



***NOISE ADVISORY COMMITTEE
MEETING***

October 22, 2009

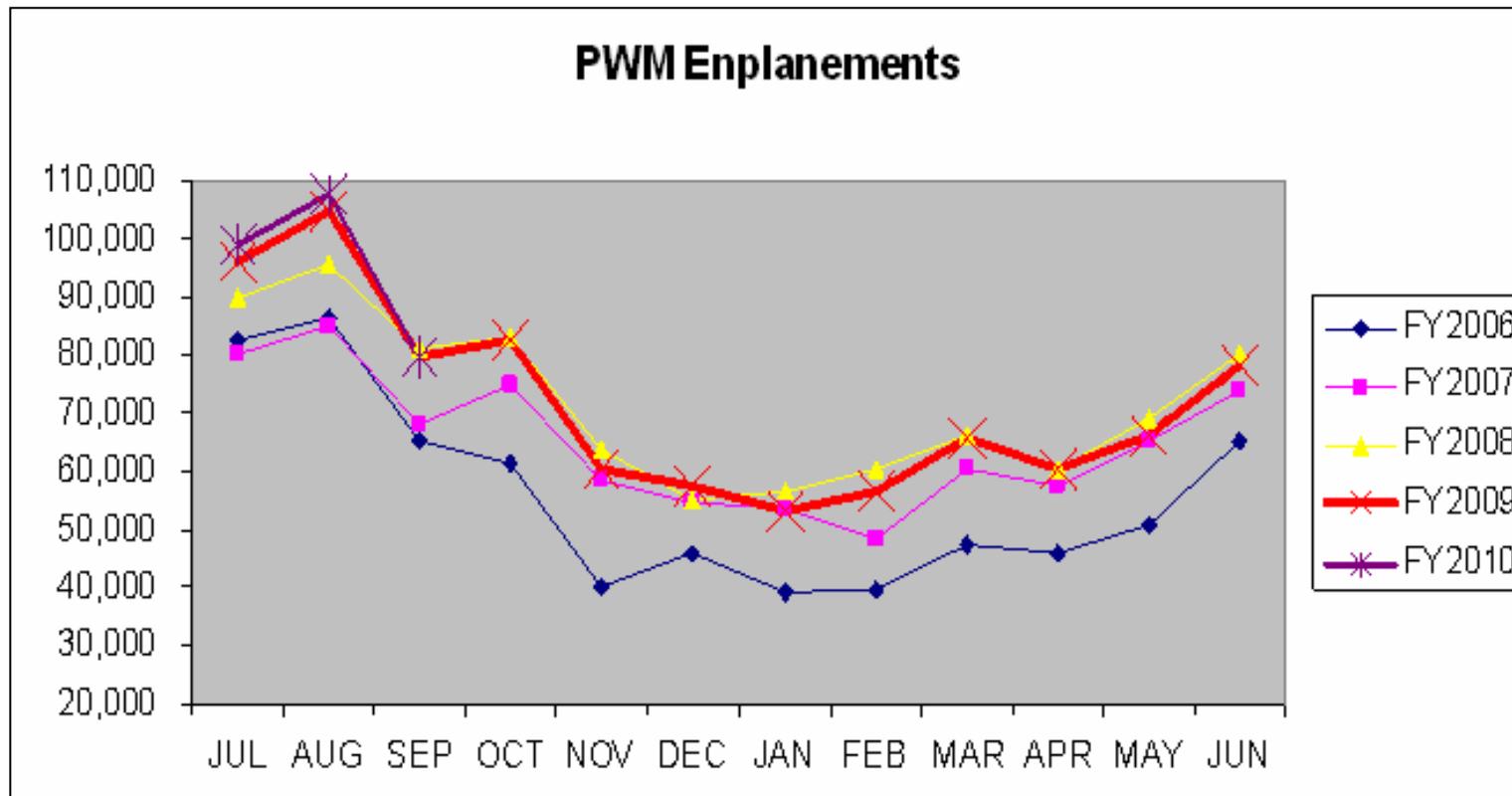
6:00 pm – 7:30 pm

Portland Jetport Main Conference Room

- 5:45 pm Air Traffic Control – operations & routing
- 6:00 pm Opening remarks – Dan Skolnik
 - PWM update – Paul Bradbury
- 6:10 pm Noise Compatibility Program Action Items – Jeni O’Byron
 - Record of Approval purpose of NAC
 - PWM action items
 - NAC action items
- 6:45 pm PWM Noise Statistics – Jen Dunfee
 - Preferential Runway Usage
 - Noise Event Reporting
 - HVA Compliance
- 7:15 pm Questions & Answers
- 7:30 pm Federal Express Tour

- The Chair shall be a Portland City Councilor – Councilor Skolnik
- One resident of Peaks Island – Tom Bohan
- A Westbrook City Councilor – Michael Foley
- A South Portland City Councilor – Linda Boudreau
- A resident of South Portland – Margaret Shaw
- A Cape Elizabeth Town Council member – Dick Armstrong (designee)
- President of Stroudwater Village Association – Tom Ainsworth (designee)
- President of Western Prom Neighborhood Association – Jerry Morton
- The President of Greater Portland Chamber of Commerce – Jerry Angier (designee)
- One Signatory Airline Station manager – Chad Rosenstein
- The Federal Aviation Administration Tower Chief – Jerry Leonard
- An Air Carrier Cargo Station Manager – Maria Hannemann

