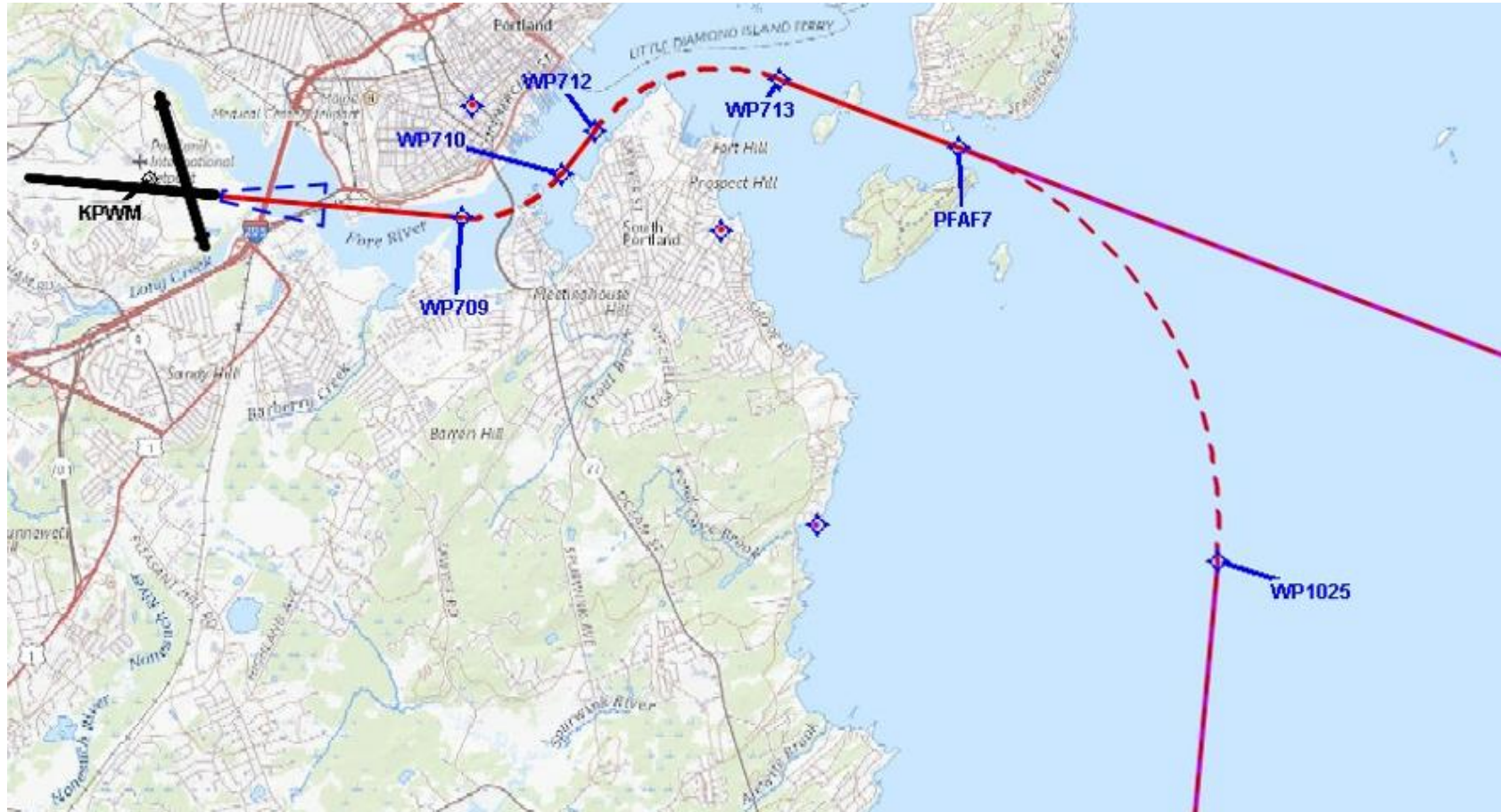


RNP Without Waivers

