

Noise Advisory Committee Meeting

October 12, 2023 at 6:00 pm

Zoom Webinar Meeting link:

<https://portlandmaine-gov.zoom.us/j/82856251475?pwd=bUdCWko3YWg4cTVzaVZ2cWdoVWhMdz09>

Passcode: 609863

Or One tap mobile :

+13052241968,,82856251475#,,,,*609863# US

+13092053325,,82856251475#,,,,*609863# US

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+1 305 224 1968 US

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Webinar ID: 828 5625 1475

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**Maine's
Home
Airport.**



AGENDA: NAC October 12, 2023

1. Welcome and Introductions
2. Opening Questions / Public Comment (15 minutes)
3. Approval of the Minutes for the June 21, 2023 Meeting
4. Review of Jetport Passenger Statistics & Runway Use – Paul Bradbury
5. Update by Brian Whittemore, PWM ATCT Operations Supervisor, on the FAA review of the procedures at the June 21 2023 meeting.
6. Fly Quiet Program Compliance Monitoring Discussion
7. Noise Compatibility Program Land Use Measures – Review of need for compatible land use and effort to correct non-compatible land use in the Runway 11 Approach.
8. Closing Questions / Public Comment
9. Next Meeting Date: The next meeting will be scheduled for late January /early February via an online poll.
10. Adjournment

NAC Membership

Portland City Councilor (Chair) Councilor Regina Phillips	Peaks Island Resident Representative Jennifer Lavanture
Stroudwater Village Association President or Designee Tom Ainsworth	President of Western Promenade or Designee Dr. Jeremy Morton
South Portland City Councilor or Representative Natalie West	South Portland Resident Representative David Wakelin
Westbrook City Councilor or Representative Mayor 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 TBD
Gorham Town Councilor or Representative Council Chairman Lee Pratt	Scarborough Town Councilor or Representative Michael Wood

2. Opening Questions/Public Comment (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.

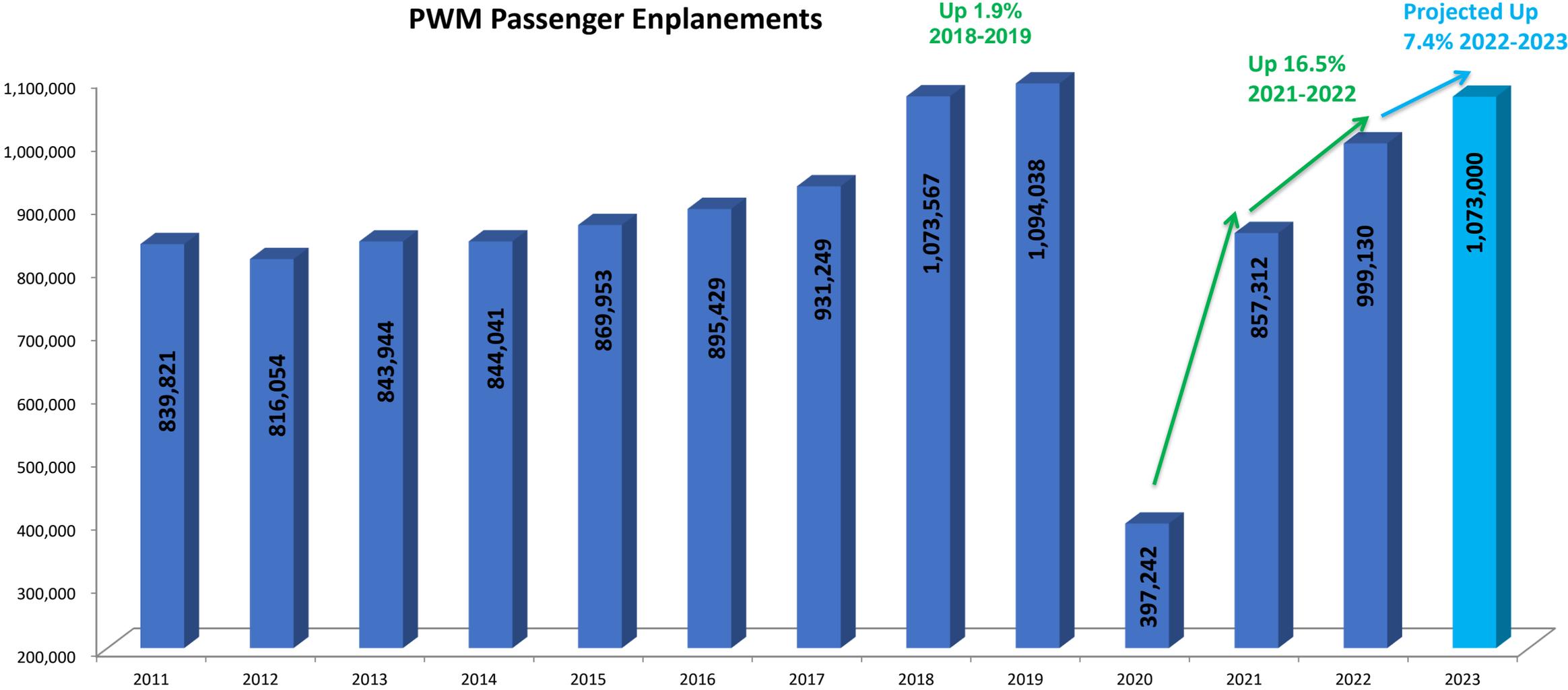
3. Approval of June 21, 2023 Meeting Minutes

Portland International Jetport Noise Advisory Committee Meeting						
 						
Date	Start	End	Next Meeting	Next Time	Prepared By	Company
06/21/2023	6:00 PM	7:11 PM	01/19/2023	6:00 PM	O. Arnoe P. Bradbury	PWM
Attended By			Absent			
Tom Ainsworth – Stroudwater Village Rep.			Regina Phillips – Portland City Councilor/NAC Chair			
Natalie West – South Portland Councilor/Rep.			Susan Gillis – Cape Elizabeth Town Councilor			
Mike Foley – Westbrook Mayor			Dr. Jeremy Morton – Western Prom Rep			
Bob Corp – FedEx / Air Cargo						
Lee Pratt – Gorham Town Councilor						
Jennifer Lavanture – Peaks Island Resident Rep.						
David Wakelin – South Portland Resident Rep.						
Michael Wood – Scarborough Rep						
Mark Collins – PWM ATCT Manager						
PWM Representatives						
Paul Bradbury – Airport Director						
Josh Cobb – Operations Manager						
Non-Member Attendees						
Julie Shane – NAC Working Group						
FAA Representatives						
Camille Sprauve						
Justin Conners – PWM ATCT						

