

PWM NOISE ADVISORY COMMITTEE MEETING

June 6, 2024

Zoom Webinar Meeting link:

<https://portlandmaine->

[gov.zoom.us/j/86831716355?pwd=MHVVZIR6SHRic240TC9PNEVaaUU3Zz09](https://portlandmaine.gov.zoom.us/j/86831716355?pwd=MHVVZIR6SHRic240TC9PNEVaaUU3Zz09)

Passcode: 352408

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AGENDA: NAC JUNE 6, 2024

1. Welcome and Introductions
2. Opening Questions / Public Comment (15 minutes)
3. Approval of the Minutes for the January 25, 2024 and April 24, 2024 Meetings
4. Review of Passenger Stats & Q3/Q4 Operations Levels
5. Review of Flight Discrepancies Captured by the Excel Model presented at our April Meeting
6. Update on the Taxiway A Reconstruction Project
7. Update on the proposed overlay of the Harbor Visual Approach (HVA) procedure and replacement of the RNAV Visual Special approach
8. Closing Questions / Public Comment
9. Next Meeting Date: The next meeting will be Thursday, October 10, 2024 at 6:00 pm
10. 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 (Deborah Napier representing SNA tonight)	President of Western Promenade or Designee Dr. Jeremy Morton
South Portland City Councilor or Representative Councilor Natalie West	South Portland Resident Representative Julie Shane
Westbrook City Councilor or Representative 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 Timothy Bryan, United Ground Express; Kristean Jacobs, G2 for Southwest
Gorham Town Councilor or Representative Councilor Lee Pratt, Gorham Council Vice Chairman	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. APPROVAL OF MEETING MINUTES

- Approval of the Minutes for the [January 25, 2024](#) and [April 24, 2024](#) Meetings.

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
1/25/2024	6:00 PM	7:15 PM	TBD	6:00 PM	K. Glidden I. Meriwether P. Bradbury	PWM

Attended By	Absent
Tom Ainsworth – Stroudwater Neighborhood Association	Regina Phillips – Portland City Councilor/NAC Chair
Mike Foley – Westbrook Mayor	Susan Gillis – Cape Elizabeth Town Councilor
Mike Wood – Scarborough Representative	Natalie West – South Portland Councilor/Rep.
Tim Bryan – United Airlines	
Ann Pringle – RNAV Planning Subcommittee	
Julie Shane – NAC Working Group Citizen Rep. & Incoming South Portland NAC Rep.	
Jennifer Lavanture – Peaks Island Resident Rep.	
David Wakelin – South Portland Resident Rep.	
Lee Pratt – Gorham Town Council Rep.	
Mark Collins – FAA Air Traffic Manager	
Steve Dalzell- FedEx Rep	
Dr. Jeremy Morton – Western (joined at 6:26)	
PWM Representatives	
Paul Bradbury – Airport Director	
Katherine Glidden – Customer Experience Manager	
Ian Meriwether-Chalfant – Airport Operations Supervisor	
Non-Member Public Attendees	
Deborah Napier, SNA	
Basil Klosteridis, Peaks	
Vicki Flanagan, Peaks	
FAA Representatives	
Ken Knopp – FAA Deputy Regional Administrator	
Lisa Orff – ATCT Staff Support	

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
4/24/2024	6:00 PM	7:15 PM	TBD	6:00 PM	K. Glidden I. Meriwether P. Bradbury Z. Sundquist	PWM

Attended By	Absent
Tom Ainsworth – Stroudwater Neighborhood Association	Susan Gillis – Cape Elizabeth Town Councilor
Michael Wood – Scarborough Representative	Natalie West – South Portland Councilor/Rep.
Julie Shane – South Portland Representative	Mike Foley – Westbrook Representative
Jennifer Lavanture – Peaks Island Resident Rep.	Tim Bryan – United Airlines
Kristean Jacobs - G2 Station Manager	
Mark Collins – FAA Air Traffic Manager	
Steve Dalzell- FedEx Cargo Representative	
Dr. Jeremy Morton – Western Promenade Representative	
Regina Phillips – Chair, Portland City Councilor	
PWM Representatives	
Paul Bradbury – Airport Director	
Katherine Glidden – Customer Experience Manager	
Ian Meriwether-Chalfant – Airport Operations Supervisor	

4. REVIEW PASSENGER STATS: 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										
Change ENP YOY	4.0%	23.9%	12.0%	7.4%										
Change ENP vs 2019	-18.4%	0.7%	-6.9%	-8.0%										
Cap 24	76,045	76,712	87,485	83,642	101,046	163,791	182,106	183,242	180,292	165,262	112,030	101,992	1,513,645	
LF 24	69.6%	86.2%	82.2%	86.2%										
Cap 23	79,965	75,946	81,926	84,024	92,675	148,288	161,029	158,471	153,243	140,354	89,089	82,998	1,348,008	
LF 23	63.6%	70.3%	78.4%	79.9%	86.3%	77.9%	85.1%	90.3%	81.3%	90.7%	88.2%	81.4%	82.3%	
Change CAP 23/24	-4.9%	1.0%	6.8%	-0.5%	9.0%	10.5%	13.1%	15.6%	17.7%	17.7%	25.8%	22.9%	12.3%	
Change Cap 19/24	-14.3%	-5.0%	-3.8%	-9.1%	-2.7%	34.6%	32.4%	28.6%	42.0%	35.0%	20.4%	12.6%	17.2%	

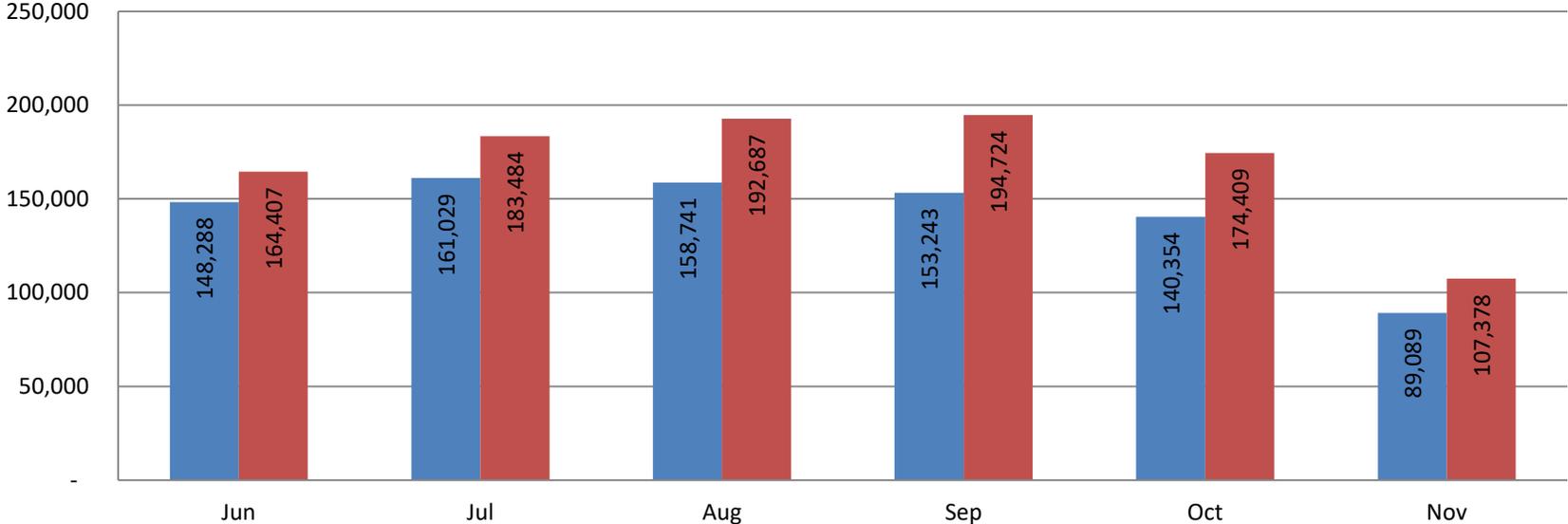


Record Month

4. PASSENGER STATISTICS – AVAILABLE SEATS JUNE - NOVEMBER 2024

Available Seats

Updated 6/2/2024



Outbound Capacity is up **166,345** seats over the next six months. This is an increase of **+19.6%** year-over-year.