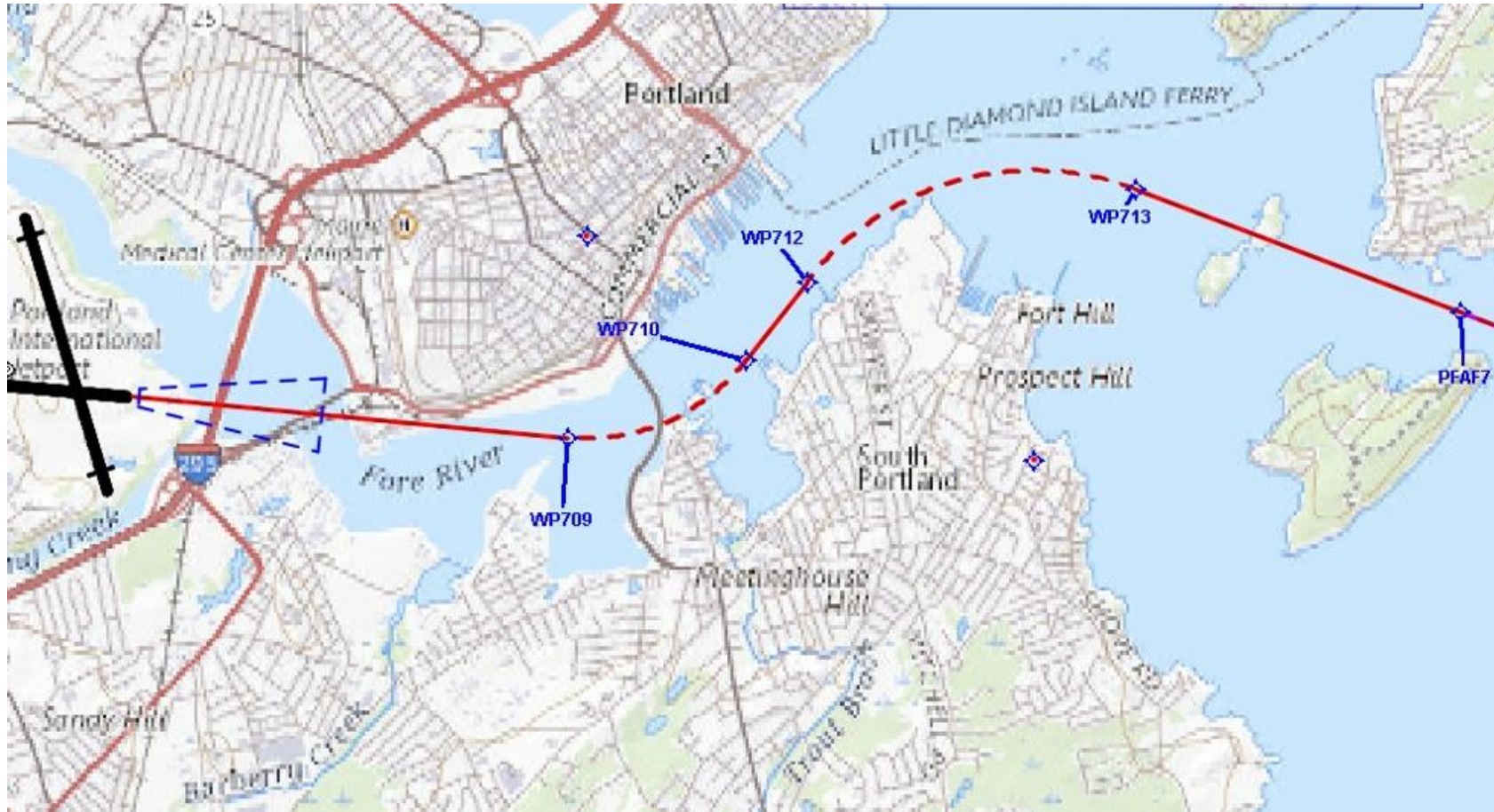


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