



**Portland International Jetport Noise Advisory Committee**  
1001 Westbrook Street, Portland, Maine 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
10/26/2017	6:00pm	8:20pm	4/26/2018	6pm	B. Wallace	PWM

Attended By	Absentees
Mike Foley – Westbrook Representative	Brian Batson – Portland City Council / NAC Chair
Adrian Dowling – South Portland Representative	James Garvin – Cape Elizabeth Town Council
Cheryl Miner – Peaks Island Council Representative	Sherrie Brenner – Gorham Town Council
Sandy Beal – Stroudwater Village Association	Brad Fox – South Portland City Councilor
Guy Gledhill – Scarborough Town Council Representative	
Jerry Angier – Greater Portland Chamber of Commerce	<b>PWM Representatives</b>
Jerry Morton – Western Promenade Rep	Paul Bradbury – Airport Director
Bob Corp – Fed Ex Representative	Brad Wallace – Operations Manager
Katherine Hughes – Air Carrier Station Manager Rep	
Mark Collins – FAA ATC	
Robert Jones FAA	<b>Non-Member Attendees</b>
	Robert Jones, Robert Durocher, Jim Peters, Mark Keegan, Craig Brett, Mary Brett, Laurie Kahn, Jamie Jackson, Pam Pimberson, Suzanne Tenney Augur, Jean Beal, Peter McGuire, Dan Hogan, Patricia Whyte, John Levesque, Marc Gup, Stacey Cramp, Scott Douglas, Newell Augur, David Critchfield, Triss Critchfield, Norton West, Barbara Psycos, John Doxsee

**1. Welcome / Introduction of New Members:**

- It was noted that Councilor Batson had a schedule conflict for the evening and Councilor Foley would be chairing the meeting in his stead. Councilor Foley then called the meeting to order.
- Opening remarks and a welcoming to all members and guests were made, followed by introductions of all present. There were no new committee members requiring introduction for this session. It was announced that former Noise Committee team member, Jennifer Dunfee, had recently left the Jetport to pursue a new career opportunity. Her commitment and efforts to this committee were noted and she will be missed.

**2. Approval of Minutes:**

- A motion to approve the previous meeting’s minutes dated 04/13/2017 was made, and the motion was passed with one exception:
  - Representative Dowling noted that the previous meeting’s minutes did not reference some of the names or comments made by attendees during the opportunity for public comment; and consequently, he opposed the motion to approve.

**3. Jetport Operational Update:**

- A. *Passenger Statistics:* Mr. Bradbury briefed The Committee on various passenger statistics including monthly passenger loads, which were up by 60,220 passengers (5.2%) for the year to date. Many of the Jetport’s all-time highest monthly passenger records were set in 2008. In 2016, some of those monthly records were broken, with additional “highest ever” passenger loads being set in 2017, making this the ongoing busiest year ever.
- A further review of the passenger and operations data revealed that seating capacity for the 2<sup>nd</sup> quarter of 2017 is up approximately 7%. This speaks to the larger aircraft operating at the Jetport carrying more passengers, rather than more aircraft operations.
  - Boston’s Logan Airport was up 10.9% overall through 2016, while Portland finished up just over 2%, the rest of the region closed the year trending downward.
  - Additional statistics included:
    - passenger enplanements by month to date,
    - passenger enplanements compared to other regional airports,

- Forecasted passenger seating capacity for the next six months, which was up 36,718 seats (7.4%) over the same timeframe last year, and
- Total aircraft operations compared to total number of passengers for 2013 through 2016. There were 4,794 additional aircraft operations in 2016 over 2015, carrying an additional 58,196 passengers during the same timeframe.

**(Please refer to slides 4-9 in the accompanying slide presentation)**

- B. *Noise Reports:* This Writer briefed The Committee on the various noise reports assimilated for the year to date, as well as since the previous meeting that was held in April of 2017. Through the end of the 3<sup>rd</sup> quarter of 2017, the Jetport has received 445 noise related complaints from six cities or townships. South Portland accounted for 81% of these reports. There were 89 different reporters for this reporting period, with South Portland accounting for almost half of this number (49%). **(Please refer to slides 10-12 in the accompanying slide presentation)**
- C. *Runway Usage Report:* This Writer provided a brief explanation of when and why certain runways are chosen for landing and take-off usage, then provided a brief explanation of the Jetport's preferential runway usage program.
- For 2016, aircraft used of the primary runway (11-29), 86% of the time.
  - Through the first 3 quarters of 2017, aircraft have used the primary runway 84% of the time.
  - Through the first 3 quarters of 2017, Wiggins aircraft including their Cessna Caravan and Beech 99 aircraft, have used the primary runway 58% of the time. **(Please refer to slides 13-15 in the accompanying slide presentation)**
- D. *Factors Affecting Noise from May through September 2017:* Mr. Bradbury discussed the construction projects that took place since the previous meeting in April, and noted that to the best of the Jetport's ability, the dates of these projects were made known to the public through the media. One of the main construction projects on the airfield took place from May 17 to June 13 2017. He noted that this project did take a little more time than was expected. (Press release was issued on April 27 noting work to be done from May 15 through June 6.)
- Mark Collins from the FAA Air Traffic Control Tower then explained how this construction adjacent to Taxiway A at the Terminal Apron had an impact on runway usage due to the taxiway impediments. He noted that aircraft had to make use of Runway 11 more often than they would have without the construction and as a result, more aircraft departed to the east over South Portland than would normally take place.
  - It was explained to The Committee that due to general airfield maintenance and FAA requirements, most of the airfield's painted markings were removed from the paved surfaces and then re-painted on the field during the months of July and August. In order to facilitate the equipment's access to the Jetport's runways, these surfaces were closed at different times during the summer resulting in changes to the "normal" noise signature of the Jetport.
  - For safety and staffing reasons, the Jetport opted to mow during towered hours this summer, as opposed to the overnight hours as was done in previous summers. This change resulted in additional runway closures throughout the summer which had potential noise impacts.
  - Harbor Visual Approach issues due to radar outages resulted in the harbor visual not being made available for periods of maintenance. Mark Collins and Paul Bradbury discussed the use of the harbor visual, its dependency on radar, and how this radar impacts the approach. It was made clear that there were redundant radars in place and that safety was not compromised at any time, even with the local radar outage.
  - Mr. Collins further explained what was required in order to fly this particular approach and then discussed factors that could make it unavailable. He also spoke to the RNAV departure, noted that unlike the Harbor Visual Approach, the RNAV is not radar dependent, and is much less restrictive in use than the Harbor Visual Approach.
  - Mr. Dowling referenced a couple of articles from the Portland Press Herald, which stated that the radar outage had no impact on the local flight paths, and noted that it was in conflict with some of the information that was discussed in this meeting. He then asked for clarification. In response, Robert Jones noted their statement was based on the departure focus of the prior article and had not addressed approaches such as the harbor visual. Additionally, several of the FAA representatives present noted the impact the outages had was very small, but not "no impact." **(Please refer to slides 19-22 in the accompanying slide presentation)**

- E. *Approach and Departure Procedures; Noise Preferences:* Paul Bradbury and Mark Collins discussed in more detail the benefits and limitations of the Harbor Visual Approach and RNAV Departures and some of the factors affecting the ability for Air Traffic Control and/or pilots to offer or accept these routes. Additionally, there was discussion around the fact that the Harbor Visual Approach is “visual” and therefore not precise. **(Please refer to slides 23-25 in the accompanying slide presentation)**
- F. *Scheduled Commercial Aircraft Operations October 2017 through April 2018:* Mr. Bradbury explained the guidance from the Noise Compatibility Program (NCP) to report expected flight schedules, including changes to the upcoming schedule that will result in air carriers operating within the NCP defined noise sensitive hours from 11:30 p.m. - 6:15 a.m. Additionally, he noted the flights occurring within the weighted FAA Day Night Average sound level (DNL) from 10:00 p.m. – 7:00 a.m. Paul spoke to the next 6 months and explained that as the winter season draws near, air carriers will tend to schedule their departures earlier in the morning to build a buffer for weather. He noted that on the positive side; there are fewer planes overall during this season.
- One of the most notable changes to the schedule has been the 12:40 A.M. arrival of 1 flight on average per night during the months of May through August.
    - Katherine Hughes spoke to the aircraft traffic issues that are common in New York due to their busy airspace, which results in a “back-up” of aircraft traffic on the ground at their airports, which has been known to result in a United flight departing later than scheduled from PWM, as noted by Adrian Dowling.
    - Ms. Hughes also advised The Committee that the Delta MD-88 aircraft currently being operated out of Portland, is slated to be phased out over the next couple of years. It was noted that this was one of the louder aircraft currently operating in Portland, and will be replaced with newer and quieter equipment when it is finally phased out.  
**(Please refer to slides 16-18 in the accompanying slide presentation)**

#### 4. Jetport Planned Construction in 2018:

- A preview of the planned construction projects for 2018 were discussed including the completion of the final phase of the Terminal Apron “Gate 1” project, as well as the completion of the snow shoulders on the northern end of Taxiway Charlie. Like this summer, the Jetport will make known the dates for next year’s construction projects in advance.  
**(Please refer to slides 26 and 27 in the accompanying slide presentation)**

#### 5. Jetport in the News:

- Recent noise articles from a local news paper were recapped, following prior discussion on the topic during the “Factors Affecting Noise” as noted above.