Year over Year Change in Total Monthly Enplanements

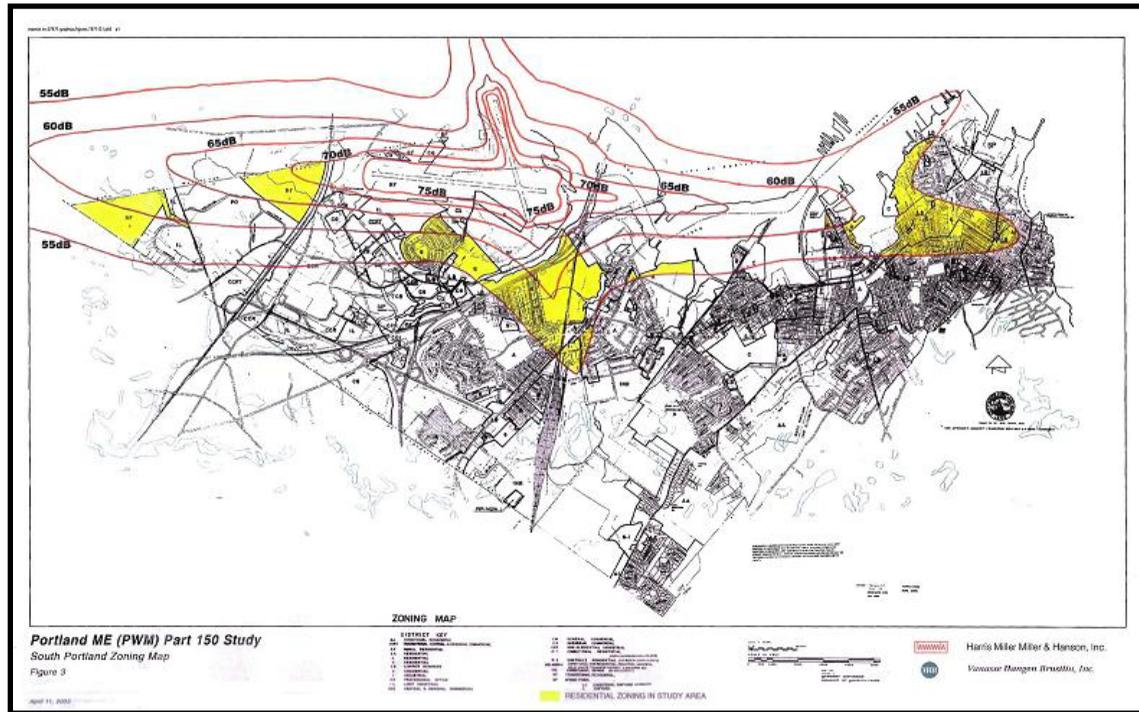


Passenger Enplanement Level

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
FY2006	82,474	86,382	65,464	61,468	40,320	46,165	39,307	39,680	47,440	45,848	50,709
FY2007	80,076	85,014	68,090	74,987	58,389	54,848	53,866	48,212	60,621	57,538	65,450
FY2008	89,560	95,649	81,053	82,937	63,582	55,026	56,664	60,370	66,374	60,202	68,930
FY2009	95,995	104,597	79,513	82,629	60,431	57,681	53,194	56,555	65,728	60,313	66,407
FY 2010	98,752	107,641	79,741								

Year over Year Change in Total Annual Operations

	SEATS	FLIGHTS
2007	778,555	11,928
2008	878,358	12,466
2009	864,765	11,682

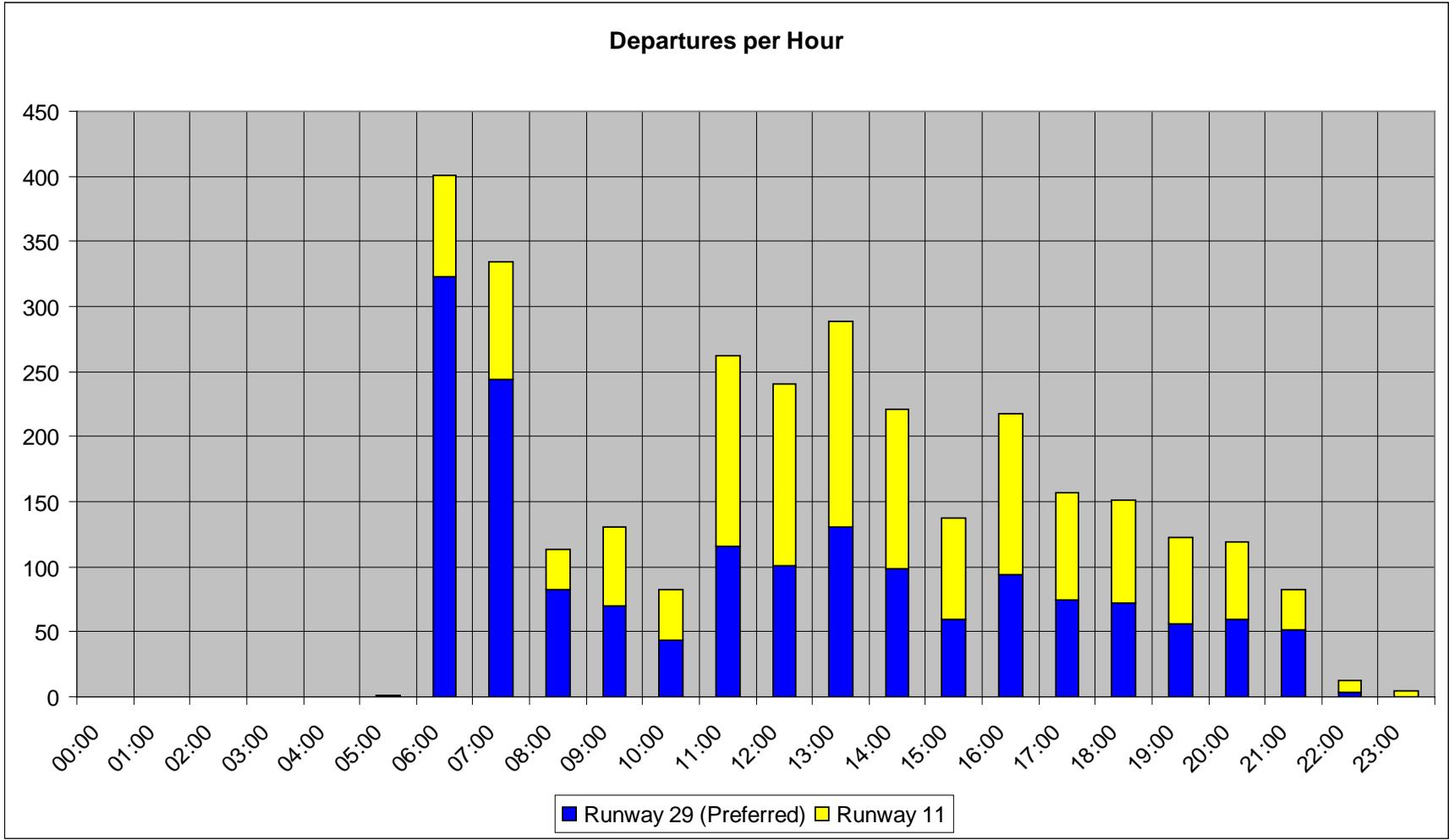


The Noise Advisory Committee reviews noise abatement projects, provides input for the implementation of the current Noise Compatibility Plan, develops ideas and recommends proposals for consideration in future airport noise plans, participates on advisory committees involved in long-range airport facilities and capital improvement planning, and promotes citizen understanding of airport noise issues.

