



Portland International Jetport Noise Advisory Committee

1001 Westbrook Street, Portland, Maine 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
02/16/2012	5:30pm	7:10pm	05/24/2012	5:30pm	J. Dunfee	PWM

Attended By

- Jerry Angier – Greater Portland Chamber of Commerce
- Katherine Hughes – Air Carrier Station Manager
- Mike Foley – Westbrook City Council
- Gary Lavimoniere – FAA ATC
- Alan Livingston – South Portland City Council Rep
- Maggie Shaw – South Portland Rep
- Tom Ainsworth – Stroudwater Village Association Rep
- Cheryl Miner – Peaks Island Representative

PWM Representatives

- Paul Bradbury – Airport Director
- Scott Carr – Deputy Airport Director
- Jen Dunfee – Airport Communications & Security Manager
- Jen Dorsey – United / Air Wisconsin

Non-Attendees

- Ed Suslovic – Portland City Council / NAC Chair
- Jerry Morton – Western Promenade Rep
- Phil Gagnon – Gorham City Council
- Maria Hannemann – Air Cargo Station Manager

Non-Member Attendees

- Bill Duffy – South Portland
- Paul Ouellette – Portland
- Andrea Andrus – South Portland
- Alexander & Jean Beal – Portland
- Don Hawkes – Stroudwater

Opening Remarks – Mike Foley - Westbrook City Council Representative

- Meeting was called to order by Mike Foley. He stated that he would chair this evening’s meeting in Ed Suslovic’s absence. Foley apologized to the committee on behalf of the Chair for not having a meeting in November 2011 since the City’s committee appointee was in flux. Members of the committee requested that quarterly meetings be held regardless of who chairs the meeting.
- Cheryl Miner was welcomed as the newly appointed representative for Peaks Island.

RNAV Procedures Presentation

- Jon Harris / FAA
 - Provided update to the committee on the FAA’s progress of the RNAV procedures. Harris reported the FAA is on target with the roll out date of July 2012.
 - Boston Center has worked closely with both Manchester and Portland airspace managers to ensure that there are no conflicts nor any push back from the FAA controller workforce.
 - FAA Flight Inspectors are the only possible delay in this process. The flight inspection check rides are tentatively scheduled for March / April and Harris will inform the committee of the tentative dates once they’re determined.
 - An overview of the RNAV procedures call for four published procedures:
 - 2 Arrivals (Rwy 11 from the west and Rwy 29 from the east)
 - 2 Departures (Rwy 11 to the west and Rwy 29 to the east)
 - A future opportunity for a Radius-to-Fix (RF) Leg would allow an RNAV arrival to Rwy 29 that could follow the same path of the current Harbor Visual Approach.
 - An RF Leg approach could be available as early as June 2013.

Committee Membership Update

- Cape Elizabeth Town Council has been notified regarding the vacant representative seat on the NAC.
- Cheryl Miner has filled the seat for Peaks Island Representative.

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.

- Discussion regarding the continuation of operations between 11:30 pm and 6:15 am led to a request for information reporting the percent of noncompliant flights. Tom Ainsworth requested that the minutes reflect an approximate “30% noncompliance” rate of flights.
 - The issue of schedule proposals and their review continues to be a topic of debate within the committee. In previous meetings, the Chair has restated the Committee’s position on this issue and its inability to prevent airlines from scheduling flights during the period of 11:30 pm to 6:15 am in accordance with the 1990 FAA Part 150 Study Record of Approval. This Record of Approval is attached to these minutes and this item is noted in Section II, B.7.

PWM Noise Stats Year in Review 2011– Jen Dunfee

- Reviewed PWM Noise Statistics (see attached presentation)
- There was a request for corridor / tolerance for flight track of Harbor Visual Approach
 - Per that request, the track threshold is outlined below in red:



Crosswind Runway Construction Update – Paul Bradbury

- Construction of Runway 36 Safety Area will begin as weather improves.
- The current schedule for the Runway 18/36 closure is May 1 – October 1, 2012.
- There was a request from the committee to keep the community informed of the construction project schedule via website updates, press releases, etc.

Community Outreach Sessions

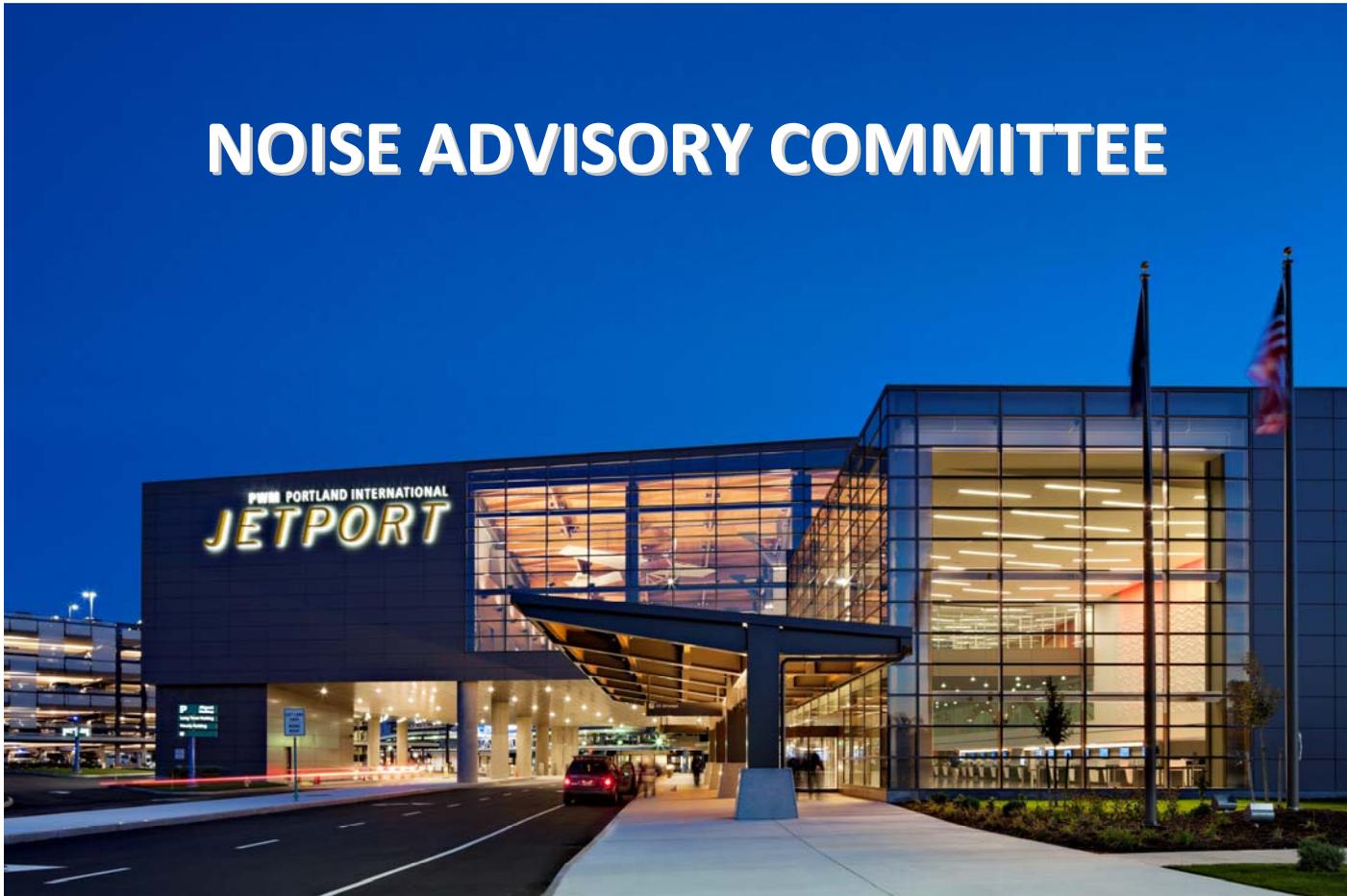
- Paul Bradbury reiterated that part of the Jetport’s Noise Compatibility Program includes continued attendance at neighborhood meetings. The Jetport looks to the Noise Advisory Committee to inform the Jetport when those meetings are held.
- Tom Ainsworth spoke on behalf of Red Bank Village located south of the airport in that there was an interest in hosting a neighborhood meeting to discuss Jetport construction and noise. Alan Livingston volunteered to coordinate with Ainsworth to schedule a meeting.