	Jun	Jul	Aug	Sep	Oct	Nov	
2023	148,288	161,029	158,741	153,243	140,354	89,089	850,744
2024	164,407	183,484	192,687	194,724	174,409	107,378	1,017,089
Last Week	164,407	184,032	192,610	194,641	174,417	107,378	1,017,485
Change 23/24	16,119	22,455	33,946	41,481	34,055	18,289	166,345
%	10.9%	13.9%	21.4%	27.1%	24.3%	20.5%	19.6%

4. APRIL – JUNE (Q2) CHANGES 2024 VS 2019

Travel Period		Q2 of 2024		Q2 of 2019			Diff		Percent Diff	
Orig	Aircraft Type	Flights	Seats	Flights	Seats	ASMs	Flights	Seats	Flights	Seats
PWM	A220-300	167	23,062	0	0	0	167	23,062		
PWM	A319	394	50,560	223	28,616	22,272,368	171	21,944	76.7%	76.7%
PWM	A320	4	600	168	27,904	28,466,056	(164)	(27,304)	(97.6%)	(97.8%)
PWM	A320neo	122	22,692	0	0	0	122	22,692		
PWM	A321	184	35,307	46	10,580	13,111,150	138	24,727	300.0%	233.7%
PWM	A321neo	18	4,056	0	0	0	18	4,056		
PWM	B717-200	2	220	77	8,470	5,657,960	(75)	(8,250)	(97.4%)	(97.4%)
PWM	B737-700 Passenger	118	14,868	60	7,560	2,690,352	58	7,308	96.7%	96.7%
PWM	B737-700 Winglets Pax/BBJ1	73	10,439	287	41,041	18,741,008	(214)	(30,602)	(74.6%)	(74.6%)
PWM	B737-800 Passenger	18	3,268	0	0	0	18	3,268		
PWM	B737-800 Winglets Pax/BBJ2	135	23,625	1	175	79,100	134	23,450	13400.0%	13400.0%
PWM	B737-900 Passenger	32	5,760	0	0	0	32	5,760		
PWM	B737-Max 8 Passenger	134	23,396	5	875	395,500	129	22,521	2580.0%	2573.8%
PWM	CRJ	0	0	508	25,400	11,974,700	(508)	(25,400)	(100.0%)	(100.0%)
PWM	CRJ-200	0	0	18	888	1,131,094	(18)	(888)	(100.0%)	(100.0%)
PWM	CRJ-550	105	5,250	0	0	0	105	5,250		
PWM	CRJ-700	78	5,070	181	12,466	7,855,278	(103)	(7,396)	(56.9%)	(59.3%)
PWM	CRJ-900	287	21,746	391	29,716	11,541,360	(104)	(7,970)	(26.6%)	(26.8%)
PWM	E-170	126	8,787	157	10,966	5,980,200	(31)	(2,179)	(19.7%)	(19.9%)
PWM	E-175	700	53,200	626	47,576	21,440,816	74	5,624	11.8%	11.8%
PWM	E-175 Enhanced Winglets	374	27,218	8	608	359,936	366	26,610	4575.0%	4376.6%
PWM	E-190	40	4,176	53	5,300	1,452,200	(13)	(1,124)	(24.5%)	(21.2%)
PWM	E-195 and Legacy 1000	22	2,728	0	0	0	22	2,728		
PWM	ERJ-140	0	0	117	5,148	1,389,960	(117)	(5,148)	(100.0%)	(100.0%)
PWM	ERJ-145	56	2,800	239	11,950	4,808,600	(183)	(9,150)	(76.6%)	(76.6%)
PWM	ERJ135/ ERJ140/ ERJ145	11	550	428	21,400	7,390,100	(417)	(20,850)	(97.4%)	(97.4%)
PWM	MD-88	0	0	117	17,433	17,903,691	(117)	(17,433)	(100.0%)	(100.0%)
PWM	MD-90	0	0	22	3,476	3,569,852	(22)	(3,476)	(100.0%)	(100.0%)
	TOTAL	3,200	349,378	3,732	317,548	188,211,281	(532)	31,830	(14.3%)	10.0%

4. APRIL – JUNE (Q2) CHANGES 2024 VS 2023

Travel Period		Q2 of 2024		Q2 of 2023		Diff		Percent Diff	
Orig	Aircraft Type	Flights	Seats	Flights	Seats	Flights	Seats	Flights	Seats
PWM	A220-300	167	23,062	13	1,781	154	21,281	1184.6%	1194.9%
PWM	A319	394	50,560	275	35,114	119	15,446	43.3%	44.0%
PWM	A320	4	600	122	18,752	(118)	(18,152)	(96.7%)	(96.8%)
PWM	A320neo	122	22,692	13	2,418	109	20,274	838.5%	838.5%
PWM	A321	184	35,307	95	18,690	89	16,617	93.7%	88.9%
PWM	A321neo	18	4,056	5	1,200	13	2,856	260.0%	238.0%
PWM	B717-200	2	220	52	5,720	(50)	(5,500)	(96.2%)	(96.2%)
PWM	B737-700 Passenger	118	14,868	53	6,678	65	8,190	122.6%	122.6%
PWM	B737-700 Winglets Pax/BBJ1	73	10,439	63	9,009	10	1,430	15.9%	15.9%
PWM	B737-800 Passenger	18	3,268	129	21,598	(111)	(18,330)	(86.0%)	(84.9%)
PWM	B737-800 Winglets Pax/BBJ2	135	23,625	132	23,100	3	525	2.3%	2.3%
PWM	B737-900 Passenger	32	5,760	125	22,492	(93)	(16,732)	(74.4%)	(74.4%)
PWM	B737-Max 8 Passenger	134	23,396	132	22,884	2	512	1.5%	2.2%
PWM	B737-Max 9 Passenger	0	0	8	1,432	(8)	(1,432)	(100.0%)	(100.0%)
PWM	CRJ-550	105	5,250	20	1,000	85	4,250	425.0%	425.0%
PWM	CRJ-700	78	5,070	9	585	69	4,485	766.7%	766.7%
PWM	CRJ-900	287	21,746	582	43,404	(295)	(21,658)	(50.7%)	(49.9%)
PWM	E-170	126	8,787	315	21,800	(189)	(13,013)	(60.0%)	(59.7%)
PWM	E-175	700	53,200	293	22,268	407	30,932	138.9%	138.9%
PWM	E-175 Enhanced Winglets	374	27,218	235	17,248	139	9,970	59.1%	57.8%
PWM	E-190	40	4,176	199	20,052	(159)	(15,876)	(79.9%)	(79.2%)
PWM	E-195 and Legacy 1000	22	2,728	13	1,612	9	1,116	69.2%	69.2%
PWM	ERJ-145	56	2,800	93	4,650	(37)	(1,850)	(39.8%)	(39.8%)
PWM	ERJ135/ ERJ140/ ERJ145	11	550	30	1,500	(19)	(950)	(63.3%)	(63.3%)
TOTAL		3,200	349,378	3,006	324,987	194	24,391	6.5%	7.5%

