



Portland International Jetport Noise Advisory Committee

1001 Westbrook St, Portland, ME 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
08/18/2011	5:30pm	7:55pm	11/3/2011	5:30pm	J. Dunfee	PWM

Attended By

- Ed Suslovic – Portland City Council / NAC Chair
- Jerry Angier – Greater Portland Chamber of Commerce
- Katherine Hughes – Air Carrier Station Manager
- Mike Foley – Westbrook City Council
- Phil Gagnon – Gorham City Council
- Maria Hannemann – Air Cargo Station Manager
- Gary Lavimoniere – FAA ATC
- Alan Livingston – South Portland City Council Rep
- Maggie Shaw – South Portland Rep
- Tom Ainsworth – Stroudwater Village Association Rep

PWM Representatives

- Paul Bradbury – Director
- Jen Dunfee – Security Manager
- Brad Wallace – Operations Manager

Non-Attendees

- Dick Armstrong – Cape Elizabeth Rep
- Jerry Morton – Western Promenade Rep

Non-Member Attendees

- Bill Duffy – South Portland
- Maria Reuillard – South Portland
- Paul Ouellette – Portland
- Lee Harvey – South Portland
- Adrian Dowling – South Portland
- Liz Beausang – South Portland
- A. Andrus – South Portland
- Robert. Bruce – South Portland
- David Harrington – Media

Opening Remarks- Councilor Suslovic, Chair

Meeting called to order. Motion to approve last meeting’s minutes, 2nd received – minutes approved.

RNAV Procedures Presentation

- Jon Harris / FAA presented to the NAC updated information regarding the creation and implementation of the 2 RNAV procedures (see attached presentation).
 - Outlined the plan for 4-part RNAV procedure (2 arrivals, 2 departures) scheduled for delivery July 26, 2012.
 - 18-step process, created from best past practices to ensure success, must be completed prior to FAA approval.
 - RNAV Procedures Development
 - Fully supported by aviation experts
 - Airline Industry participation is high
 - Working collaboratively allows everyone to use procedures
 - **RNAV** emphasis on being “GREEN” equals less noise, less fuel, less carbon emission.
 - Must have risk assessment conducted to mitigate threats of aircraft safety.
 - Approximate start-to-finish timeline is 15 months.
 - Potential “Hold Ups” of RNAV Procedures
 - ERAM (En Route Automation Modernization) Moratorium due to safety-related problems found during live testing phase.
 - Environmental – noise modeling
 - Safety System Analysis – Internal FAA Facility Risk Assessment
 - Question from Committee: Why can’t the RNAV procedure for runway 29 arrivals mimic the Harbor Visual to keep the aircraft over the water?
 - Answer: While it is possible to design an RNAV Visual Approach, it is not within Jon’s purview or scope to do so. He will return to FAA to inquire about this request.
 - The ultimate benefit of these RNAV Procedures is as follows:
 - Departures (which are the noisiest of the operations over arrivals) from runway 11 (to the East) will be able to fly up the river rather than flying straight out over the peninsula of South Portland.

South Portland Community Meeting Follow Up

- Thank you to South Portland NAC Members for their successful outreach meeting.
- Request from the NAC members to be included in future neighborhood meetings.

Committee Membership Update

- The Chair has not brought the Order request forward to City Council due to having not heard back from Scarborough Town Council regarding whether they would like to appoint a member to the NAC.

Airline Schedule Update

- Information passed to the committee regarding proposed schedules for the next few months as part of a new data service subscription the Jetport has purchased. Information can be made available to the committee regarding scheduled service and possible schedule changes on a monthly basis.
- T. Ainsworth protested the information received stating that this style of reporting airline schedules is inadequate. The Chair confirmed neither this committee, the Airport, nor the City can restrict the use of the airport, or restrict airline schedules. The request is to have airlines report to the NAC in advance of schedule changes.