#### 6. Announcements:

- The Jetport announced the hosting of its next “Honor Flight Maine” homecoming, which was held over the weekend of October 27 through 29<sup>th</sup>, with our celebrated Vets returning to the airport at 1:15 P.M. Sunday afternoon. All Noise Abatement Committee Meeting attendees were encouraged to attend.

#### 7. Questions and Public Comment:

- The floor was opened up to the public in attendance. Their following questions and comments are as follows, with answers/responses in bold where applicable:

Laurie Kahn (Knightsville): Noted that takeoffs are not so bad, but arrivals are a major problem. She started writing down times and dates of noise events and provided a chart to show what she felt were the most problematic times. She also shared an anecdotal story of a JetBlue pilot/friend that had stated that the pilots are always late so they cut corners. She then asked if anyone had the ability to tell the pilot that he cannot cut corners?

**Mark Collins: The pilot is in command, but it was advised that noise complaints be logged so that we can look for trends. The airlines, the airport, and the ATC all want to be good neighbors. If there is a systemic problem, we will look at them and attempt to make corrections by communicating with the airline representatives.**

Scott Douglas (Willard Beach): Has the committee/airport considered revising the complaint form to allow for a better description of the issue if it is not a specific problem.

**Mike Foley/Paul Bradbury: We can look at the form.**

Norton West (By the Casco Bay Bridge/South Portland): Noted that aircraft that are just a couple of 100 feet off track near the bridge make a significant difference in the noise factor.

Patricia Whyte (South Portland): Noted that aircraft are coming in at different altitudes even though they’re all passing over the same point during a landing, and was asking for an explanation of why that would be?

**Mark Collins noted that this was a product of a visual approach as opposed to a precision approach.**

Adrian Dowling: Can we use our crystal ball to “guestimate” when we may have an RNAV approach that behaves like an RNAV departure?

**Mark Collins stated that there was a lot that goes into an approach like this, and due to the low level turning requirement, this is probably still a long time away. Robert Jones (FAA) also elaborated on the technical challenges that accompany a departure of this nature. It was also suggested that we could ask the FAA to consider a couple more points on the approach plate to improve the charts.**

Mary Brett (South Portland/Willard Beach): Noted that there was a higher-than usual number of loud arrivals over her neighborhood, above and beyond what she thought was explainable by the construction project. (Mostly August.) Jennifer Dunfee had shared with her that at least one of her dates was on the Camper’s parent weekend.

**Mike Foley: The Jetport can reach out to the airlines to express the rise in noise complaints and ask for their cooperation.**

Mark Gup (South Portland/Willard Beach): Is there a rule that prohibits certain times for aircraft to arrive? Also, there was the comment that as a realtor, he finds it concerning that some people don’t want to buy houses under the flight path.

**Paul Bradbury: Most of the airlines do try to come in on their published timeframe, but sometimes they do run late.**

**Paul Bradbury/Mark Collins: Public use airports are regulated by the Federal Government as part of interstate commerce. As a result, Congress [through the Airport Noise and Capacity Act of 1990] has restricted the local regulation or implementation of use restrictions at airports. Runways cannot be closed by a community for noise-related purposes.**

Craig Brett (South Portland): Do we track compliance of the Harbor visual when it is available? When it is offered, how often is it refused by the pilot?

**This information is not currently tracked. When it was tracked, it was determined that the compliance rate was very high.**

Adrian Dowling (South Portland): When a pilot is offered the Harbor Visual, is there ever a reason given when they do not accept it? If not, could ATC ask for one?

**Mark Collins: If the visual is available, they will usually take it. For the most part, when it’s not offered, it’s due to safety related issues.**

Mr. Auger (Portland/Western Promenade): Noted that some airplanes fly over his house. He mentioned that he has spoken to pilots, the FAA, and airline representatives.

Triss Chrichfield (South Portland): Noted that there’s a lot of “sloppiness” in piloting. Are there times when pilots chose to fly over her house to save “minutes or fuel?” If so, she would like us to consider ways to prevent that. The noise is a public health issue. She is not sure what happened this summer but remarked that her frustration lies mostly with aircraft arrivals cutting corners.

**Katherine Hughes: With regard to the “sloppiness” from the pilot’s perspective, they do not fly to Portland everyday and many are not familiar with the area. Pilots may fly to PWM for a flight, then not fly back for a month or two. These people are going to new places every day and are not necessarily familiar with the area.**

Jeremy Morton (Portland/Eastern Promenade): Observed that there were two issues here: departures and arrivals, with arrivals being the bigger issue of the night. He asked if, with the new technologies coming on line, we would be able to track elevations for aircraft coming in?

**Mark Collins: It is the expectation that as technology continues to improve and aircraft continue to be better equipped, this information will eventually be made available.**

David Chritchfield: Observed that not all of the noise answers match all of the noise questions.

Joan Bael (Portland/Stroudwater): Noted that she doesn’t need an alarm clock because planes start at 5:30 A.M. and continue through the morning hours. She noted that between 6:15 and 6:25 AM, there is one plane that is very loud.

**Katherine Hughes: The loud plane is most likely Delta’s MD88. The good news is, Delta is phasing this plane out of its inventory, the bad news is that it will most likely be years before it is phased out of the Portland market.**

Speaker not identified: Can we explain the mowing changes and their impact? Is the change permanent?

**Brad Wallace: The changes were made in the interest of safety and noted that to the best of his knowledge, this is a permanent change.**

Dan Hogan (South Portland): What are the proposed changes to the RNAV?

**Mark Collins will look into changes and there will be an update presented for the next meeting.**

Unidentified speaker: Would there be an incentive to the airlines to make information available to the public reflective of their bad approaches?

**Mike Foley: The airport has historically tracked the harbor visual approaches and their acceptance in the past, and they were accepted regularly when offered.**

Susan Alder (Portland): She knows of two other cities/airports that have noise restrictions in place and wondered why we could not impose similar restrictions.

**Paul Bradbury: It was noted that those cities' restrictions were most likely grandfathered prior to the 1990s, when Congress prohibited similar regulations. (The Airport Noise and Capacity Act of 1990 allowed use restrictions in effect prior to October 1, 1990 to be grandfathered and remain in effect.)**

Unidentified speaker: Is there an opportunity to put a parallel taxiway on the south side of Runway 11-29?

**FAA/Paul Bradbury: Gave a brief explanation of the existing Jetport Master Plan and the process.**

Mary Brett (South Portland): Would like the Portland Press Herald to do a monthly piece on how well the airlines follow the Harbor Visual Approach.

Cheryl Miner (Portland/Peaks Island): Commented on the newest engines being produced by Pratt and Whitney, noting that their new engines are very quiet and will be a great addition to the aviation industry moving forward.

**8. Next Meeting Proposed:**

- April 26, 2018

**9. Adjournment:**

- Mr. Foley made a motion to adjourn the meeting at 8:20 P.M. and that motion was approved by Mr. Morton. All additional voting members were in agreement and the meeting was adjourned at that time.

**10. Addendum:**

- The following is a recap of the comments made by Mr. Wakelin and Ms. Critchfield during the April 13, 2017 Noise Advisory Committee Meeting. These comments were not included in that meeting's minutes and are being included here for posterity's sake. On Wed, Nov 15, 2017 at 8:03 AM, David S Wakelin wrote:

Dear Mr. Wallace,

Tris Critchfield and I have looked at our notes from the April Meeting, and here is a short summary of our comments. We hope this summary is satisfactory.

Thank you.

David Wakelin

Tris Critchfield

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> "David Wakelin and Tris Critchfield addressed the meeting participants on behalf of the Loveitt's Field Homeowners Association in South Portland. They expressed their concern, and that of the Association, that the number of planes which land directly over their homes appears to the residents to have increased significantly over the last several years. They acknowledged that the "Harbor Visual" approach is only available in good weather, when the altitude visibility limits have been satisfied, but they noted that there appear to be more times when multiple planes land on Runway 29, on direct approach from Cushing Island over Loveitt's Field, Mussey Street, and South of Mill Creek, even when the weather is bright and clear. They expressed their view that the number of such landings in good weather, has increased markedly. They asked whether this could be quantified, with the hope that planes would use Harbor Visual at a rate closer to the past."



