

PWM NOISE ADVISORY COMMITTEE MEETING

January 22, 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 January 22, 2026

1. Welcome and Introductions
2. Opening Public Comment / Questions (15 minutes)
3. Review Jetport Calendar Year 2025 Passenger and Operations data and current airline seat capacity data through June 2026. Review flight schedules for May – July, 2026.
4. Update on the proposed overlay of the Harbor Visual Approach (HVA) procedure with a new Special Instrument Approach procedure.
5. Update on proposed revisions to the HSKEL THREE and NUBLE FOUR RNAV departure procedures.
6. Review and discussion of the Calendar Year 2025 flight discrepancy reports.
7. Airlink Flight School: Operations commenced last summer. A flyer was sent to neighbors within 2 miles of Jetport last June. Review flight patterns and the use of the north/south runway.
8. Air Traffic Control Tower Operating Hours
9. Communications Plan for Runway Closures
10. Closing Questions/ Discussion / Public Comment
11. Future Agenda Items: Committee members may request future agenda items
12. Next Meeting: Committee members will select the next meeting date.
13. 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 Julie Shane
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 Steve Dalzell	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 CALENDAR YEAR 2025 PASSENGER AND OPERATIONS DATA YEAR AND CURRENT AIRLINE SEAT CAPACITY DATA THROUGH JUNE 2026. REVIEW FLIGHT SCHEDULES MAY-JULY 2026



NON-STOP DESTINATIONS



--- Seasonal Flights

NON-STOP SERVICE *Seasonal Service

Atlanta	DELTA
Baltimore	Southwest
Charleston	Breeze
Charlotte	American Airlines
Chicago Midway	*Southwest
Chicago O'Hare	American Airlines UNITED
Columbus	*Breeze
Dallas/Fort Worth	*American Airlines
Denver	*UNITED
Detroit	DELTA
Fort Myers	*Breeze
Houston	*UNITED
Minneapolis/St. Paul	*DELTA *sun country airlines
Nashville	Southwest
Newark	UNITED
New York/JFK	DELTA *jetBlue
New York/LaGuardia	American Airlines DELTA
Norfolk	*Breeze
Orlando	Breeze Southwest *jetBlue
Philadelphia	American Airlines
Pittsburgh	*Breeze
Raleigh-Durham	Breeze
Sarasota/Bradenton	*Breeze
Tampa	Breeze
Washington Dulles	UNITED
Washington Reagan	American Airlines



PASSENGER STATISTICS – HISTORICAL ENPLANEMENTS

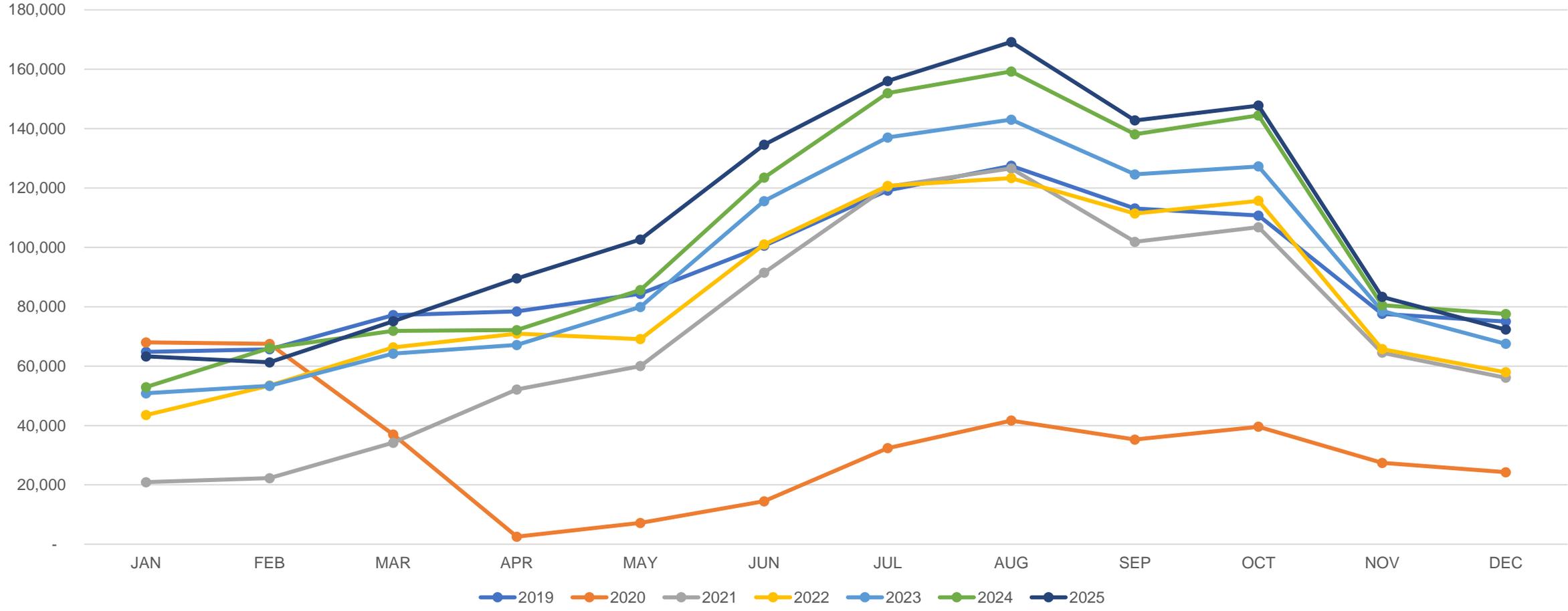
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	% Change
2012	49,310	51,971	60,574	64,041	68,543	74,159	87,503	92,742	77,661	76,475	58,972	54,103	816,054	
2013	50,413	49,175	60,393	66,643	70,906	74,518	90,596	96,583	82,396	84,320	59,029	58,972	843,944	3.4%
2014	48,818	48,770	64,414	65,873	69,448	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	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	102,661	134,556	156,005	169,143	142,750	147,745	83,327	72,324	1,297,714	
Change ENP YOY	19.6%	-7.3%	4.5%	24.1%	19.9%	9.0%	2.7%	6.2%	3.4%	2.3%	3.5%	-6.8%	6.0%	
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%	77.3%	81.7%	82.1%	89.5%	84.6%	86.3%	75.6%	81.4%	81.9%	
Cap 24	76,045	76,712	87,485	83,642	101,052	163,981	183,608	189,941	169,300	169,361	98,012	93,204	1,492,343	
LF 24	69.6%	86.2%	82.2%	86.2%	84.7%	75.3%	82.7%	83.8%	81.6%	85.3%	82.1%	83.2%	82.0%	
Change Cap 24/25	8.9%	0.4%	5.3%	40.2%	31.4%	0.4%	3.4%	-0.5%	-0.4%	1.0%	12.5%	-4.7%	6.2%	



Record Month

PASSENGER STATISTICS – HISTORICAL ENPLANEMENTS

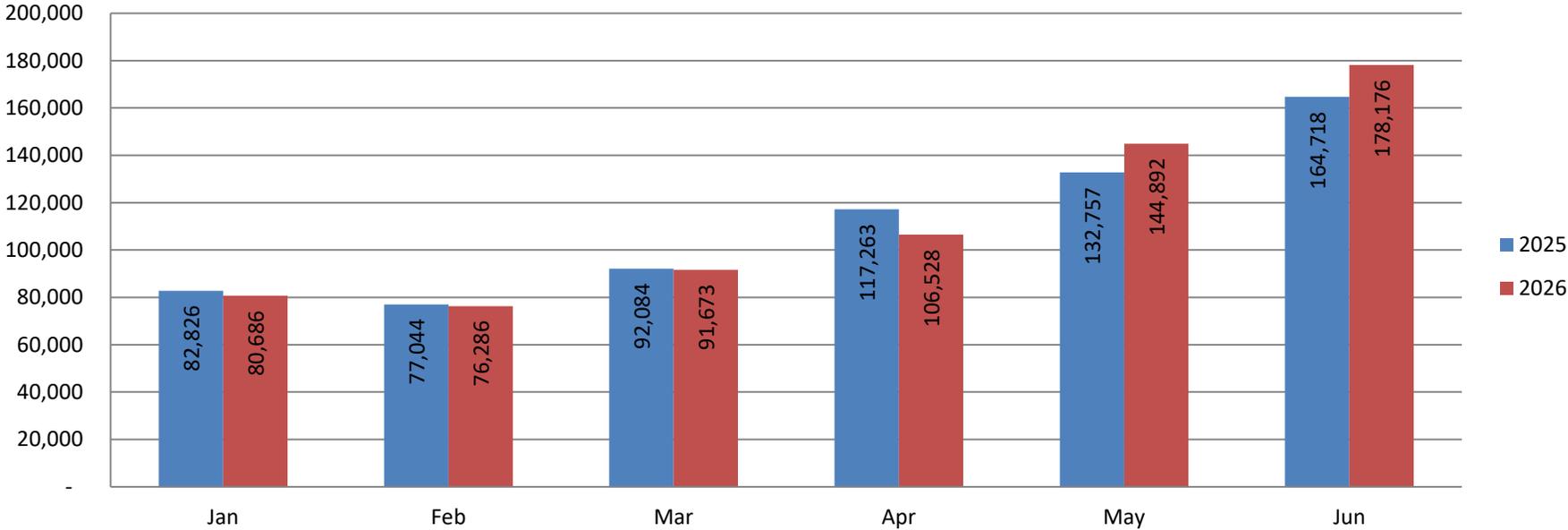
PWM Monthly Enplanement Data 2019 - 2025



AVAILABLE SEATS: JANUARY-JUNE 2026

Available Seats

Updated 1/2/2026



Outbound Capacity is up **11,549** seats over the next six months. This is an increase of **+1.7%** year-over-year.