Announcements

- Phase II of the terminal expansion is complete and all airlines are scheduled to be operating in the new terminal by mid March.
- Due to summer construction of Runway 18/36, there will be no Air Expo this year.

Next Meeting Scheduled: Thursday, May 24, 2012 @ 5:30pm

NOISE ADVISORY COMMITTEE



February 16, 2012

5:30 pm – 7:00 pm

Portland Jetport Main Conference Room

- Approval of Minutes
- RNAV Procedures Update
 - Noise Advisory Committee Q&A
 - Public Q&A
- Old Business
 - Noise Advisory Committee Membership Update
 - Airline Schedule Update
 - Year in Review – 2011 Flight Statistics
 - Crosswind Runway Project Update
 - Community Outreach Meetings
- Public Comment
- Next Meeting Tentative Date: May 24, 2012 @ 5:30pm
- Adjournment

OLD BUSINESS - COMMITTEE MEMBERSHIP UPDATE

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

Advisory Members Pending Council Approval

- A Gorham Town Council Member – Phil Gagnon
- A Scarborough Town Council Member - **TBD**

OLD BUSINESS - AIRLINE SCHEDULE UPDATE



Arrivals and Departures

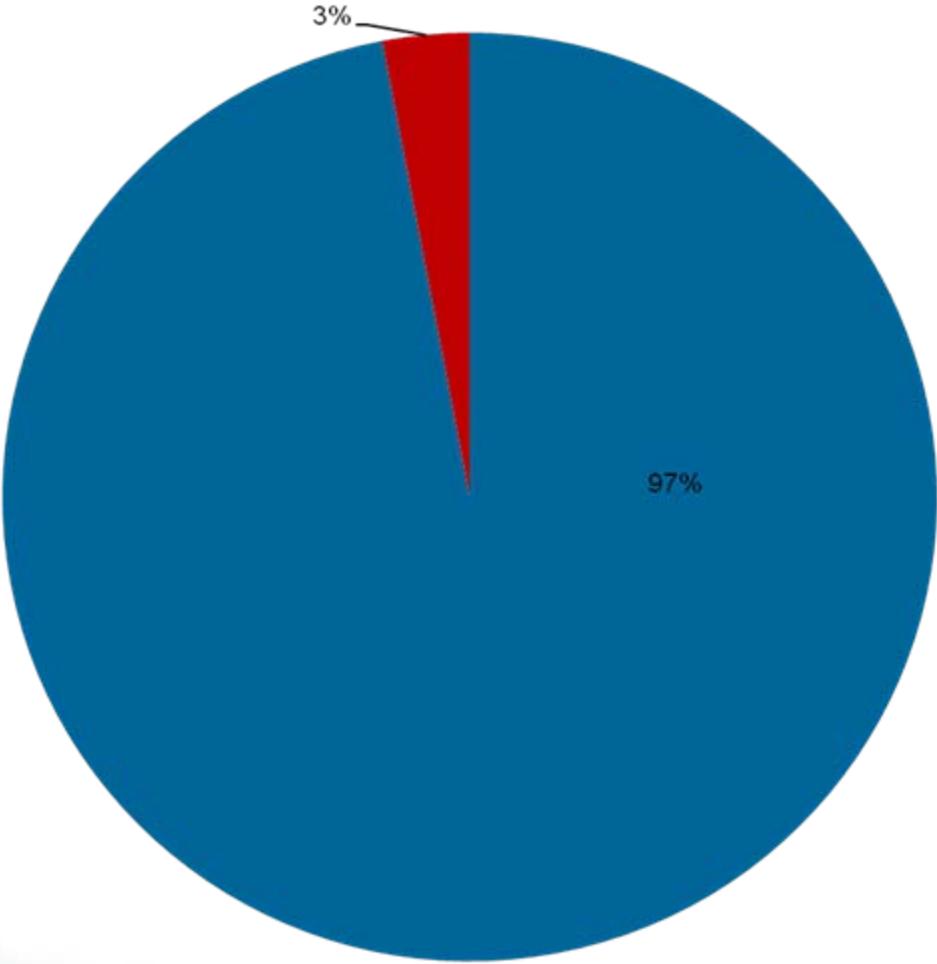
Date: 2/20/2012		Carrier: All			Airport: PWM				
ARRIVALS					DEPARTURES				
Origin	Sys. Car.	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Aircraft	Seats
					5:26 AM	IAD	UA	ER4	50
					5:33 AM	LGA	US	DH8	37
					6:00 AM	DCA	US	E75	86
					6:00 AM	EWR	CO	ERJ	50
					6:00 AM	JFK	B6	E90	100
					6:00 AM	ORD	UA	ER4	50
					6:05 AM	BWI	FL	717	117
JFK	B6	E90	100	11:58 PM					

Date: 4/2/2012		Carrier: All			Airport: PWM				
ARRIVALS					DEPARTURES				
Origin	Sys. Car.	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Aircraft	Seats
					5:30 AM	IAD	UA	ER4	50
					5:33 AM	ORD	UA	ER4	50
					6:00 AM	DCA	US	E75	86
					6:00 AM	JFK	B6	E90	100
					6:00 AM	LGA	DL	CR7	66
					6:05 AM	BWI	FL	717	117
					6:09 AM	EWR	CO	ERJ	50
JFK	B6	E90	100	12:05 AM					