PWM Noise Stats – Jen Dunfee

- Reviewed PWM Noise Statistics (see attached presentation)
- Discussion of the Harbor Visual Approach, and its perceived lack of use, and the concern that the airport cannot enforce its usage resulted in a motion made to recommend that the City of Portland hire a Noise Compliance Officer for the Jetport. Seconded. Discussion regarding the economic benefit of hiring a full time Noise Compliance Officer when the statistics show improvement over the past few years. Vote taken, motion failed.
- The ATIS information line (207) 775-1039 is published on the Jetport's Noise page (<http://www.portlandjetport.org/noise>) and is a useful tool in determining the runway in use as well as the approach(es) in use.
- Public Comment
 - Liz Beausang / South Portland: Addressed the committee stating that she works from home and constantly has planes flying over her house and can't believe that the HVA is 96% compliance.
 - The Chair and support staff explained that while the HVA is an optional approach for runway 29, its utilization averages over 90% for the year. The Jetport uses incentive programs and Fly Quiet awards to acknowledge Pilot's efforts in being good neighbors.
 - Paul Ouellette / Portland: Believes there needs to be more community education that Noise is a health issue, and it's an issue that needs to be addressed.
 - Bill Duffy / South Portland: Read 2 letters from neighbors who were unable to attend the meeting expressing frustration over airplane noise. He is concerned about the flight paths of arriving aircraft being so low, and noted that they have been getting lower.
 - As a general rule, airplanes landing using instruments use a 3 degree glideslope which has not changed.
 - Maria Reuilliard / South Portland: Asked the committee what the economic savings for airlines if the pilot flies "straight in" over South Portland, rather than fly the HVA.
 - While there were no commercial pilots available for comment, the consensus of the Airline Managers present was that the few minutes of saved gas or time to fly "straight in" vs the HVA is not a factor in their decision.
- Next Meeting Tentatively Scheduled: Thursday, November 3, 2011 @ 5:30pm



NOISE ADVISORY COMMITTEE MEETING

August 18, 2011
5:30 pm – 7:00 pm
Portland Jetport Main Conference Room

AGENDA

- Welcome / Approval of Minutes
- RNAV Procedures Presentation
- South Portland Community Meeting Follow Up
- Committee Membership Update
- Airline Schedule Update & Flight Statistics
- Next Meeting Tentative Date: November 3, 2011 @ 5:30pm
- Public Comment
- Adjournment



Federal Aviation
Administration



PORTLAND RNAV DEVELOPMENT

ARRIVALS

- NEETS: from NW
- CEKAY: from SW

DEPARTURES

- CWALL: to SW
- BWALL: to NW

Presentation to: PWM JETPORT

Name: Jon Harris
PBN Integration Group, AJV-14
Tel: 603-881-1390

Date: August 18, 2011

RNAV/RNP Procedure Development

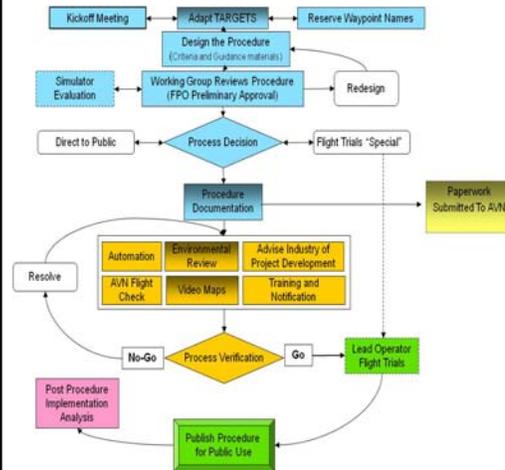


- High Visibility
- Full Support of RNAV/RNP Program (ATO/AVS)
- Industry Participation
- Work Collaboratively
- Prioritize Initiatives
- Lessons Learned (18 Step Process)
- Emphasize "GREEN" Stars with OPDs (Optimized Profile Descent) = less noise, less fuel, less carbon

18-Step RNAV Implementation Process



PBN Implementation Process used by Working Group Actions



- Developed through FAA, Industry, and MITRE collaboration
- 18 systematic manageable steps
- Provides RNAV Working Groups with standardized process for the development and implementation of Terminal RNAV procedures (STARs and SIDs)
- Defines the specific roles and responsibilities of the collaborative Working Group members
- Supports a collaborative effort
- We are now expanding the process for RNP applications

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Guidelines for Implementing RNAV Procedures



- Identifies Workgroup Members & Responsibilities
- Identifies Action Items & Goals
- Provides a Tracking Mechanism
- Currently satisfies Safety System Analysis
- Establish timeline
- Post publication Analysis

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Publication Process Time Estimate