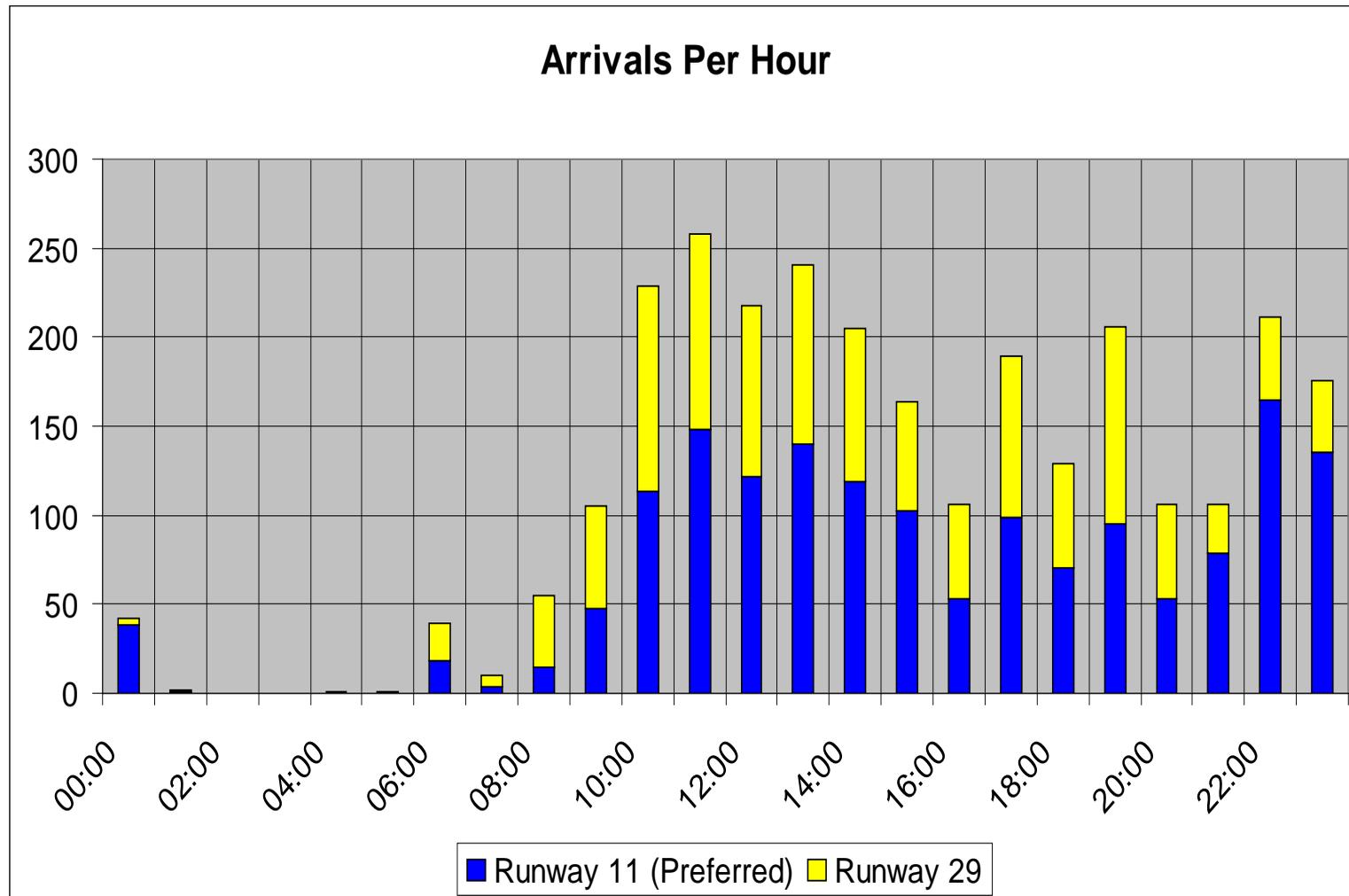
- **NA-1:** GPS flight procedures update:
 - RNAV procedure recommended
 - FAA halted RNAV procedures due to several mishaps
 - FAA allowed RNAV procedures, with 10 mile limitation
 - PWM ATC initiated RNAV procedure
 - October 2009 - PWM RNAV procedure Final Draft Design complete
 - November 2009 – PWM RNAV procedure aviation stakeholders meeting (45 – 60 days feedback to FAA)
 - December/January 2009 – FAA receives PWM RNAV procedure comments
 - June 3, 2010 – FAA Target publication date
 - STAR arrival procedure – Draft is in process and needs to include Boston Center’s input.

- **NA-2:** Increase pm depart from Rwy 11 & am arrivals to Rwy 29 over Fore river (See Slide 6)
 - **(1)** ATC assign CASCO SID departure and instruct aircraft assigned CASCO SID to fly 060 degree heading until 3,000 MSL - **DONE**
 - **(2)** If ATC determines significant delays result, ATC will assign CASCO SID to Stage 2 and Stage 3 aircraft
 - **UPDATE:** Stage 2 discontinued and Stage 3 aircraft are **NOT** assigned CASCO SID
 - **(3)** PWM publishes a departure procedure using GPS and follows CASCO SID
 - **UPDATE:** PWM is in process working with FAA/ATC
 - **(4)** PWM evaluated CASCO SID to see if keeps majority of aircraft over Fore River. (PWM advises to extend or shorten turn points) - **DONE**
 - **(5)** PWM develops RNAV SID as instrument overlay to voluntary procedure.
 - **UPDATE:** PWM is in process working with FAA/ATC