4. JULY – SEPTEMBER (Q3) CHANGES 2024 VS 2019

Orig	Travel Period Aircraft Type	Q3 of 2024		Q3 of 2019		Diff			Percent Diff	
		Flights	Seats	Flights	Seats	Flights	Seats	ASMs	Flights	Seats
PWM	A220-300	241	33,374	0	0	241	33,374	21,197,325		
PWM	A319	449	57,444	365	46,864	84	10,580	(5,229,040)	23.0%	22.6%
PWM	A320	32	4,800	197	33,270	(165)	(28,470)	(26,800,074)	(83.8%)	(85.6%)
PWM	A320neo	209	38,874	0	0	209	38,874	31,428,234		
PWM	A321	393	74,854	13	2,990	380	71,864	66,092,648	2923.1%	2403.5%
PWM	A321neo	10	1,960	0	0	10	1,960	1,591,520		
PWM	B717-200	7	770	107	11,770	(100)	(11,000)	(6,691,300)	(93.5%)	(93.5%)
PWM	B737-700 Passenger	161	20,286	91	11,466	70	8,820	6,710,256	76.9%	76.9%
PWM	B737-700 Winglets Pax/BBJ1	210	30,030	381	54,483	(171)	(24,453)	(8,825,960)	(44.9%)	(44.9%)
PWM	B737-800 Passenger	153	26,458	26	4,316	127	22,142	35,045,584	488.5%	513.0%
PWM	B737-800 Winglets Pax/BBJ2	275	48,125	14	2,450	261	45,675	24,714,025	1864.3%	1864.3%
PWM	B737-900 Passenger	92	16,560	0	0	92	16,560	18,812,160		
PWM	B737-Max 8 Passenger	96	16,314	0	0	96	16,314	14,009,585		
PWM	Cessna	0	0	52	468	(52)	(468)	(44,460)	(100.0%)	(100.0%)
PWM	CRJ	0	0	368	18,400	(368)	(18,400)	(5,421,600)	(100.0%)	(100.0%)
PWM	CRJ-100	0	0	1	50	(1)	(50)	(61,900)	(100.0%)	(100.0%)
PWM	CRJ-200	0	0	37	1,850	(37)	(1,850)	(2,350,300)	(100.0%)	(100.0%)
PWM	CRJ-550	5	250	0	0	5	250	71,000		
PWM	CRJ-700	5	325	247	17,231	(242)	(16,906)	(8,264,576)	(98.0%)	(98.1%)
PWM	CRJ-900	692	51,116	335	25,460	357	25,656	6,935,536	106.6%	100.8%
PWM	E-170	260	17,760	12	836	248	16,924	10,692,660	2066.7%	2024.4%
PWM	E-175	636	48,336	849	64,524	(213)	(16,188)	(9,824,140)	(25.1%)	(25.1%)
PWM	E-175 Enhanced Winglets	578	43,406	14	1,064	564	42,342	16,882,456	4028.6%	3979.5%
PWM	E-190	103	10,604	250	25,000	(147)	(14,396)	(3,431,504)	(58.8%)	(57.6%)
PWM	E-195 and Legacy 1000	38	4,712	0	0	38	4,712	2,968,560		
PWM	ERJ-140	0	0	63	2,772	(63)	(2,772)	(748,440)	(100.0%)	(100.0%)
PWM	ERJ-145	32	1,600	165	8,250	(133)	(6,650)	(2,879,950)	(80.6%)	(80.6%)
PWM	ERJ135/ ERJ140/ ERJ145	0	0	661	33,050	(661)	(33,050)	(12,464,800)	(100.0%)	(100.0%)
PWM	MD-88	0	0	165	24,585	(165)	(24,585)	(25,248,795)	(100.0%)	(100.0%)
PWM	MD-90	0	0	100	15,800	(100)	(15,800)	(16,226,600)	(100.0%)	(100.0%)
	TOTAL	4,677	547,958	4,513	406,949	164	141,009	122,638,110	3.6%	34.7%

4. JULY – SEPTEMBER (Q3) CHANGES 2024 VS 2023

Travel Period		Q3 of 2024		Q3 of 2023		Diff		Percent Diff	
Orig	Aircraft Type	Flights	Seats	Flights	Seats	Flights	Seats	Flights	Seats
PWM	A220-300	241	33,374	43	5,891	198	27,483	460.5%	466.5%
PWM	A319	449	57,444	460	58,822	(11)	(1,378)	(2.4%)	(2.3%)
PWM	A320	32	4,800	214	32,261	(182)	(27,461)	(85.0%)	(85.1%)
PWM	A320neo	209	38,874	29	5,394	180	33,480	620.7%	620.7%
PWM	A321	393	74,854	244	46,412	149	28,442	61.1%	61.3%
PWM	A321neo	10	1,960	0	0	10	1,960		
PWM	B717-200	7	770	129	14,190	(122)	(13,420)	(94.6%)	(94.6%)
PWM	B737-700 Passenger	161	20,286	160	20,160	1	126	0.6%	0.6%
PWM	B737-700 Winglets Pax/BBJ1	210	30,030	124	17,732	86	12,298	69.4%	69.4%
PWM	B737-800 Passenger	153	26,458	236	39,932	(83)	(13,474)	(35.2%)	(33.7%)
PWM	B737-800 Winglets Pax/BBJ2	275	48,125	213	37,275	62	10,850	29.1%	29.1%
PWM	B737-900 Passenger	92	16,560	135	24,299	(43)	(7,739)	(31.9%)	(31.8%)
PWM	B737-Max 8 Passenger	96	16,314	107	18,545	(11)	(2,231)	(10.3%)	(12.0%)
PWM	B737-Max 9 Passenger	0	0	70	12,530	(70)	(12,530)	(100.0%)	(100.0%)
PWM	CRJ-550	5	250	6	300	(1)	(50)	(16.7%)	(16.7%)
PWM	CRJ-700	5	325	1	65	4	260	400.0%	400.0%
PWM	CRJ-900	692	51,116	561	41,994	131	9,122	23.4%	21.7%
PWM	E-170	260	17,760	170	11,473	90	6,287	52.9%	54.8%
PWM	E-175	636	48,336	213	16,188	423	32,148	198.6%	198.6%
PWM	E-175 Enhanced Winglets	578	43,406	363	26,394	215	17,012	59.2%	64.5%
PWM	E-190	103	10,604	356	36,056	(253)	(25,452)	(71.1%)	(70.6%)
PWM	E-195 and Legacy 1000	38	4,712	45	5,580	(7)	(868)	(15.6%)	(15.6%)
PWM	ERJ-145	32	1,600	0	0	32	1,600		
PWM	ERJ135/ ERJ140/ ERJ145	0	0	25	1,250	(25)	(1,250)	(100.0%)	(100.0%)
	TOTAL	4,677	547,958	3,904	472,743	773	75,215	19.8%	15.9%