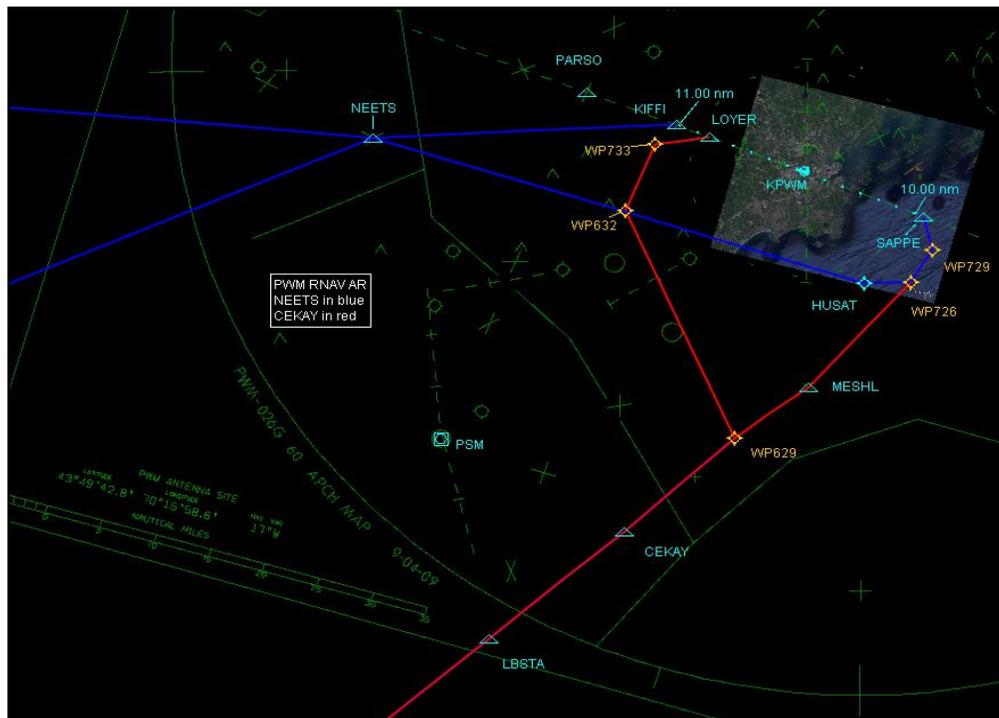


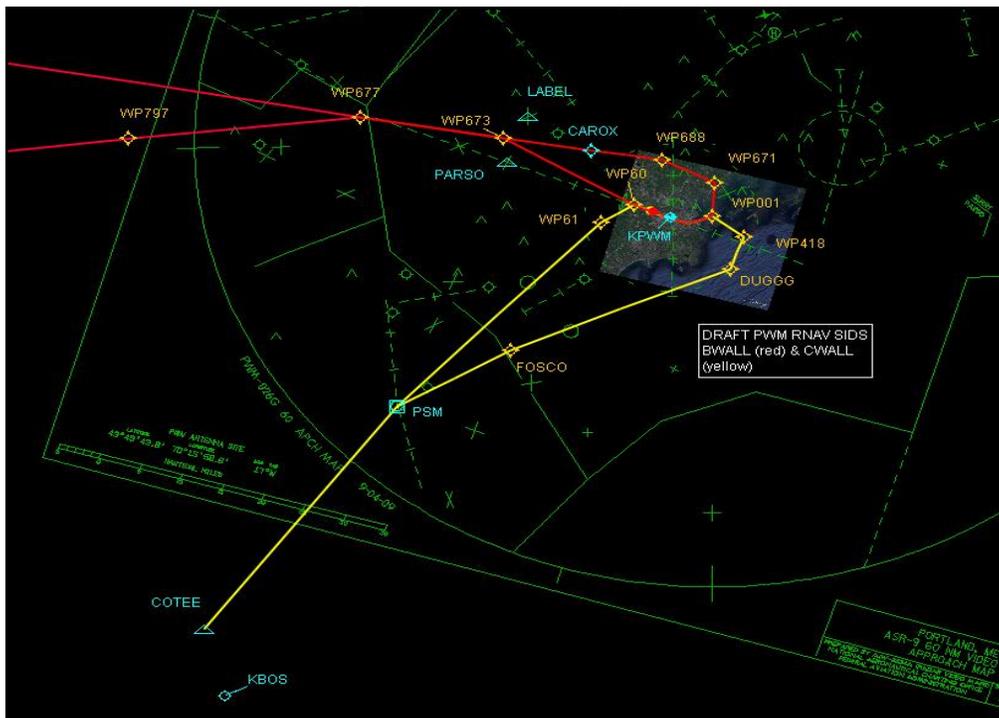
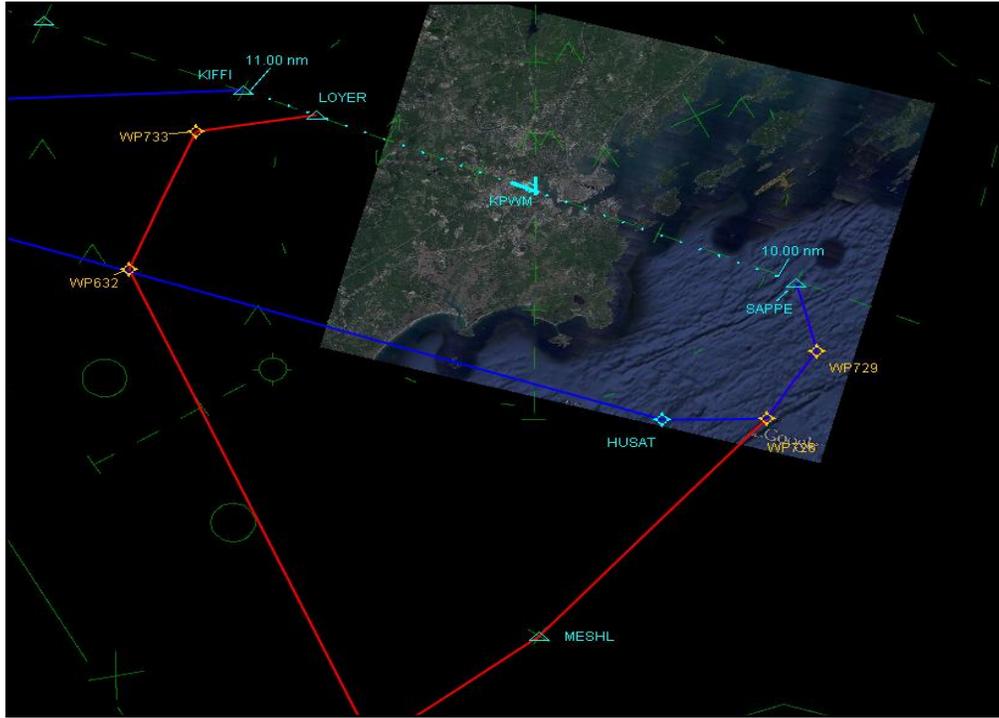
- RAPT:
- Publication date: Jul 26, 2012
- 3 Months to complete 18 Step Process
- 7 months (210 day AVN process) Includes
- 30 day FPO review, rebuild, QC, FLC