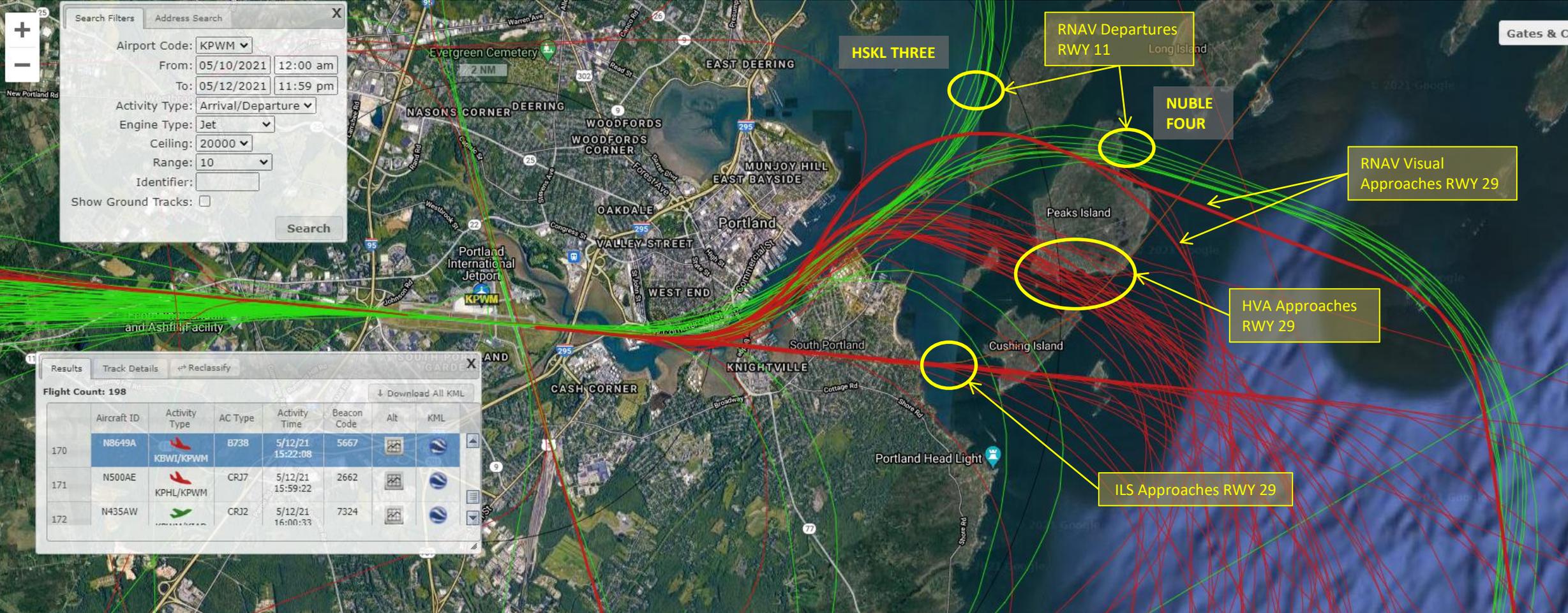
	Jan	Feb	Mar	Apr	May	Jun	
2025	82,826	77,044	92,084	117,263	132,757	164,718	666,692
2026	80,686	76,286	91,673	106,528	144,892	178,176	678,241
Last Week	80,686	76,286	91,673	106,528	144,892	178,176	678,241
Change 25/26	(2,140)	(758)	(411)	(10,735)	12,135	13,458	11,549
%	-2.6%	-1.0%	-0.4%	-9.2%	9.1%	8.2%	1.7%

FLIGHT SCHEDULES MAY – JULY 2026

Departures between 10:00 pm and 7:00 am			
Travel Month	May 2026	Jun 2026	Jul 2026
Dep Time	Flights	Flights	Flights
0530	43	12	13
0532	3		
0535		16	18
0540	5		
0542	3		
0544	14		
0600	169	210	217
0610	8	2	
0626	11	30	31
0630	31	30	31
0645		4	4
TOTAL MONTHLY DEPARTURES 10P-7A			
	287	304	314
AVG. DAILY DEPARTURES 10P-7A			
	9	10	10
% OF DEPARTURES 10P-7A			
	21.5%	20.4%	19.6%
TOTAL DEPARTURES			
	1,333	1,491	1,605
AVG. DAILY DEPARTURES			
	43	50	52

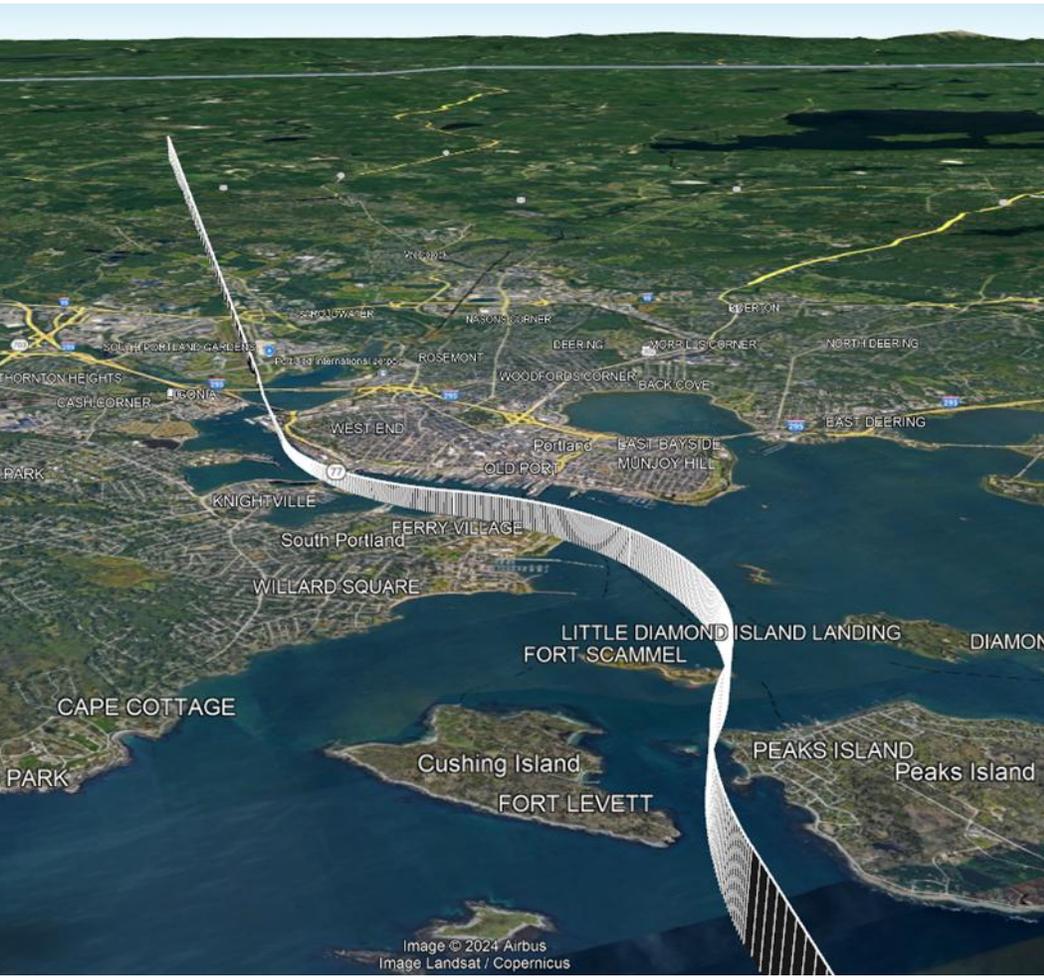
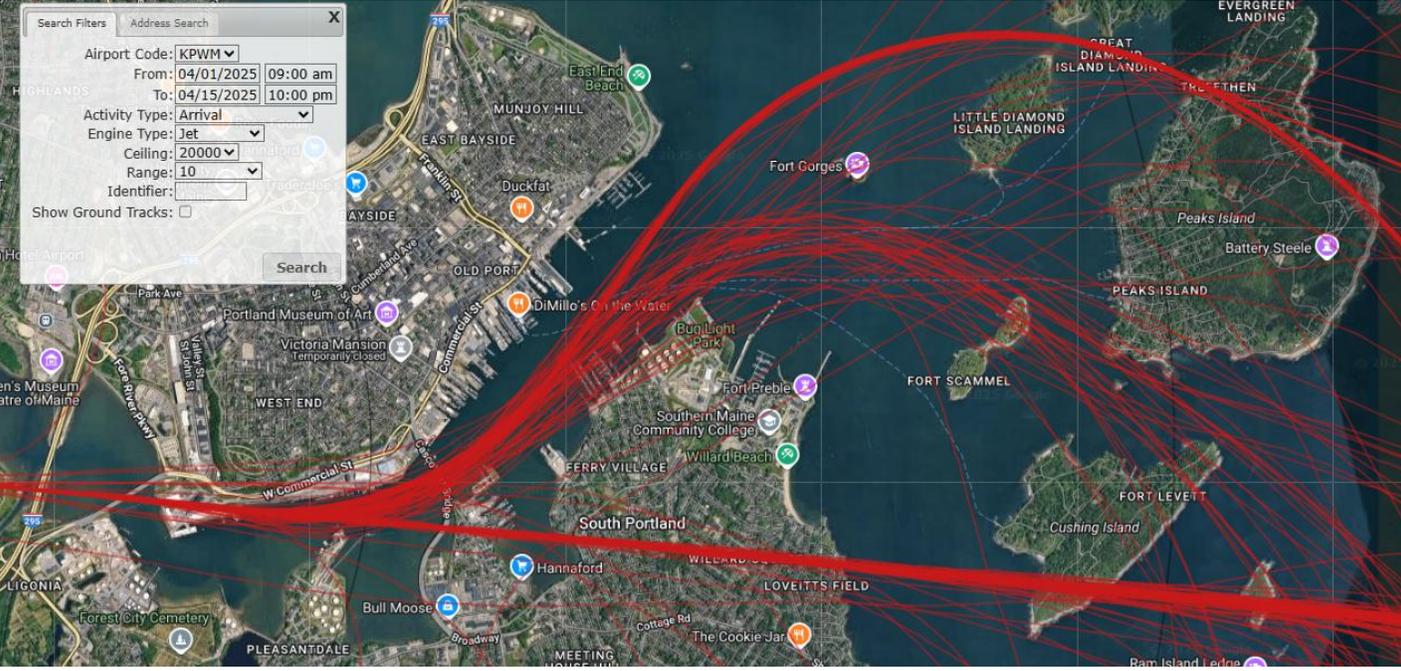
Arrivals between 10:00 pm and 7:00 am			
Travel Month	May 2026	Jun 2026	Jul 2026
Arr Time	Flights	Flights	Flights
0005	4	16	18
0046	6		
2203	25	6	
2210		12	14
2213	3		
2220	8	2	
2240	11	30	31
2241	11	30	31
2246	17		
2255		7	9
2257		6	31
2310	26	4	4
2311	21	29	31
2322	20		
2323	9		
2324	5		
2325	13	1	
2329	17		
2336	31	30	31
2340		4	4
2345	11	30	31
2351	11	30	31
2353		24	6
2354	17		
2358			25
2359	45	30	31
TOTAL MONTHLY ARRIVALS 10P-7A			
	311	291	328
AVG. DAILY ARRIVALS 10P-7A			
	10	10	11
% OF ARRIVALS 10P-7A			
	23.3%	19.5%	20.4%
TOTAL ARRIVALS			
	1,333	1,491	1,605
AVG. DAILY ARRIVALS			
	43	50	52