Noise Advisory Committee Meeting  
Thursday, October 26, 2017 6pm



# Agenda

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1. Welcome / Introduction New Members
2. Approval of Minutes
3. Jetport Operational Update
  - A. Passenger Statistics
  - B. Noise Reports
  - C. Runway Usage Report
  - D. Factors Affecting Noise May – September 2017
  - E. Approach & Departure Procedures: Noise Preferences
  - F. Scheduled Commercial Aircraft Operations October 2017- April 2018
4. Jetport Planned Construction in 2018
5. Jetport in the News
6. Announcements
7. Questions / Public Comment
8. Next Meeting Proposed April 26, 2018
9. Adjournment

## NAC Membership

Portland City Councilor (Chair) Brian Batson	Peaks Island Representative Cheryl Miner
Stroudwater Village Association Representative Sandy Beal	Western Promenade Representative Dr. Jeremy Norton
South Portland City Councilor Brad Fox	South Portland Representative Adrian Dowling
Westbrook City Councilor Mike Foley	Cape Elizabeth Representative James Garvin
Greater Portland Chamber of Commerce Representative Jerry Angier	FAA Air Traffic Control Manager Mark Collins
Air Cargo Station Manager Steve Dalzell	Signatory Airline Station Manager Katherine Hughes
Gorham Town Councilor Sherrie Benner	Scarborough Town Councilor Guy Gledhill

# Jetport Operational Update

## 2017 Passenger Statistics

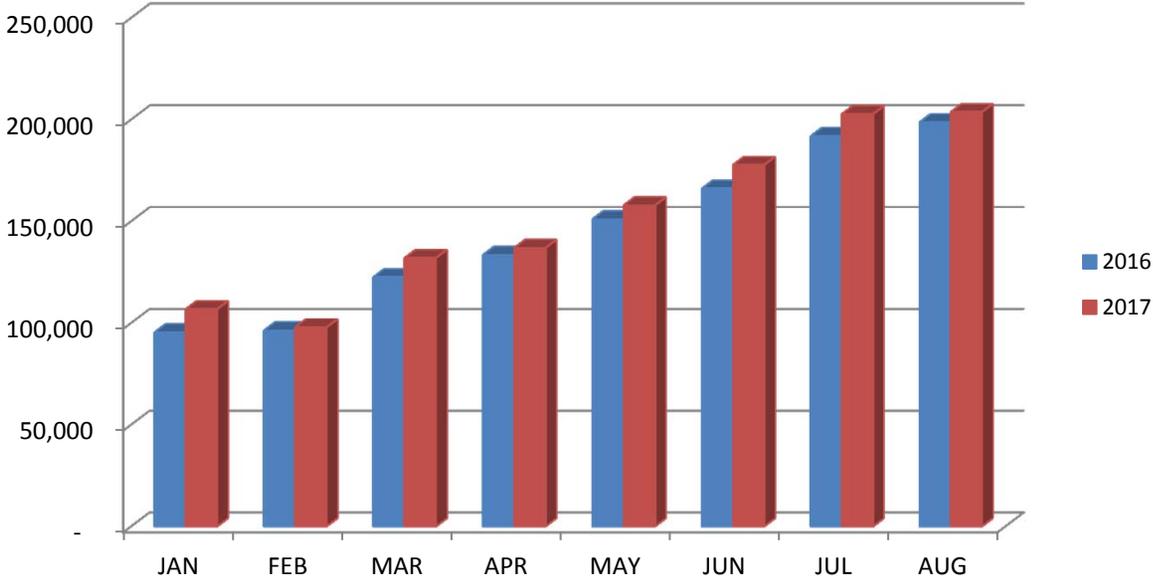
Total Passengers	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2016	95,389	96,297	122,556	133,414	150,978	166,009	191,857	198,673	182,936	182,795	136,768	129,270	1,786,942
2015	93,156	88,902	120,238	127,239	148,012	170,478	196,881	196,913	170,485	169,734	129,565	117,143	1,728,746
Change	2,233	7,395	2,318	6,175	2,966	(4,469)	(5,024)	1,760	12,451	13,061	7,203	12,127	58,196
%	2.4%	8.3%	1.9%	4.9%	2.0%	-2.6%	-2.6%	0.9%	7.3%	7.7%	5.6%	10.4%	3.4%

2017	106,791	97,883	131,997	136,876	157,801	177,697	202,678	203,670
2016	95,389	96,297	122,556	133,414	150,978	166,009	191,857	198,673
Change	11,402	1,586	9,441	3,462	6,823	11,688	10,821	4,997
%	12.0%	1.6%	7.7%	2.6%	4.5%	7.0%	5.6%	2.5%

YTD up 60,220 passengers or 5.2%

# Jetport Operational Update

## Total Passengers 2017 YTD Through August



# Jetport Operational Update

## 2017 Passenger Enplanement Statistics YTD

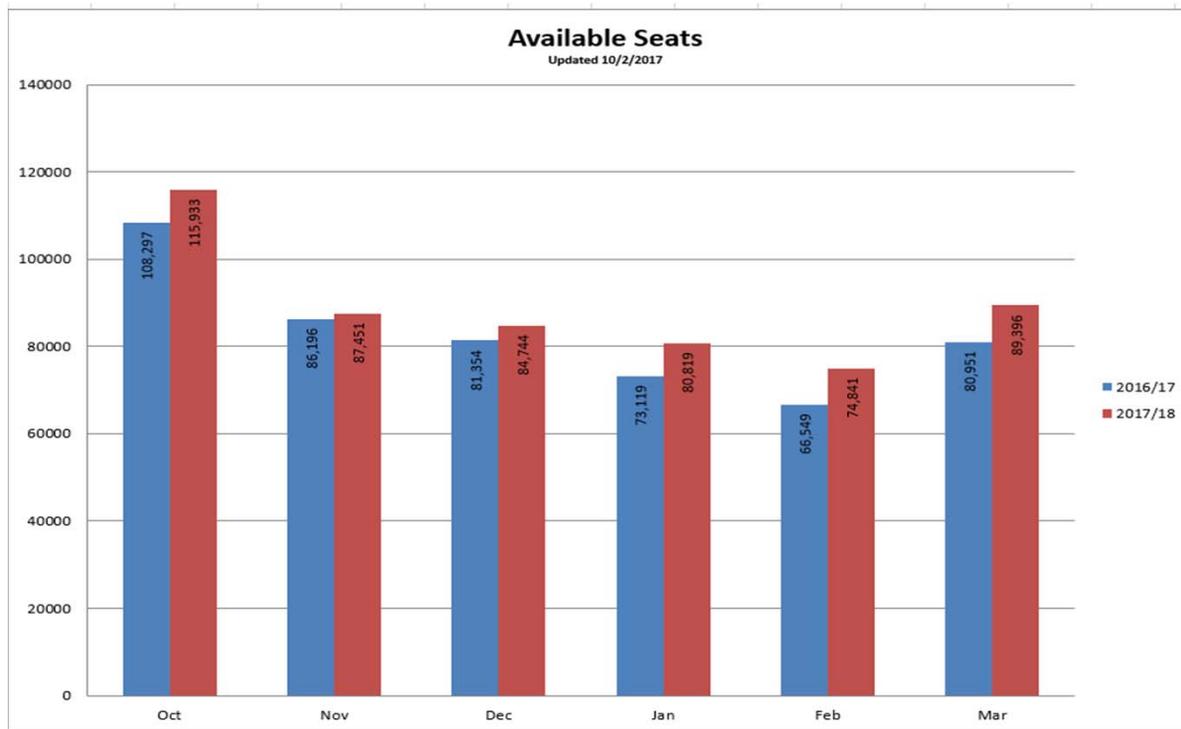
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
<b>2007</b>	53,866	48,212	60,621	57,538	65,450	74,094	89,560	95,649	81,053	82,937	63,582	55,026	827,588
<b>2008</b>	56,664	60,370	66,374	69,202	68,930	80,279	95,995	104,597	79,513	82,629	60,431	57,681	882,665
<b>2009</b>	53,194	56,597	65,801	60,412	66,607	78,514	98,852	107,730	81,361	86,345	64,245	59,012	878,670
<b>2010</b>	54,572	52,300	64,097	68,263	67,812	77,122	91,115	101,234	78,666	81,631	63,434	54,952	855,198
<b>2011</b>	51,278	53,493	65,925	63,835	68,188	76,236	92,855	95,219	77,163	79,097	61,393	55,139	839,821
<b>2012</b>	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
<b>2013</b>	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
<b>2014</b>	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
<b>2015</b>	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
<b>2016</b>	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
<b>2017</b>	54,499	50,256	65,566	67,338	75,344	84,231	101,368	104,165					