Date: 3/5/2012		Carrier: All			Airport: PWM				
ARRIVALS					DEPARTURES				
Origin	Sys. Car.	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Aircraft	Seats
					5:30 AM	IAD	UA	ER4	50
					5:32 AM	LGA	US	DH8	37
					6:00 AM	DCA	US	E75	86
					6:00 AM	JFK	B6	E90	100
					6:00 AM	LGA	DL	E70	70
					6:02 AM	ORD	UA	CR7	66
					6:05 AM	BWI	FL	717	117
					6:06 AM	EWR	CO	ERJ	50
JFK	B6	E90	100	11:58 PM					

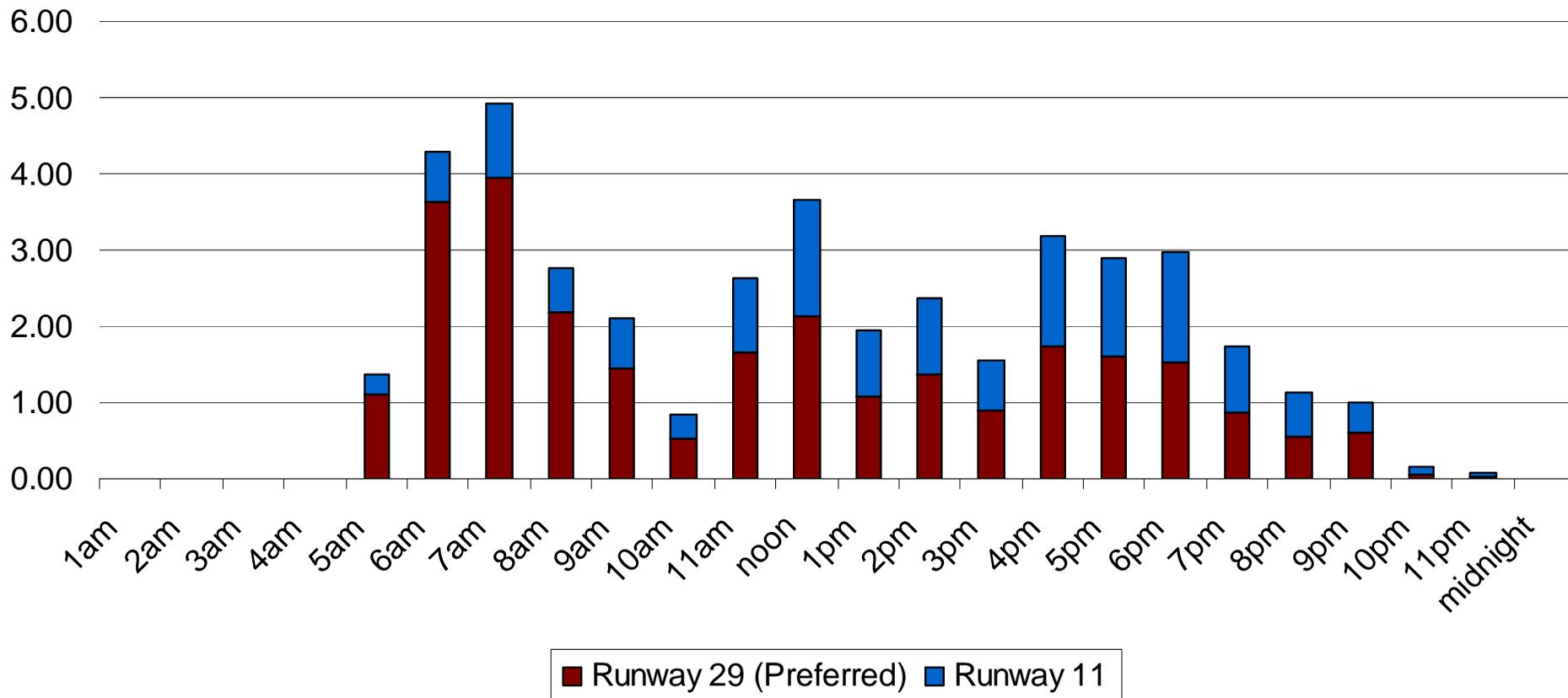
Date: 5/7/2012		Carrier: All			Airport: PWM				
ARRIVALS					DEPARTURES				
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					5:35 AM	IAD	UA	ER4	50
					6:00 AM	DCA	US	E75	86
					6:00 AM	JFK	B6	E90	100
					6:00 AM	LGA	DL	CR7	70
					6:00 AM	ORD	UA	ER4	50
					6:00 AM	YYZ	AC	BEH	18
					6:03 AM	EWR	CO	DH4	74
					6:05 AM	BWI	FL	717	117
ATL	DL	M88	142	11:19 PM					
LGA	DL	CR7	70	11:36 PM					
JFK	B6	E90	100	11:49 PM					