4. UPDATE ON THE PROPOSED OVERLAY OF THE HARBOR VISUAL APPROACH (HVA) PROCEDURE WITH A NEW SPECIAL INSTRUMENT APPROACH THAT WILL BE DEVELOPED AND OWNED BY THE JETPORT.



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



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Development of the new KPWM RNAV RNP-AR RWY 29 continues.

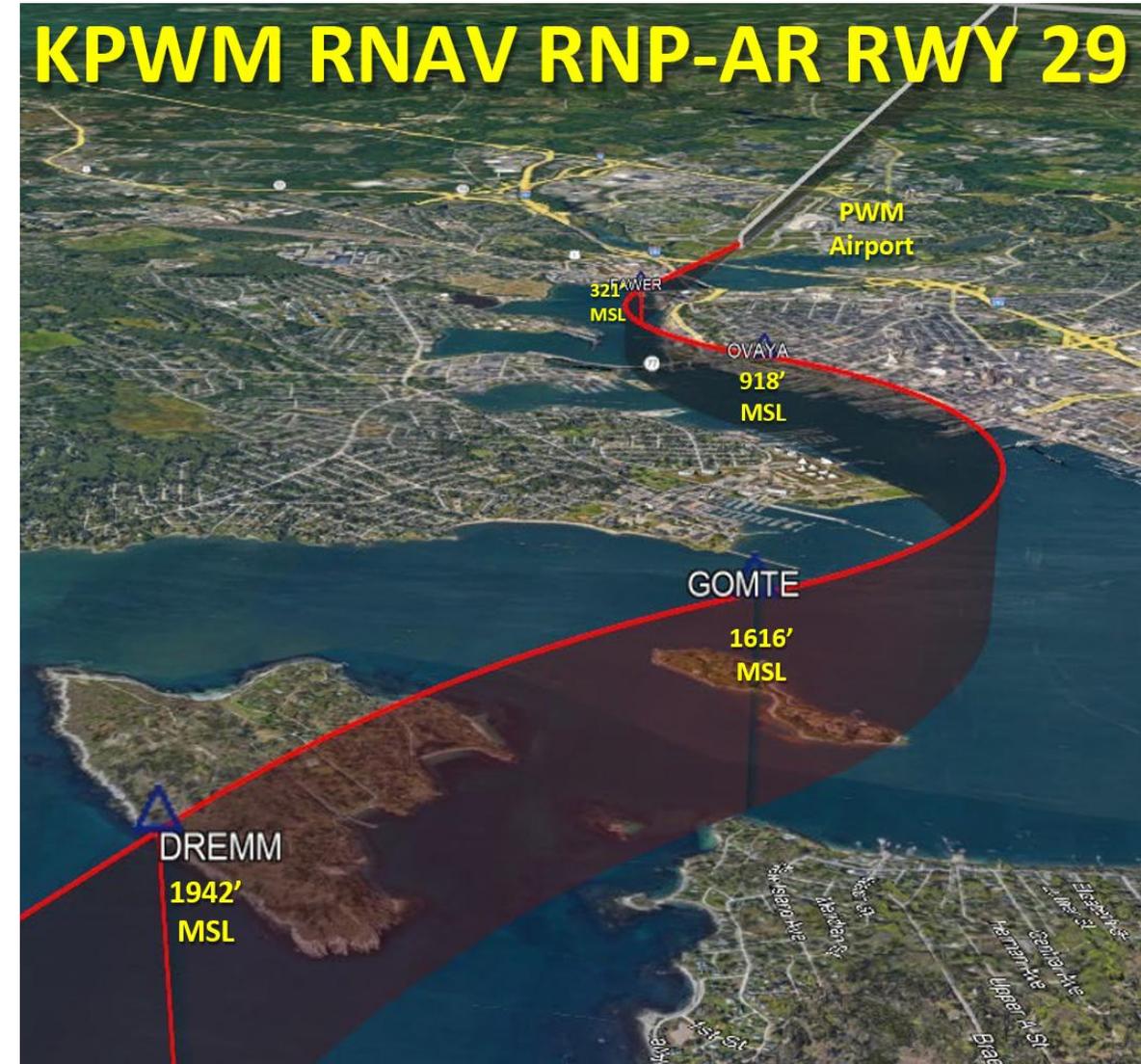
Schedule: Publication is still expected in early 2026.

This is an RNP-AR (Required Navigation Performance - Authorization Required procedure) so the expectation is that the existing HVA will be maintained for non-AR capable flights.

Procedure is being developed by: Flight Tech Engineering, LLC. Alec Seybold, Flight Tech Engineering, LLC has provided the following updates:

- The approved environmental CATEX has been received for the RNP-29 procedure.
- The procedure is still in the FAA Review Board queue. Alec notes there was active discussion of the Final Rollout Point (FROP) waiver and that he participated and answered questions in a meeting held in December.
- A decision is still expected this month.

It must be noted that even if approved it will take years for airlines to transition to this procedure since RNP-AR procedures require specialized equipment and flight crew training. It is an RNP-AR .3, which is less stringent with higher equipment and crew availability.



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

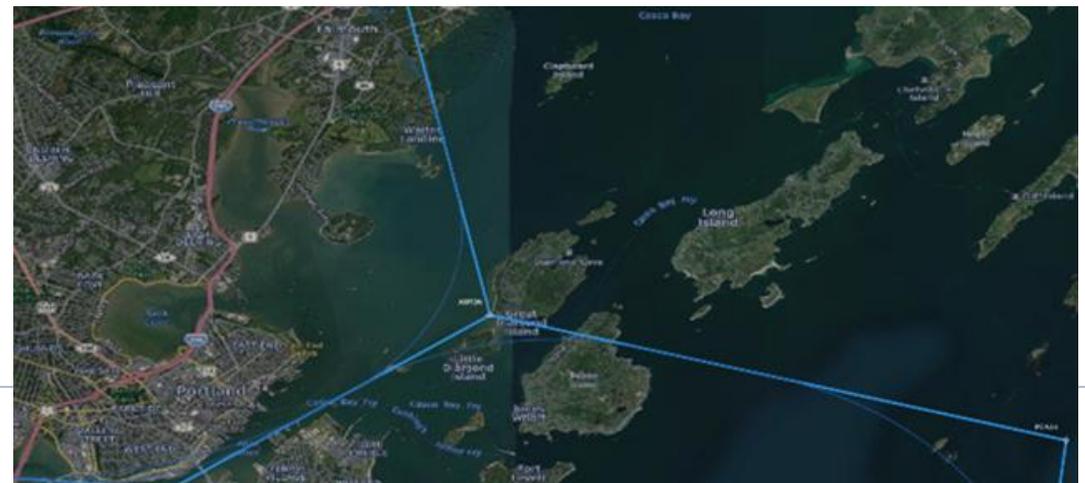
There has been no change since our last meeting:

HSKEL FOUR DEPARTURE (RNAV):