4. OCTOBER – DECEMBER (Q4) CHANGES 2024 VS 2019

Travel Period		Q4 of 2024		Q4 of 2019		Diff		Percent Diff	
Orig	Aircraft Type	Flights	Seats	Flights	Seats	Flights	Seats	Flights	Seats
PWM	A220-300	199	27,419	0	0	199	27,419		
PWM	A319	203	25,836	150	19,200	53	6,636	35.3%	34.6%
PWM	A320	27	4,050	209	35,652	(182)	(31,602)	(87.1%)	(88.6%)
PWM	A320neo	141	26,226	0	0	141	26,226		
PWM	A321	259	49,336	3	690	256	48,646	8533.3%	7050.1%
PWM	B717-200	0	0	33	3,630	(33)	(3,630)	(100.0%)	(100.0%)
PWM	B737-700 Passenger	106	13,356	36	4,536	70	8,820	194.4%	194.4%
PWM	B737-700 Winglets Pax/BBJ1	237	33,891	342	48,906	(105)	(15,015)	(30.7%)	(30.7%)
PWM	B737-800 Passenger	56	9,456	5	830	51	8,626	1020.0%	1039.3%
PWM	B737-800 Winglets Pax/BBJ2	100	17,500	4	700	96	16,800	2400.0%	2400.0%
PWM	B737-900 Passenger	27	4,860	0	0	27	4,860		
PWM	B737-Max 8 Passenger	112	19,267	0	0	112	19,267		
PWM	Cessna	0	0	368	3,312	(368)	(3,312)	(100.0%)	(100.0%)
PWM	CRJ	0	0	361	18,050	(361)	(18,050)	(100.0%)	(100.0%)
PWM	CRJ-200	0	0	27	1,350	(27)	(1,350)	(100.0%)	(100.0%)
PWM	CRJ-550	22	1,100	0	0	22	1,100		
PWM	CRJ-700	20	1,300	151	10,412	(131)	(9,112)	(86.8%)	(87.5%)
PWM	CRJ-900	890	65,864	371	28,052	519	37,812	139.9%	134.8%
PWM	E-170	287	19,960	91	6,370	196	13,590	215.4%	213.3%
PWM	E-175	267	20,292	619	47,044	(352)	(26,752)	(56.9%)	(56.9%)
PWM	E-175 Enhanced Winglets	413	29,528	83	6,230	330	23,298	397.6%	374.0%
PWM	E-190	12	1,296	43	4,283	(31)	(2,987)	(72.1%)	(69.7%)
PWM	ERJ-145	192	9,600	277	13,850	(85)	(4,250)	(30.7%)	(30.7%)
PWM	ERJ135/ ERJ140/ ERJ145	58	2,900	606	30,300	(548)	(27,400)	(90.4%)	(90.4%)
PWM	MD-90	0	0	143	22,594	(143)	(22,594)	(100.0%)	(100.0%)
TOTAL		3,628	383,037	3,922	305,991	(294)	77,046	(7.5%)	25.2%

4. OCTOBER – DECEMBER (Q4) CHANGES 2024 VS 2023

Travel Period		Q4 of 2024		Q4 of 2023		Diff		Percent Diff	
Orig	Aircraft Type	Flights	Seats	Flights	Seats	Flights	Seats	Flights	Seats
PWM	A220-300	199	27,419	89	12,193	110	15,226	123.6%	124.9%
PWM	A319	203	25,836	268	34,198	(65)	(8,362)	(24.3%)	(24.5%)
PWM	A320	27	4,050	141	21,276	(114)	(17,226)	(80.9%)	(81.0%)
PWM	A320neo	141	26,226	13	2,418	128	23,808	984.6%	984.6%
PWM	A321	259	49,336	215	41,775	44	7,561	20.5%	18.1%
PWM	A321neo	0	0	25	6,000	(25)	(6,000)	(100.0%)	(100.0%)
PWM	B737-700 Passenger	106	13,356	104	13,104	2	252	1.9%	1.9%
PWM	B737-700 Winglets Pax/BBJ1	237	33,891	112	16,016	125	17,875	111.6%	111.6%
PWM	B737-800 Passenger	56	9,456	93	16,311	(37)	(6,855)	(39.8%)	(42.0%)
PWM	B737-800 Winglets Pax/BBJ2	100	17,500	88	15,400	12	2,100	13.6%	13.6%
PWM	B737-900 Passenger	27	4,860	20	3,580	7	1,280	35.0%	35.8%
PWM	B737-Max 8 Passenger	112	19,267	94	16,333	18	2,934	19.1%	18.0%
PWM	CRJ-550	22	1,100	134	6,700	(112)	(5,600)	(83.6%)	(83.6%)
PWM	CRJ-700	20	1,300	35	2,315	(15)	(1,015)	(42.9%)	(43.8%)
PWM	CRJ-900	890	65,864	762	57,528	128	8,336	16.8%	14.5%
PWM	E-170	287	19,960	57	3,800	230	16,160	403.5%	425.3%
PWM	E-175	267	20,292	58	4,408	209	15,884	360.3%	360.3%
PWM	E-175 Enhanced Winglets	413	29,528	388	28,138	25	1,390	6.4%	4.9%
PWM	E-190	12	1,296	37	3,700	(25)	(2,404)	(67.6%)	(65.0%)
PWM	E-195 and Legacy 1000	0	0	27	3,348	(27)	(3,348)	(100.0%)	(100.0%)
PWM	ERJ-145	192	9,600	77	3,850	115	5,750	149.4%	149.4%
PWM	ERJ135/ ERJ140/ ERJ145	58	2,900	1	50	57	2,850	5700.0%	5700.0%
	TOTAL	3,628	383,037	2,838	312,441	790	70,596	27.8%	22.6%

4. FLIGHT CHANGES DURING NOISE SENSITIVE HOURS

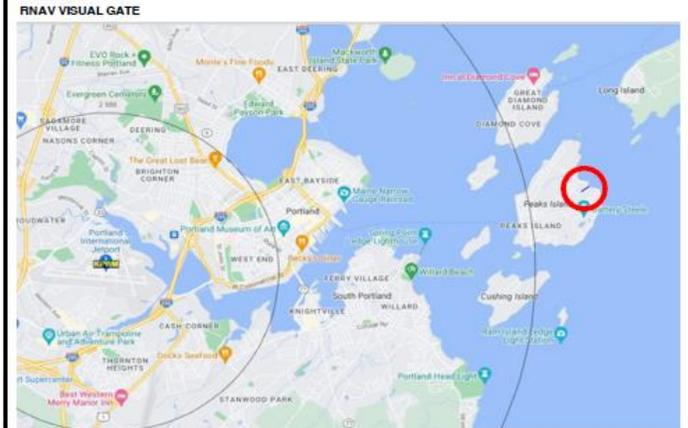
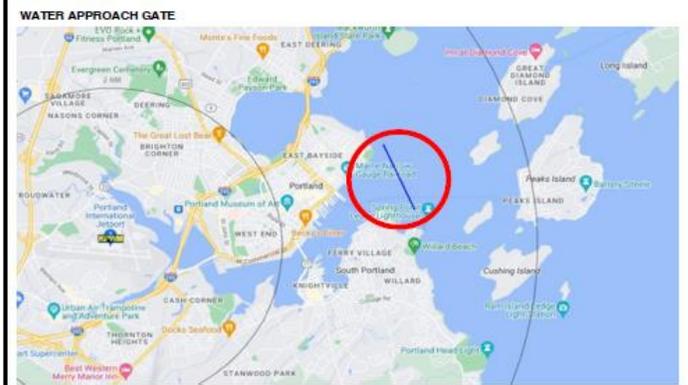
	Scheduled Operations in Noise Sensitive Hours (10p-7a)					
	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024
Departures	250	268	305	318	343	307
Arrivals	239	223	261	296	294	270
Operations	489	491	566	614	637	577
12MRA	6,446	6,342	6,356	6,424	6,477	6,460
	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019
Departures	231	307	328	354	360	273
Arrivals	225	291	355	362	336	255
Operations	456	598	683	716	696	528
12MRA	6,291	6,342	6,487	6,600	6,721	6,733
	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023
Departures	290	329	323	317	323	329
Arrivals	259	266	229	229	261	265
Operations	549	595	552	546	584	594
12MRA	5,448	5,679	5,865	6,016	6,254	6,394