 Record Month

# Jetport Operational Update

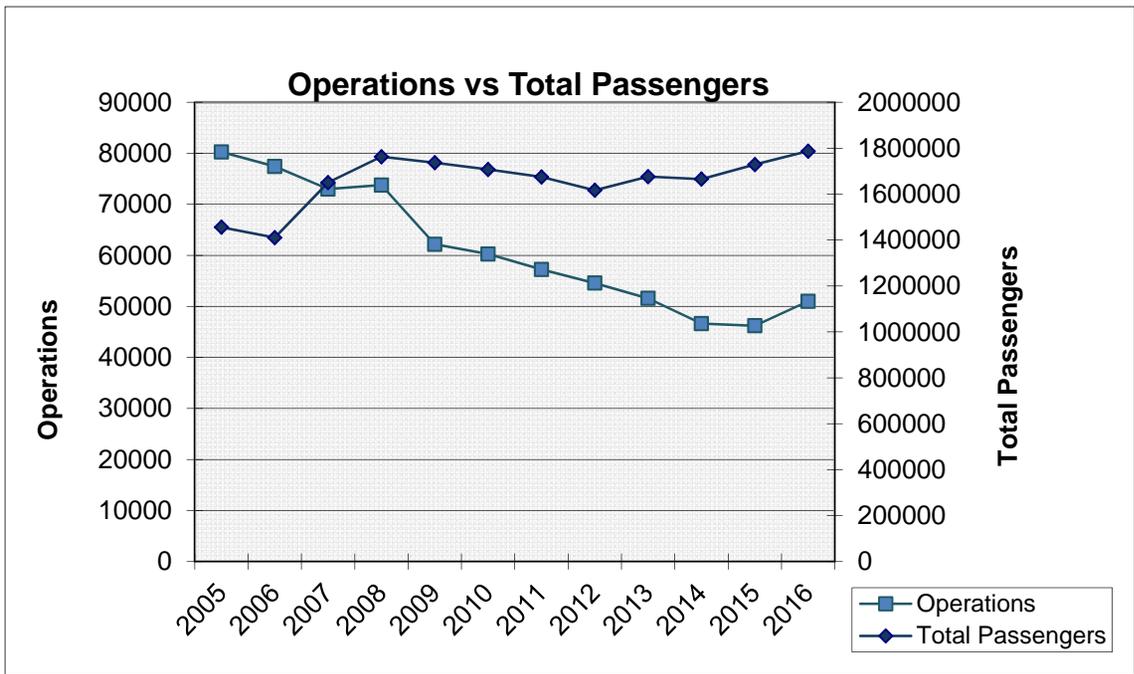
	Enplanements							
	PWM	MHT	BDL	BOS	BGR	PVD	BTV	Total
2000	668,098	1,568,860	3,651,943	13,613,507	272,833	2,684,204	446,363	22,905,808
2001	625,591	1,599,062	3,416,243	11,739,553	254,678	2,751,762	509,031	20,895,920
2002	623,093	1,647,797	3,221,081	11,077,238	239,617	2,662,721	546,857	20,018,404
2003	625,267	1,776,347	3,098,556	11,087,799	302,547	2,553,584	546,452	19,990,552
2004	687,344	1,937,142	3,326,461	12,758,020	357,040	2,732,524	627,423	22,425,954
2005	734,295	2,149,035	3,617,453	13,214,923	433,816	2,846,002	690,641	23,686,165
2006	710,142	1,931,563	3,409,938	13,544,552	411,352	2,588,992	681,678	23,278,217
2007	819,995	1,920,911	3,231,374	13,783,297	346,688	2,499,677	703,186	23,305,128
2008	876,102	1,834,875	3,006,362	12,820,489	355,508	2,342,593	747,559	21,983,488
2009	871,291	1,578,349	2,626,873	12,566,797	388,681	2,153,168	700,592	20,885,751
2010	851,566	1,391,797	2,640,155	13,561,814	416,328	1,951,566	640,790	21,454,016
2011	833,005	1,342,308	2,772,315	14,180,730	391,597	1,920,699	636,019	22,076,673
2012	799,136	1,210,189	2,647,610	14,293,695	302,610	1,809,322	615,026	21,677,588
2013	836,942	1,190,082	2,681,181	14,810,153	315,319	1,884,830	606,503	22,325,010
2014	844,041	1,048,128	2,913,380	15,425,869	288,939	1,764,828	602,932	22,888,117
2015	869,953	1,042,987	2,969,794	16,680,910	239,609	1,786,599	594,034	24,183,886
2016	895,429	1,010,408	3,025,166	18,083,245	246,913	1,826,949	604,576	25,692,686
<b>Current Off High</b>	19,327	(1,138,627)	(626,777)	1,402,335	(186,903)	(1,019,053)	(142,983)	1,508,800
	2.2%	-53.0%	-17.2%	10.9%	-43.1%	-35.8%	-19.1%	6.4%

# Jetport Operational Update



Capacity is currently up 7.4% or 36,718 seats over the next 6 months October 2017 – March 2018.

# Jetport Operational Update



**2016 Totals**  
 Total Operations 50,993 ↑  
 Total Passengers 1,786,942 ↑

**2015 Totals**  
 Total Operations 46,199 ↓  
 Total Passengers 1,728,746 ↑

**2014 Totals**  
 Total Operations 46,633 ↓  
 Total Passengers 1,665,209 ↓

**2013 Totals**  
 Total Operations 51,568 ↓  
 Total Passengers 1,675,978 ↑

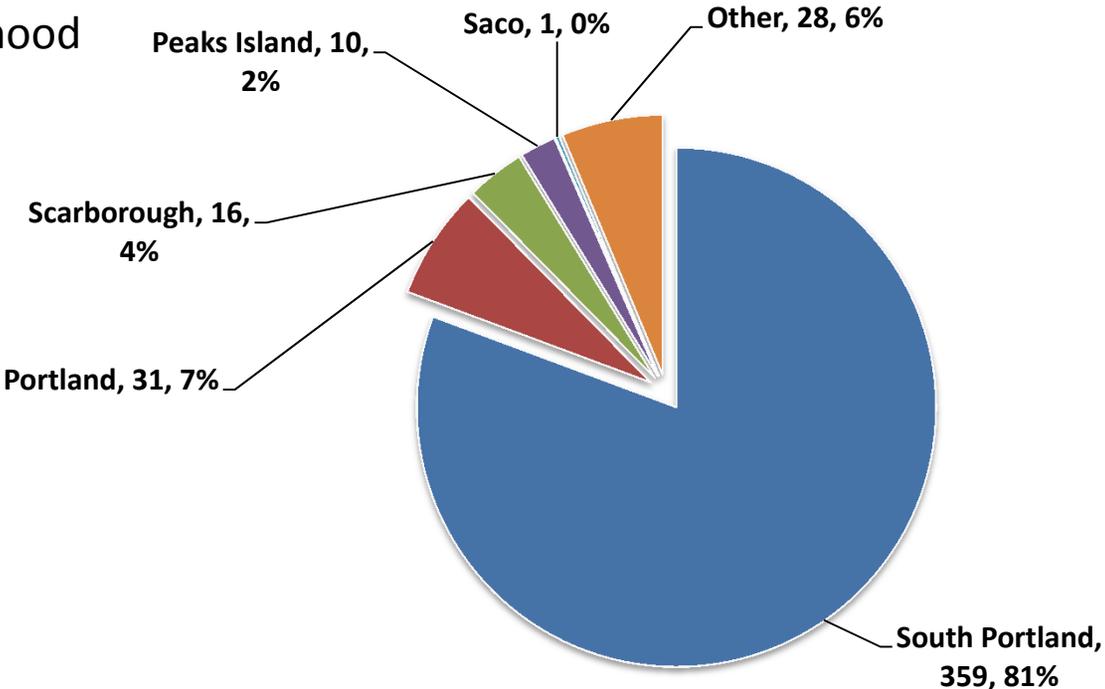
# Jetport Operational Update: Noise Reports

## Noise Reports vs Reporters

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2008	Report	30	33	69	105	108	76	80	97	62	49	42	36
	Reporter	4	4	5	3	4	16	14	10	7	8	5	6
2009	Report	20	41	18	49	61	63	100	132	72	43	38	43
	Reporter	4	7	5	9	12	14	16	13	12	6	4	5
2010	Report	14	17	16	39	19	2	42	93	20	4	2	1
	Reporter	2	4	2	2	2	2	16	16	5	1	2	1
2011	Report	0	0	2	24	165	160	289	299	89	18	6	1
	Reporter	0	0	1	3	4	5	10	11	5	2	2	1
2012	Report	3	0	0	6	1	13	22	52	1	3	2	1
	Reporter	0	0	0	2	1	7	8	10	1	3	2	1
2013	Report	0	0	4	9	10	15	13	22	20	2	1	4
	Reporter	0	0	4	3	5	4	4	11	8	2	1	1
2014	Report	6	26	32	31	24	42	59	44	19	19	7	28
	Reporter	1	2	4	7	6	13	12	25	9	6	2	3
2015	Report	7	7	13	28	38	46	75	49	78	43	2	2
	Reporter	1	2	4	4	7	8	9	15	13	7	2	2
2016	Report	11	8	21	26	37	33	106	137	34	14	19	21
	Reporter	4	5	4	7	7	8	13	12	9	4	1	4
2017	Report	9	13	11	24	81	75	69	102	59			
	Reporter	3	2	5	6	9	12	17	27	21			