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

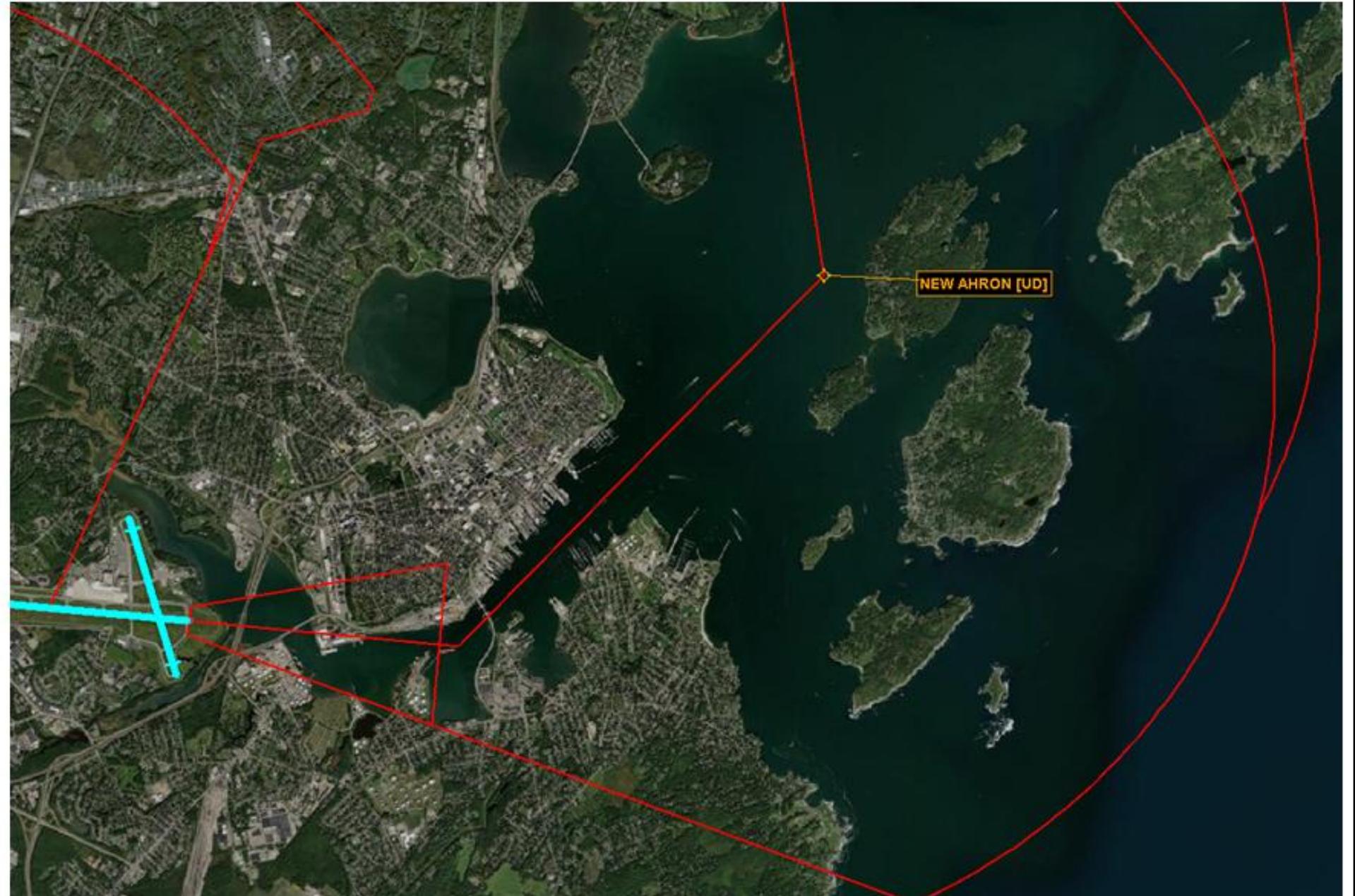
NUBLE FIVE DEPARTURE (RNAV):

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

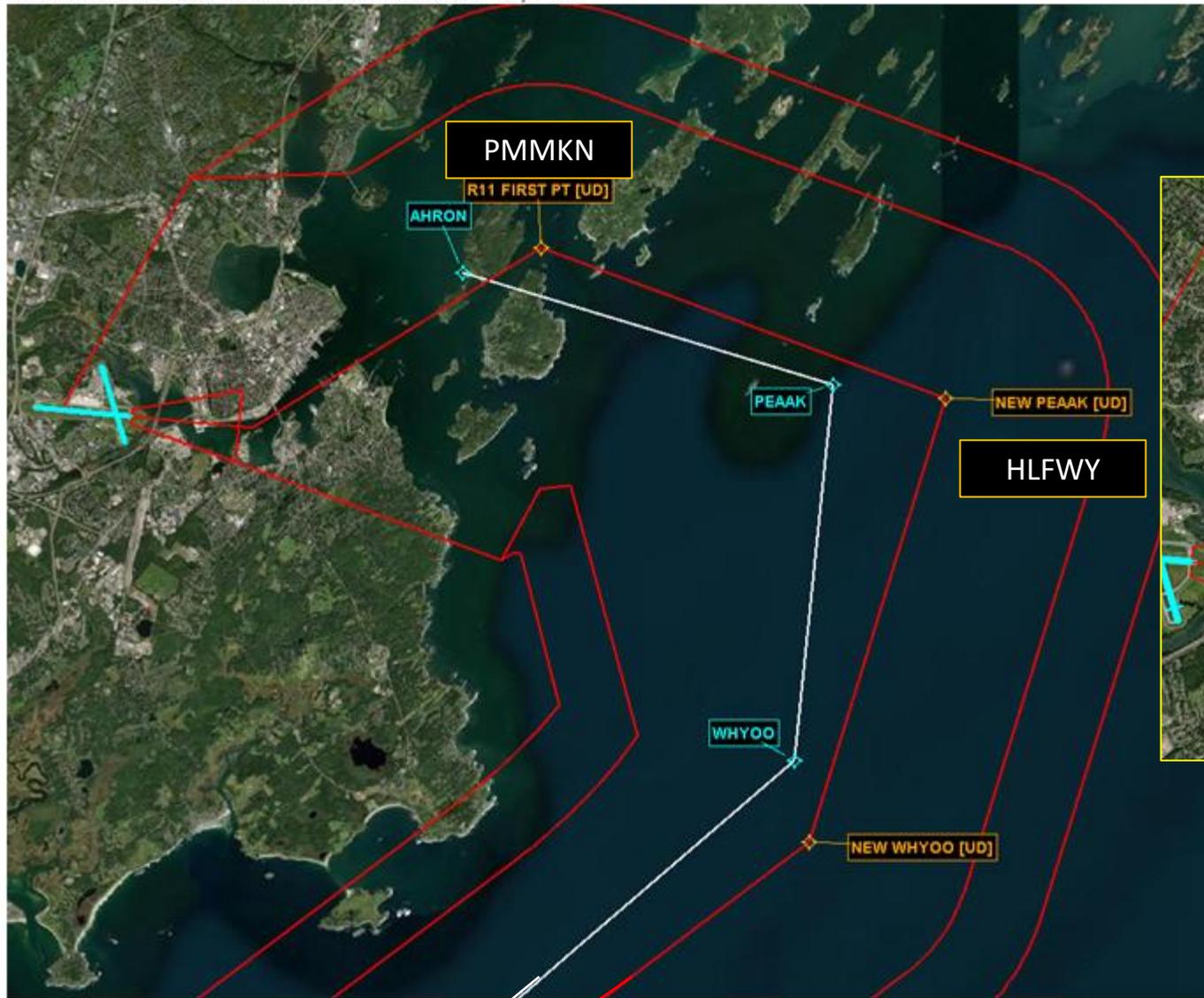


First turns from RWY 11 to relocated AHRON:

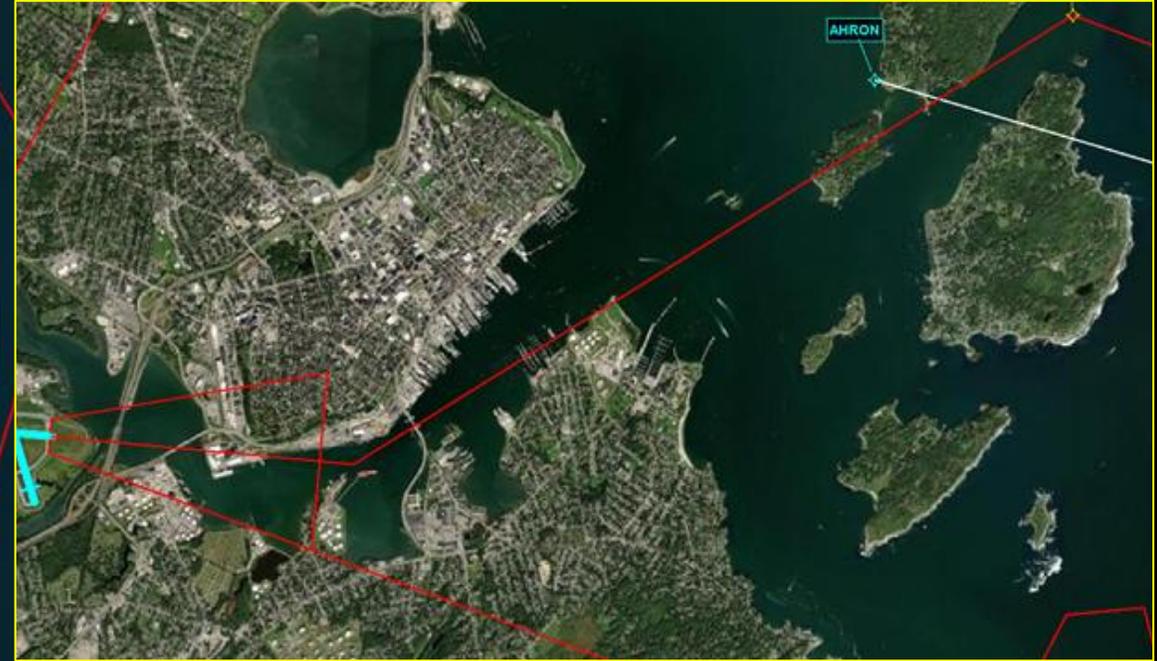
H4
Close up of
inside
PWM Harbor



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

Links to all Reports will be posted on the Jetport website at: <https://portlandjetport.org/noise-abatement-program>

The screenshot shows a web browser window with the URL <https://portlandjetport.org/noise-abatement-program>. The page features a yellow banner with a warning icon and the text: "WINTER TRAVEL ADVISORY - JANUARY 23-25, 2026 - WINTER STORM FERN". Below the banner, it states: "Several of our airlines have issued Travel Advisories in advance of a significant winter weather event expected to impact the eastern half of the United States. Please check with your airline for current flight status before leaving for the airport. American Airlines | Delta Air Lines | Southwest Airlines".