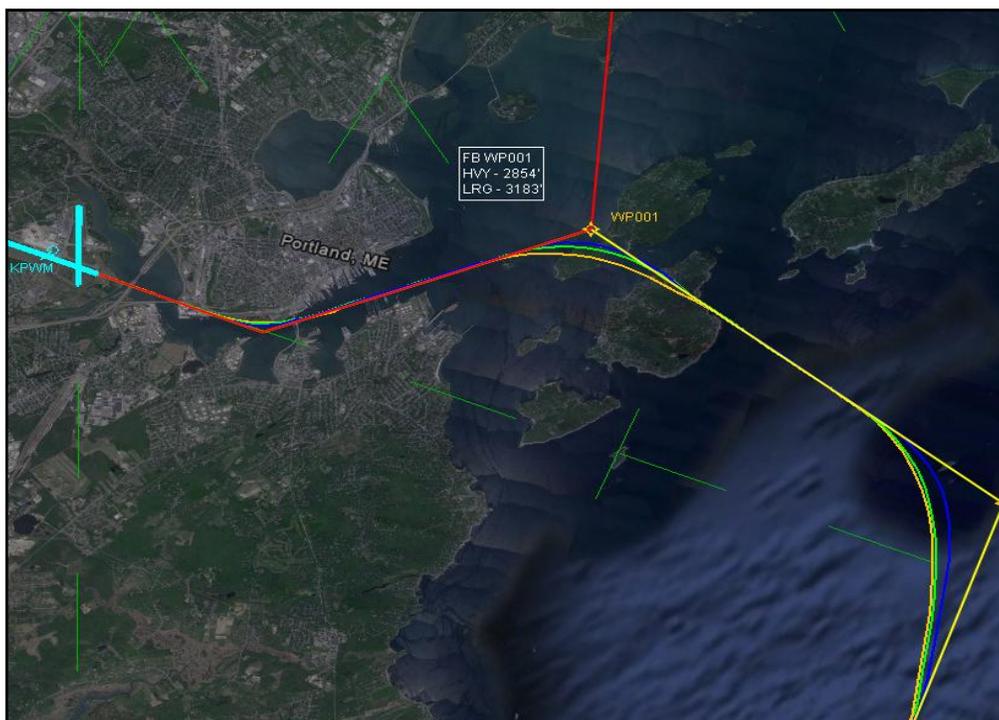
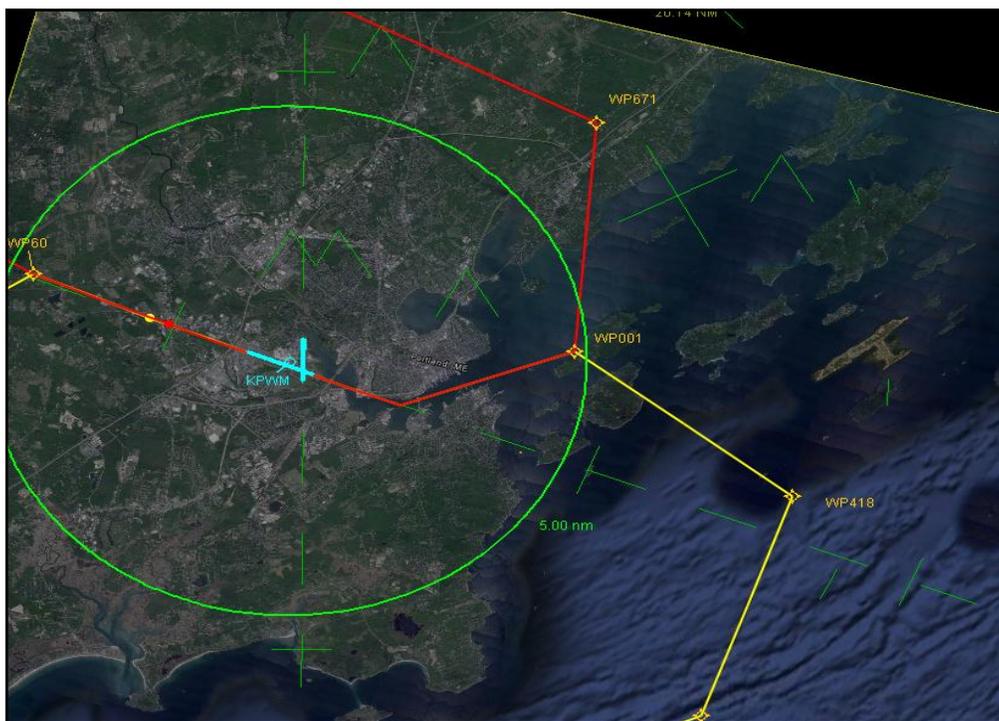
- Impacts
- ERAM (En Route Automation Modernization) Moratorium
- Environmental (noise modeling)
- Safety System Analysis (internal FAA facilities)