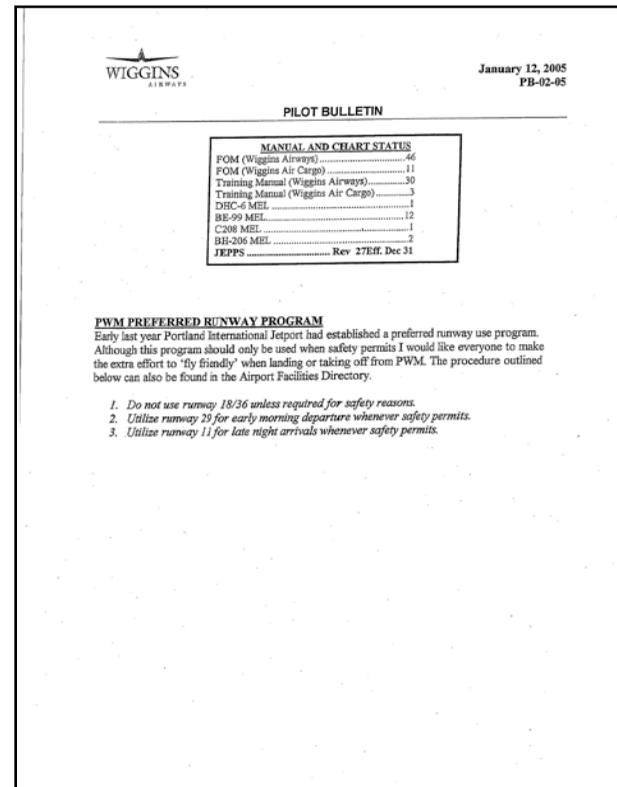
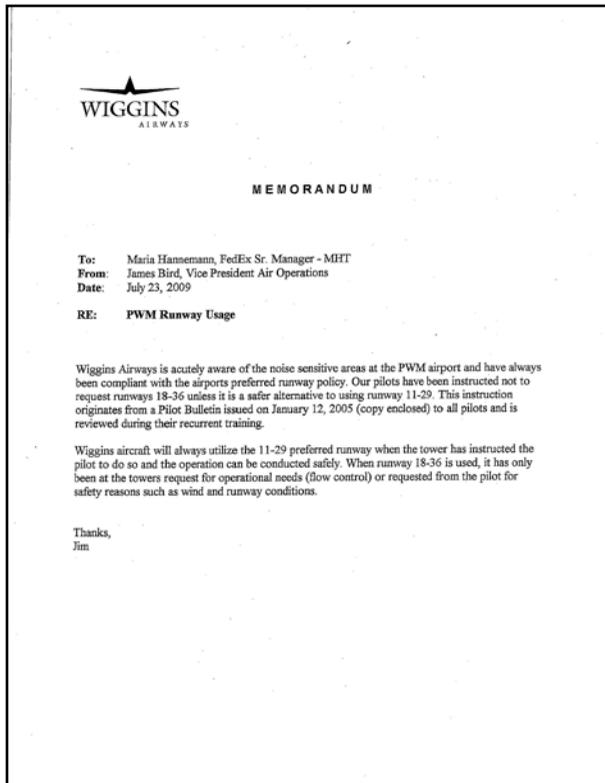
Preferred Morning Departures from Runway 29



Preferred Late Night Arrivals to Runway 11

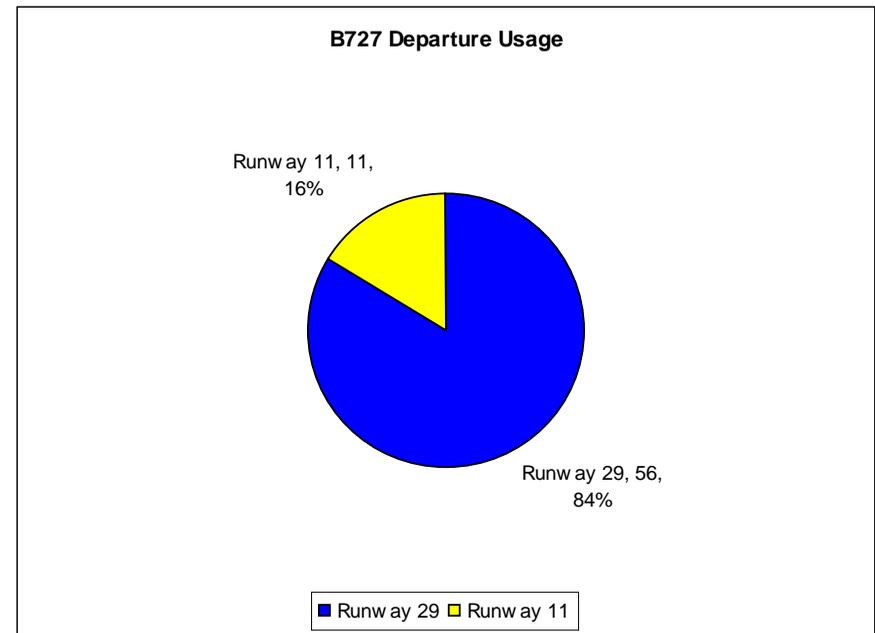
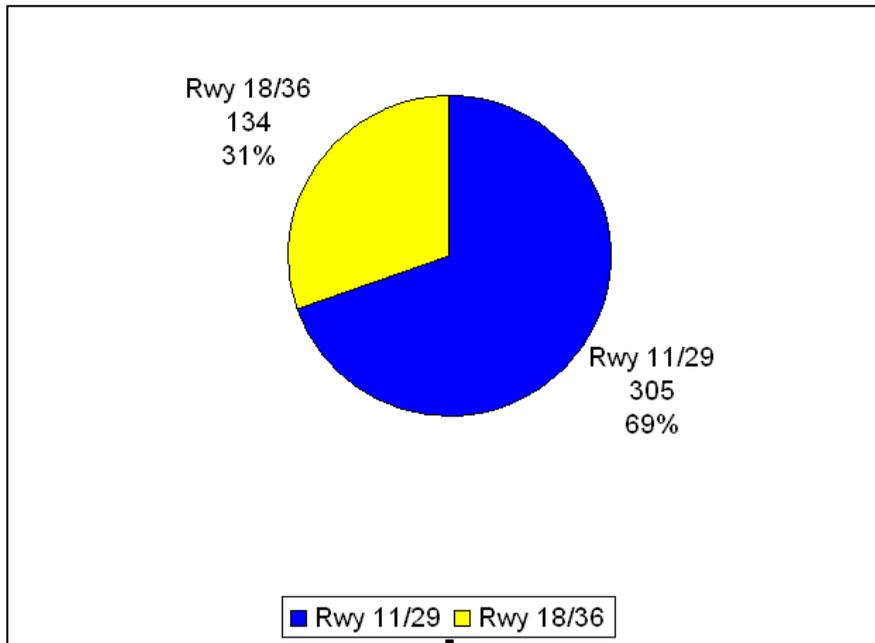


- (6) PWM works with FedEx to demand their support to request and accept CASCO SID – **DONE**
- (7) ATC will initiate design of GPS-based RNAV STAR to Rwy 29 (instrument overlay to the Harbor Visual approach). **DONE**



- **NA-3-** Reduce early left turns after takeoff from Rwy 29
 - **(8)** PWM publish a voluntary noise abatement departure procedure in order to keep aircraft on a straight-out departure heading until 5 nm from take off.
 - **UPDATE: Portland Four departure – used for Rwy 29, 18/36 straight out departure until ATC assigns a vector**
 - **Question for ATC – does ATC vector aircraft prior to 5 nm?**
- **NA-4-** FedEx Ops (see Slide 10)
 - **(9)** PWM staff, FedEx, & ATC work to increase use of CASCO SIDs.
 - **Maximize 727 ops using 29 departures - DONE**
 - If Rwy 29 unavailable, for take-off, maximize use of Rwy11 for landing
 - If departures from Rwy 11 are necessary, use CASCO SID for all 727 ops
 - **No 727 should use Rwy 18-36 for landing or take-off except in emergencies - DONE**