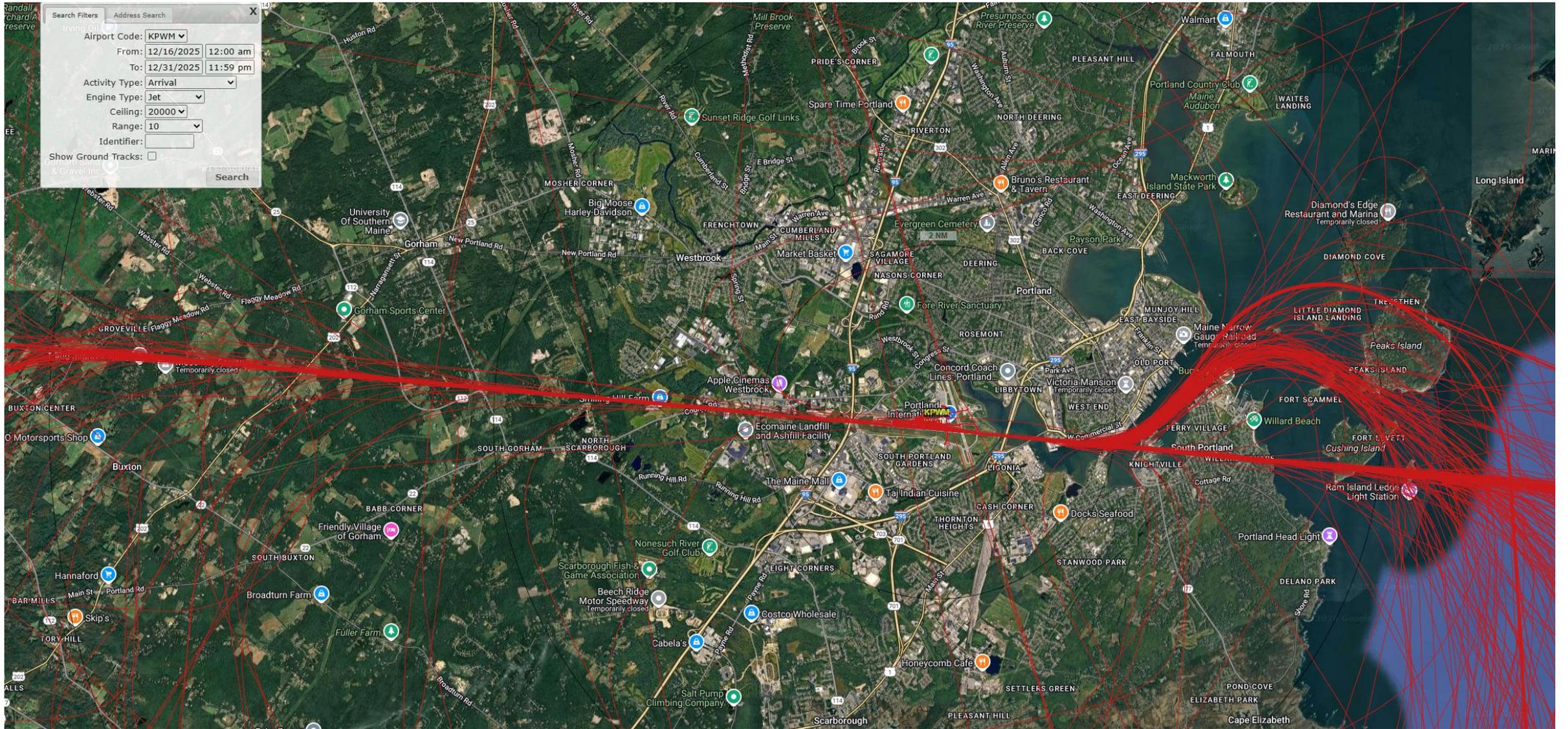
The navigation bar includes social media icons for Facebook, Twitter, and LinkedIn, along with links for "EMPLOYEES", "CONTACT US", and "ENGLISH". The main menu features the "PWI" logo and "Maine's Home Airport" text, with navigation options: "ARRIVALS & DEPARTURES", "PARKING & TRANSPORTATION", "PASSENGER INFORMATION", "ABOUT THE JETPORT", and "CURRENT PARKING STATUS".

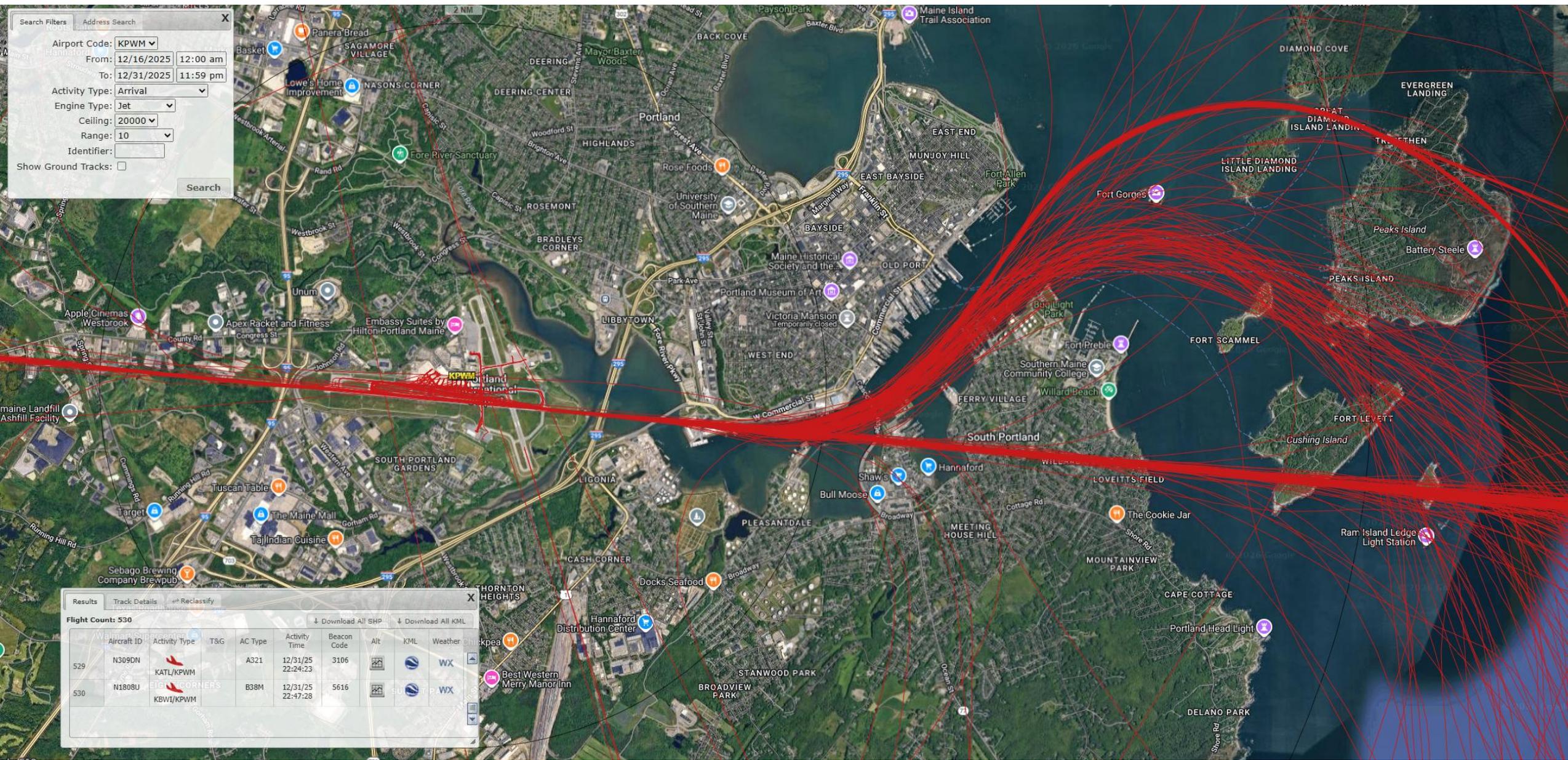
The main content area is titled "December 2025 | Charts | Monitor | Analyze | Data Issues". It states: "Generated semi-monthly and include the following reports:"