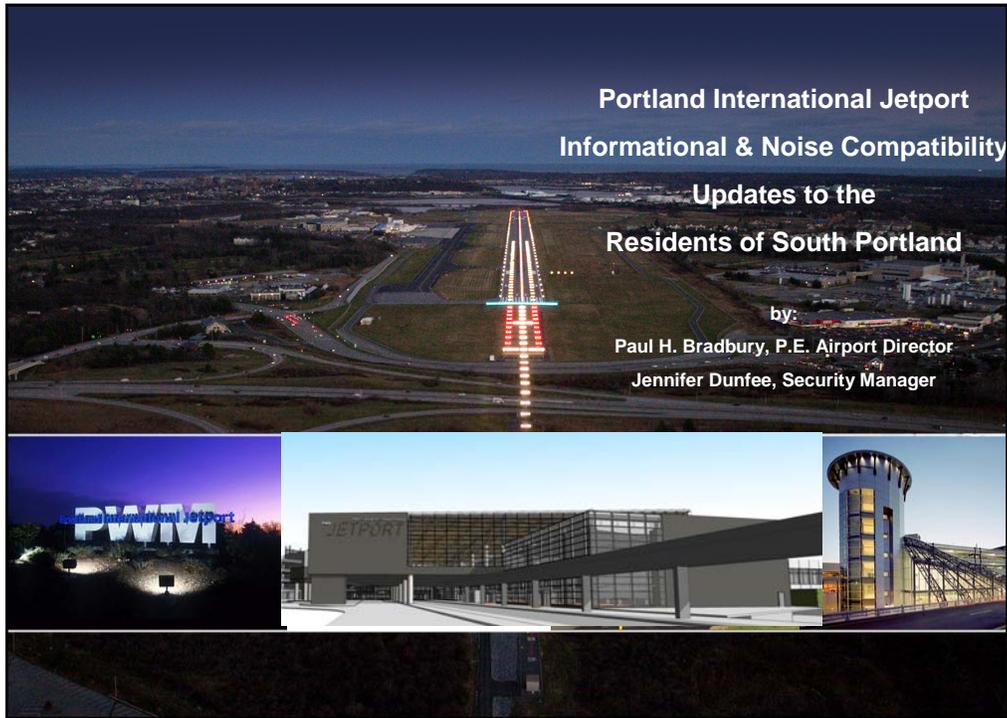
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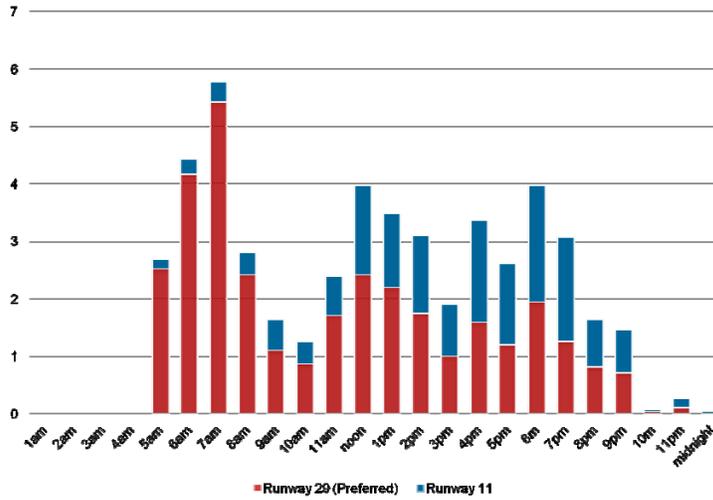


COMMITTEE MEMBERSHIP UPDATE

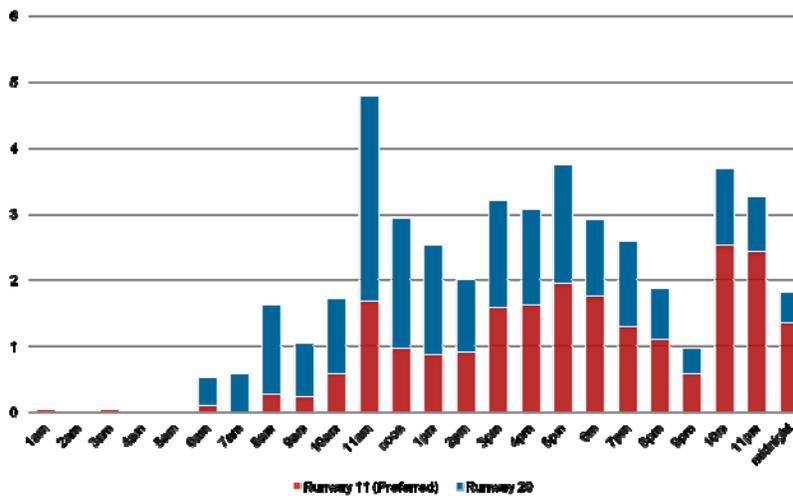


- Ø The Chair shall be a Portland City Councilor – Ed Suslovic
- Ø One resident of Peaks Island –
- Ø A Westbrook City Councilor – Michael Foley
- Ø A South Portland City Councilor – Alan Livingston
- Ø A resident of South Portland – Margaret Shaw
- Ø A Cape Elizabeth Town Council member – Dick Armstrong (designee)
- Ø President of Stroudwater Village Association – Tom Ainsworth (designee)
- Ø President of Western Prom Neighborhood Association – Jerry Morton
- Ø The President of Greater Portland Chamber of Commerce – Jerry Angier (designee)
- Ø One Signatory Airline Station manager – Katherine Hughes
- Ø The Federal Aviation Administration Tower Chief – Gary Lavimoniere
- Ø An Air Carrier Cargo Station Manager – Maria Hannemann
- Ø A Gorham Town Council Member – Phil Gagnon
- Ø A Scarborough Town Council Member - tbd