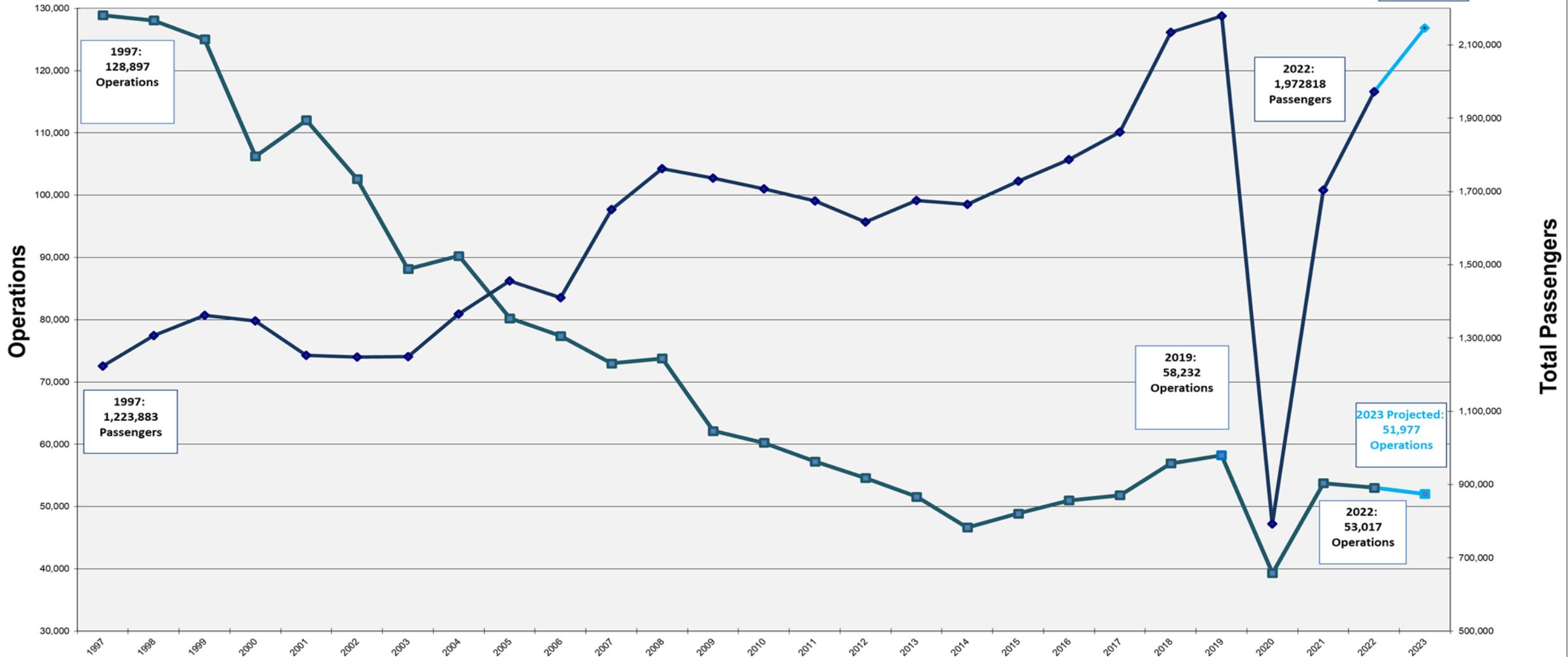
- Approval of the Minutes for the June 21, 2023 Meeting.

4. Review of Jetport Passenger Statistics & Runway Use

PWM Passenger Enplanements



Aircraft Operations (arrivals & departures) vs Total Passengers



From 1997 to 2019 operations are down **54.8%** and total passengers are up **78.1%**.

For 2022 Operations remained **9.0%** below 2019 levels and total passengers **9.5%** below 2019 levels.

Projected 2023 Operations are **10.7%** below 2019 levels and total passengers are **1.5%** below 2019 levels.



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						20.7%
Change ENP YOY	16.9%	-0.2%	-3.2%	-5.4%	15.7%	14.5%	13.5%	16.0%						
Change ENP vs 2019	-21.5%	-18.8%	-16.8%	-14.4%	-5.2%	15.0%	15.0%	12.2%						
Cap 23	79,965	75,946	81,926	84,024	92,675	148,288	161,029	158,471	153,243	140,388	94,444	88,745	1,359,144	
LF 23	63.6%	70.3%	78.4%	79.9%	86.3%	77.9%	85.1%	90.3%						
Cap 22	74,182	68,895	80,167	89,153	94,118	131,556	143,886	143,383	133,881	128,991	88,710	85,024	1,261,946	
LF 22	58.7%	77.6%	82.7%	79.6%	73.4%	76.8%	83.9%	86.0%	83.2%	89.7%	74.1%	68.2%	79.2%	
Change CAP 22/23	7.8%	10.2%	2.2%	-5.8%	-1.5%	12.7%	11.9%	10.5%	14.5%	8.8%	6.5%	4.4%	7.7%	
Change CAP 19/23	-9.9%	-6.0%	-9.9%	-8.7%	-10.7%	21.8%	17.1%	11.2%	20.7%	14.7%	1.5%	-2.0%	5.3%	

Noise Data: Noise Reports vs Reporters

-	-	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015	Report	7	7	13	28	38	46	75	49	78	43	2	2	388
	Reporter	1	2	4	4	7	8	9	15	13	7	2	2	74
2016	Report	11	8	21	26	37	33	106	137	34	14	19	21	467
	Reporter	4	5	4	7	7	8	13	12	9	4	1	4	78
2017	Report	3	1	4	10	29	31	33	84	61	76	429	169	930
	Reporter	2	1	4	4	8	10	15	19	21	16	17	8	125
2018	Report	172	44	22	40	52	57	227	180	129	204	160	119	1406
	Reporter	4	9	9	4	8	16	27	22	17	18	16	31	181
2019	Report	74	34	33	9	55	97	115	359	141	66	58	33	1074
	Reporter	15	11	6	4	17	30	43	76	35	3	8	3	251
2020	Report	53	56	61	22	89	150	267	240	143	68	78	26	1253
	Reporter	9	9	9	5	31	48	38	49	22	18	20	9	267
2021	Report	34	19	54	53	87	160	207	397	343	286	300	222	2162
	Reporter	16	6	22	15	34	49	48	47	36	35	16	21	345
2022	Report	199	124	235	129	42	265	242	199	138	195	64	101	1933
	Reporter	10	19	20	30	25	49	41	37	18	14	13	7	243*
2023	Report	69	64	54	73	118	151	157	195	74				955
	Reporter	5	8	8	13	12	28	29	35	9				88*

* Unique Reporters

Noise Data: Primary Runway Use

PWM Runway Operations													
2023	January	February	March	April	May	June	July	August	September	October	November	December	Total
11A	497	507	507	838	619	1443	1413	1061	1332				8217
11D	403	378	343	689	497	1174	1090	775	947				6296
18A	18	66	102	109	252	333	347	296	194				1717
18D	14	39	74	85	168	272	454	363	259				1728
29A	910	797	846	671	946	577	1075	1473	905				8200
29D	925	892	978	775	1074	754	1163	1589	1156				9306
36A	68	62	167	66	259	52	59	140	117				990
36D	63	54	125	54	178	53	94	141	110				872
Total	2898	2795	3142	3287	3993	4658	5695	5838	5020	0	0	0	37326
% Use of Primary Runway 2023	94%	92%	85%	90%	79%	85%	83%	84%	86%				87%
% Use of Primary Runway 2022	86%	88%	85%	49%	0%	53%	82%	84%	86%	91%	91%	86%	83%

Red - Indicates Period of Construction on Primary Runway

Noise Data: Runway Preference September 2023 (Arrivals)

Runway Preference 2023 (Provides Data On Effectiveness To Approach From The West)

Arrivals Over South Portland		Arrivals Over Portland / West End		Arrivals Over Peaks Island		Arrivals Over Little Diamond		Arrivals Over Falmouth	
Arrivals	259	Arrivals	0	Arrivals	185	Arrivals	22	Arrivals	2
% of 11 / 29 Arrivals	17%	% of 11 / 29 Arrivals	0%	% of 11 / 29 Arrivals	12%	% of 11 / 29 Arrivals	1%	% of 11 / 29 Arrivals	0%

From West		From East		Total Arrivals	
Arrivals	1012	Arrivals	543	Arrivals	1555
% of 11 / 29 Arrivals	65%	% of 11 / 29 Arrivals	35%	% of 11 / 29 Arrivals	100%

Runway Preference 2023 (Noise Sensitive Hours 10pm-7am)

Arrivals Over South Portland		Arrivals Over Portland / West End		Arrivals over Peaks Island		Arrivals Over Little Diamond		Arrivals Over Falmouth	
Arrivals	71	Arrivals	0	Arrivals	6	Arrivals	2	Arrivals	1
% of 11 / 29 Arrivals	25%	% of 11 / 29 Arrivals	0%	% of 11 / 29 Arrivals	2%	% of 11 / 29 Arrivals	0%	% of 11 / 29 Arrivals	0%

From West		From East		Total	
Arrivals	198	Arrivals	86	Arrivals	284
% of 11 / 29 Arrivals	70%	% of 11 / 29 Arrivals	30%	% of 11 / 29 Arrivals	100%

Data Represents Jet Aircraft Only

Noise Data: Runway Preference September 2023 (Departures)

Runway Preference 2023 (Provides Data On Effectiveness To Approach From The West)