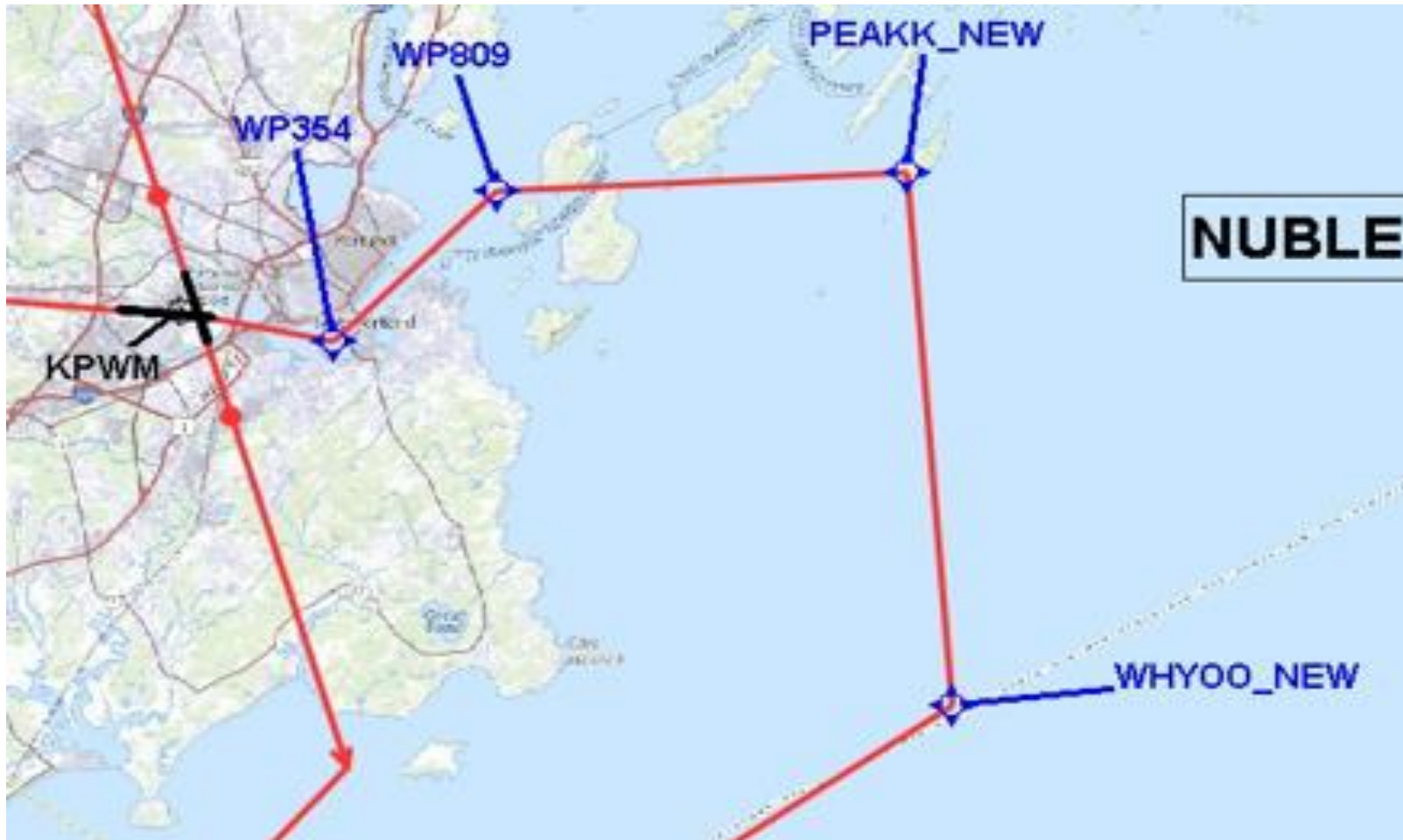
Notional RNP with Waivers