% Change 2024 v 2019	Apr	May	Jun	Jul	Aug	Sep
Departures	8.2%	-12.7%	-7.0%	-10.2%	-4.7%	12.5%
Arrivals	6.2%	-23.4%	-26.5%	-18.2%	-12.5%	5.9%
Operations	7.2%	-17.9%	-17.1%	-14.2%	-8.5%	9.3%
12MRA	2.5%	0.0%	-2.0%	-2.7%	-3.6%	-4.1%
% Change 2024 v 2023	Apr	May	Jun	Jul	Aug	Sep
Departures	-13.8%	-18.5%	-5.6%	0.3%	6.2%	-6.7%
Arrivals	-7.7%	-16.2%	14.0%	29.3%	12.6%	1.9%
Operations	-10.9%	-17.5%	2.5%	12.5%	9.1%	-2.9%
12MRA	18.3%	11.7%	8.4%	6.8%	3.6%	1.0%

	Scheduled Operations in Noise Sensitive Hours (10p-7a)						
	April	May	June	July	August	September	
2024	489	491	566	614	637	577	3,374
2023	549	595	552	546	584	594	3,420
2019	456	598	683	716	696	528	3,677
2008	640	621	668	694	690	664	3,977

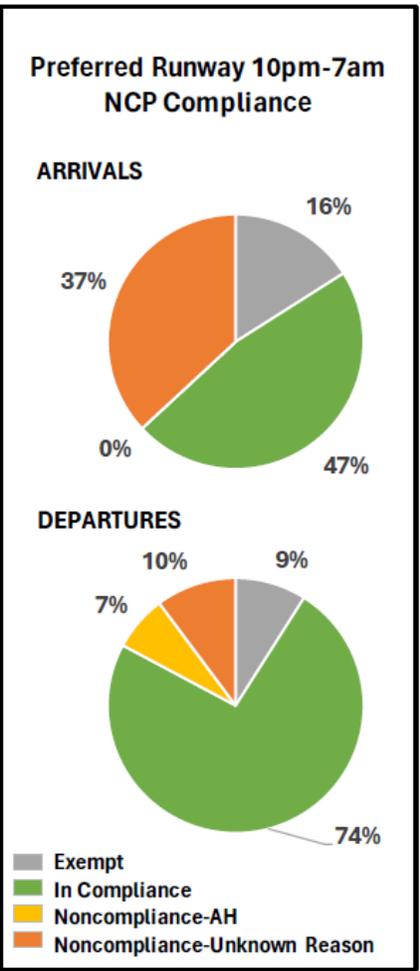
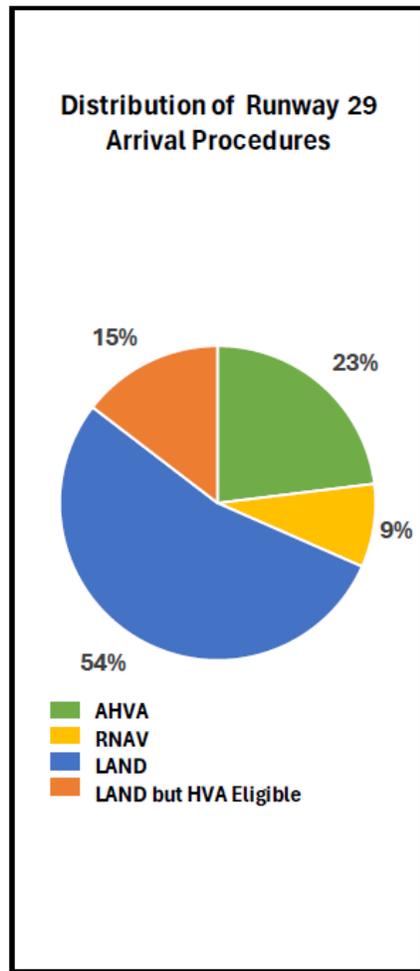
5. REVIEW OF APRIL 2024 FLIGHT DISCREPANCIES CAPTURED BY EXCEL MODEL

NCP COMPLIANCE REPORTS		
	Dates included In	from to
	YTD Graphs	1/1/24 4/30/24
	Detail Reports	4/15/24 4/30/24
Daily Compliance Summary		
	Month beginning	4/1/24
REPORT CATEGORY	EXCEL TAB NAME	REPORT NAME
STATS	CHARTS-YTD CHARTS-MONTHLY DAILY COMPLIANCE SUMMARY	YTD Review of Noise Mitigation Measures Monthly Review of Noise Mitigation Measures Preferred Runway 10pm-7am Noise Compatibility Compliance Water Approach Daily NCP Compliance
NSH	NSH NONCOMPLIANT AH PRIMARY NSH NONCOMPLIANT UNKNOWN REASON NSH OPERATOR SUMMARY	10pm-7am Flight Noncompliance Subset 10pm-7am Flight Noncompliance Subset (FOR TOWER REVIEW) 10pm-7am Flight Activity by Operator
RWY 29	AHVA NONCOMPLIANT RNAV Visual-HVA ELIGIBLE OPERATOR RWY29A SUMMARY	LAND Approach When Conditions Right for HVA (FOR TOWER REVIEW) RNAV Visual Approach When Conditions Right for HVA Analysis of Runway 29 Arrivals by Operator
MISC	RUNWAY 18/36 DAILY RUNWAY SUMMARY	Runway 18/36 Flight Detail Total Daily Flights by Runway and Operation



YTD Review of Noise Mitigation Measures

CHARTS - YTD Date Range 1/1/24 to 4/30/24

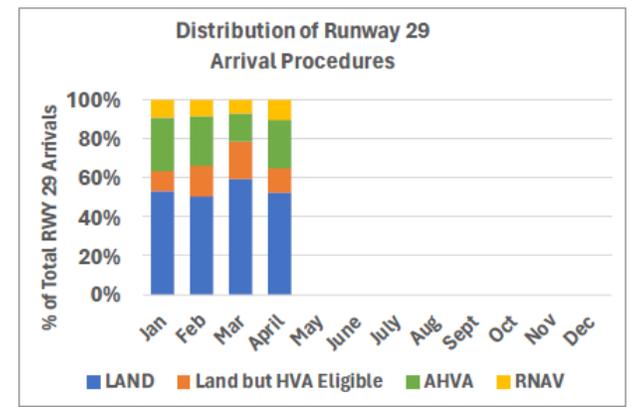
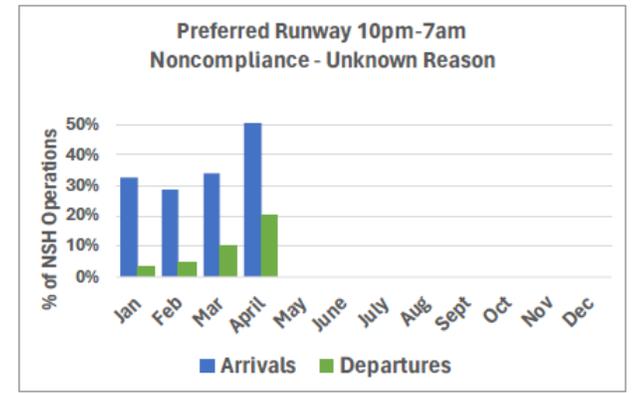


Number of Flights

2,040 Arrivals on RWY29	902 Arrivals
	914 Departures

Monthly Review of Noise Mitigation Measures

CHARTS - MONTHLY Date Range 1/1/24 to 4/30/24



Monthly Total Flights	10pm-7am		Arrivals on RWY29
	Arrivals	Departures	
January	63	8	601
February	60	11	516
March	86	24	521
April	124	50	402
May			
June			
July			
August			
September			
October			
November			
December			