Departures Over South Portland		Departures Over Portland / West End		Departures Over Peaks Island		Departures Over Little Diamond		Departures Over Falmouth	
Departures	Data Inconclusive	Departures	3	Departures	263	Departures	234	Departures	307
% of 11 / 29 Departures		% of 11 / 29 Departures	0.19%	% of 11 / 29 Departures	17%	% of 11 / 29 Departures	15%	% of 11 / 29 Departures	20%

To West		To East		Total	
Departures	789	Departures	754	Departures	1543
% of 11 / 29 Departures	51%	% of 11 / 29 Departures	49%	% of 11 / 29 Departures	100%

Runway Preference 2023 (Noise Sensitive Hours 10pm-7am)

Departures Over South Portland		Departures Over Portland / West End		Departures Over Peaks Island		Departures Over Little Diamond		Departures Over Falmouth	
Departures	5	Departures	0	Departures	11	Departures	9	Departures	24
% of 11 / 29 Departures	2%	% of 11 / 29 Departures	0%	% of 11 / 29 Departures	4%	% of 11 / 29 Departures	3%	% of 11 / 29 Arrivals	8%

To West		To East		Total	
Departures	259	Departures	44	Departures	303
% of 11 / 29 Departures	85%	% of 11 / 29 Departures	15%	% of 11 / 29 Departures	100%

Data Represents Jet Aircraft Only

Noise Data: Harbor Visual Approach

Harbor Visual Approach Compliance								
September 3rd - 9th	9/3	9/4	9/5	9/6	9/7	9/8	9/9	Total
Number of Approaches of Eligible Aircraft	6	4	12	-	6	8	11	47
Number of Successful HVA	4	2	4	-	0	6	8	24
Percentage of Successful HVA	67%	50%	33%		0%	75%	73%	50%

9/6 experienced cross winds*

Data Represents Jet Aircraft Only
 HVA is only available during daytime hours

Noise Data: Runway Preference During Noise Sensitive Hours 10pm-7am (Preference to depart to the West / arrive from the West)

Noise Data: NCP compliance 10pm – 7am								
September 3rd - 9th	9/3	9/4	9/5	9/6	9/7	9/8	9/9	Weekly Total
RWY 11 Arrivals	7	9	0	8	1	1	5	31
RWY 29 Departures	9	11	10	12	15	10	6	73
Total RWY Operations	16	20	21	22	29	21	13	142
% of Arrivals / Departures to and from west	100%	100%	48%	91%	55%	52%	85%	76%

Data Represents Jet Aircraft Only

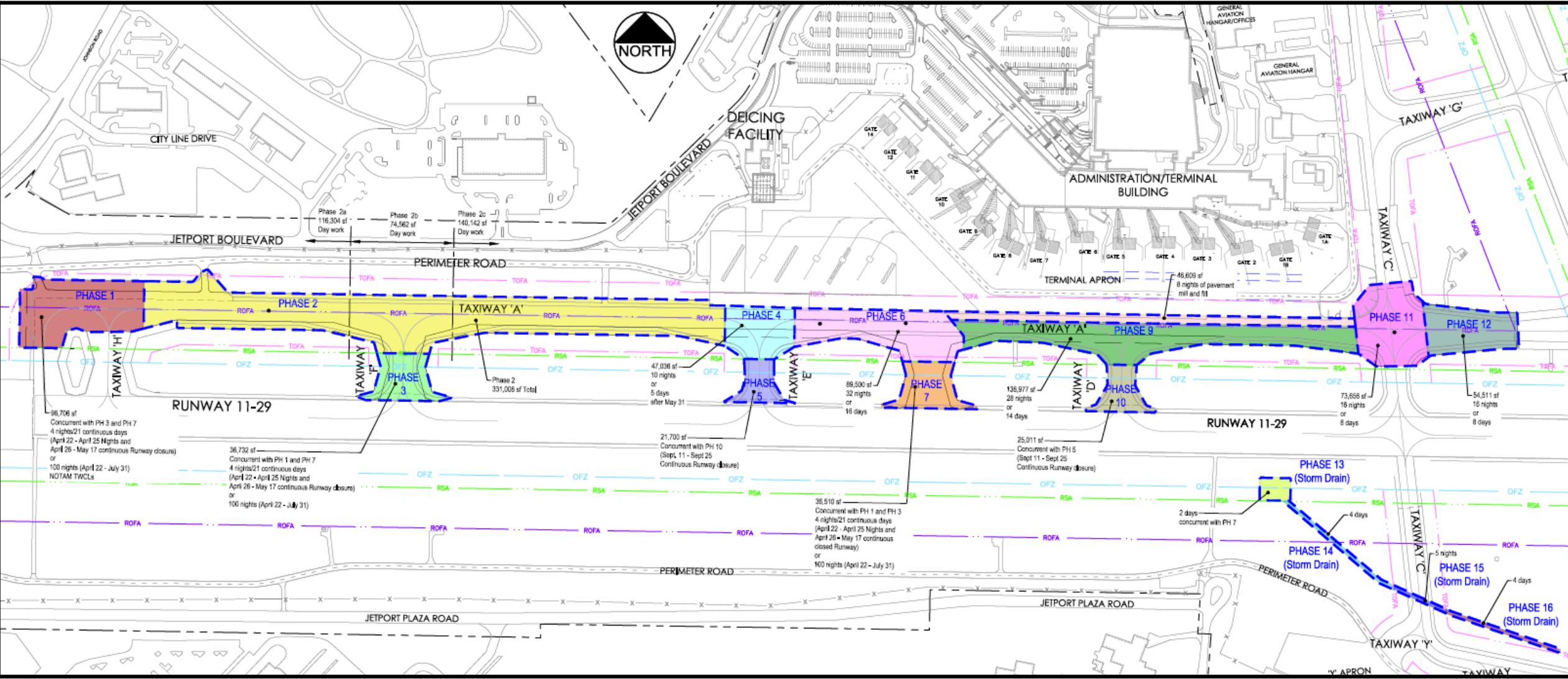
RWY 11 Departures September 2023 (Early North / South)

Departures Over West End (Early North)		Departures over South Portland (Early South)	
Departures	6	Departures	7
% of 11 Departures	1%	% of 11 Departures	1%

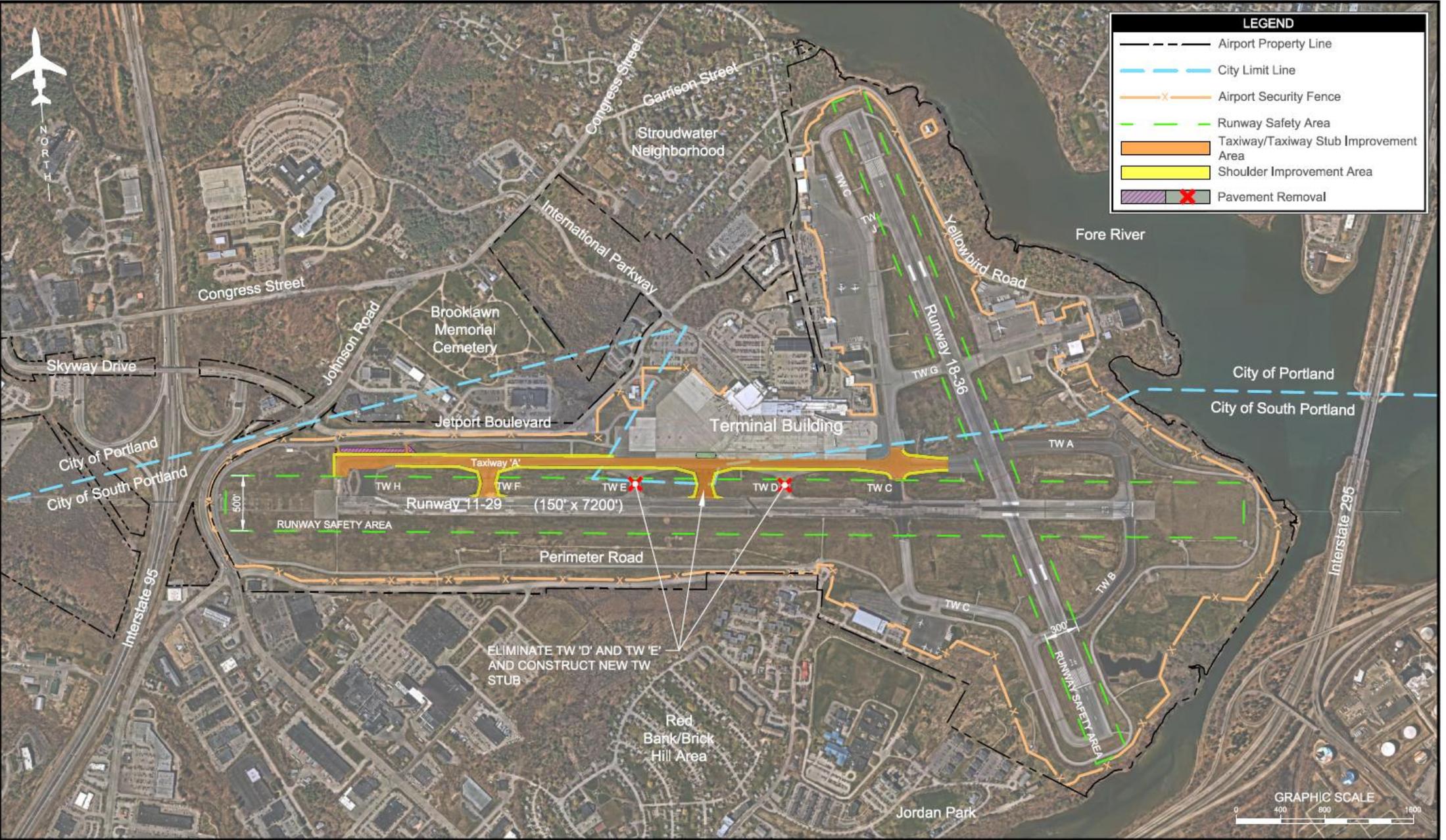
To West		To East		Total	
Departures	789	Departures	754	Arrivals	1543
% of 11 / 29 Departures	51%	% of 11 / 29 Departures	49%	% of 11 / 29 Departures	100%