NA-4: FEDERAL EXPRESS RUNWAY USAGE Jul - Sep 2009



- **NA-5-** Preferential runway use of 11/29 over 18/36. (see Slide12)
 - **(10)** ATC should change SOP PWM 7110.4 to be consistent with national standards –
 - **UPDATE – Question for ATC ?**
 - **(11)** PWM will publicize use of Rwy 11-29 through informational meetings, brochures, airfield signs, posters in flight planning.ops rooms and follow-up with operators- In Process
 - PWM will order 3 additional airfield noise abatement signs
 - PWM will enhance the Noise Information web page (FAQ's)
 - PWM will publish and distribute a Noise Abatement brochure/poster
 - PWM will advise pilots seeking badges of Noise Abatement policy
 - PWM will publish and distribute Real Estate noise abatement tips
 - PWM will assist planning boards with noise compatibility planning
 - PWM will attend ATC meetings to discuss PWM Noise Abatement policy



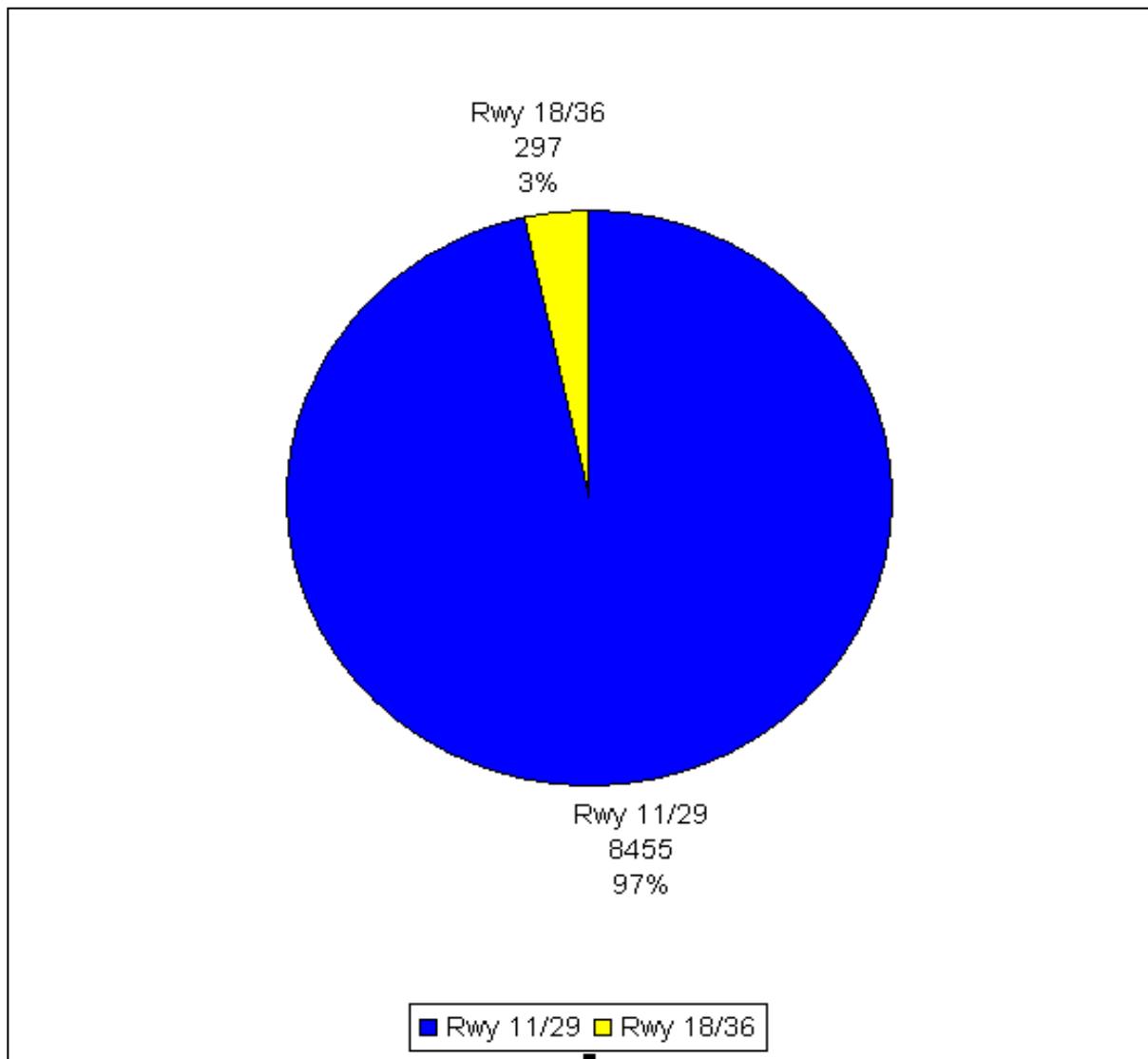
**PORTLAND INTERNATIONAL JETPORT
NOISE ABATEMENT POSTER**