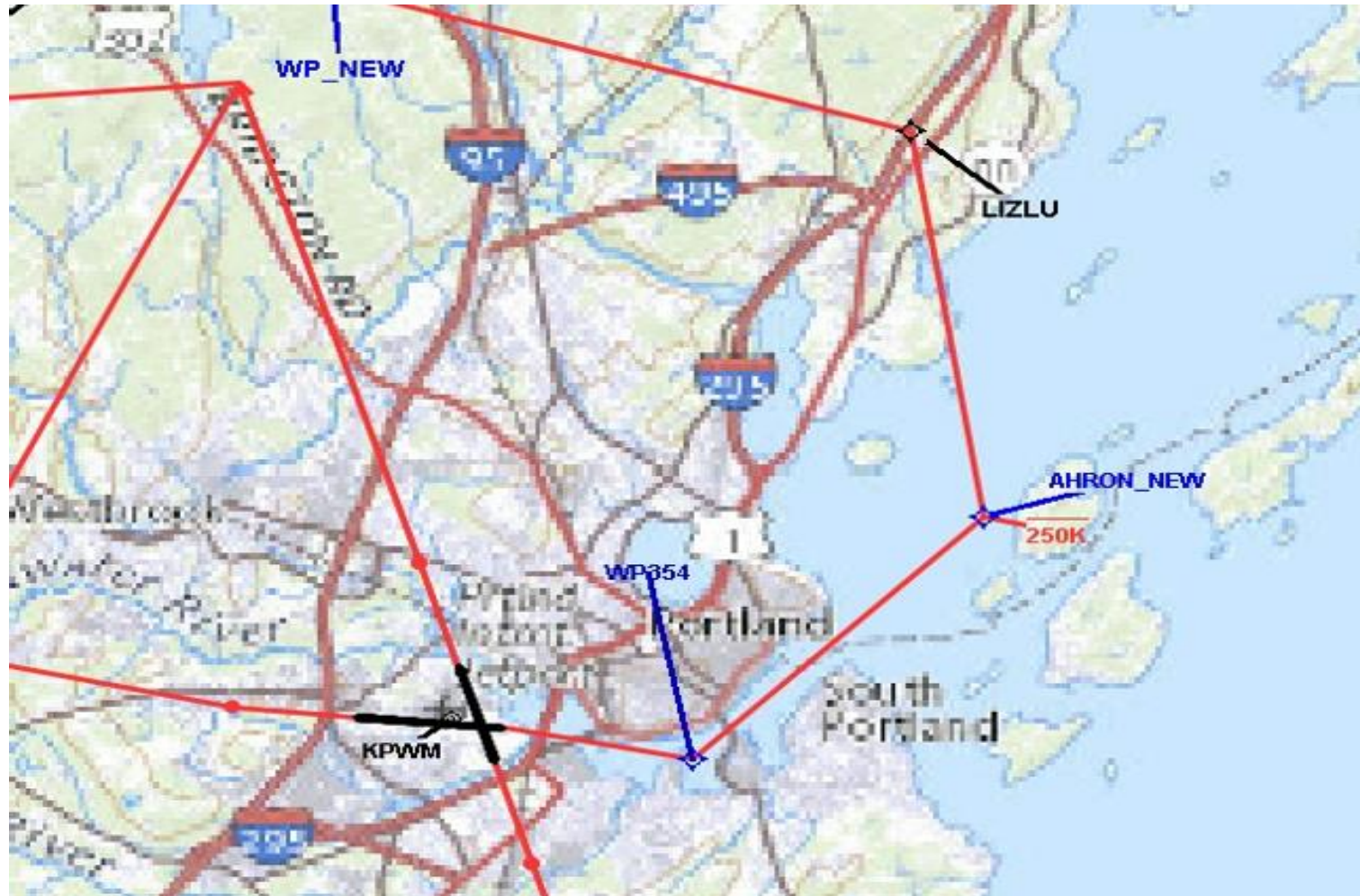
Notional RNP with Waivers Close



NUBLE RNAV Departure




HSKEL RNAV Departure



5. Review of the FAA’s Requests for Comment on the Civil Aviation Noise Policy. Comment period closes July 31st.

Link to FAA site for the Noise Policy Review:
<https://www.faa.gov/noisepolicyreview>



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Noise Policy Review

Read the [Noise Policy Review Federal Register Notice](#).

