



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
4/25/2019	6:00PM	7:33PM	10/17/2019	6:00pm	B. Brown	PWM

Attended By	Absentees
Mike Foley - Westbrook Representative	Sherrie Brenner - Gorham Town Council
Dave Wakelin - South Portland Representative	Penny Jordan - Cape Elizabeth Representative
Sandy Beal - Stroudwater Village Association	TBD - Peaks Island Council Representative
Guy Gledhill - Scarborough Town Council Representative	TBD - South Portland City Councilor or Representative
Brian Batson - Portland City Council / NAC Chair	
Jerry Morton - Western Promenade Rep	
Katherine Hughes - Air Carrier Station Manager Rep	
Mark Collins - FAA ATC	
Steve Dalzell - Fed Ex	PWM Representatives
Jerry Angier - Greater Portland Chamber of Commerce	Paul Bradbury - Airport Director
Non-Member Attendees	Barry Brown - Deputy Director: Ops and Maintenance
Tom Ainsworth	
Joan Beal	
Mary Brett	
Harvey Lee	
Robert Whyte	
John Levesque	
Harvey Lee	
Julie Shane	
Burt Wolf	
Peter Stanton	
Laurie Kahn	
Triss Critchfield	

1. Welcome / Introduction of Members:

Opening comments and a welcome to all members and guests were made. This was followed by introductions of all people present.

Brian Batson, Chair, opened the meeting with introductions around the room, including the public. Following the introductions, Brian gave an overview of the meeting structure and ground rules for comment.

2. Opening Comments:

A fifteen minute comment period was made available to the committee members and public guests. Three people made comments during this timeframe. They were:

Tom Ainsworth - Stroudwater - What steps are being taken to bring flights into the noise compliance guidelines and why is there such a heavy use of RWY 18-36.

3. Approval of Minutes:



A motion to approve the previous meeting's minutes dated October 24, 2018, was made and passed unanimously.

4. Jetport in the News - Paul discussed:

Paul explained it has been a busy season and advised the group that PWM is being noticed in the media nationwide as being the first airport to recycle and manufacture a Type 1 fluid. PWM is also receiving spent fluid from other airports including Bangor which the airport recycles and uses locally. All Type 1 fluid used at PWM is recycled from used ADF effluent.

PWM also won the Airport Service Quality Award through ACI. Paul explained some of the metrics by which the study is completed and winners are selected. PWM won best airport in North America for airports under 2 million pax. PWM has moved into the 2-5 million passengers category for 2019. PWM has now set new records in 2018 for most passengers ever into/out of Portland.

Paul also spoke of the CNBC report from PWM which highlighted Air Traffic controller jobs and used a Jetport ATCT cab photo. Additionally, Paul touched on the government shutdown and its effect on the TSA and FAA, and recognized the efforts that airport tenants and others initiated to help federal employees during the shut down

5. Noise Data / Operational Update/ Passenger Stats

PWM total passengers are up 14.6% in 2018 which is unprecedented growth. Year to date 2019 through February total passenger traffic growth is also up 14.6% matching last year's growth.

Guy Gledhill Asked if this meant additional airport revenues. Paul answered "YES" and explained that the airport receives \$4.39 per passenger and that the airport utilized this funding to pay for projects at the Jetport. Additionally, increased passenger growth results in increased concession revenues. Our primary concession revenues are parking, rental cars, food/beverage, and news/gift.

Jerry Angier asked about the baggage claim improvements. Paul advised we are close and there are windows to peek through to see the progress. New tile and bathrooms as well as a new escalator are in place and construction should complete by Memorial Day. The project is expected to completely wrap up by June 18.

Mike Foley commented about the timing with needing to walk outside to get to baggage claim, but Paul advised it was the best time based on traffic. The first and second quarters are our slowest for passenger volumes so construction was matched to this window.

March 2019 data shows that the Jetport continues to increase capacity and passengers flying, however capacity is leveling off to some extent and load factors are increasing.

The next six months have been unique and due to ticket sales being available six months in advance we can tell that there will be a reduction in capacity going forward, but this may not affect the total number of passengers. The 737 MAX grounding is also negatively affecting PWM capacity over the next six months.



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Julie Shane asked about Jet Blue Service to which Paul advised of the seasonal nature of their service and date ranges in which they fly. JetBlue will restart seasonal service in mid-June.

The region is a bright story for PWM. PWM and BOS are the only two airports in the region to break previous all-time records. Manchester has slipped to 926k enplanements, down from its prior high of 2.149 million enplanements (over 4 million total passengers). Paul explained some of the regional stats demonstrating that PWM is a standout airport in New England. PWM's peak % of NE market share occurred in 2009 and is still down from that number even though PWM is making new records. PWM is capturing more market, but is currently only 3.7% of market share while BOS went from 59% to 70.7%.