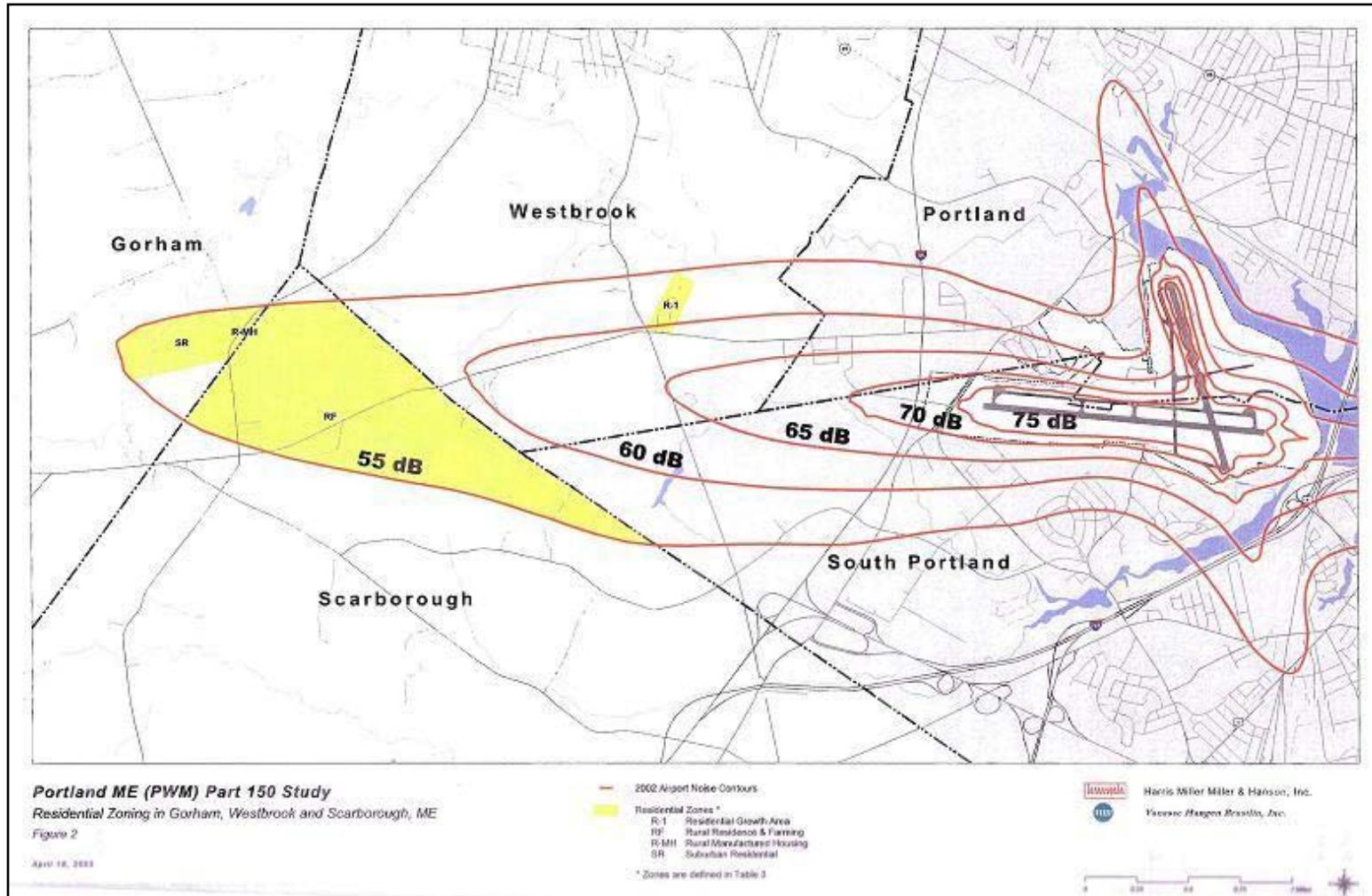
WWW.PORTLANDJETPORT.ORG

Printed October 2009

PREFERENTIAL USE RUNWAY USAGE (Jul - Sep 2009)



- **L-1** – PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
 - **(12)** PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
 - **UPDATE** – PWM is preparing Real Estate, Homeowner, and Airport Zoning tips and will work with the real estate and planning entities to distribute this information.



- **A-1- New flight track monitoring system – DONE**
- **A-2-** Initiate periodic calculations of Exposure metric
 - This will help determine when the NEM and the NCP need to be updated to address section 150.23.
- **A-3-** Establish engine run-up procedures.
 - **(15)** Aircraft operators will request prior permission from PWM prior to engine run-up.
 - **UPDATE: PWM established engine run-up procedures - DONE**
- **A-4 –** Continue to work with FedEx and others to encourage conformance with Noise abatement
 - **(16)** PWM continue to influence local representatives of any company operating Stage 2 or Stage 3 aircraft:
 - to use CASCO SID
 - **Follow preferential use guidance – DONE (See Slide 9)**
 - **Comply with run-up procedures - DONE**
- **A-5-** Request BNAS to curtail practice at PWM – **DONE**

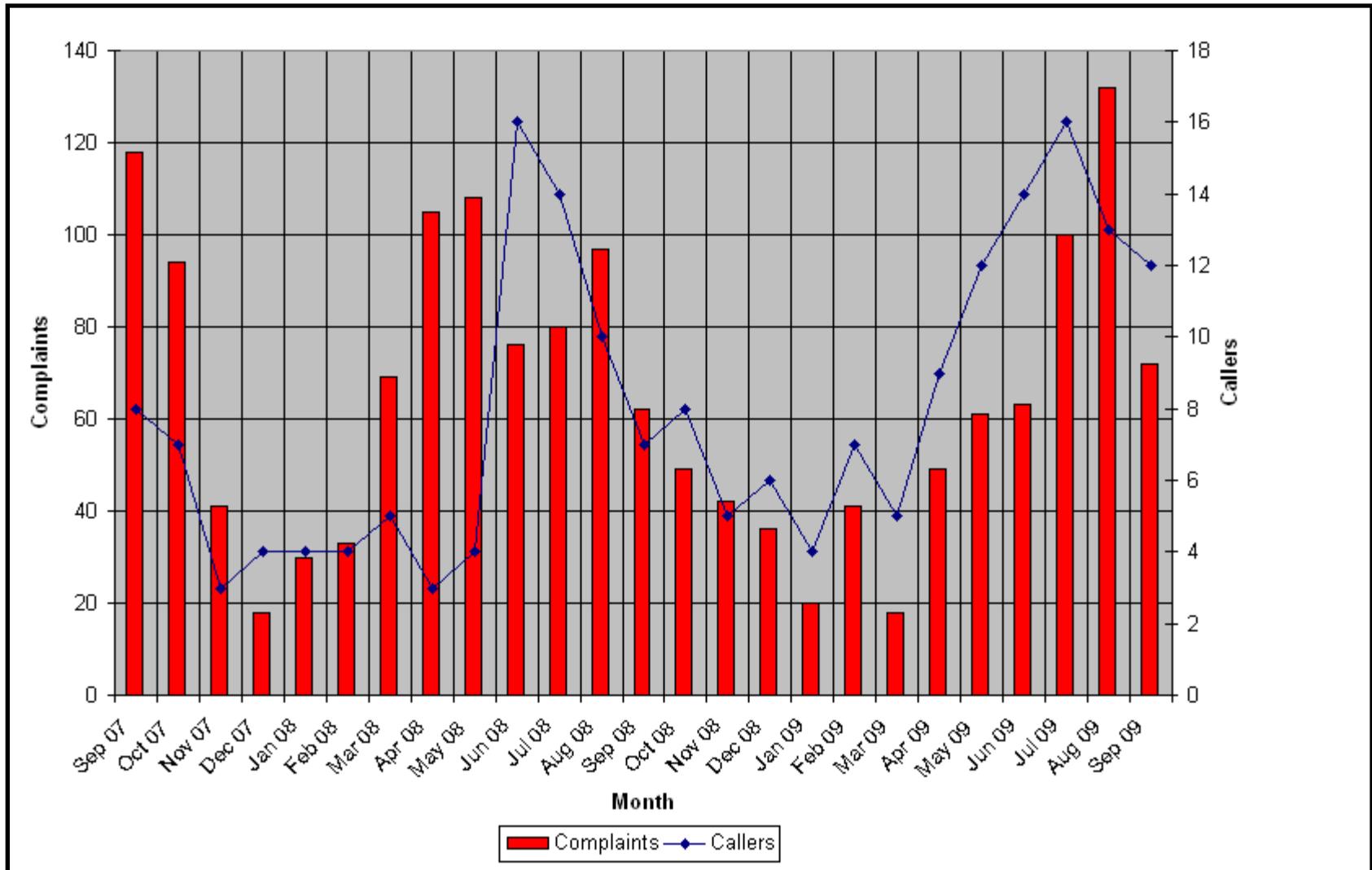
- **A-6** - Continue meetings with Noise Advisory Committee
 - **(18)** Noise Advisory Committee remains active and provides feedback to PWM on success of NCP update.
 - Noise abatement departure procedures
 - Preferential runway use program
 - Develop GPS RNAV procedures so that additional precision can be added to existing procedures
- **A -7** – Attend Periodic Meetings of local homeowner associations
 - **(19)** PWM visit homeowner associations at least annually