[Add your comments](#) for the Noise Policy Review.

Review the [Foundational Elements](#) of the FAA Civil Aircraft Noise Policy.

The FAA is reviewing our noise policy as part of our ongoing commitment to address aircraft [noise](#). This effort builds on [our work](#) to advance the scientific understanding of noise impacts as well as the development of analytical tools and technologies.

Noise Policy Review Videos

FAA Noise Policy Review – Overview

Watch later


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NOISE POLICY REVIEW

Why is FAA conducting this Noise Policy Review and what is the purpose of these videos?

Watch on

YouTube




Aviation Noise Basics

[Fundamentals](#)

[Metrics Pt. 1](#)

[Metrics Pt. 2](#)

[Metrics Pt. 3](#)




Policy Discussion

[Policy Pt. 1](#)

[Policy Pt. 2](#)


[Potential Outcomes](#)



Your Input Matters

[Submit Comments Pt. 1](#)

[Submit Comments Pt. 2](#)

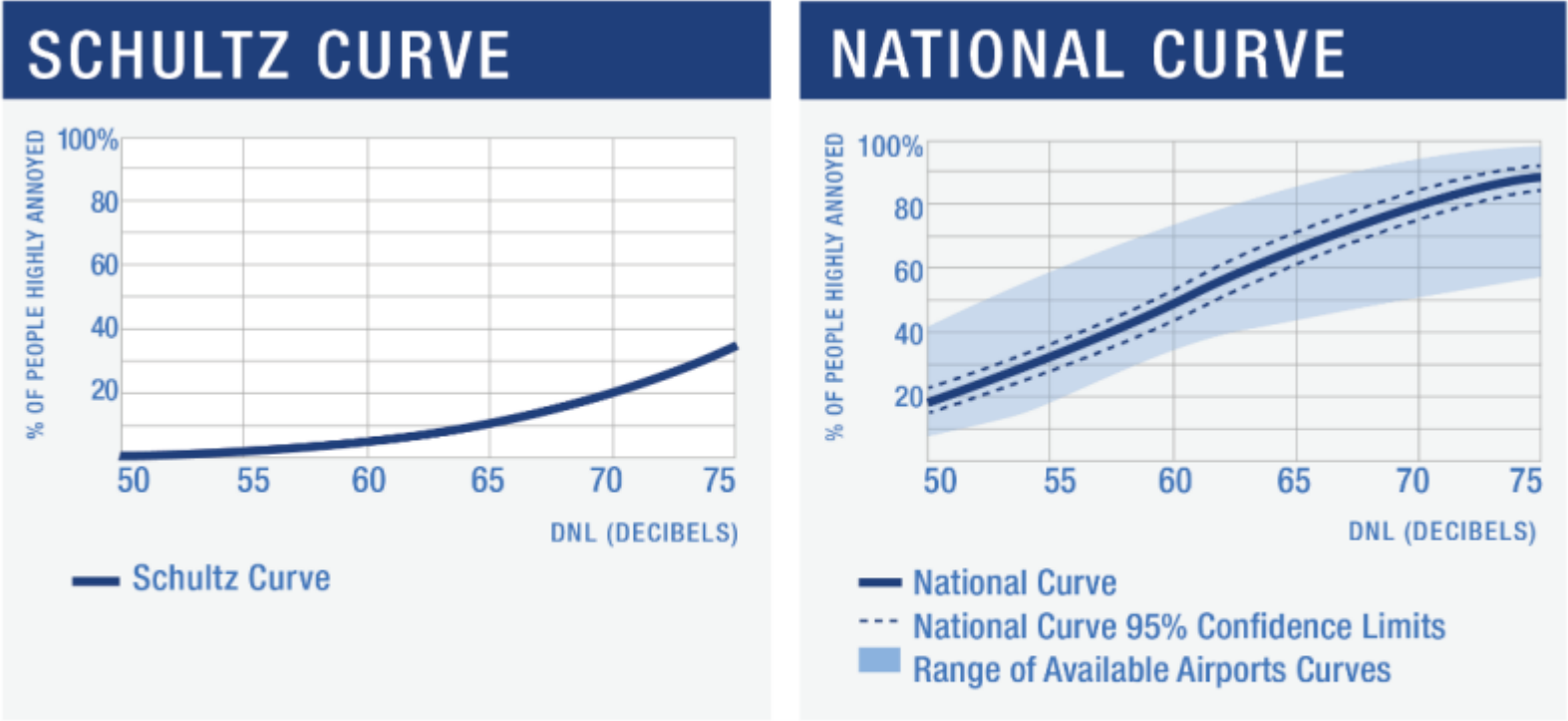


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5. Review of the FAA’s Requests for Comment on the Civil Aviation Noise Policy. Comments are due July 31st.

The Neighborhood Environmental Survey released in 2021 and provided the new National Curve on noise annoyance which shows a stark contrast from the Schultz Curve last validated in 1992.



The new Survey was designed to use a consistent approach across each airport community surveyed. This has allowed for an enhanced ability to provide additional statistical information about the new results, such as the 95% Confidence Limits and range of results from each of the 20 airports, as shown on the plot above. This was not possible with the older Schultz Curve.

5. Review of the FAA's Requests for Comment on the Civil Aviation Noise Policy. Comment period closes July 31st.

SCOPE OF NOISE POLICY REVIEW



- **Focus on foundational elements of FAA's noise policy, including:**
 - **Metrics:** hard look at DNL, consideration of other metrics (e.g., Number Above), and how they are calculated
 - **Noise Thresholds:** Consider NES findings and other research, investigate lowering below DNL 65 dBA the definition of the level of significant noise exposure for actions subject to NEPA and modifying the definitions of the levels of noise exposure that are deemed to be “normally compatible” with airport operations
 - For new metrics, consider whether it is appropriate to establish a noise threshold and its potential value