Data Represents Jet Aircraft Only

Capital Improvement Plan – Taxiway A



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ELIMINATE TW 'D' AND TW 'E'
AND CONSTRUCT NEW TW
STUB



Stantec
2211 Congress Street, Suite 380
Portland, Maine 04102-1955
Tel. 207.883.3355
www.stantec.com

Client/Project
PORTLAND INTERNATIONAL JETPORT
PORTLAND AND SOUTH PORTLAND, MAINE
(FIGURE TO ACCOMPANY THE PROPOSED PROJECT WORKSHEET)

Title
RECONSTRUCT TW 'A', TW 'D', TW 'E' & TW 'F'
(C.I.P. S36) PROJECT LOCATION

File Name: 195210916_figures-context_plan_2022

LA	DDA	DDA	23.07.18
DWN.	CHKD.	DSGN.	YY.MM.DD

Figure No.
1



Capital Improvement Plan – Taxiway A

OPTION 1: CONTINUOUS RW 11-29 CLOSURE (21 days, plus 4 nights)

- Commencing April 22nd with four (4) night shifts on 4/22, 4/23, 4/24 & 4/25
- 24-hour continuous runway closure commencing April 26th through to May 17th
- Work occurring in Phase 1, 3 & 7 concurrently
- RW 11-29 would be reopened for the weekend before Memorial Day weekend
- Contractor will be required to work 24/7 (all available hours)

OPTION 2: EQUIVALENT NIGHTLY CLOSURES OF RW 11-29 (100 each 7¼ hour night shifts)

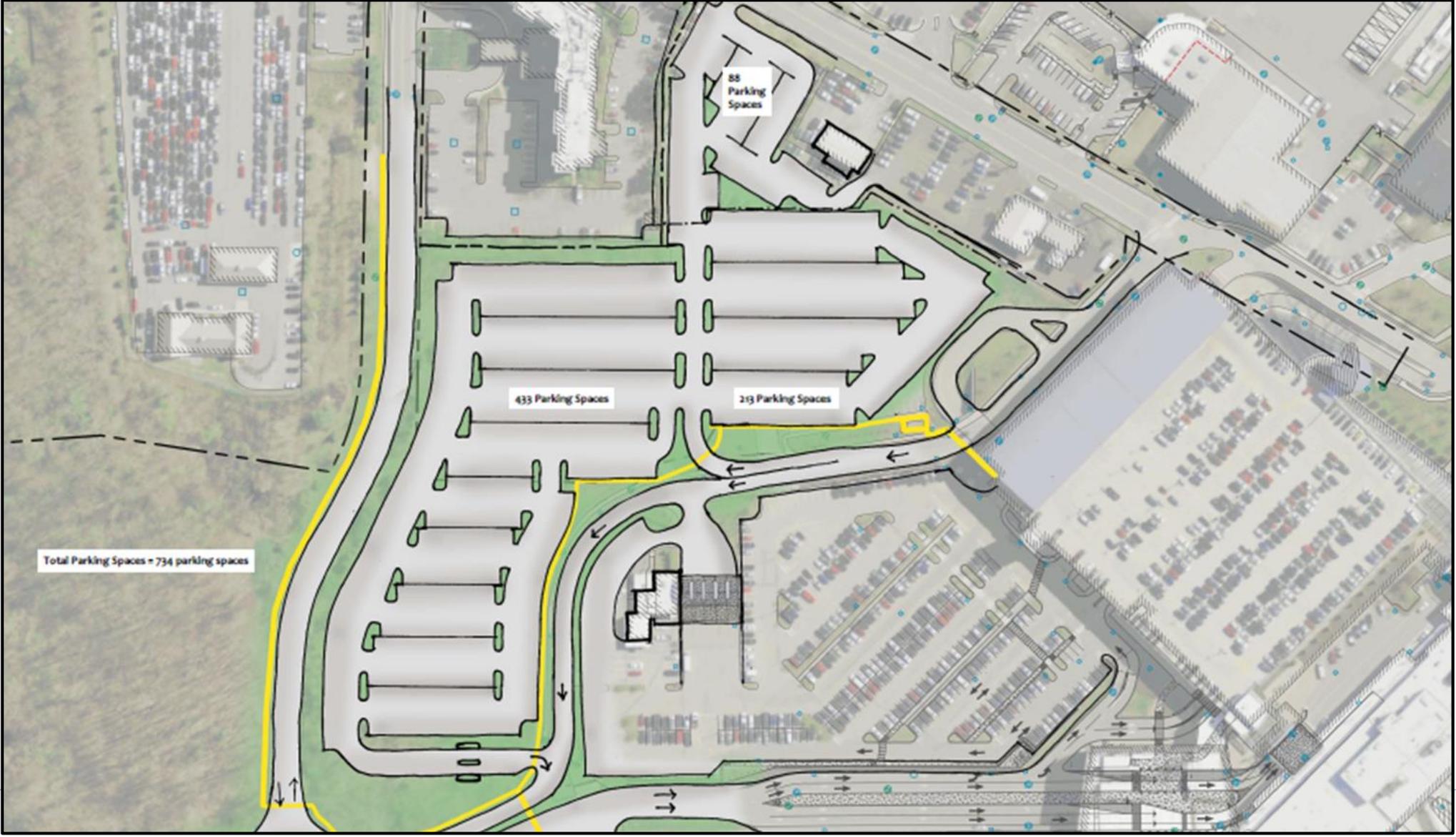
- 100 nights with work hours proposed between 10:30pm to 5:45am
- Commencing April 22nd to July 31st

OPTION 3: CONTINUOUS RW 11-29 CLOSURE (7 days, plus 36 nights – night closures to be 12 hours each)