6. UPDATE ON TAXIWAY A RECONSTRUCTION PROJECT

Project Stats:

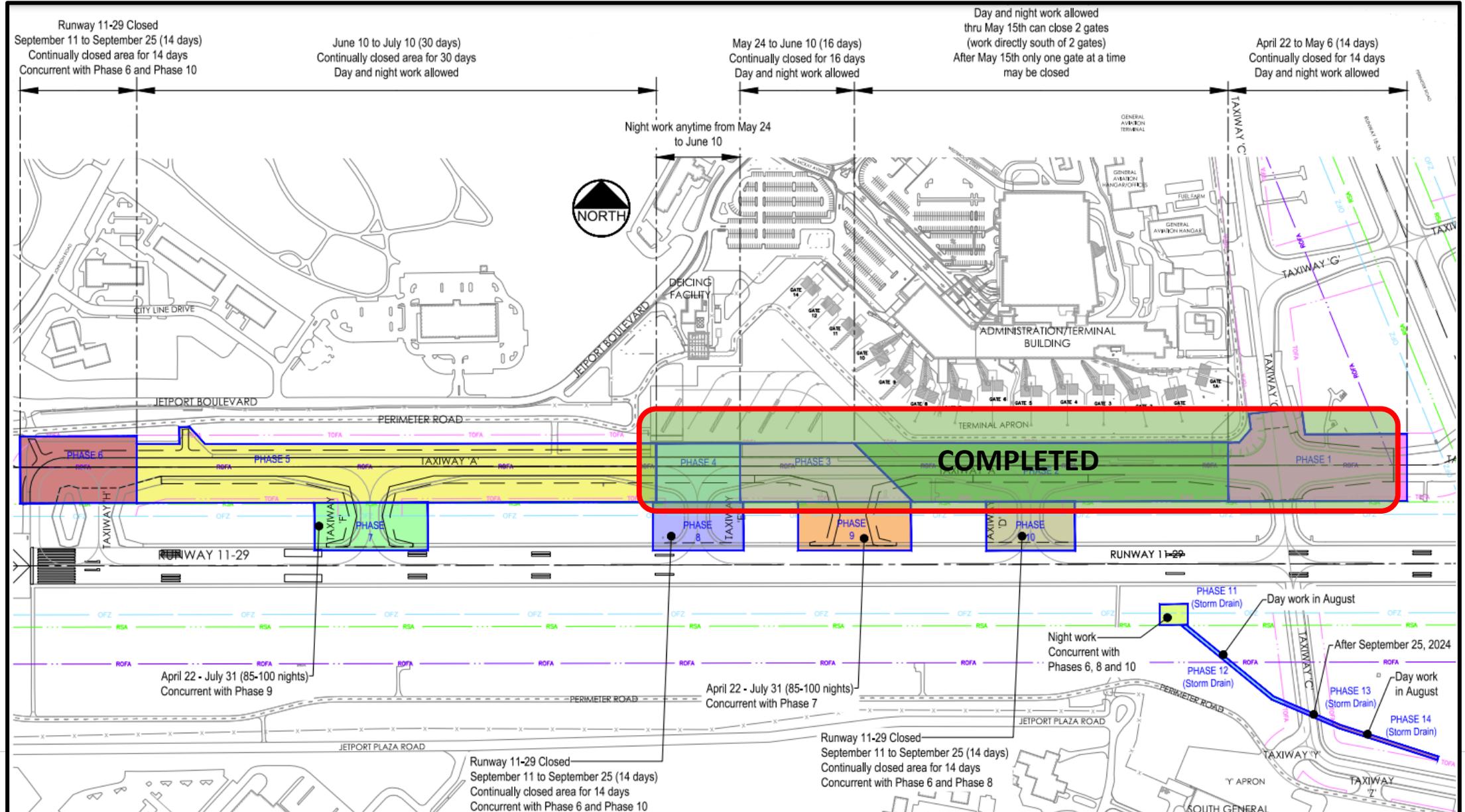
- Reduces Impervious Area by 0.01 Acres through the removal of two stub taxiways and replacement with one.
- 70,000 Square Yards of Pavement
- 37,524 Postcards to Neighbors
- 20,000 tons of Asphalt Pavement
- 11,600 Cubic Yards of Gravel
- 60,000 Linear Feet of Electrical Wire
- 129 In-Pavement Taxiway Centerline Lights
- 24 In-Pavement Runway Guard Lights



- Night closures (10:30pm - 5:45am) of RW 11/29 for 100 nights from April 22nd – July 31st
- Full closure of RW 11/29 for 14 days from September 11 – September 25th

- Note: Phase 5 & 10 (stub taxiway removals) to be completed September 11th – 25th

6. UPDATE ON TAXIWAY A RECONSTRUCTION PROJECT



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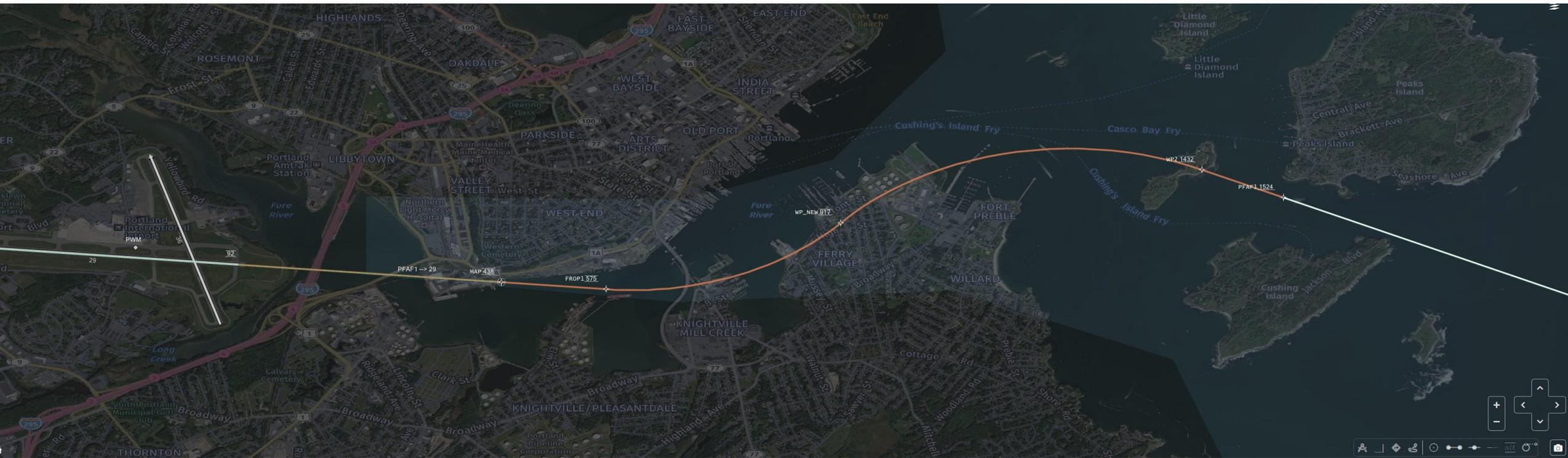