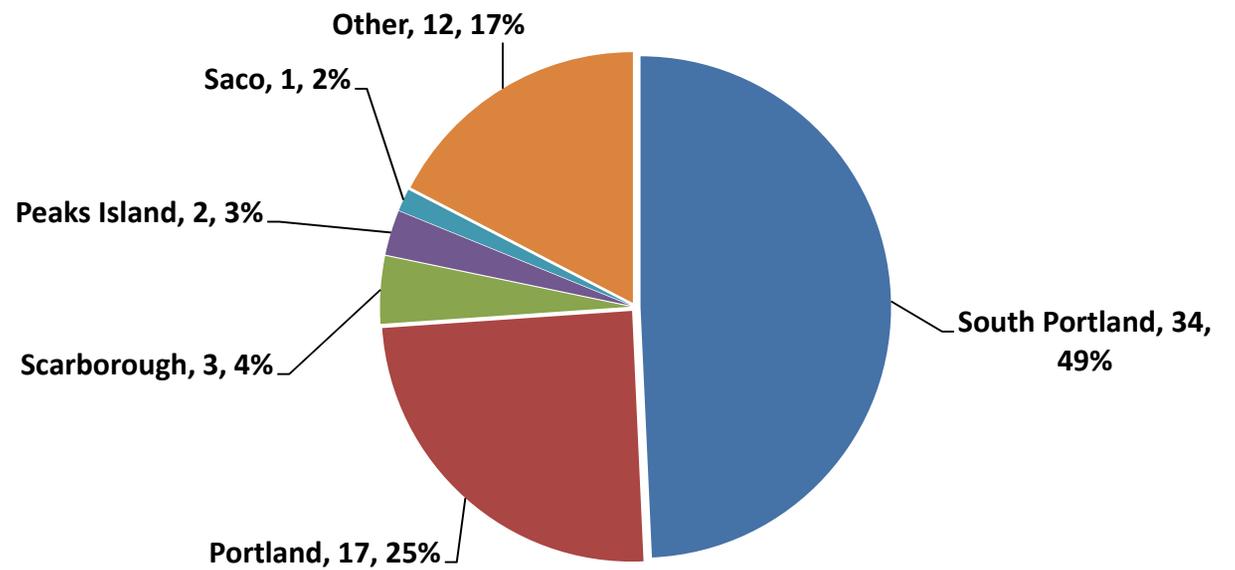
# Jetport Operational Update

Noise Reports by Neighborhood  
– 2017 through September



# Jetport Operational Update

Noise Reporters by Neighborhood  
– 2017 through September



# Primary Runway Usage – All Traffic 2016

## PWM Runway Operations

	2016 January	February	March	April	May	June	July	August	September	October	November	December	Totals
11A	261	317	638	612	843	792	963	639	902	925	414	220	7526
11D	653	385	678	698	1075	758	1108	836	959	854	627	614	9245
18A	21	37	67	100	111	215	169	177	152	159	55	24	1287
18D	56	77	127	173	242	345	392	354	283	216	75	22	2362
29A	816	744	673	755	696	927	1148	1338	962	833	1045	1187	11124
29D	716	653	629	757	694	992	1108	1310	912	851	980	918	10520
36A	55	49	70	124	46	152	124	162	78	148	187	76	1271
36D	49	34	71	147	62	132	126	150	87	145	119	83	1205
<b>Total</b>	<b>2627</b>	<b>2296</b>	<b>2953</b>	<b>3366</b>	<b>3769</b>	<b>4313</b>	<b>5138</b>	<b>4966</b>	<b>4335</b>	<b>4131</b>	<b>3502</b>	<b>3144</b>	<b>44540</b>
<b>% Use of Primary Runway</b>	<b>93%</b>	<b>91%</b>	<b>89%</b>	<b>84%</b>	<b>88%</b>	<b>80%</b>	<b>84%</b>	<b>83%</b>	<b>86%</b>	<b>84%</b>	<b>88%</b>	<b>93%</b>	<b>86%</b>

# Primary Runway Usage – All Traffic 2017 YTD

## PWM Runway Operations

	2017 January	February	March	April	May	June	July	August	September	October	November	December	Totals
<b>11A</b>	315	285	432	808	909	759	955	781	948				6192
<b>11D</b>	547	632	623	908	969	967	1132	1134	1501				8413
<b>18A</b>	31	32	65	162	215	148	277	403	178				1511
<b>18D</b>	51	48	53	174	272	191	315	516	208				1828
<b>29A</b>	1002	730	819	652	746	1421	1325	1437	1041				9173
<b>29D</b>	841	506	657	564	621	1098	1173	1132	822				2004
<b>36A</b>	57	14	183	126	101	69	206	237	218				1211
<b>36D</b>	37	15	167	101	101	71	167	223	223				1105
<b>Total</b>	2881	2262	2999	3495	3934	4724	5550	5863	5139	0	0	0	31437
<b>% Use of Primary Runway 2017</b>	94%	95%	84%	84%	82%	90%	83%	76%	84%				82%
<b>% Use of Primary Runway 2016</b>	93%	91%	89%	84%	88%	80%	84%	83%	86%	84%	88%	93%	86%

# FedEx / Wiggins Runway Usage



## PWM Runway Operations

	2017 January	February	March	April	May	June	July	August	September	October	November	December	Totals
11A	16	21	14	36	22	15	18	10	19				171
11D	6	15	11	17	3	6	8	1	0				67
18A	10	10	22	29	32	25	33	44	25				230
18D	6	4	3	17	13	9	8	18	8				86
29A	50	41	42	13	24	43	27	25	16				281
29D	44	38	31	22	20	46	39	50	37				327
36A	9	5	28	18	14	13	4	23	25				139
36D	9	6	30	19	31	17	10	12	29				163
<b>Total</b>	150	140	181	171	159	174	147	183	159	0	0	0	1464
<b>% Use of Primary Runway 2017</b>	<b>77%</b>	<b>82%</b>	<b>54%</b>	<b>51%</b>	<b>43%</b>	<b>63%</b>	<b>63%</b>	<b>47%</b>	<b>45%</b>				<b>58%</b>

Data includes both Cessna Citation and Beech 99 aircraft operated by Wiggins

# Jetport Operational Update: Airline Schedule October – April 2018

PWM will continue to report to the Committee changes in the airline schedule that occur during noise sensitive hours  
10pm-7am according to the FAA Day Night Average Sound Level (DNL) calculations.

PWM Noise Sensitive hours according to the Record of Approval is 11:30 p.m. – 6:15 a.m.



# Jetport Operational Update: Flight Schedule for Six Months

Scheduled Commercial Aircraft Operations October 2017 - April 2018

	October		November		December		January		February		March		April	
	Arrivals	Departures												
0:00	2.42		1.50		1.00		1.23		1.11		1.68		1.87	
1:00														
2:00														
3:00			0.06											
4:00														
5:00		4.65		4.53		4.39		2.97		3.25		4.06		4.80
6:00		5.16		4.90		4.77		3.39		4.11		5.03		5.13
7:00	0.77	1.97		2.50		1.84		3.77		2.50		1.00		1.00
8:00	0.90	2.03		1.10		1.13		0.32		1.07		2.00		2.00
9:00	1.74	1.06	2.90	0.30	1.45	0.48	1.23	0.23	0.50	0.00	0.00	0.00	0.00	0.00
10:00	2.68	3.48	1.77	2.97	2.26	3.10	2.13	2.32	2.21	2.29	3.39	2.71	2.60	2.70
11:00	4.74	1.65	3.10	0.20	2.48	0.52	2.84	1.00	2.79	0.50	3.00	0.90	2.90	0.10
12:00	3.45	5.06	2.40	4.03	2.35	4.19	2.06	3.87	3.04	5.29	4.26	5.97	4.17	6.77
13:00	1.19	3.06	1.97	1.37	1.84	0.61	1.26	1.23	2.07	0.96	3.03	1.23	3.13	0.40
14:00	3.90	3.13	3.00	3.77	2.48	3.16	3.10	2.10	3.14	2.79	2.13	3.71	2.13	3.70
15:00	1.42	1.52	2.20	1.37	2.65	1.97	2.06	2.00	1.50	2.00	1.90	2.00	2.77	2.80
16:00	3.87	2.23	3.13	2.20	2.97	2.42	2.52	2.61	3.57	3.14	4.65	3.16	4.77	3.13
17:00	2.74	4.71	2.33	5.00	2.42	4.23	2.71	3.81	1.89	3.32	1.00	3.52	1.80	3.73
18:00	4.58	2.16	2.87	0.90	1.35	0.71	0.90	0.71	2.25	0.79	3.71	1.00	3.70	1.80
19:00	0.26	2.87	1.00	1.37	1.10	0.74	1.16	0.87	1.21	1.36	1.16	1.84	1.13	1.87
20:00	1.94		1.23	0.07	0.97		2.03		2.07		1.13		1.27	
21:00	2.84		2.57		1.32		0.03		1.00		3.10		3.03	
22:00	1.29		2.27		3.74		2.29		1.71		1.03		1.67	
23:00	4.00		4.03		3.87		3.61		3.14		3.00		2.97	

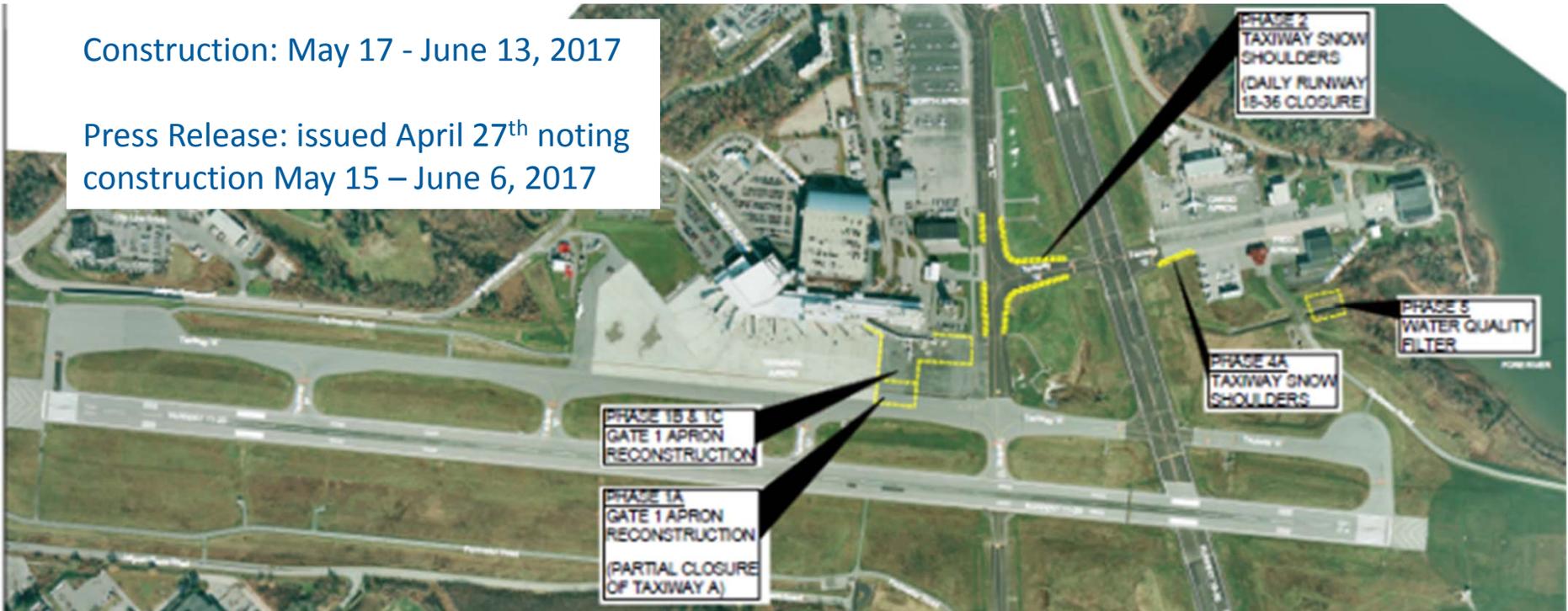
## Jetport Operational Update: Airline Schedule Statistics