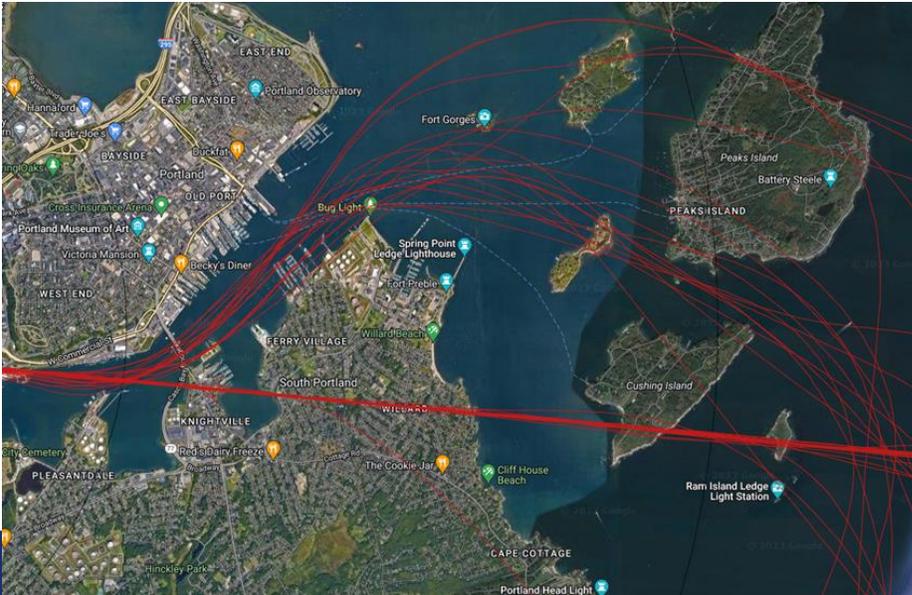
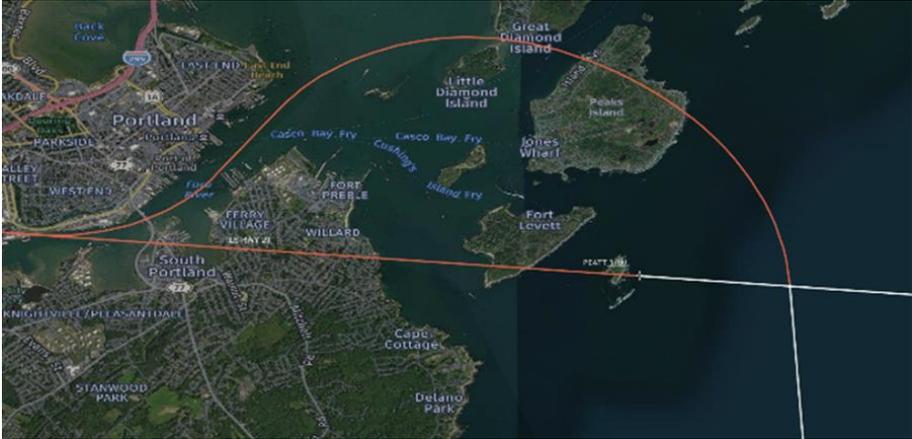
- Commencing April 22nd with (18) night shifts from 4/22 – May 10
- 24-hour continuous runway closure commencing May 10th through to May 17th
- Work occurring in Phase 1, 3 & 7 concurrently
- RW 11-29 could be reopened for Memorial Day weekend
- Another (18) night shifts would be needed commencing May 18th or after Memorial Day weekend
- Contractor will be required to work 24/7 (all available hours during continuous closure)

Note: All 3 options require Phase 5 & 10 (stub removals) to be completed September 11th to 25th (2 weeks of additional RW 11-29 Closure)