6. UPDATE ON TAXIWAY A RECONSTRUCTION PROJECT

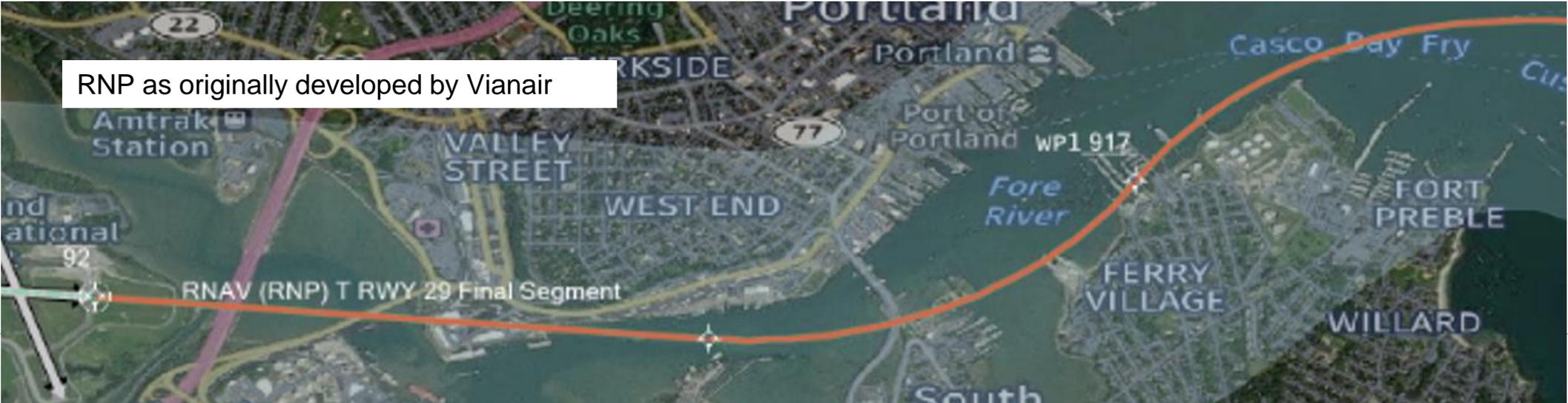
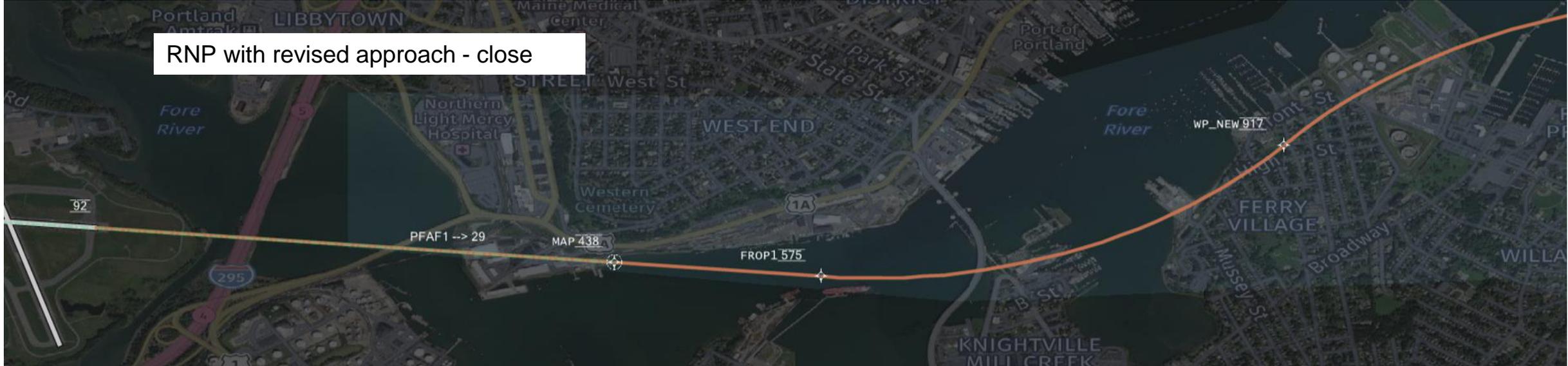


7. UPDATE ON THE PROPOSED NEW RNP OVERLAY HVA PROCEDURE AND REPLACEMENT OF THE RNAV VISUAL SPECIAL

Vianair was not able to make the RNP HVA overlay work without waivers. The procedure shifted the flight path too far south as shown below.