Sandy Beal asked what BOS growth is attributed to. Paul explained that Southwest expansion moved into BOS significantly as well as Jet Blue's exponential growth in the BOS market. Sandy also asked about why other airports do not capture deicing fluid. Paul advised that PWM is attempting to be the nationwide leader for full distillation and manufacture of aircraft deicing fluid from reclaimed product. He expects other airports will capture and produce 50% propylene concentrate that would be processed at PWM to 99% and then into deicing fluid. Paul advised that two locations would eventually produce in the region with other airports shipping used fluid to each. Additionally, Portland sanitary sewer is not currently capable of receiving our fluid due to the high biological oxygen demand (BOD) it requires to process. Other communities likely have this capacity within their sanitary sewer which provides a lower cost option for processing.

Operations have decreased significantly from more than 110k in 2001 to a trough of less than 50k in 2014. Even though passenger volumes have gone up, it consists of bigger planes carrying more people on fewer flights. PWM has traditionally turned much smaller aircraft at a more regular interval. Newer aircraft may be larger, but in many cases are quieter. Primary RWY (11-29) usage was 89% of all operations in 2018, which is an improvement. However, construction in 2018 is likely the reason for this increase, especially in July where usage was 100% primary.

Paul discussed the Harbor Visual Approach (HVA) and noted use could be improved. Paul also went into detail about how the airport records data. The Jetport is now only recording successful Harbor Visual Approaches and any HVA attempt that did not go through the gates was not counted as an HVA approach. This methodology will reduce the number of reported uses of the HVA relative to past data reports since only successfully flown Harbor Visual Approaches will be recorded.

Dave Wakelin noted that the HVA is only available during the daytime in good weather and use of the HVA is not available outside of those times. He went on to explain that wind is also a factor.

Mark Collins added that aircraft often end up swinging out over the tanks while on approach, especially when conditions are windy.

When the HVA is not in use, aircraft fly a direct approach using the runway heading over South Portland. When a direct approach is used noise over South Portland is increased.



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Additionally, even when the HVA is available if a general aviation (GA) aircraft is in the pattern, it is common for the tower to have aircraft on separate approaches to maintain separation. There are many factors that make it very difficult to tell why an aircraft may or may not have been given or attempted the HVA. Wind shear is dangerous and even if conditions look good the HVA may not be used for safety purposes.

Michael Foley pointed out that the HVA is a desirable approach to fly for pilots and stats show they enjoy flying it. Paul confirmed this and referenced DCA arrival for comparison.

Mark Collins gave an update on the Required Navigation Performance (RNP). Mark advised the FAA has assembled some partial data but is not prepared to share it until they have additional time to analyze the data and determine alternatives or non-alternatives. Four weeks was suggested.

Paul added that prior communications with FAA noted it could be 8 months before a review of a 29 RNP could commence, however recently there has been significant attention and we're please an initial review is underway. Mark and Paul thanked Lovett's Field for their interest in moving this forward.

Dave Wakelin added that the people of South Portland are also very interested in this issue and are looking for an update on the progress.

Brian Batson agreed that this is more appropriate for South Portland due to the effect of noise. Paul nominated Dave Wakelin to chair a subcommittee to push this effort forward. Mark advised he would be bringing in an expert to better explain the process into implementing an RNP at PWM. Brian thanked Mark for working on this.

After discussion a meeting date of June 5, 2019 appeared to work for FAA and NAC attendees. Given the development of a Runway 29 RNP approach is a South Portland issue, it was suggested as noted by Chair Batson that the meeting be held at a location in South Portland most convenient for South Portland residents. Additionally it was suggested this be a South Portland NAC Subcommittee Meeting chaired by South Portland NAC Representative Dave Wakelin.

A vote was held and passed unanimously that a subcommittee for RNP would be created for the City of South Portland and Chaired by South Portland NAC Representative Dave Wakelin. This Subcommittee would host the RNP meeting on June 5, 2019.

Paul Bradbury advised there is a concern about how many aircraft are capable of flying an RNP with current fleet mix. PWM believes that 21% of aircraft would be capable of flying an RNP at present. Southwest is a leader with 100% as well as Jet Blue. Delta is 30%. Mark advised that this information is forecasted for July 2019. Michael Foley advised there is a chance this could change for July 2020. Some of the stats may be skewed based on type of aircraft flown.

6. Old Business:

Same as above.

7. New Business:

Flight Schedule for May and June during noise sensitive hours from 10:00 pm - 7:00 am. Paul counted the flights for May (16) and explained that it is up to the airlines and interstate commerce and pointed out some early flights departing at 0515, 0525 and 0530. Flight schedules could continue to be pushed out going forward. Upcoming monthly expectations are a decrease in flights including early flights. The number of flights is down from last summer meaning less noise in May. Last year, Runway 18-36 was closed for construction.

Michael Foley asked to clarify actual departure time vs. scheduled based on the needs for activity. Katherine Hughes added that this changes monthly based on the needs of the airlines and the National air traffic system.