5. Review of the FAA’s Requests for Comment on the Civil Aviation Noise Policy. Comment period closes July 31st.

UNPACKING POLICY OPTIONS



For example, FAA could review the following metrics that may comprise the system

Cumulative	Cumulative/ Single Event	Impulsive and Low Frequency
Day-Night Average Sound Level (DNL)	Number Above an L_{max} (NA)	FAA seeking feedback None identified at this time
Community Noise Equivalent Level (CNEL)	Time Above an L_{max} (TA)	
School/Work Hour Equivalent Sound Level (L_{eq})	L_{max}	

5. Review of the FAA's Requests for Comment on the Civil Aviation Noise Policy. Comment period closes July 31st.

UNPACKING POLICY OPTIONS

- 1) Revisit the elements of the Day-Night Average Sound Level (DNL) by exploring the methods used for calculating it.
- 2) Examine existing noise thresholds and consider whether to:
 - Retain the current thresholds, with no change.
 - Set noise thresholds for any, some, or all the noise metrics in the system.
 - Change the metric and level used to define the threshold of significance and reportable impacts for NEPA.
 - Revise the metric and level used to define compatible land use and noise sensitive uses.
- 3) Consider reviewing the noise policy at least once every 3-5 years to determine whether updates or revisions are necessary to respond to new information.



5. Review of the FAA's Requests for Comment on the Civil Aviation Noise Policy. Comment period closes July 31st.

POTENTIAL OUTCOMES OF POLICY CHANGES

- Possible updates to regulations, orders, guidance, etc.
- Change level of review needed for a given action
- Improve FAA's communication about noise impacts to public

ANY POLICY CHANGES WILL NOT AFFECT

- Current/existing aviation noise exposure
- Where/when aircraft currently fly
- Completed or ongoing environmental reviews

6. Review Fly Quiet Program Compliance Monitoring Options:

- a. Immediate Option: Form small working group to develop parameters for a joint citizen/Jetport program to monitor compliance.**
- b. Next Fiscal Year: Based on NAC input develop a scope and budget to hire a consultant to provide ongoing Fly Quiet program monitoring.**

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8. Next Meeting:

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9. Adjournment:



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