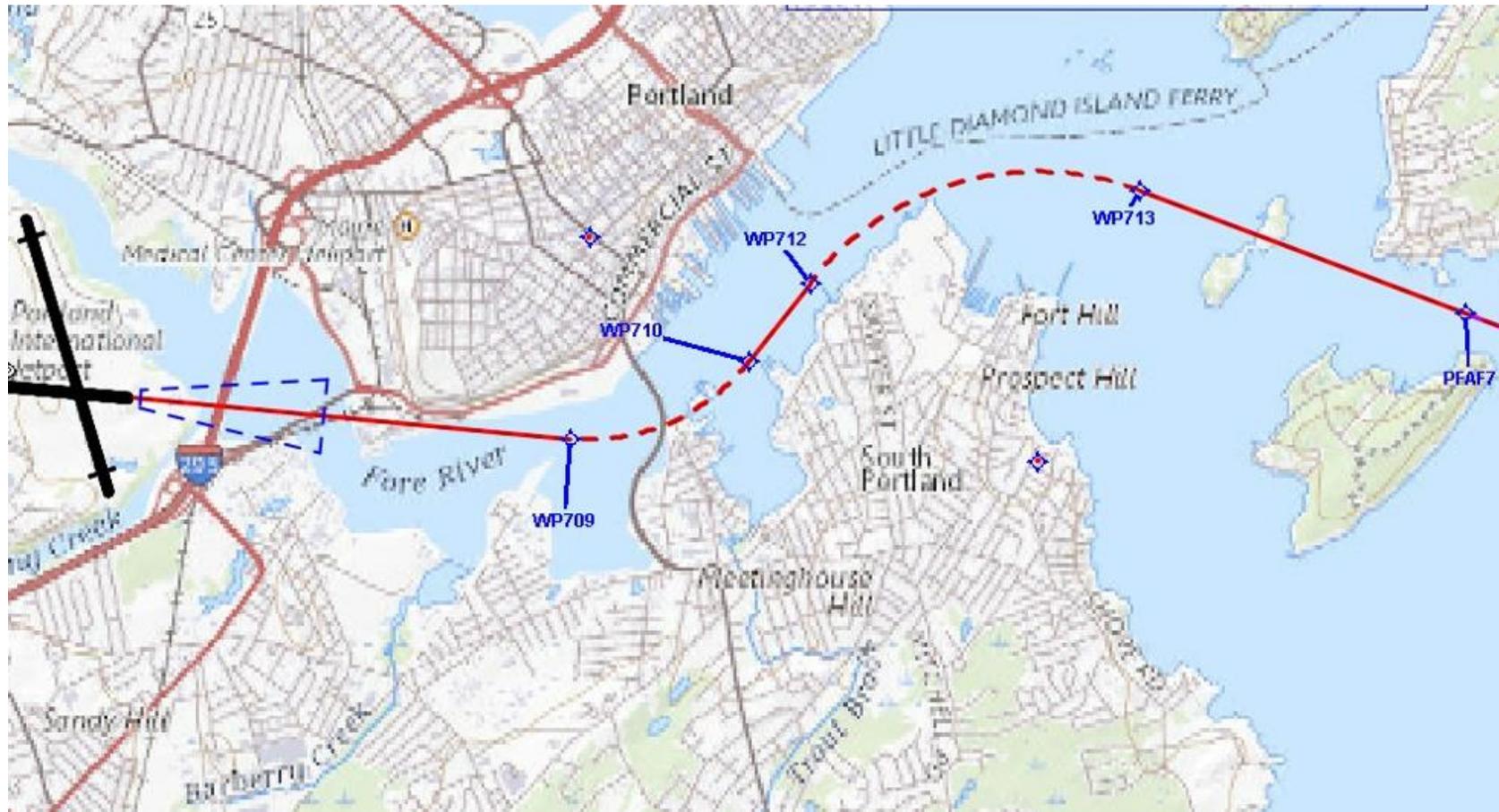
Proposed Surface Parking Expansion



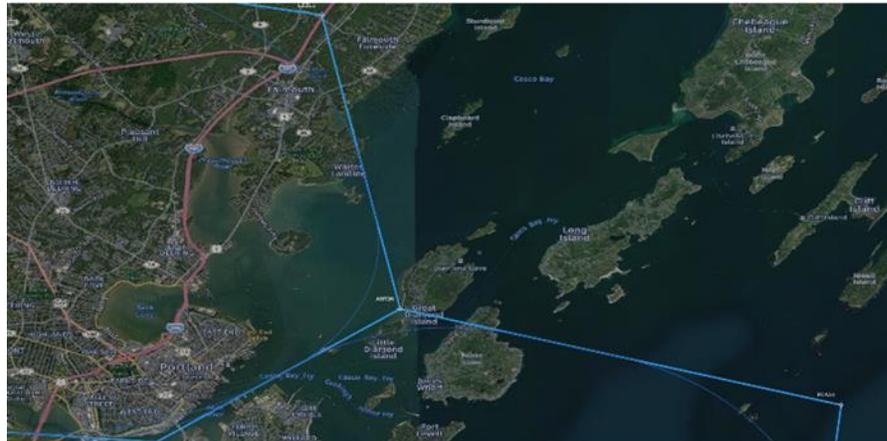
Notional RNP with Waivers



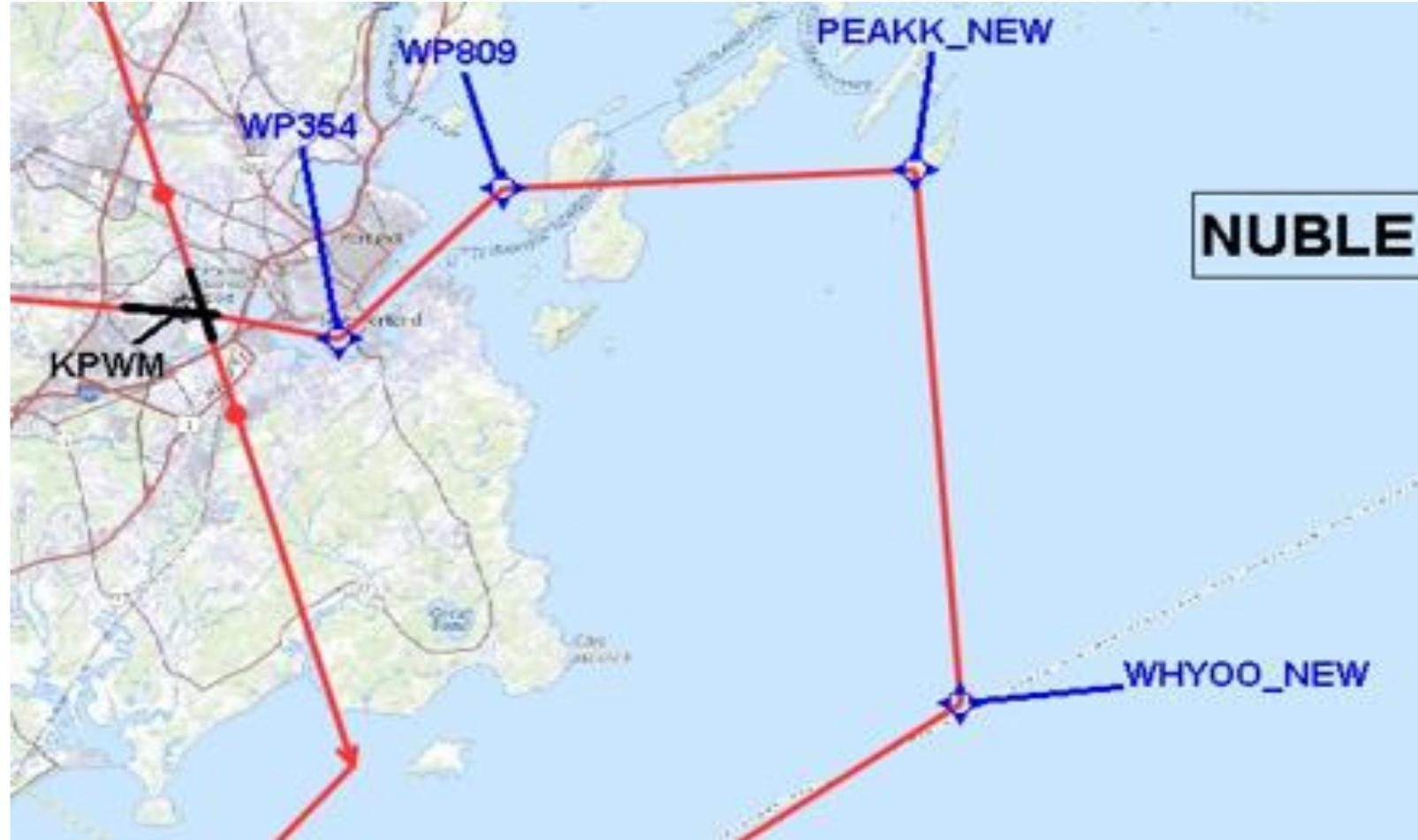
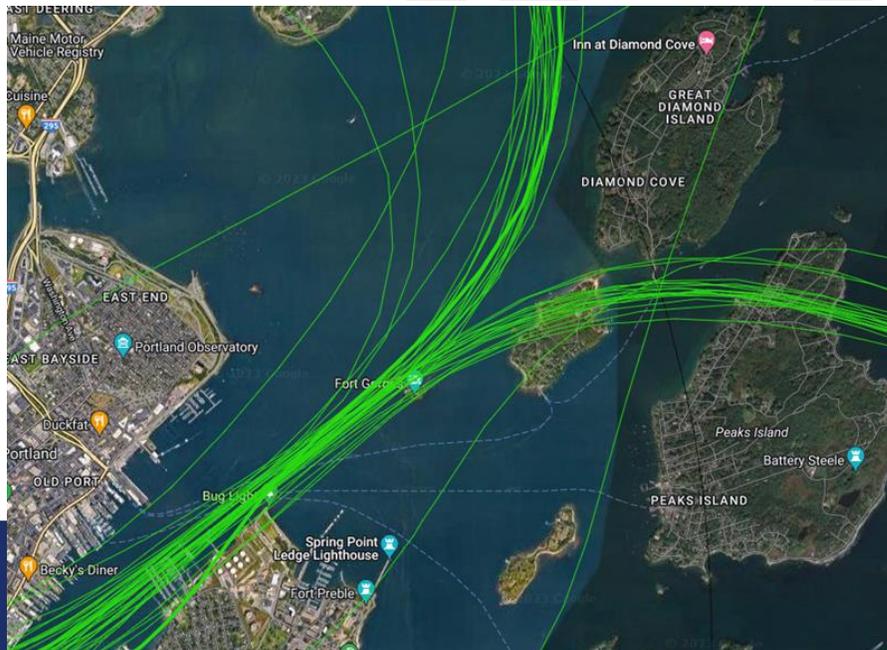
Notional RNP with Waivers Close



NUBLE RNAV Departure



SIDs HSKEL and NUBLE



HSKEL RNAV Departure



5. Update by Brian Whittemore, PWM ATCT, on the FAA review of the procedures presented at the June 21, 2023 Meeting.

RNP with Waivers Update:

- The RNP approach procedure has a tentative publish date of February 20, 2025. Basically, the procedure is slotted into the charting cycle on that date. It is still very much contingent on other processes being completed on time.
- Waivers have been submitted, and the feedback is that they are likely to be approved. There have been no updates on where they stand in the approval process or a projected date of approval or worst case denial.
- The team working on the approach has reached out to several airlines to conduct flyability checks on the procedures but has not received any responses yet.
- Based on the initial development of the RNP .3, minimums would be 513 ft HAT (Height Above Touchdown) and 1 nautical mile visibility.

RNAV Departure Update:

- FAA does not have any updates at this time on changes to the RNAV SIDs.

6. Review Fly Quiet Program Compliance Monitoring Discussion:

Jetport Operations Staff will be working with the NAC Compliance Working Group to issue a weekly discrepancy report to the PWM ATCT. Ian Meriwether, Operations Duty Officer, is now covering the environmental concentration which includes support and oversight of noise data. The report will include the following:

- Early north and early south departures to the west
- Preferential use of 11/29 over 18/36
- Runway use discrepancies – Departures on 29 to the west and arrivals from west on 11 are preferred; HVA is preferred. Julie Shane has developed a spreadsheet that uses the Jetport's Vector flight data to indicate these discrepancies.

Additionally, as requested by the NAC the Jetport will develop a scope and budget to assist in this effort for FY 2025.