Departures	October	November	December	January	February	March	April
Record of Approval 2330-0615	304	280	267	197	206	282	298
DNL 2200-0700	304	302	287	222	228	284	298
Total	1387	1097	1062	967	934	1182	1198
Arrivals	October	November	December	January	February	March	April
Record of Approval 2330-0615	164	116	123	118	99	123	117
DNL 2200-0700	239	236	267	221	167	177	195
Total	1387	1096	1062	966	930	1183	1197
All Operations	October	November	December	January	February	March	April
Record of Approval 2330-0615	468	396	390	315	305	405	415
DNL 2200-0700	543	538	554	443	395	461	493
Total	2774	2193	2124	1933	1864	2365	2395
Share	October	November	December	January	February	March	April
Record of Approval 2330-0615	17%	18%	18%	16%	16%	17%	17%
DNL 2200-0700	20%	25%	26%	23%	21%	19%	21%

# Factors Affecting Noise May – September 2017

Construction: May 17 - June 13, 2017

Press Release: issued April 27<sup>th</sup> noting construction May 15 – June 6, 2017



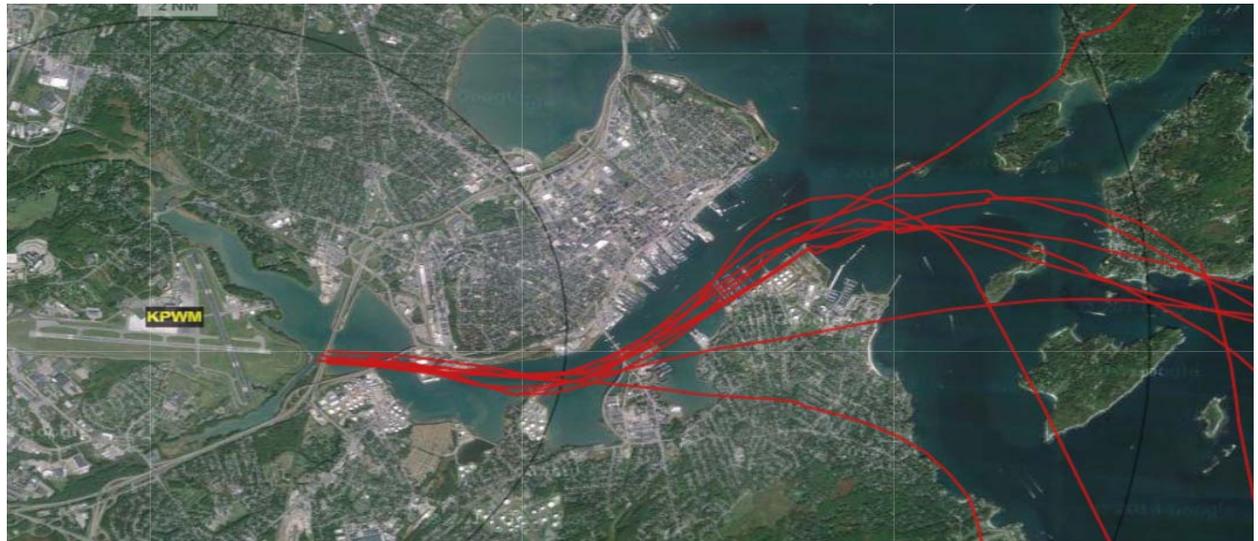
## Factors Affecting Noise May – September 2017

Airfield Maintenance:  
Markings & Mowing  
Operations



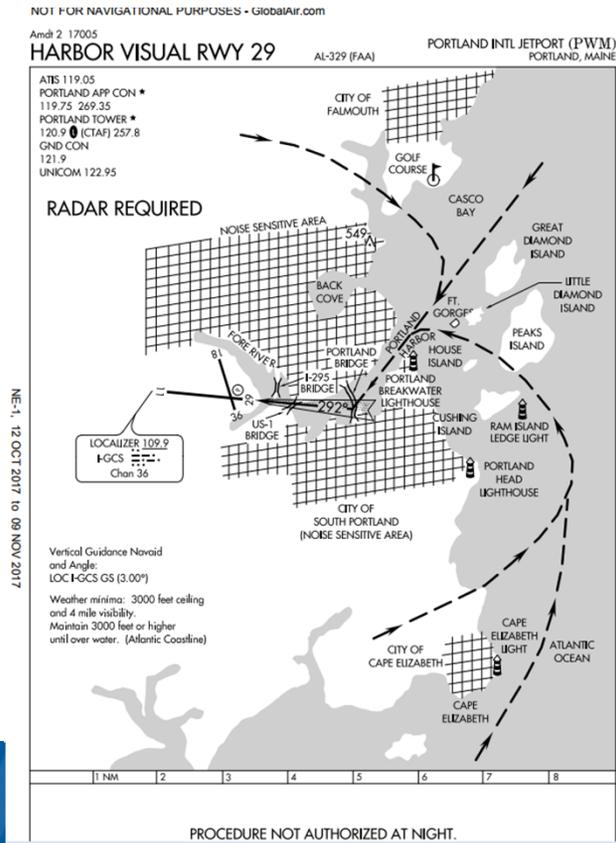
# Factors Affecting Noise May – September 2017

- **Harbor Visual Approach**
  - Arrivals only
  - Daylight Hours Only
  - More Restrictive than regular Visual Flight Rules (VFR)
    - Cloud ceiling greater than 3000ft
    - Visibility greater than 4 miles
    - Requires Radar (Cumberland)
    - Jet Aircraft Only



# Factors Affecting Noise May – September 2017

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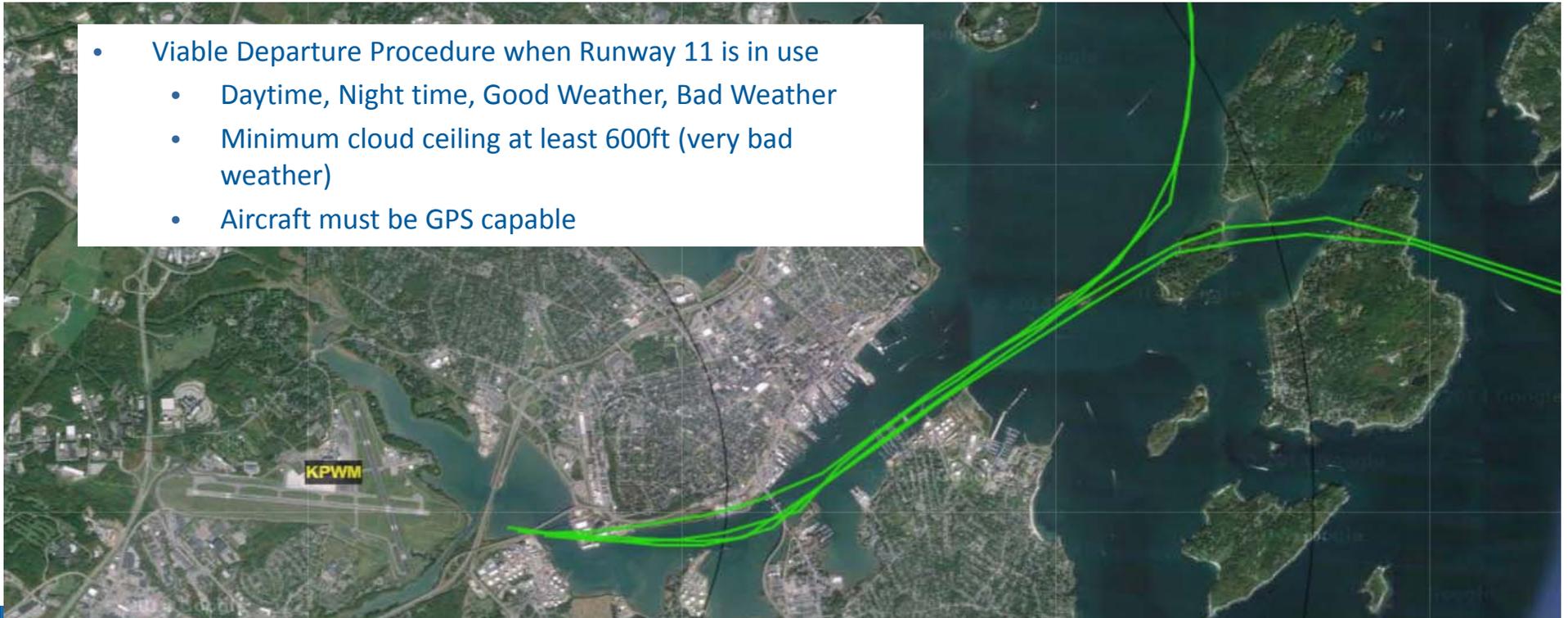