OLD BUSINESS - YEAR IN REVIEW 2011
PREFERENTIAL RUNWAY USAGE - COMMERCIAL OPERATIONS



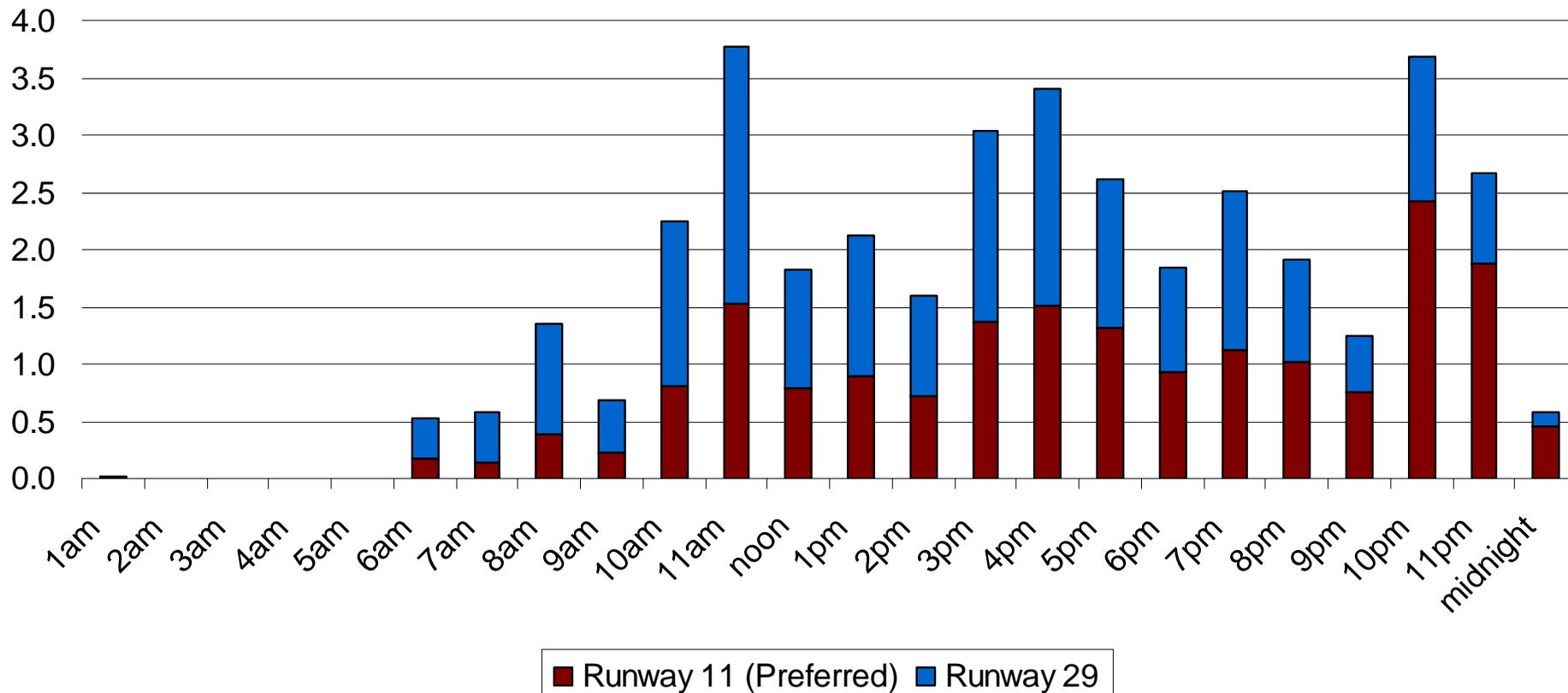
- Runway 11/29
- Runway 18/36

Preferred Early Morning Departures 2011



NOTE: The FAA DNL sensitive time period is between 10pm and 7am

Preferred Late Night Arrivals 2011



NOTE: The FAA DNL sensitive time period is between 10pm and 7am

OLD BUSINESS – YEAR IN REVIEW 2011
FLIGHT STATS - FEDERAL EXPRESS / WIGGINS RUNWAY USAGE



2008

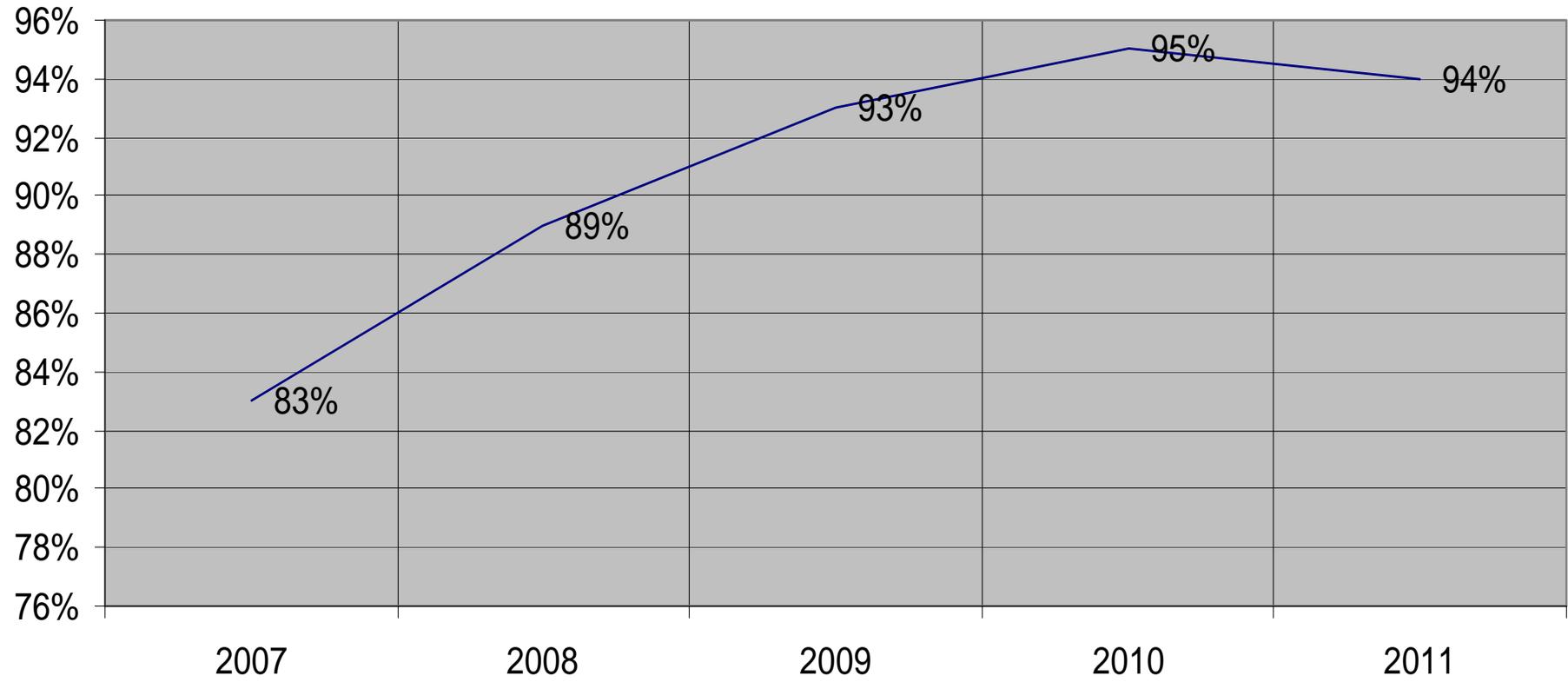
2009

2010

2011

	2008		2009		2010		2011	
	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent
Rwy 18/36	453	26%	688	35%	526	24%	562	20%
Rwy 11/29	1274	74%	1306	65%	1623	76%	2202	80%

Average HVA Compliance 2007 - 2011





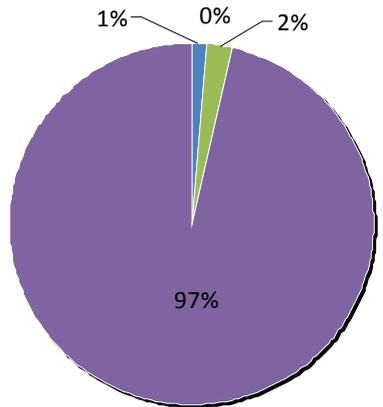
Calls vs Callers

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2008	Calls	30	33	69	105	108	76	80	97	62	49	42	36
	Callers	4	4	5	3	4	16	14	10	7	8	5	6
2009	Calls	20	41	18	49	61	63	100	132	72	43	38	43
	Callers	4	7	5	9	12	14	16	13	12	6	4	5
2010	Calls	14	17	16	39	19	2	42	93	20	4	2	1
	Callers	2	4	2	2	2	2	16	16	5	1	2	1
2011	Calls	0	0	2	24	165	160	289	299	89	18	6	1
	Callers	0	0	1	3	4	5	10	11	5	2	2	1