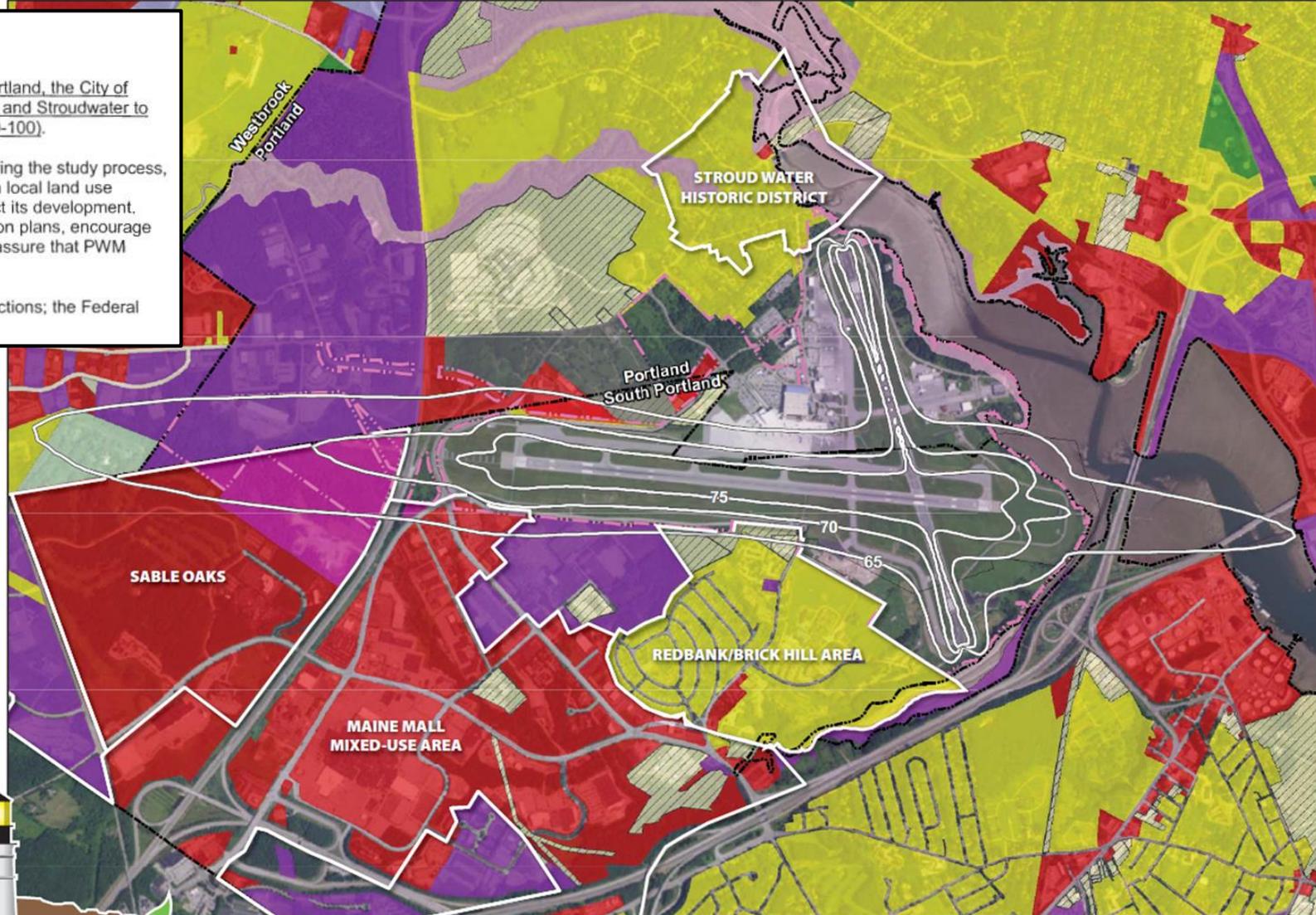
7. Noise Compatibility Program Land Use Measures - Review of need for compatible land use and effort to correct non-compatible land use in the Runway 11 Approach.

Land Use (L) Measures.

L-1 – PWM management will coordinate efforts with the City of Portland, the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible land use development (Section 6.8, pages 99-100).

(12) Despite the general lack of interest in land use measures during the study process, it remains an important obligation of any airport to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM management will encourage noise notifications on subdivision plans, encourage building code revisions, and other similar low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.

Approved. This is within the authority of the local land use jurisdictions; the Federal government does not control local land use.



Legend

- Airport Property Line
- Municipal Boundary

Portland Land Use

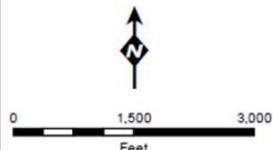
- Commercial
- Industrial
- Mixed Use
- Cemetery
- Open Space
- Resource Protection
- Residential
- Municipal

DNL Noise Contours

2017 Forecast for
 65
 2009 EA Proposed
 Action

Data for this exhibit provided by the City of Portland GIS department, the City of South Portland and the City of Westbrook. Coffman Associates analysis modified the data as needed to depict land use.

Stroudwater Historic District boundary provided by the City of Portland GIS Department. South Portland land use districts from the 2012 South Portland Comprehensive Plan Update.



7. Noise Compatibility Program Land Use Measures - Review of need for compatible land use and effort to correct non-compatible land use in the Runway 11 Approach.

Exhibit 11-3. Land-Use Compatibility* with Yearly Day-Night Average Sound Levels

Land Use	Yearly DNL Sound Level (decibels)					
	<65	65-70	70-75	75-80	80-85	>80
Recreational						
Outdoor sports arenas and spectator sports	Y	Y (5)	Y (5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Source: 14 CFR part 150, Appendix A, Table 1

Note: Numbers in parentheses refer to the notes at end of the exhibit.

* The designations contained in this exhibit do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. The FAA determinations under 14 CFR part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Y = Land use and related structures compatible without restrictions

N = Land use and related structures are not compatible and should be prohibited

25 or 30 = Land use and related structures generally compatible; measures to achieve Noise Level Reduction of 25 or 30 dBA (i.e., a weighted sound level) must be incorporated into design and construction of structure. Noise Level Reduction is the amount of noise reduction in decibels achieved through incorporation of building sound insulation treatments (between outdoor and indoor levels) in the design and construction of a structure (14 CFR § 150.7). Building sound insulation treatments typically consist of acoustical replacement windows and doors.

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor noise level reduction of at least 25 dBA and 30 dBA should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a noise level reduction of 20 dBA, thus, the reduction requirements are often stated as 5, 10 or 15 dBA over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of noise level reduction criteria will not eliminate outdoor noise problems.

(2) Measures to achieve noise level reduction of 25 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(3) Measures to achieve noise level reduction of 30 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(4) Measures to achieve noise level reduction of 35 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require noise level reduction of 25 dBA.

(7) Residential buildings require noise level reduction of 30 dBA.

(8) Residential buildings not permitted.