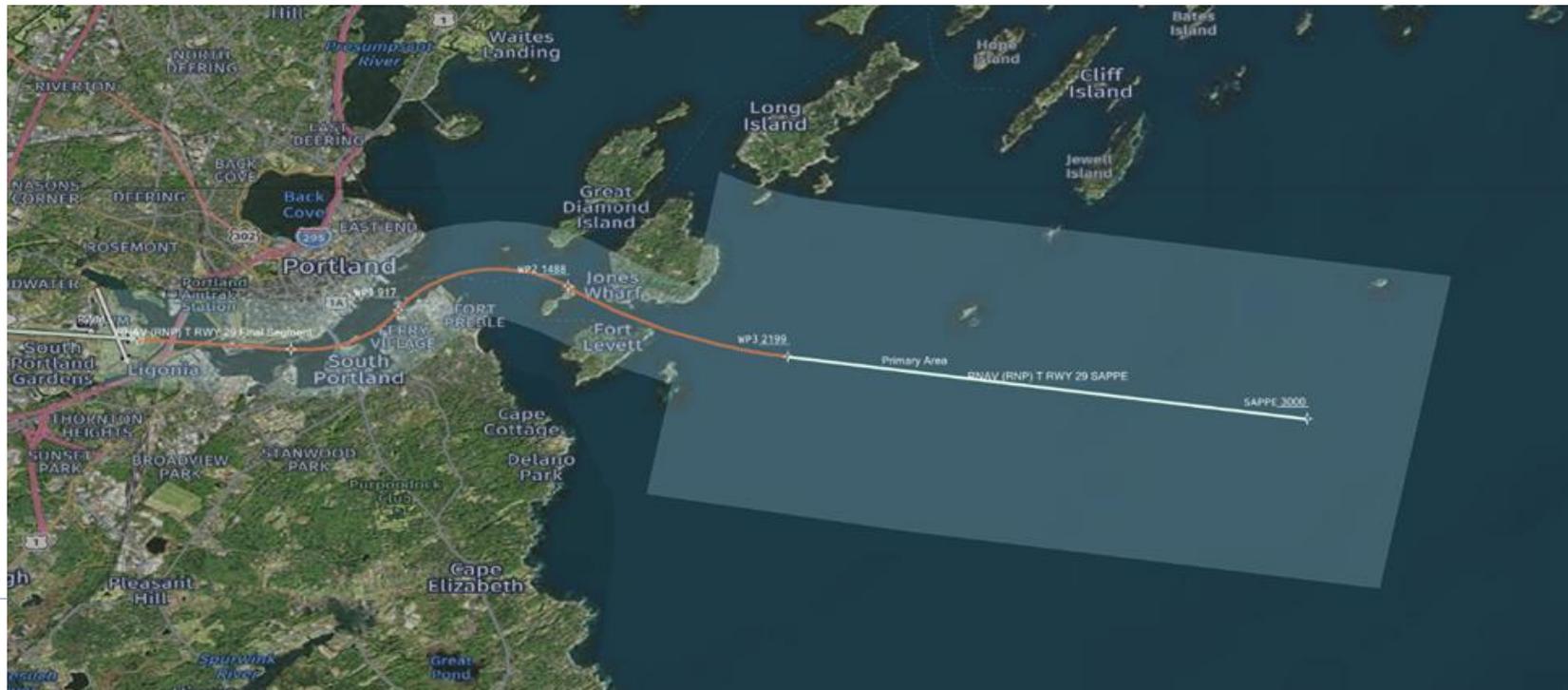


7. UPDATE ON THE PROPOSED NEW RNP OVERLAY HVA PROCEDURE AND REPLACEMENT OF THE RNAV VISUAL SPECIAL

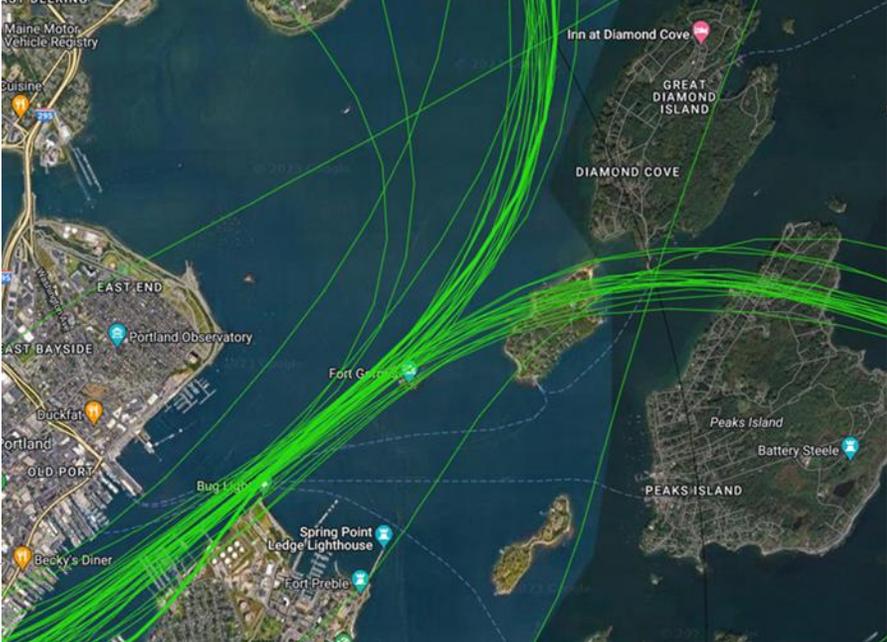
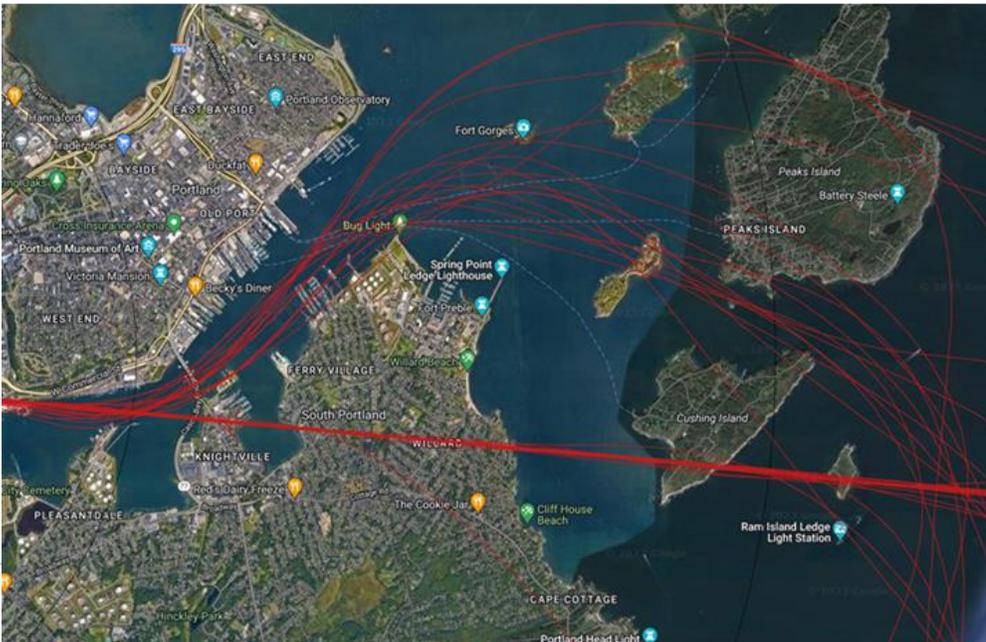
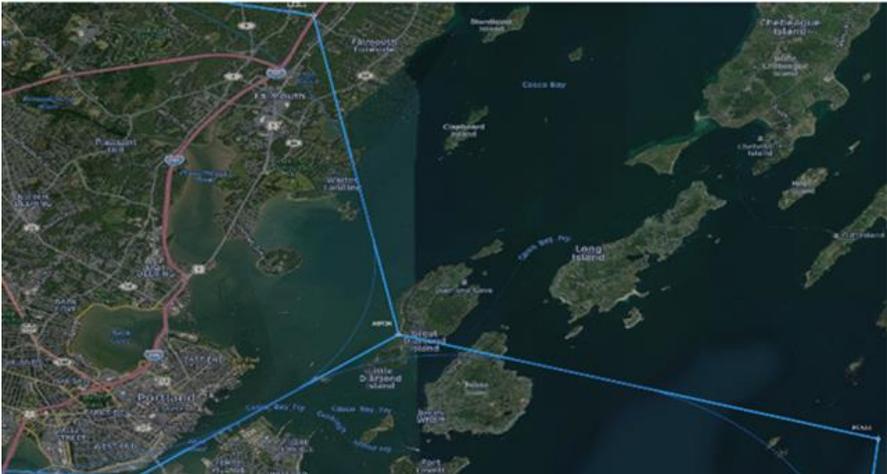
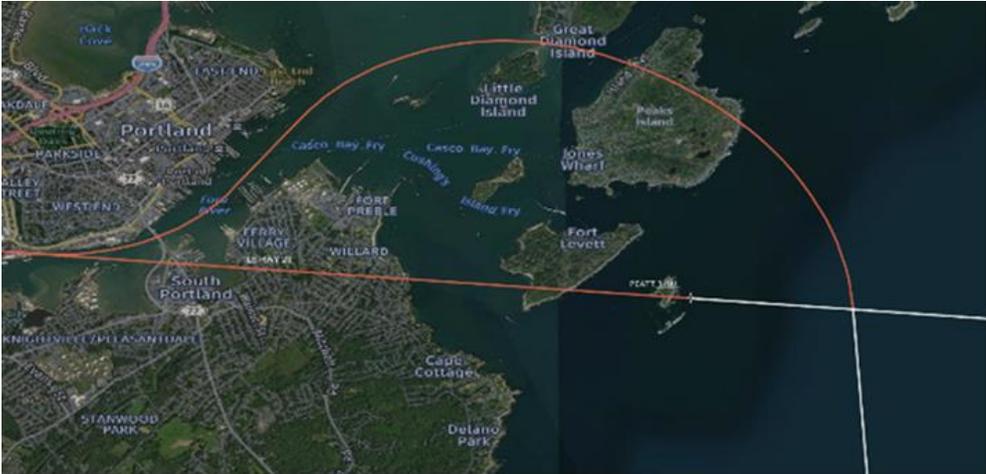


7. UPDATE ON THE PROPOSED NEW RNP OVERLAY HVA PROCEDURE AND REPLACEMENT OF THE RNAV VISUAL SPECIAL

- Jim Allerdice, of Vianair, is recommending we proceed with the development of a new Special Instrument Approach as opposed to a Visual Special.
- Jim is scheduled to meet with Southwest next week to see if they would be interested in working on this project. The plan is to build the new Special Instrument Approach based on the RNP procedure we developed previously.



7. UPDATE ON THE PROPOSED NEW RNP OVERLAY HVA PROCEDURE AND REPLACEMENT OF THE RNAV VISUAL SPECIAL



8. 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.

9. Next Meeting:

Our next meeting is schedule for Thursday, October 10, 2024

10. Adjournment:



PWM
Portland International Jetport

*Maine's
Home
Airport.*