Avg Calls by Month	16	23	26	54	88	75	128	155	61	29	22	20
Avg Callers by Month	3	4	3	4	6	9	14	13	7	4	3	3

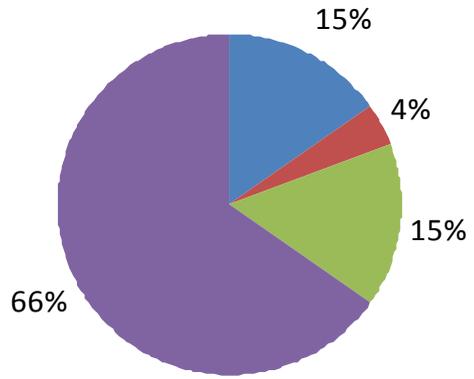
Calls Per Neighborhood

■ Cape Elizabeth ■ Falmouth ■ Portland ■ South Portland

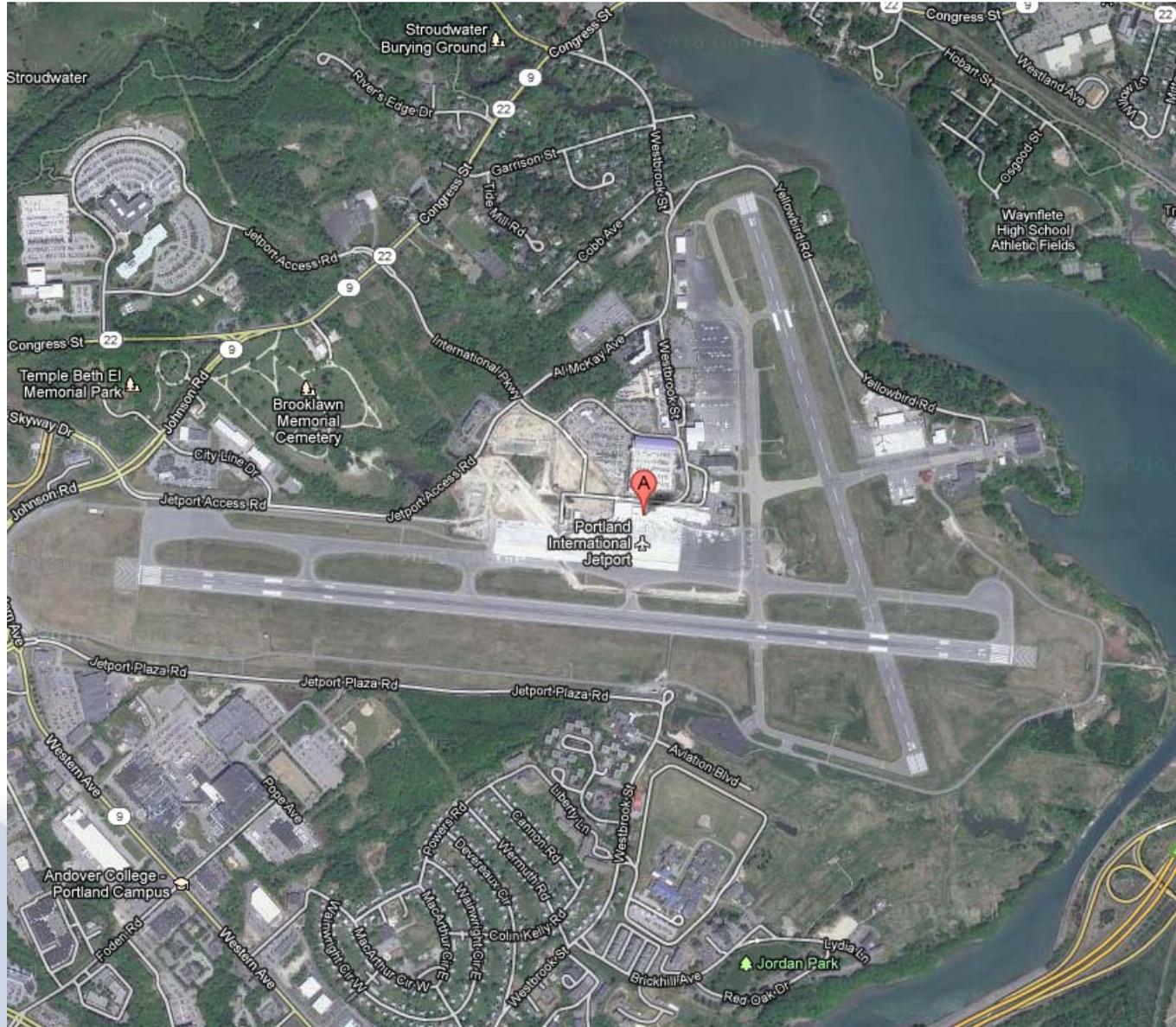


Callers Per Neighborhood

■ Cape Elizabeth ■ Falmouth ■ Portland ■ South Portland



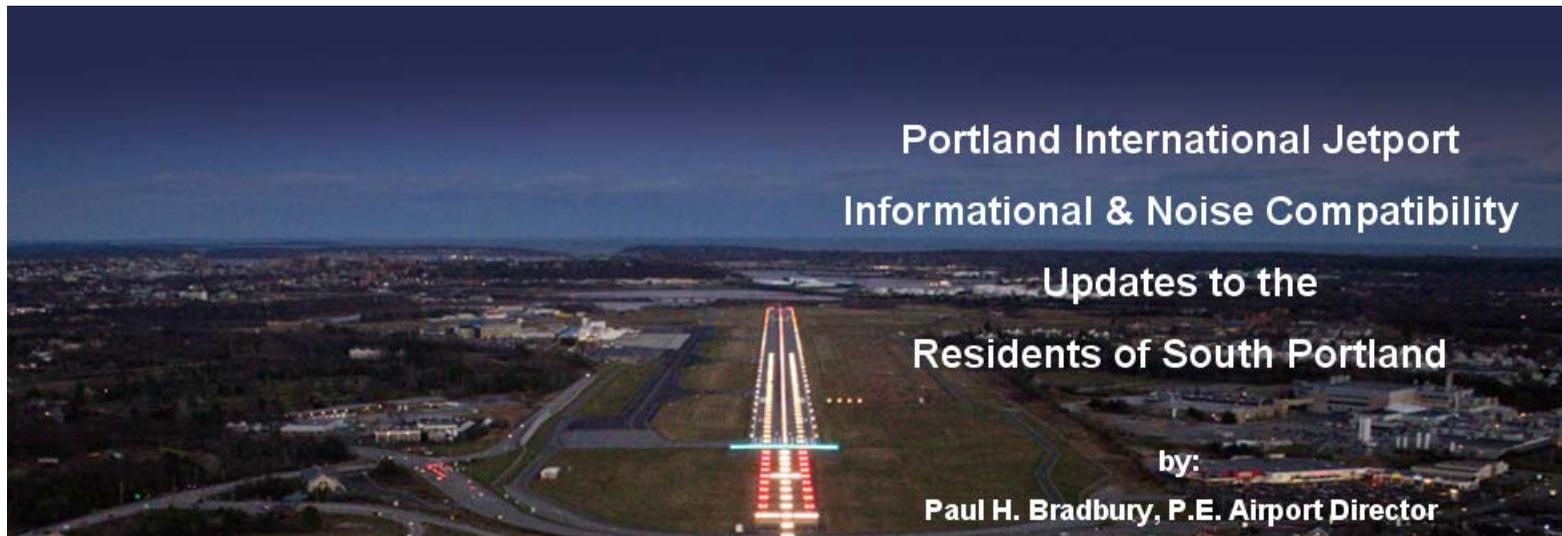
OLD BUSINESS – RSA IMPROVEMENT PROJECT UPDATE