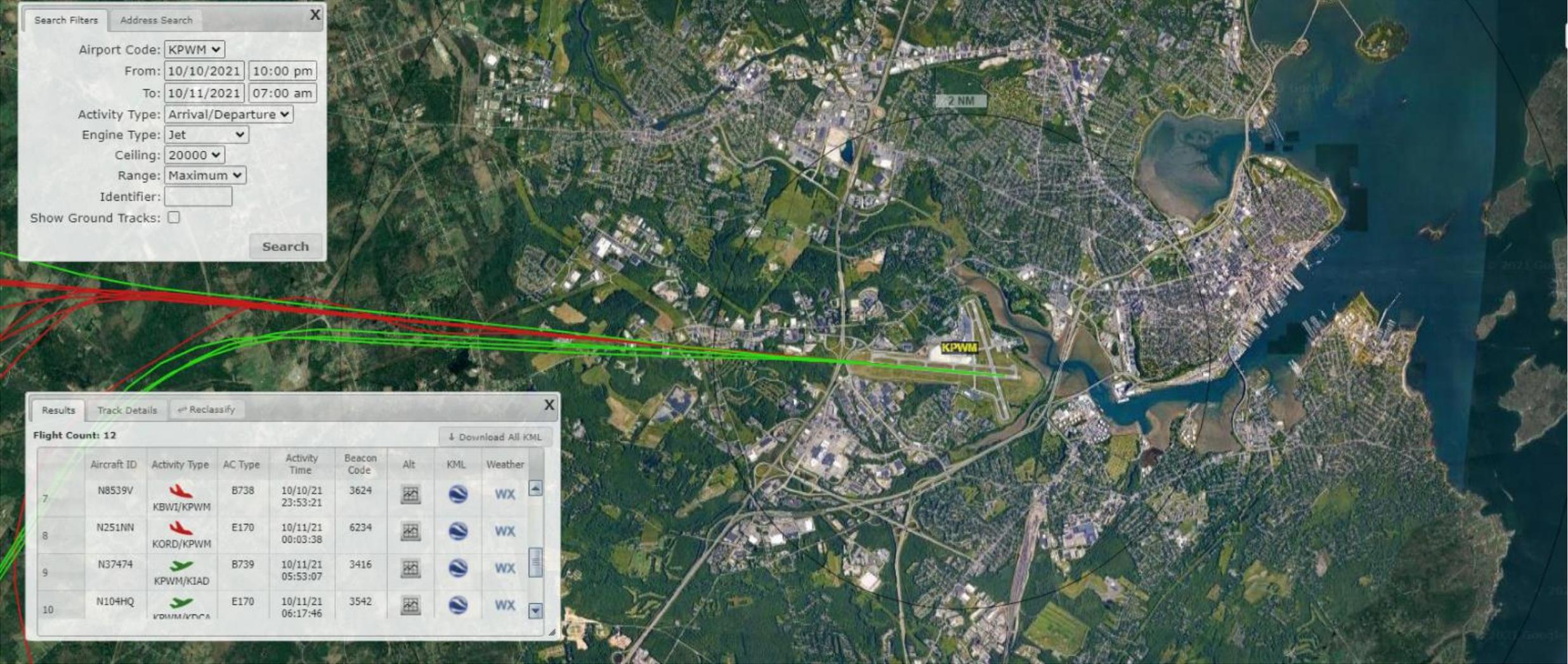
Land Use	Yearly DNL Sound Level (decibels)					
	<65	65-70	70-75	75-80	80-85	>80
Residential						
Residential, other than mobile homes and transient lodgings	Y	N (1)	N (1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N (1)	N (1)	N (1)	N	N
Public Use						
Schools	Y	N (1)	N (1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y (2)	Y (3)	Y (4)	Y (4)
Parking	Y	Y	Y (2)	Y (3)	Y (4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail – building materials, hardware, and farm equipment	Y	Y	Y (2)	Y (3)	Y (4)	N
Retail trade, general	Y	Y	25	30	N	N
Utilities	Y	Y	Y (2)	Y (3)	Y (4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y (2)	Y (3)	Y (4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y (6)	Y (7)	Y (8)	Y (8)	Y (8)
Livestock farming and breeding	Y	Y (6)	Y (7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y

		55-65 DNL	65-75 DNL	75+ DNL
 Residential	1-2 Family	Yellow	Orange	Red
	Multi-Family	Yellow	Orange	Red
	Mobile Homes	Yellow	Orange	Red
	Dorms, etc.	Yellow	Orange	Red
 Institutional	Churches	Yellow	Orange	Red
	Schools	Yellow	Orange	Red
	Hospitals	Yellow	Orange	Red
	Nursing Homes	Yellow	Orange	Red
 Recreational	Libraries	Yellow	Orange	Red
	Sports/Play	Yellow	Orange	Red
Commercial	Arts/Instructional	Yellow	Orange	Red
	Camping	Yellow	Orange	Red
Commercial	All Uses	Yellow	Orange	Red
Industrial	All Uses	Yellow	Orange	Red
Agricultural	All Uses	Yellow	Orange	Red

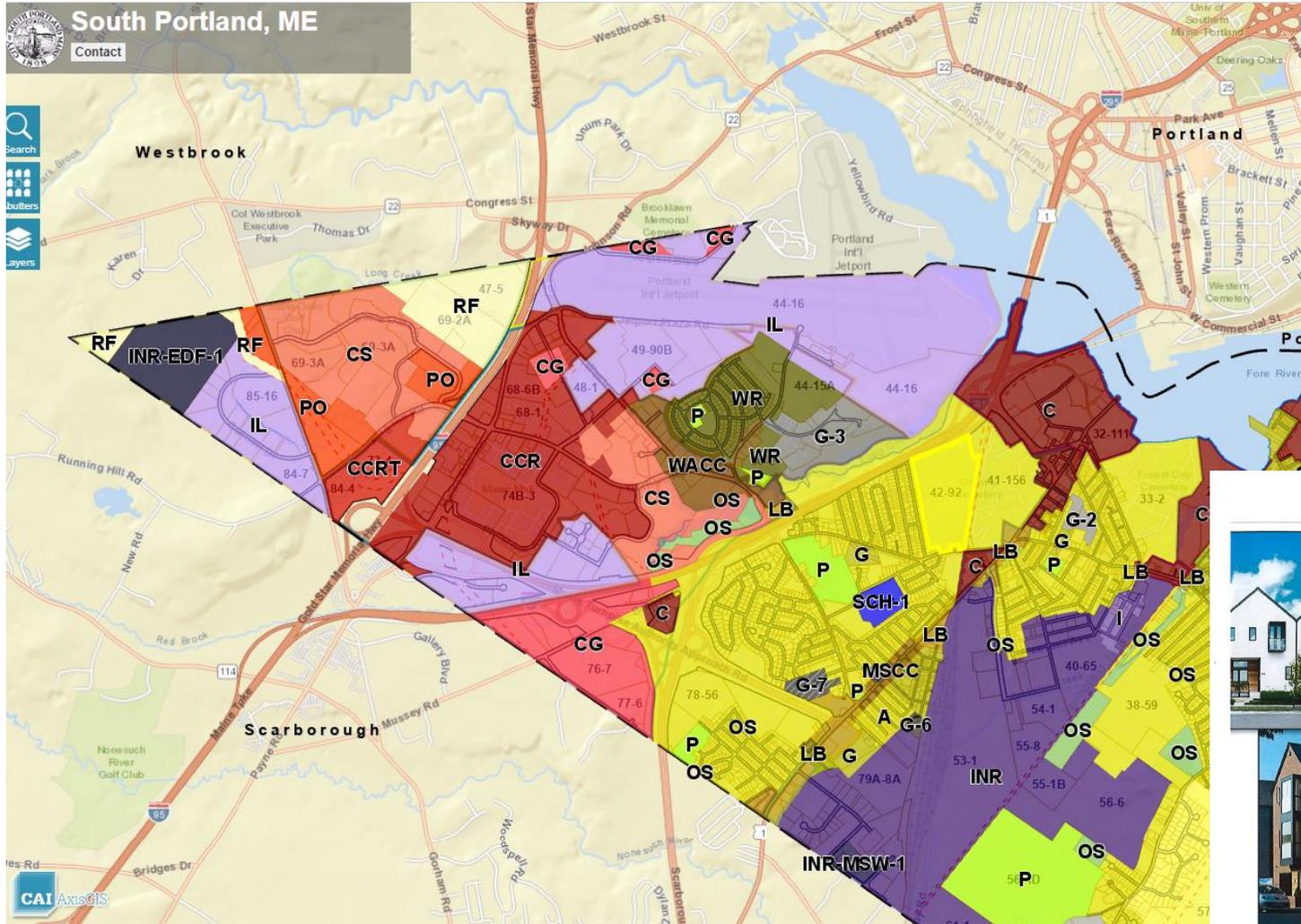
PER FAR PART 150	COMPATIBLE	Yellow
	INCOMPATIBLE	Red

²⁰ Federal Interagency Committee On Noise: Federal Agency Review of Selected Airport Noise Analysis Issues (August 1992), page 3-7.

7. Noise Compatibility Program Land Use Measures - Review of need for compatible land use and effort to correct non-compatible land use in the Runway 11 Approach.



7. Noise Compatibility Program Land Use Measures - Review of need for compatible land use and effort to correct non-compatible land use in the Runway 11 Approach.



SABLE OAKS DEVELOPMENT

South Portland, ME
Plan and Conceptual/Precedent Images

March 15, 2022

Proposed Neighborhood - Townhomes



Warm

Coastal

Connective greenways

Small neighborhood feel

8. Closing Questions / 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:

Planned for late January / early February. We will issue online poll to find a convenient date. (Jan. 18th, 25th or Feb. 1st, 8th)

10. Adjournment:



*Maine's
Home
Airport.*