**Preferred Early Morning Departures
January – July 2011**



**Preferred Late Night Arrivals
January – July 2011**

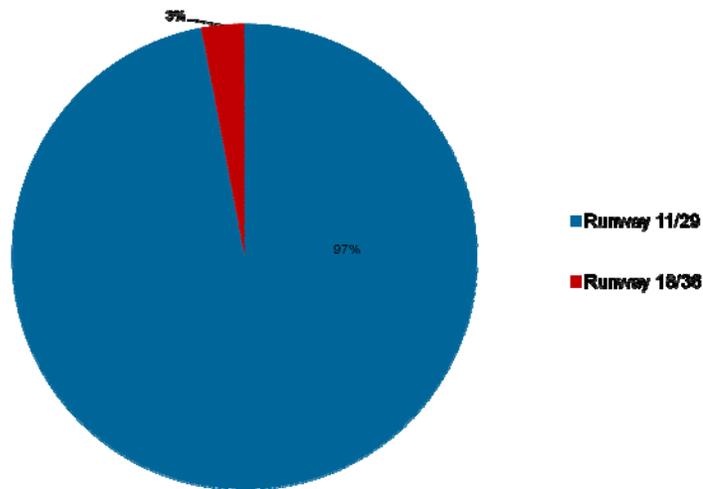


FLIGHT STATS:
FEDERAL EXPRESS / WIGGINS RUNWAY USAGE

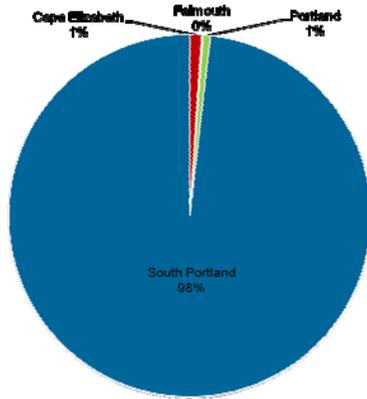


	2008		2009		2010		Jan - Jul 2011	
	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent
Rwy 18/36	453	26%	688	35%	526	24%	211	18%
Rwy 11/29	1274	74%	1306	55%	1623	76%	938	82%

FLIGHT STATS
PREFERENTIAL RUNWAY USAGE Jan - Jul 2011

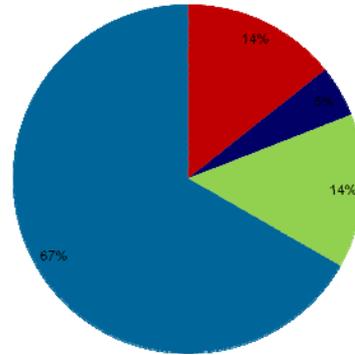


Calls Per Neighborhood



Callers Per Neighborhood

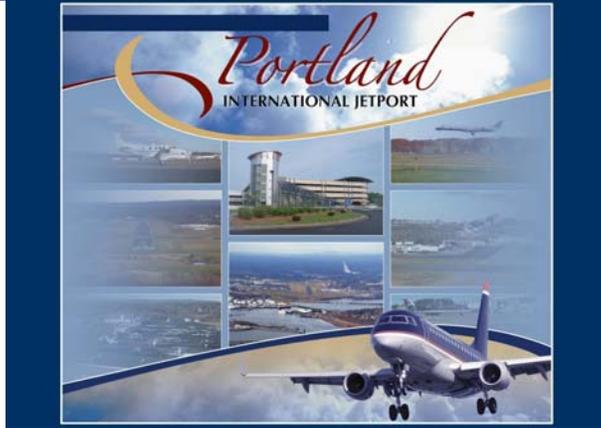
■ Cape Elizabeth ■ Falmouth ■ Portland ■ South Portland



ANNOUNCEMENTS

- **Terminal Expansion Open House**
 - Saturday, October 1, 2011

- **Terminal Expansion Grand Opening**
 - Sunday, October 2, 2011



THANK YOU