Runway 18/36 Closure dates

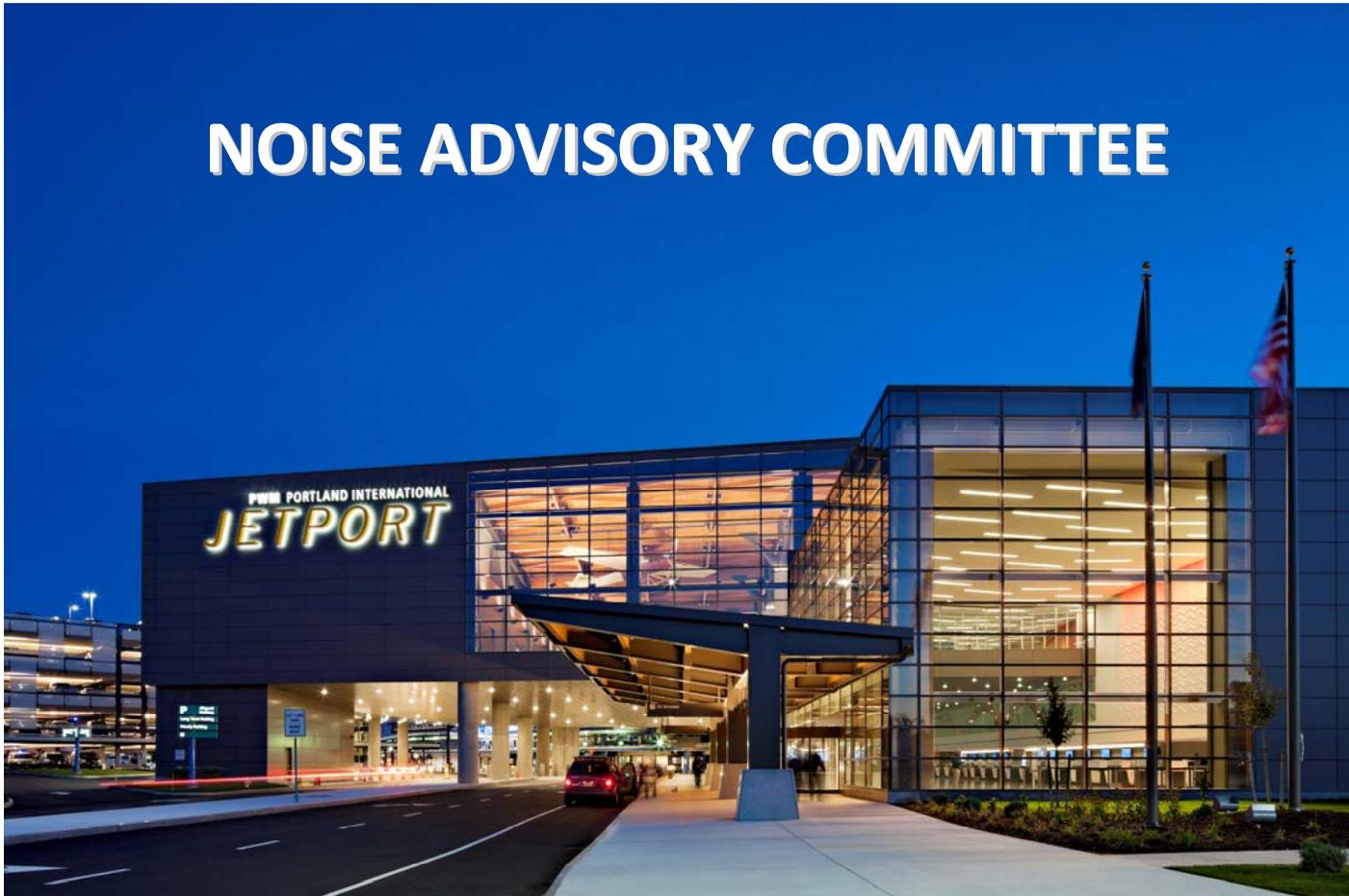
- May 1st – October 1st
- Weather Sensitive
- Construction south side of airfield for Runway Safety Area (RSA) improvements

- **Part of PWM's Noise Compatibility Plan**
- **Notify PWM of community meeting dates and times so we may attend**



- **Terminal Expansion Phase II is just about complete!**
- **Last of the Airlines moves to new terminal ticket area beginning of March.**
- **Next Meeting is tentatively scheduled for Thursday, May 24, 2012.**
- **No Air Expo this year**
- **Camper's weekend – typically last weekend in June, July, August**

NOISE ADVISORY COMMITTEE



THANK YOU

Next Meeting: Thursday, May 24, 2012 @ 5:30pm

**APPENDIX E: CURRENT FAA-APPROVED
NOISE COMPATIBILITY PROGRAM MEASURES**



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: ACTION: FAR Part 150 Noise Compatibility
Program for Portland International Jetport,
Portland, Maine

Date: SEP 21 1990

From: Director, Office of Airport Planning
and Programming, APP-1

Reply to
Attn. of:

To: Assistant Administrator for Airports, ARP-1

Attached for your action is the Noise Compatibility Program (NCP) for Portland International Jetport (PWM) under FAR Part 150. The New England Region, in conjunction with FAA headquarters, has evaluated the program and recommends action as set forth below.

On March 27, 1990, the FAA determined that the Noise Exposure Maps (NEMs) for PWM are in compliance with the requirements of section 103(a) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) and Title 14, CFR Part 150. At the same time, the FAA made notification in the Federal Register of the formal 180-day review period for PWM's proposed program under the provisions of section 104(a) of ASNA and FAR Part 150. The 180-day formal review period ends September 23, 1990. If the program is not acted on by the FAA by that date, it will be automatically approved by law, with the exception of flight procedures.