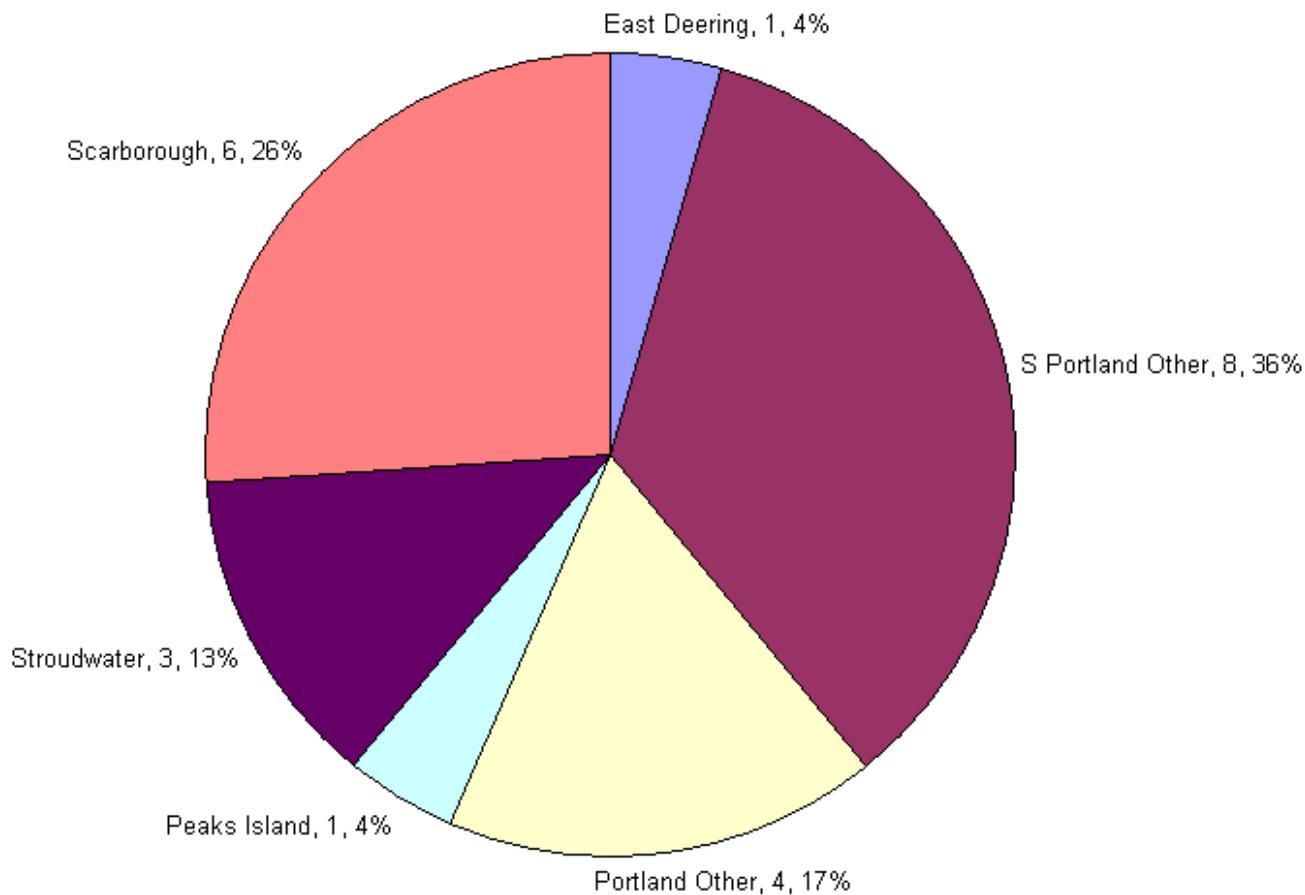
- Back Cove Neighborhood Association – date and time?
- Bayside Neighborhood Association – November 1st @ 6:00 – 8:00 pm
- Boulevard Park Association – date and time?
- Deering Center Neighborhood Association – December 13th @ 7:00 – 8:30 pm
- Deering Highlands Neighborhood Association – date and time?
- East Bayside Neighborhood Organization – November 17th @ time?
- East Deering Neighborhood Association – date and time?
- Libby Town Neighborhood Association – date and time?
- Munjoy Hill Neighborhood Association – November 9th @ time?
- Nason's Corner Neighborhood Association - ?