10/27/2017

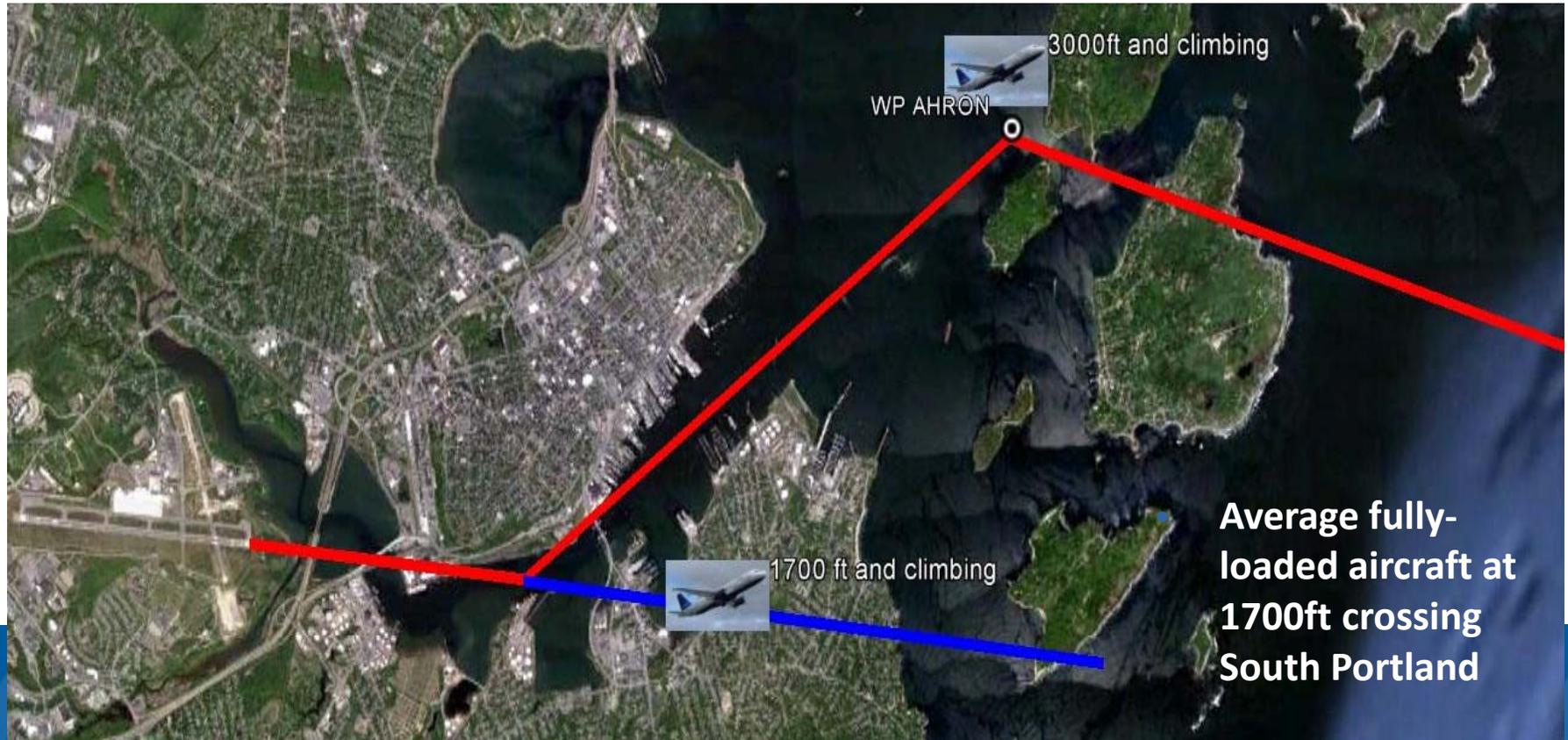


## Approach/Departure Procedures and Noise Preferences

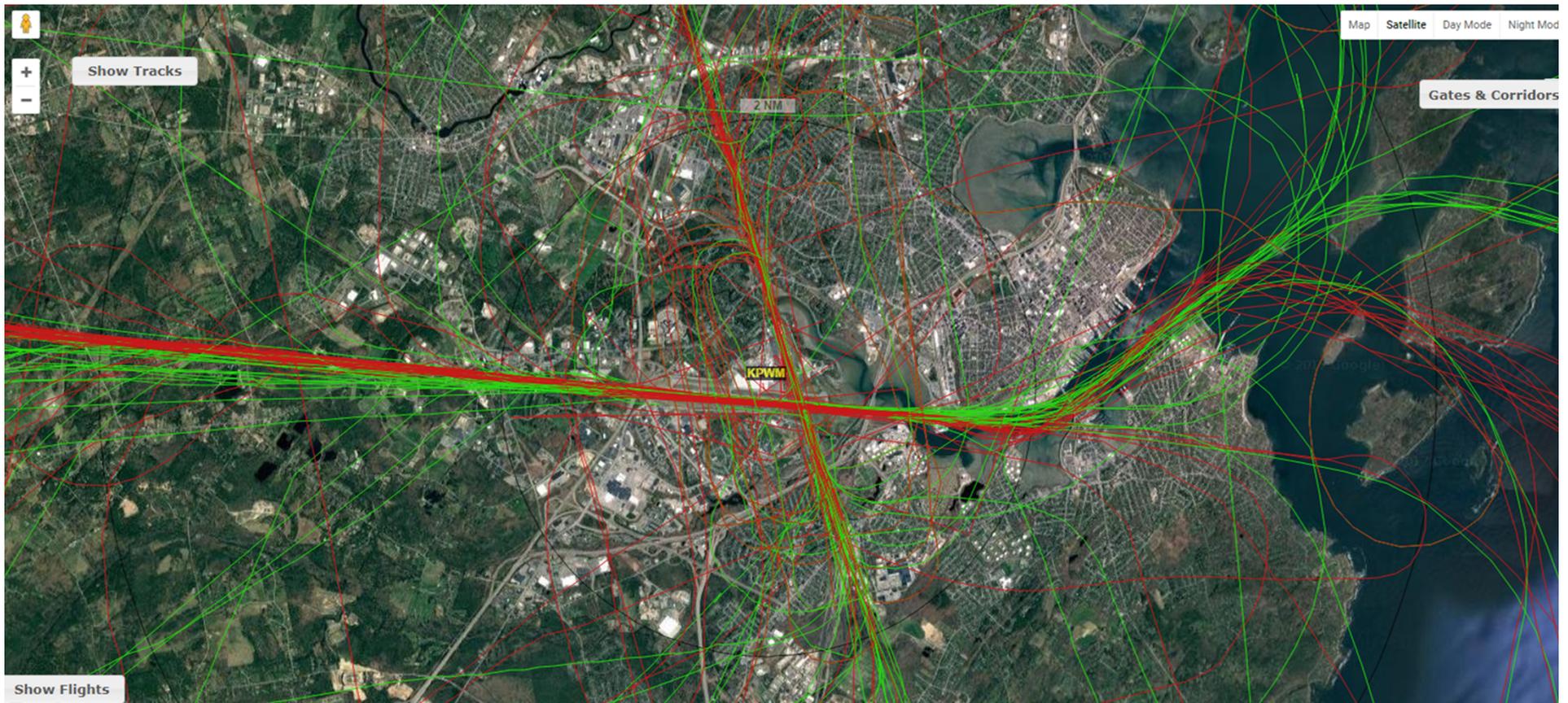
- Viable Departure Procedure when Runway 11 is in use
  - Daytime, Night time, Good Weather, Bad Weather
  - Minimum cloud ceiling at least 600ft (very bad weather)
  - Aircraft must be GPS capable