The PWM program describes the current and future noncompatible land uses within the 65 DNL. The NCP proposes measures to remedy existing identified incompatibilities and to prevent future noncompatible land uses. Chapter 2 of the NCP summarizes the airport operator's recommendations and quantifies the expected benefits derived from full implementation of the program. The table on page 2-11 indicates that the number of people impacted would be reduced by about 5,172 with full implementation.

The Assistant Administrator for Policy, Planning and International Aviation and the Chief Counsel have concurred with the recommendations of the New England Region. If you agree with the recommended FAA determinations, you should sign the "approve" line on the attached signature page. I recommend your approval.

Lyme Sparks Pickard
for Paul L. Galis

Attachments



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

RECEIVED

SEP 24 2001

HARRIS MILLER
MILLER HANSON INC.

Subject: **ACTION:** Recommendation for Approval of the
Portland International Jetport, Portland, Maine
Noise Compatibility Program

Date:

JUL 27 1990

From: Manager, Airports Division, ANE-600

Reply to
Attn. of:

To: Assistant Administrator for Airports, ARP-1

On March 27, 1990, a notice was published in the Federal Register announcing our determination of compliance for the noise exposure maps for Portland International Jetport, Portland, Maine, under Section 103(a) of the Aviation Safety and Noise Abatement Act of 1979. Coincident with that determination, we began the formal 180-day review period for Portland's proposed noise compatibility program, under the provisions of Section 104(a) of the Act. The program must be approved or disapproved by FAA within 180 days or it shall be considered approved as provided for in Section 104(b) of the Act. The last date for such approval or disapproval is September 23, 1990.

We have reviewed and evaluated the proposed noise compatibility program and have concluded that it is consistent with the intent of the Act and that it meets the standards of Federal Aviation Regulations Part 150.

The documentation submitted by the City of Portland was reviewed by the Airports, Air Traffic, Airway Facilities, and Flight Standards Divisions, and by the Assistant Chief Counsel. The public comment period closed June 25, 1990. No substantive comments have been received.

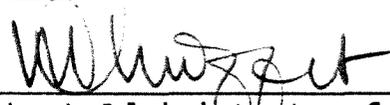
Each proposed action in Portland International's noise compatibility program was also reviewed and evaluated on the basis of effectiveness and potential conflict with federal policies and prerogatives. These include safe and efficient use of the nation's airspace and undue burden on interstate commerce.

Our approval or disapproval recommendations on each proposed action are described in the attached Record of Approval. Each proposed action is described in detail in Volume 2: Noise Compatibility Program.

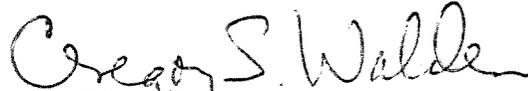

Vincent A. Scarano

Attachment

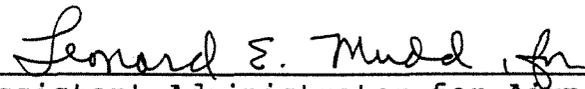
Concur
Nonconcur


Assistant Administrator for Policy and International Aviation, API-1 Sept. 24, 1990
(Date)

Concur
Nonconcur


Chief Counsel, AGC-1 Sept. 27, 1990
(Date) ^{CSW}

Approved
Disapproved


Assistant Administrator for Airports, ARP-1 Sept 21, 1990
(Date)

RECORD OF APPROVALPORTLAND INTERNATIONAL JETPORT
PORTLAND, MAINENOISE COMPATIBILITY PROGRAMI. INTRODUCTION

The City of Portland, Maine, sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with Federal Aviation Regulations (FAR), Part 150. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to FAA for review and approval on December 27, 1988 and November 8, 1989, respectively. The NEM was determined to be in compliance on March 27, 1989. The determination was announced in the Federal Register on May 1, 1990.

The Part 150 Study was closely monitored by an Advisory Committee which represented the City of Portland (including airport administration), the City of South Portland, airport users, local governments, and community residents. A series of Advisory Committee meetings was held, with the consultant presenting material and findings. Public information meetings were held on May 21, 1987, September 14, 1987, January 19, 1988, and September 29, 1988. The consultant addressed comments at all of these meetings, and subsequent written comments as well.

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future.

The resultant program is described in detail in Volume 2: Noise Compatibility Program, Sections 2, 3, 4, and 5. Section 2 summarizes NCP, Section 3 analyzes operational measures, Section 4 analyzes land use measures, and Section 5 describes implementation and monitoring. Tables 2.1 and 2.2, on pages 2-2, 2-3, and 2-7, summarize the program.

The program elements below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals which follow include actions that the City of Portland recommend be taken by FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

II. PROGRAM ELEMENTS

A. Noise Abatement Elements

1. Noise Barrier at the Approach End of Runway 18. (Sections 2.1.1, 3.1.1, and 5.1.)

A 15-foot or 20-foot barrier would be constructed, depending on future design considerations. Maximum Lear Jet departure noise levels are in the range of 80 to 90 dBA at three residences. Non-turbojet engine runups are also a problem.

Approved. A 12 to 16 dBA noise level reduction can be expected.

2. Hush House on the East End of the Airport Property. (Sections 2.1.2, 3.1.2, and 5.1.)

Airline maintenance runups are expected in the area of the Bar Harbor hangar.

Approved. A 13 to 14 dBA noise level reduction can be expected to 5-6 single and multi-family residential units to the east of the airport. Maintenance runups would be consolidated at a central location.

3. Preferential Use of Runway 29. (Sections 2.1.3, 3.2, and 5.1.)

Runway 29 would be the preferential runway for early morning departures and Runway 11 would be the preferential runway for late night arrivals.

Approved. Population within DNL 65 would be reduced by approximately 4,800 in more densely populated areas east of the airport.

4. Preferential Arrival Route. (Sections 2.1.4, 3.3, and 5.1.)

Most turbojet aircraft would be controlled to approach Runway 29 from the north, making greater use of airspace over Portland Harbor.

Approved. Approximately 200 less people would be exposed to 65 DNL. Also, between 1,100 and 1,200 less people would be impacted by SEL 90 or greater. Workload and air traffic flow would be more evenly distributed and use of the existing published Runway 29 Harbor Visual Approach would be facilitated.

5. Runway 11 Preferential Departure Routes. (Sections 2.1.5, 3.4, 5.1, 2.1.6, 3.5, 2.1.7, and 3.6.)

Three variations of the existing straight-out procedure are proposed: right turns as soon as feasible, left turns to a heading to overfly the Fore River, and straight-out departures to 3,000' or approximately six nautical miles (whichever comes first). The Automatic Terminal Information Service would be used to publicize the procedures.

Approved. Taken together, the three measures would satisfy a community objective of sharing noise. The first would reduce population exposed to 65-70 DNL, and greater than 70 DNL by 171 people and 36 people, respectively. The second could reduce the population exposed to 65 DNL by approximately 3,900 people. The third produces no quantifiable change in DNL contours, but would reduce noise complaints from aircraft which double back over residential areas at lower altitudes.