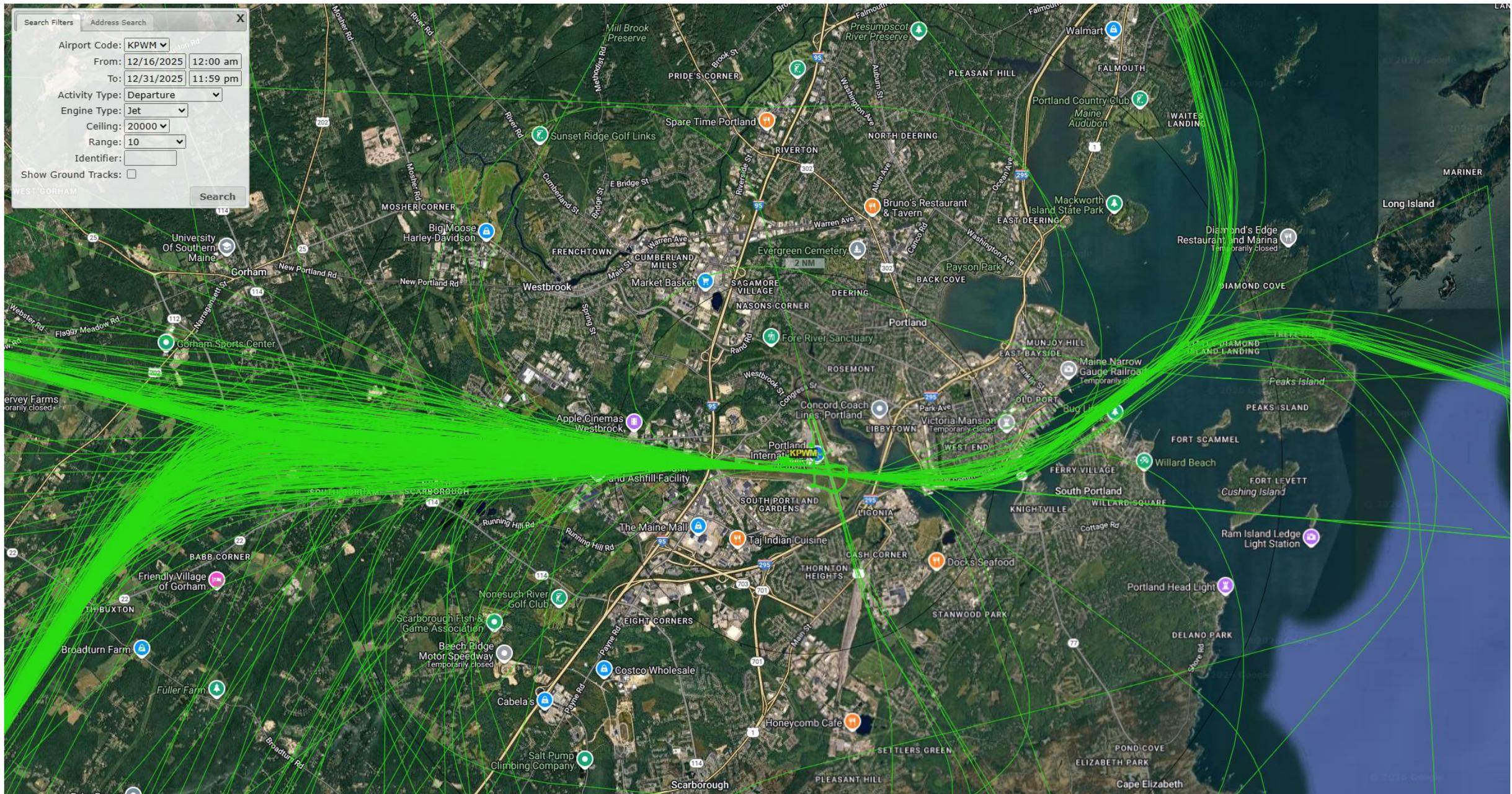
- NSH NONCOMPLIANT – 10pm-7am Preferred Runway Noncompliance
- NONCOMPLIANT ARRIVALS OVER LAND – When HVA/RNP Eligible or RNP Eligible (after RNP active)
- ARRIVALS OVER PEAKS – When HVA/RNP Eligible or RNP Eligible (after RNP active)
- EARLY NORTH/SOUTH TURNS – Departures from Runway 11 making early turn (1) North or (2) South
- RUNWAY 18/36 – When Expected Runway 11/29

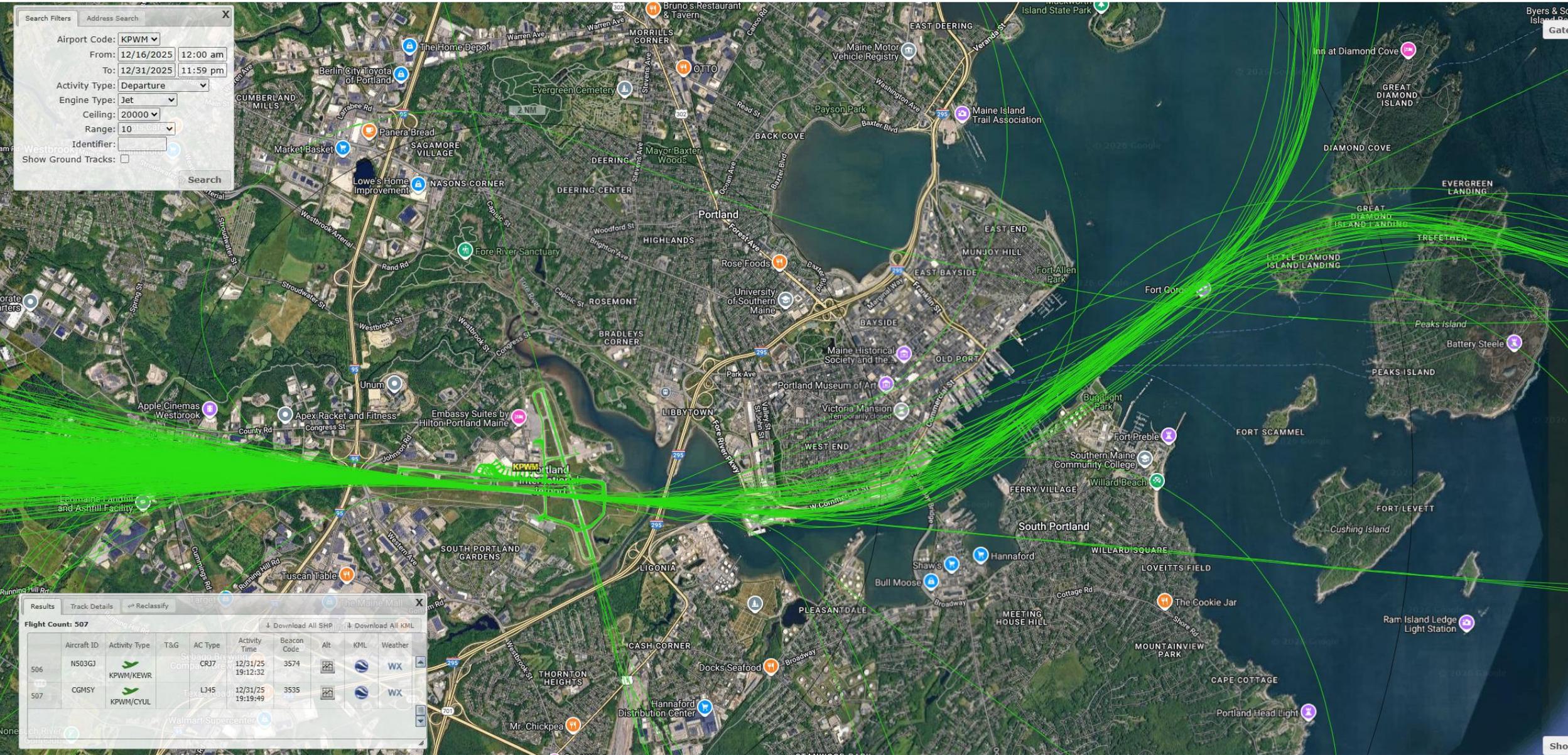
A note at the bottom reads: "NOTE: Until the new over water instrument procedure (RNP) is implemented and active, only the flights listed for NONCOMPLIANT ARRIVALS OVER LAND – When HVA/RNP Eligible will be reviewed. The ARRIVALS OVER PEAKS – When HVA/RNP Eligible section and the RNP Eligible sections from both reports will be used ONLY TO VERIFY AIRLINES ARE TRENDING OVER TO THE NEW RNP PROCEDURE."

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









NOISE COMPATIBILITY PROGRAM 2025 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	244	224	311	325	328	348	390	365	301	345	249	244	3674
	NSH Arrivals in Compliance	43 18%	63 28%	156 50%	180 55%	242 74%	224 64%	264 68%	303 83%	231 77%	180 52%	51 20%	48 814%	1985 54%
	NSH Arrivals in Noncompliance	126 52%	111 50%	96 31%	99 30%	45 14%	106 30%	85 22%	62 17%	66 22%	141 41%	138 55%	106 43%	1181 32%
	NSH Arrivals Excluded from Compliance	75 31%	50 22%	59 19%	46 14%	41 13%	18 5%	41 11%	0 0%	4 1%	24 7%	60 24%	90 37%	508 14%
	NSH Total Departures	206	184	242	267	280	316	347	330	283	278	220	178	3131
	NSH Departures in Compliance	191 93%	159 86%	160 66%	215 81%	180 64%	240 76%	292 84%	283 86%	251 89%	243 87%	213 97%	169 95%	2596 83%
	NSH Departures in Noncompliance	6 3%	8 4%	33 14%	26 10%	31 11%	29 9%	42 12%	41 12%	18 6%	7 3%	4 2%	8 4%	253 8%
	NSH Departures Excluded from Compliance	9 4%	17 9%	49 20%	26 10%	69 25%	47 15%	13 4%	6 2%	14 5%	28 10%	3 1%	1 1%	282 9%
WATER APPROACH to RUNWAY 29 (R29)	R29 Total Approaches	904	768	614	582	460	729	843	588	576	923	1121	1014	9122
	R29 Approaches Successfully Over Water	260 29%	156 20%	137 22%	143 25%	X	X	X	183 31%	168 29%	205 22%	199 18%	175 17%	1756 19%
	R29 Approaches Over Land in Noncompliance with water approach (excludes Peaks)	69 8%	78 10%	45 7%	33 6%	X	X	X	111 19%	52 9%	91 10%	140 12%	65 6%	1260 14%
	R29 Approaches Over Peaks that may be eligible for future RNP	101 11%	127 17%	75 12%	38 7%	14 3%	0 0%	90 11%	145 25%	175 30%	245 27%	154 14%	139 14%	1303 14%
	R29 Approaches Over Land that may be eligible for future RNP	243 27%	185 24%	111 18%	132 23%	X	X	X	81 14%	94 16%	212 23%	314 28%	299 29%	2000 22%
	R29 Approaches Over Land that were not eligible for HVA or future RNP	231 26%	222 29%	246 40%	236 41%	230 50%	343 47%	320 38%	68 12%	87 15%	170 18%	314 28%	336 33%	2803 31%
	EARLY TURNS by Departures on R11	Early North	0	2	4	1	6		5	9	16	10	0	1
Early North Other		0	4	15	13	13		11	18	16	27	4	8	129
Early South		1	3	6	10	14		22	38	21	23	4	2	144
Early South Other		1	6	29	49	50		65	168	131	63	6	1	569