NEIGHBORHOOD ASSOCIATION MEETING DATES

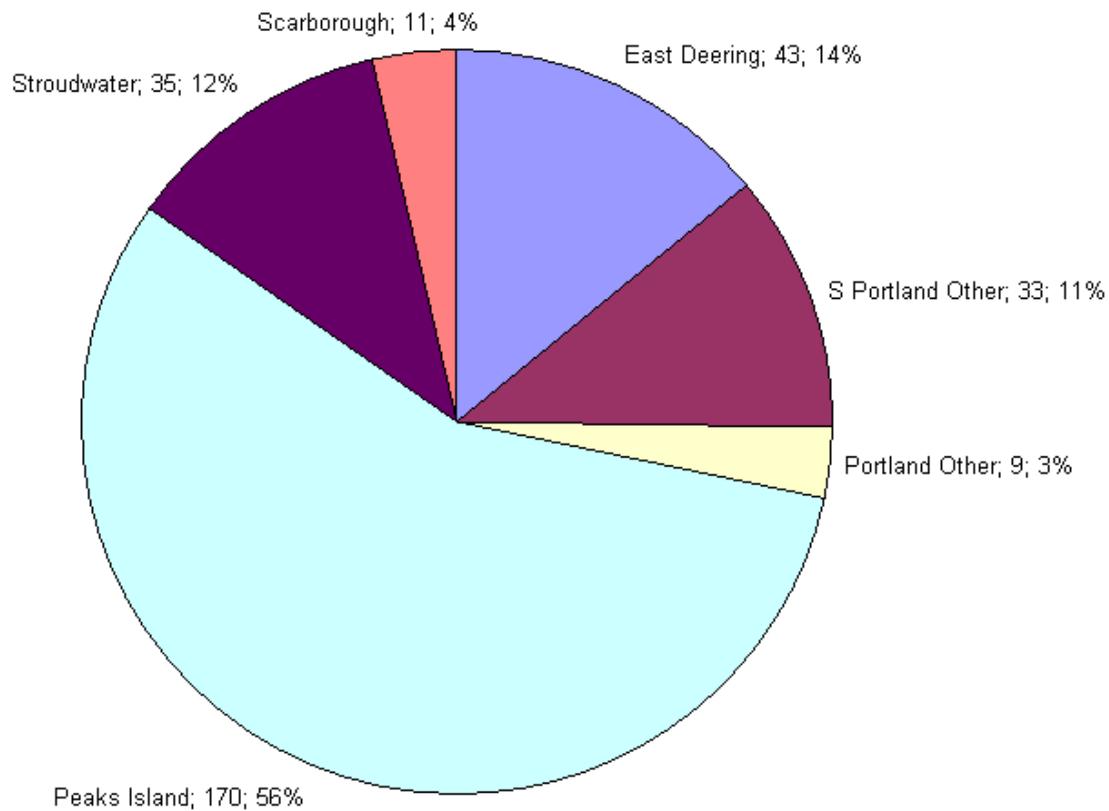
- North Deering Neighborhood Association – January 5th - time?
- Parkside Neighborhood Association – November 10th @ 7:00 pm
- Peaks Island Council – date and time?
- Riverton Community Association – date and time?
- St. John Valley Neighborhood Association – date and time?
- Stroudwater Village Association – date and time?
- University Neighborhood Organization – November 12th @ 7:00 pm
- Western Promenade Neighborhood Association – date and time?
- West End Neighborhood Association – November 18th @ 6:30 pm
- Woodfords-Oakdale Neighborhood Association – date and time?

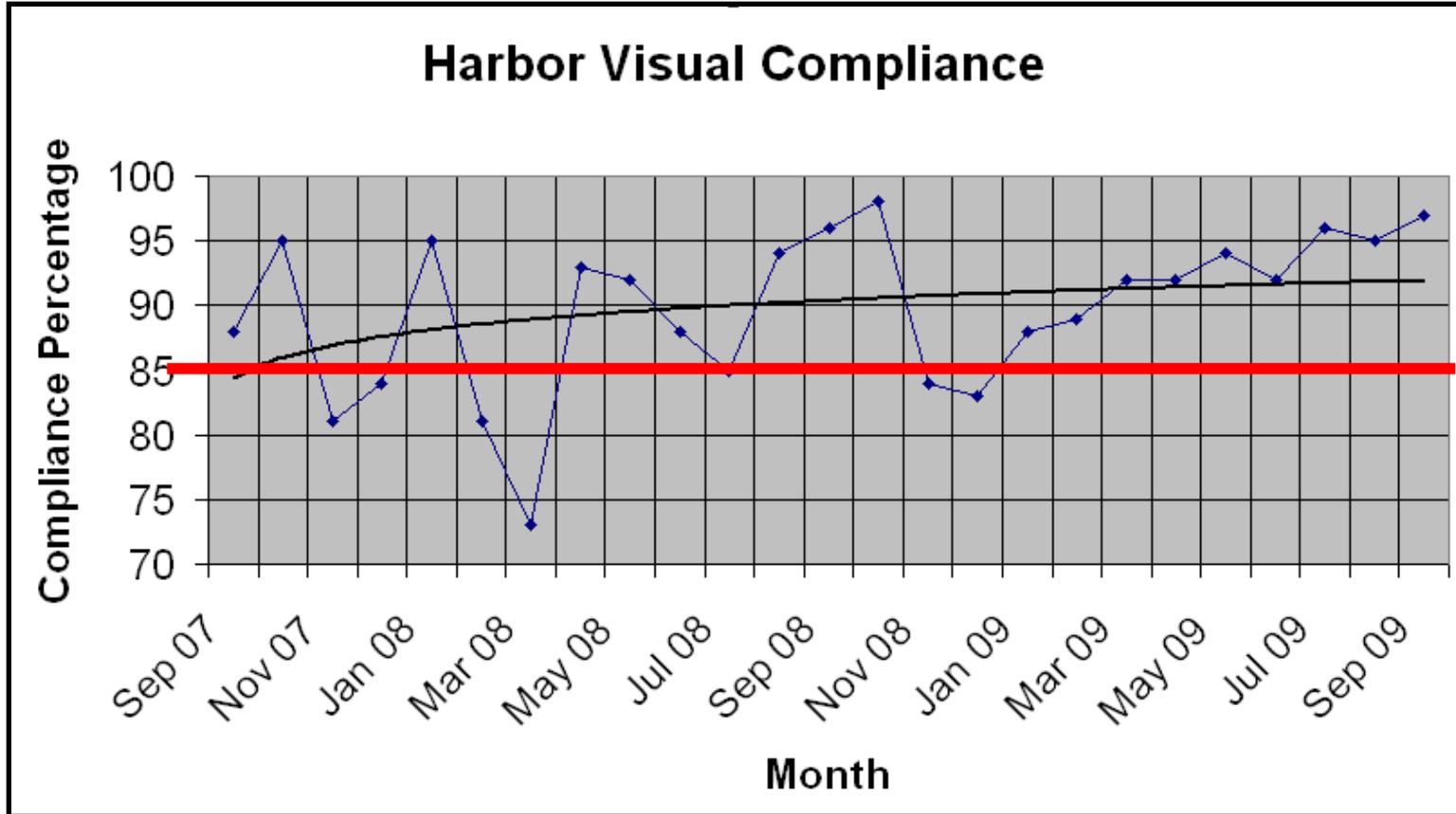
- Advise PWM of upcoming neighborhood meetings
- Assist in land-use compliance issues
- Contact the real estate agencies to incorporate deed covenants about noise
- Attend NAC meetings
- Review PWM's Noise Abatement Program periodically for substantial changes or updates to conditions.





PWM NOISE STATISTICS - Calls per Neighborhood





Average Compliance of all Airlines

July - Sep 2009: 95.99%

- Question: What is the schedule for moving forward with PWM's Noise Abatement Program?
 - Answer: PWM will provide a schedule at the next meeting
- Question: What is the process for updating the Noise Abatement Plan and the Noise Contour map?
 - Answer: PWM has contacted the FAA who is looking into purchasing an Integrated Noise Modeling System that airports can use. An update to the Noise Abatement Plan is an 'administrative' one and the FAA does not provide financial assistance for it. PWM would initiate, fund, and complete a Noise Abatement Plan update.



THANK YOU

February 10, 2010

6:00 pm – 7:30 pm

Portland Jetport Main Conference Room