6. Use of FAA Advisory Circulars (AC) 91-53 Noise Abatement Departure Profiles. (Sections 2.1.9, 3.8, and 5.1.)

Airlines currently use a similar procedure while operating at Portland. The airport would request that airlines fly the AC 91-53 noise abatement departure profile (reduced power takeoffs for Runway 11 departures). Power would be increased over water.

Approved. SEL noise would be reduced significantly over close-in residential areas (Table 3.16.)

B. Monitoring and Review Elements

7. Monitor Proposals for New Scheduled Operations Between 11:30 P.M. 6:15 A.M. (Sections 2.1.8 and 3.7.3)

Any airline proposing to schedule operations between the hours of 11:30 P.M. and 6:15 A.M., is required to present the proposal to a continuing Noise Abatement Committee. Upon review, the committee submits a recommendation to the City Council to accept or reject the proposal.

The City has stated by Letter dated September 19, 1990, from the Airport Manager that, prior to implementing any mandatory use restriction, it recognizes its responsibility to thoroughly evaluate impact with regard to: 1) reasonableness consistent with reducing non-compatible land uses around the airport, 2) undue burden on interstate commerce or foreign commerce, and 3) unjust discrimination with regard to airport users. The City has also agreed to submit the evaluation and any proposed use

restriction as a revision to this Noise Compatibility Program (NCP) for approval in accordance with Part 150 of the Federal Aviation Regulations. In addition, the City states that it does not intend to take action implementing a mandatory use restriction until FAA review is complete.

Approved in part. This measure, already implemented, is approved insofar as it establishes an administrative procedure for review of proposed airline service by the Noise Abatement Committee. The continuation of an airline service monitoring process should promote a good relationship between the Noise Abatement Committee and airlines.

The measure is disapproved insofar as it may appear to grant the NAC authority, on behalf of the City, to delay access through extended negotiations or to force airlines to agree to meet unspecified noise standards. The measure is disapproved insofar as it may appear to grant the City blanket authority to approve or disapprove nighttime operations based on unspecified standards. FAA approval of monitoring and review by the NAC does not extend to actions on the part of the City Council to accept or deny proposed service based on recommendations of the NAC. Until such time as the City adopts a reasonable, nondiscriminatory use restriction or obtains FAA approval of a proposed use restriction in a revision to the NCP, the City should permit unrestricted access in accordance with the assurances set forth in its federal grant agreements.

A decision by the FAA to approve a proposed use restriction is not legally binding on the airport sponsor. While the City has agreed to submit proposals for approval under Part 150, FAA approval or disapproval under Part 150 does not regulate the City with respect to its airport access decisions. The FAA will evaluate the proposal submitted under Part 150 relative to safe and efficient use of the navigable airspace.

8. Noise Abatement Committee Review of Implementation. (Section 5.3 and 5.3.5.)

The Advisory Committee would form a Noise Abatement Committee (NAC) to review NCP compliance, including both operational and land use elements. The NAC would take an active role in coordinating with affected local governments to facilitate implementation of the NCP. This coordination would be particularly important for the remedial soundproofing program, the airport zoning overlay district, and real estate disclosure. The NAC may also consider future policies for noise control, including a noise based user fee.

Approved. This measure would create a forum for discussion of noise abatement issues. FAA's approval does not extend to future actions on the part of the NAC or City Council, particularly with respect to use restrictions or a noise based user fee.

9. Quantitative Review of Changes in Noise Exposure. (Section 5.3.2.)

Airport management would compute an EXP noise metric each year, as a means of determining whether the NCP should be reevaluated and new noise contours prepared.

Approved. NCP effectiveness can be tracked and, if appropriate, NEM contours updated.

10. Recomputation of Contours with Changes in Airport Layout or Operation. (Section 5.3.3.)

The NEM would be revised and NCP reevaluated if a major change in airfield layout or operation is proposed -- one that would affect runway use or flight paths.

Approved. This measure provides a criterion for keeping the NEM and NCP current.

11. Minimum Time Interval Between Preparation of New Noise Contours.
(Section 5.3.4.)

New noise contours would be prepared a minimum of every five years.

Approved. This measure would also ensure up-to-date NEM and NCP.

C. Land Use Elements

12. Land Acquisition and Relocation (Sections 2.2.1, 4.1.1, and 5.2.1.)

A mobile home park, consisting of 20 homes within the 70 DNL contour, would be the subject of acquisition and relocation.

Approved. Land acquisition through voluntary fee-simple purchase and subsequent relocation of residents would provide effective remediation of an incompatible use.

13. Soundproofing. (Sections 2.2.2, 4.1.2, and 5.2.2.)

A soundproofing program would be implemented for land uses that contain qualified compatible residential and noise sensitive land uses within the 65 DNL and 70 DNL contours, and qualified compatible non-residential land uses within the 75 DNL contour.

Approved. One hundred-eighty seven residential and four non-residential land uses would potentially be affected, pending structural and acoustic surveys and evaluation of noise monitoring data.

14. Easement Acquisition. As part of sound attenuation assistance.
(Sections 2.2.3, 4.1.3, and 5.2.3.)

In areas with noise levels greater than 65 DNL, aviation easements would be negotiated as part of sound attenuation assistance.

Approved. In conjunction with soundproofing, this measure would ensure future compatibility between the airport and existing qualified compatible land uses.

15. Airport Zoning Overlay District. (Sections 2.2.4, 4.2.1, and 5.2.3.)

Noise sensitive land uses would be restricted and construction standards specified.

Approved. Compatible development would be encouraged and incompatible development prohibited.

16. Easement Acquisition - As Part of Proposed New Development. (Sections 2.2.5, 4.2.2, and 5.2.5.)

Through purchase or dedication, aviation easements for proposed new development would be obtained.

Approved. This measure would restrict land uses to those compatible with defined noise exposure, ensure the airport the right of overflight, the right to cause noise, and the right to prohibit potential obstructions to airspace.

17. Real Estate Disclosure. (Sections 2.2.6, 4.2.3, and 5.2.6)

Real estate disclosure policy would be included in revisions to zoning ordinances.

Approved. The identification of airport noise impacts on real estate would foster an awareness of airport and community relationships, and serve as notice of airport noise impact to potential buyers or lessors.

18. Undeveloped Land Acquisition. (Sections 2.2.7, 4.2.4, and 5.2.7)

This measure would be instituted by the airport to eliminate long-term compatibility problems associated with development in areas subject to 80 DNL noise contours. Voluntary fee-simple purchase would be involved.

Approved. Undeveloped land acquisition through fee-simple purchase would provide the City specific development or land use control over undeveloped land between the western airport boundary and the limits of the 80 DNL contour in the City of South Portland. Approval is subject to, a showing at the time of the airport operator's proposed action, that such purchase is necessary to prevent a non-compatible use of the property.