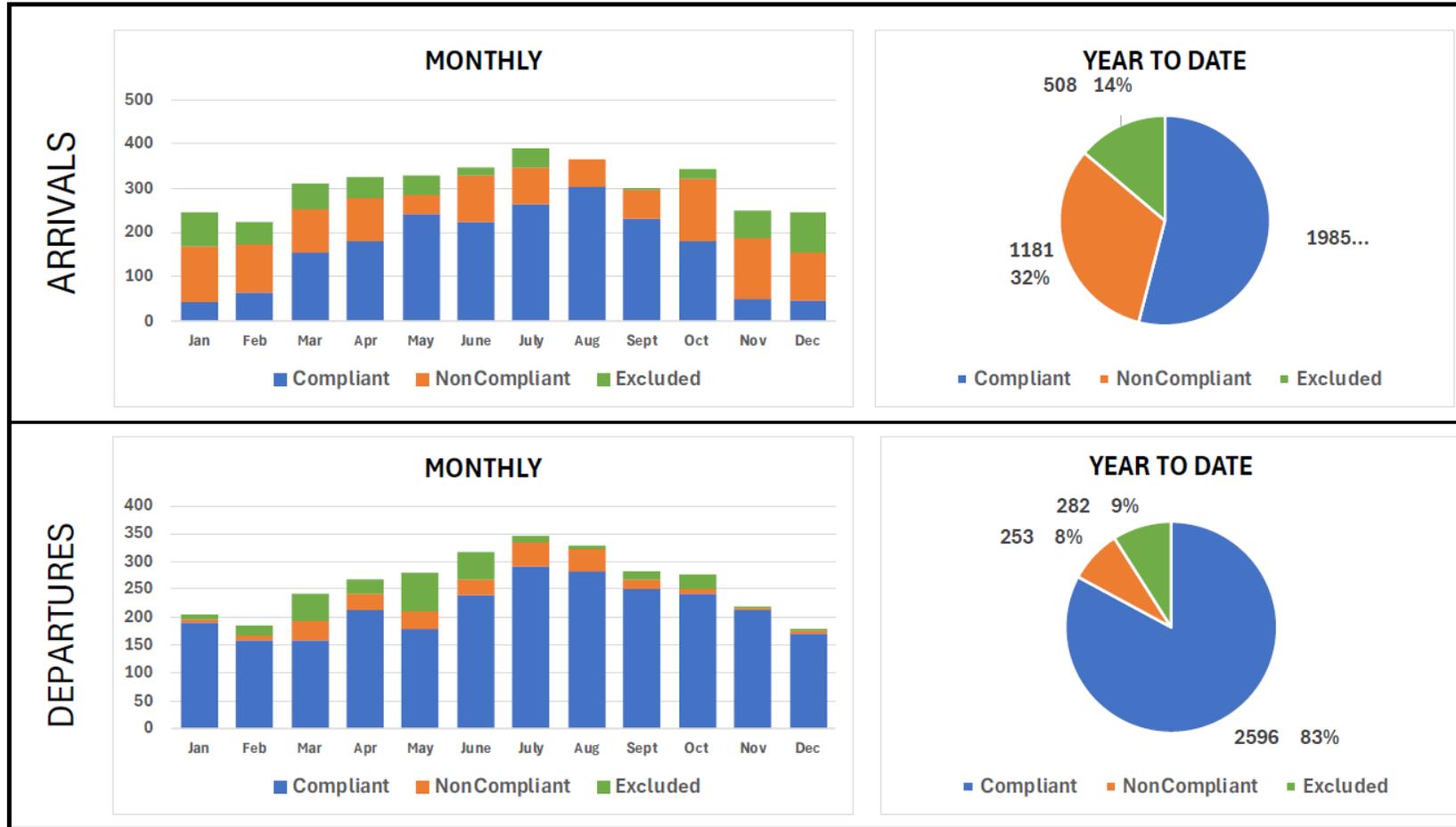
X: Inaccurate Data due to missing gate data
O: Incomplete Data due to missing gate data

NOISE SENSITIVE HOURS COMPLIANCE

Date Range 1/1/25 to 12/31/25

Monthly Review of Noise Mitigation Measures

Preferred Runway 10pm-7am NCP Compliance



7. AIRLINK FLIGHT SCHOOL

The following flyer was sent to neighbors within 2 miles of the Jetport last June.



TO OUR NEIGHBORS,

The Portland International Jetport welcomes **Airlink Flight School**. Airlink, an FAA-approved operation, trains people to get a commercial or private pilot's license. The flight school uses small single- and twin-engine aircraft. On occasion, you may hear and see some light general aviation traffic. As your neighbor, PWM wanted to share this information.

To learn more, visit www.portlandjetport.org/flightschool

7. AIRLINK FLIGHT SCHOOL

Here's the link: <https://portlandjetport.org/flightschool>



The Portland International Jetport welcomes Airlink Flight School to the community!

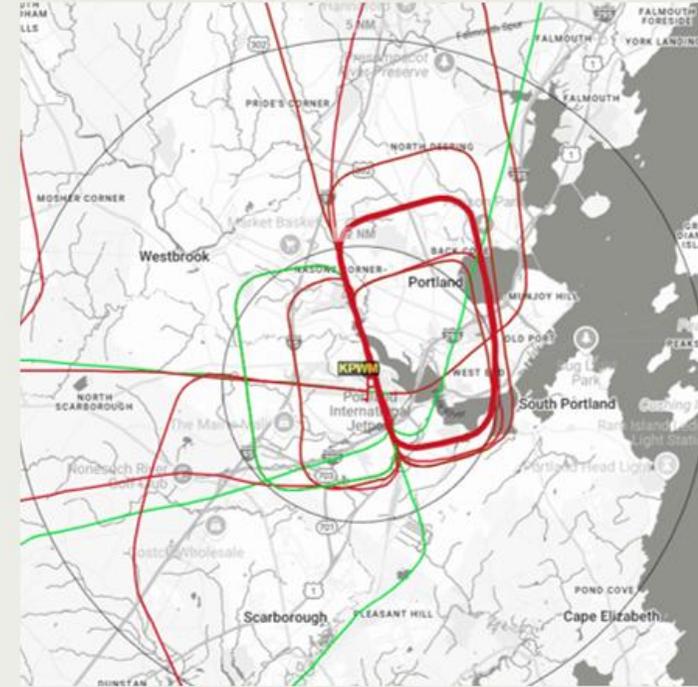
About Airlink

Airlink, an FAA-approved operation, trains people to get a commercial or private pilot's license. The flight school uses small single- and twin-engine aircraft. During flight training students will routinely "fly the pattern" which is an approximately 2 mile circuit centered on the runway. Neighbors will experience repeated overflight of training aircraft.

Runway Usage

Runway usage for flight training will be determined by the Air Traffic Control tower to maximize safety between training aircraft and commercial service. This will likely mean more utilization of the Jetports north/south runway for flight training.

"The Pattern"



Flight training consist of four legs.

Upwind is flying in the direction of runway usage. Typically a student will fly upwind between 1-2 miles beyond the end of the runway before turning to the crosswind leg.