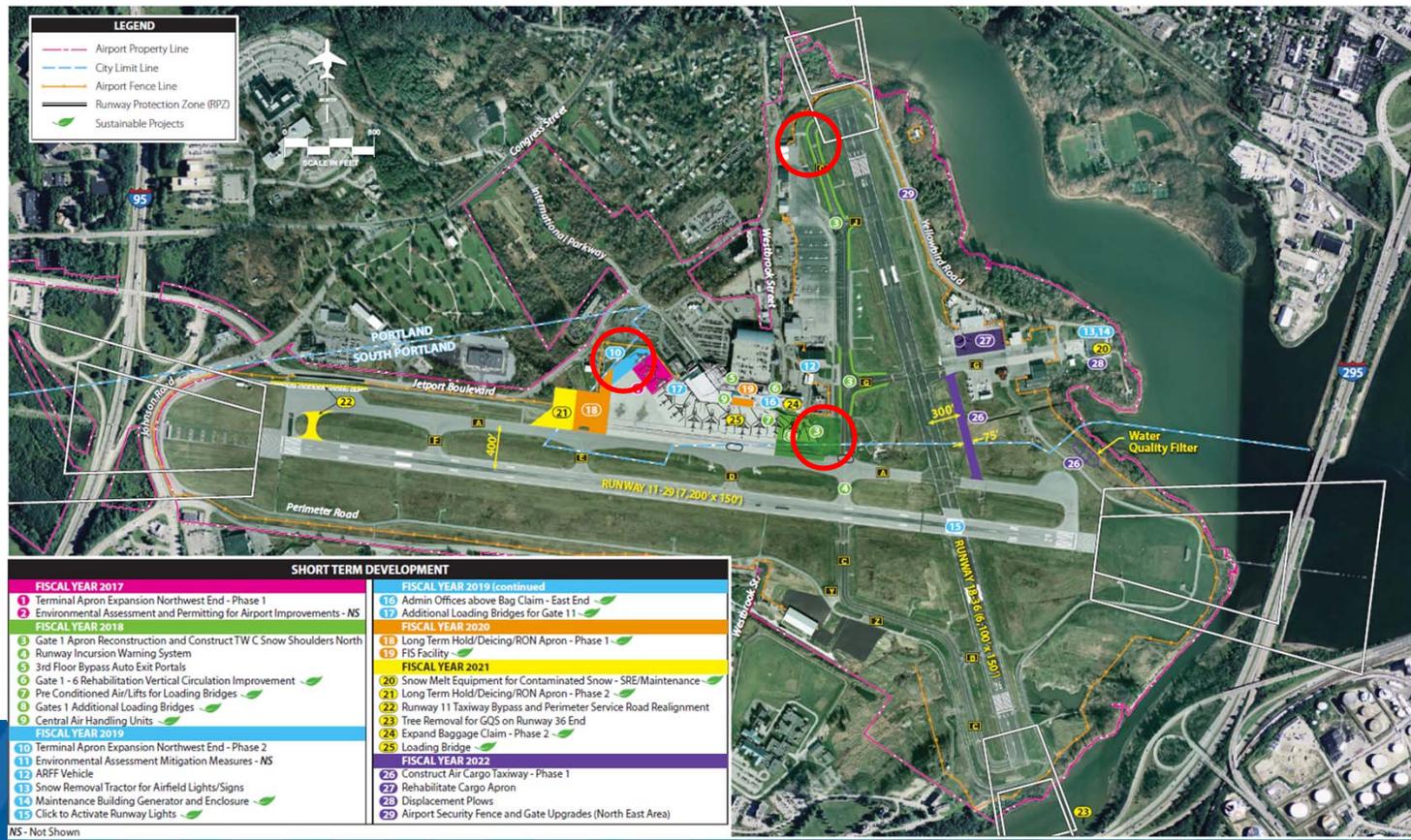
## Approach/Departure Procedures and Noise Preferences



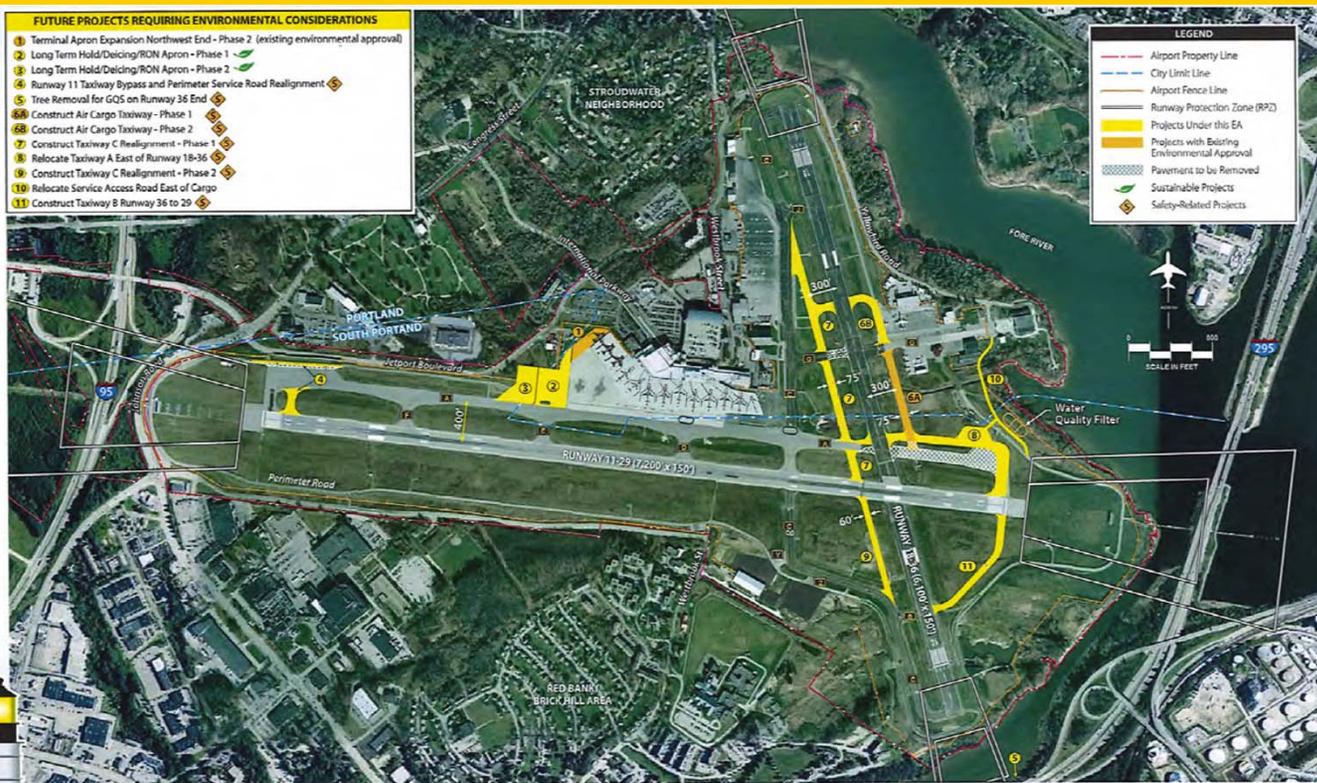
# Approach/Departure Procedures and Noise Preferences (Sat, July 20)



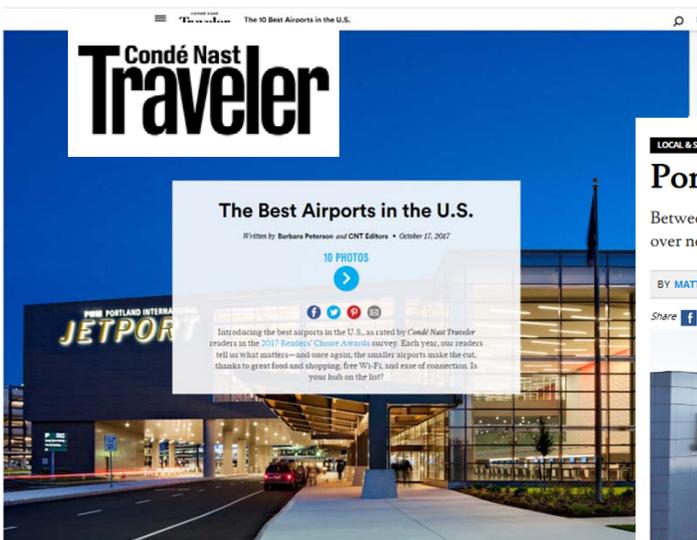
# Jetport Planned Construction Improvement Updates for 2018



# Jetport Planned Construction Improvement Updates for Short Term



# Jetport in the News



LOCAL & STATE Posted April 27 | Updated April 28

## Portland Jetport warns neighbors: It could get noisy

Between May 15 and June 6, a construction project will affect flight paths over neighborhoods in Portland, South Portland, and Scarborough.

BY MATT BYRNE STAFF WRITER

Share [Facebook] [Twitter] [Email] [Print] [Comments] 7 Comments



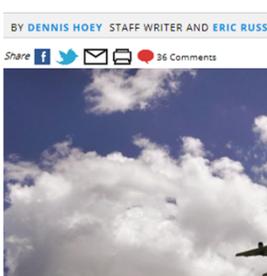
LOCAL & STATE Posted October 17 | Updated October 17

## Radar outages prompt change in Jetport flight noise complaints

When the Portland International Jetport loses its FAA radar in Gray, airlines must take off populated neighborhoods in South Portland.

BY DENNIS HOEY STAFF WRITER AND ERIC RUSSI LOCAL & STATE Posted October 17 | Updated October 18

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## FAA contradicts Portland Jetport's explanation of noise

An aviation official says statements about radar outages adding to a rise in noise complaints.

BY PETER MCGUIRE STAFF WRITER

Share [Facebook] [Twitter] [Email] [Print] [Comments] 13 Comments



# Announcements: Honor Flight Maine Homecoming 10/29/2017



10/27/2017

29



## Questions / Public Comment

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Please State Your Name & Address for the Record



Thank you