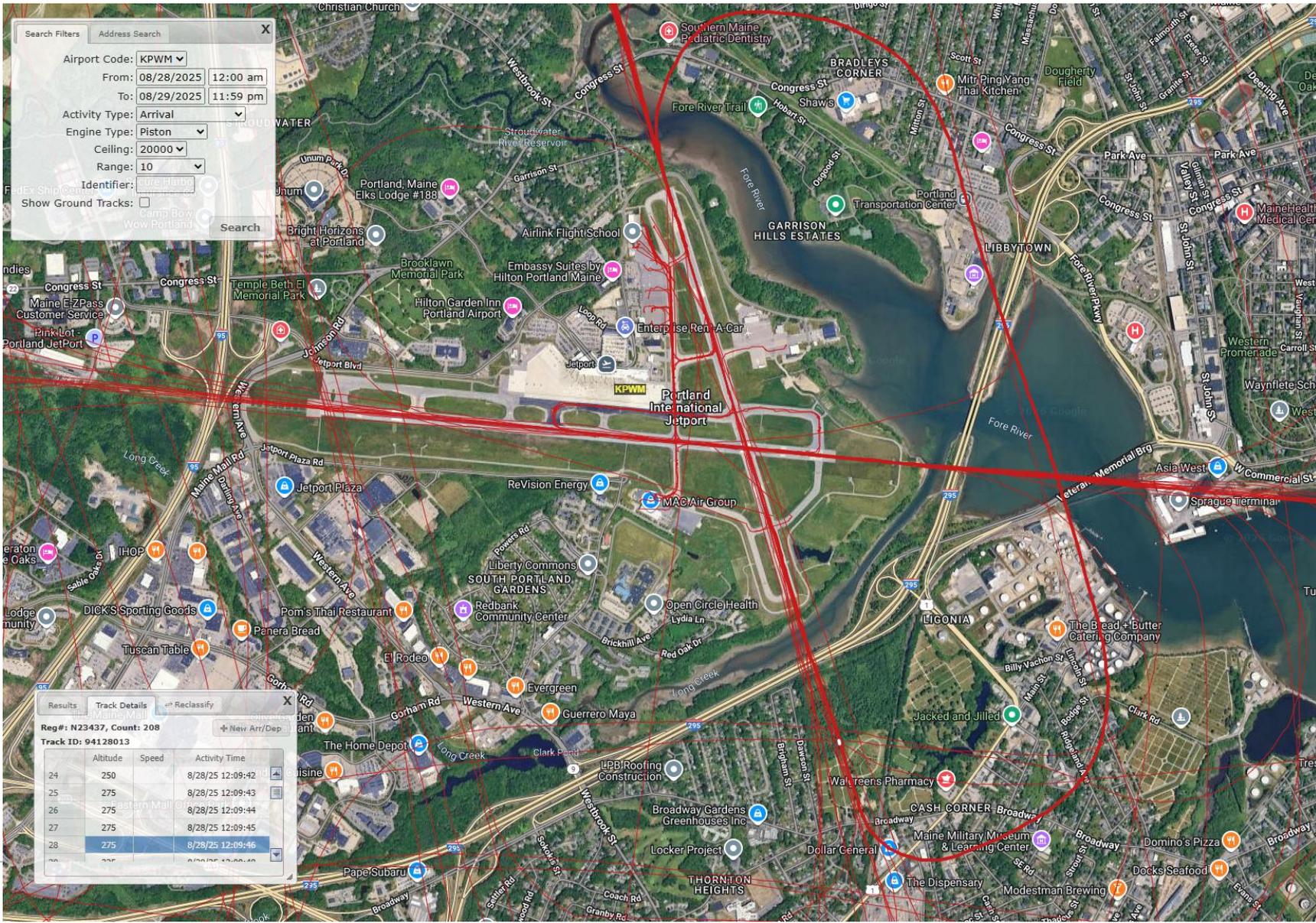
Crosswind is flying perpendicular to the runway heading. This leg is typically between 1-2 miles in length before turning to the downwind leg.

Downwind is flying parallel to the runway but in the opposite direction of traffic. For safety reasons this leg is typically offset 1-2 miles from the runway to ensure separation of aircraft. When flying the pattern the downwind leg is typically the longest leg of the pattern between 3-4 miles in length before turning to the base leg.

Base is the opposite of the crosswind leg. The pilot turns perpendicular to the runway heading to line eventually line up with the final approach approximately 2 miles from the end of the runway.

Final is the last leg of the pattern. This 1-2 mile leg is where the aircraft lines up with the runway centerline and descends to land on the runway.

7. AIRLINK FLIGHT SCHOOL



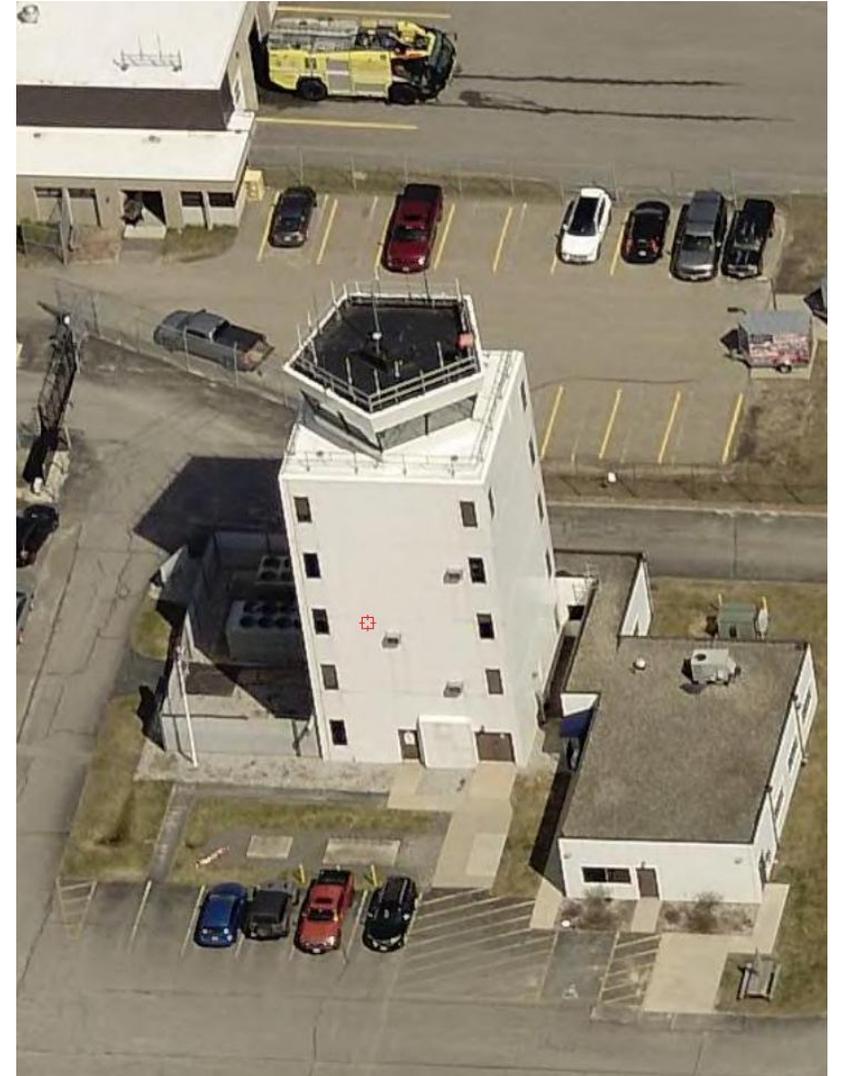
8. AIR TRAFFIC CONTROL OPERATING HOURS

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.

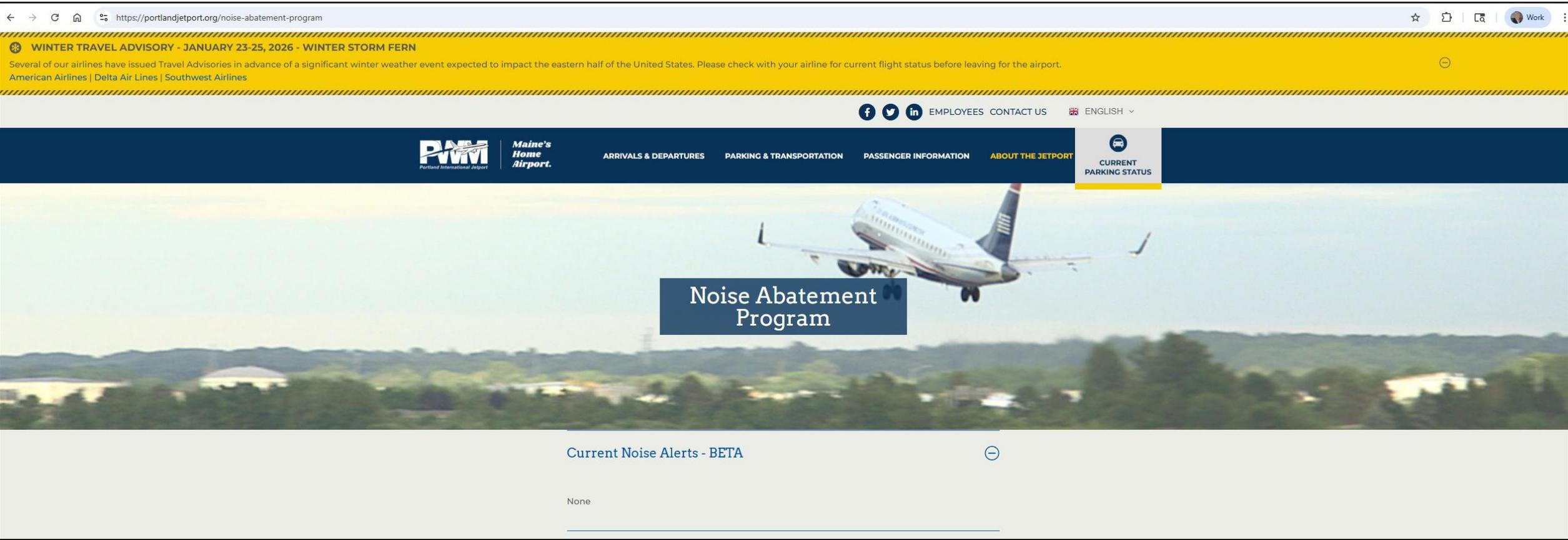


Travel Month	May 2026	Jun 2026	Jul 2026
Dep Time	Flights	Flights	Flights
0530	43	12	13
0531	3		
0532		16	18
0533	5		
0534	3		
0535	14		
TOTAL	68	28	31
Flights/hr	2.19	0.93	1

Travel Month	May 2026	Jun 2026	Jul 2026
Arr Time	Flights	Flights	Flights
0005	4	16	18
0046	6		
TOTAL	10	16	18
Flights/hr	0.323	0.533	0.581

9. COMMUNICATIONS PLAN FOR RUNWAY CLOSURES & CHANGE OF CONDITIONS

Changes in conditions will be posted on the Jetport's [Noise Abatement Program](#) webpage at the very top. Additionally, if the issue is urgent and impacts travelers banner could be placed across the top of the website.



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

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.***