Paul Bradbury continued with construction. There is a lot of construction work on the books, however projects came in 40% over the engineer's estimate. The FAA will need to evaluate whether or not the increase will be funded. Projects are being reviewed with FAA to determine what work scope can be accommodated this construction season. The original plan for this season included 1. Terminal Apron Expansion, 2. Long term Hold/Deicing/Remain Overnight Apron expansion, 3. Taxiway B construction. Project 2 will add deicing capacity to prevent delays in the winter and add hold spots in the spring and summer for ground stops. TWY B construction provides a safety improvement by eliminating runway crossings. Taxiway B construction will require closures of the primary and north/south runways. The connection to RWY 36 would take 1.5-3 weeks based on weather, the connection to RWY 29 and may take 4-5 weeks.

There were no questions from the committee or public.

8. Question/Public Comment:

A closing comment period was made available to the committee members and public guests. Three people made comments during this timeframe. They were:

Laurie Kahn - Lovett's Field - Asked a question regarding pilot's intent to use the HVA and advised that aircraft often seem to fly over her house in good weather to limit fuel burn.

Mark Collins answered that he is unsure what incentive would exist without push from FAA and airlines. Mark also advised that sometimes the pilots miss the VFR visual references to start the approach and are therefore required to fly a direct approach instead for safety reasons. The proposed waypoints to the HVA should make this much more precise and autopilot may increase this adherence and accuracy.

John Levesque - 86 Lovett's Field Rd - Advised that when he calls in on the complaint line and presses 1 to not listen to header but it no longer works. Can this be changed? John also advised that a Southwest flight departing at 1158 came straight over his house. Others flew a different departure. John continued and expressed the concern that the outbound seemed to be getting louder.

Barry Brown explained that the old system was no longer supported and changed over. Barry advised he would follow up and determine if there is a way to resolve the recording issue.



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Paul Bradbury clarified that the other airlines are likely using the RNAV departure. Mark Collins added that often traffic necessitates a change. The Part 150 noise study suggested that departures are fanned over the river to evenly distribute the noise. RNAV departures are concentrated over the water so there is less fanning.

Mark Collins advised that increased noise could be expected with greater power settings and larger aircraft.

Sandy Beal stated that previously he and others had met with the tower manager to reduce noise impact, but admitted that the tower could not make the pilots fly it (the HVA).

Tom Ainsworth questioned what the airport staff has done to meet with the airlines to improve adherence to the HVA. Tom went on to ask Brian Batson where the funding is for an environmental office to specifically address noise and light pollution and asked that PWM supply this to be available as now no one is able to call and talk to a person. Tom also inquired why there is a 40% compliance for Wiggins.

Paul Bradbury advised that he does not have all the data and that wind likely plays a part in this as they cannot take the higher crosswinds like a 737. Paul also noted that Wiggins operates outside of the noise sensitivity times. Additionally, their approach may often be too slow to be accommodated within the same flight path of other traffic. PWM given recent growth is at an all-time high for funded positions, now at 59 full time positions. Unfortunately due to the tight economy and low unemployment we have had difficulty filling all positions. PWM has a 24/7/365 staff of Operations Coordinators and Operations Supervisors that are tracking information at all times. These staff members are reviewing and collecting noise data. Paul added that PWM cannot restrict an airline's operating schedule.

Katherine Hughes advised airlines locally at PWM can make recommendations but the airline nationally makes the schedule. The airline will attempt to capture the most passengers possible, but scheduling has a lot to do with the needs of the people and business travel. Katherine advised that changing operations to 24hrs is tough on staff and passengers and that earlier and later flights add stress to them and the public. Katherine noted that the MD88/90 is being phased out, but that the FAA was not able to certify the pilots for the new aircraft due to the shutdown so training had to restart which further delayed moving to the A220. PWM is one of the last markets where the aircraft is profitable and would be later on the list to phase out the MD88/90.

9. Closing:

Chair proposed motion to adjourn. Paul asked for confirmation of next meeting date prior to adjournment. Committee Members confirmed Oct 17, 2019 as the next meeting date.

Motion to adjourn was seconded and passed unanimously. The meeting was adjourned at 7:33 PM.



Portland International Jetport

Noise Advisory Committee Meeting

April 25, 2019 at 6pm

PWW PORTLAND INTERNATIONAL
JETPORT



AIRPORT SERVICE QUALITY AWARDS
INDUSTRY RECOGNITION OF THE BEST AIRPORTS IN THE WORLD

The Airport Service Quality Awards are the industry's most prestigious accolades. The awards recognise the airports which have achieved the highest passenger satisfaction ratings in the ASQ Survey—the world's benchmark measure of airport excellence.

Agenda

1. Welcome / Introduction of Members
2. Opening Questions/ Public Comment (15 minutes)
3. Approval of Minutes
4. Jetport in the News / Updates
5. Noise Data & Jetport Statistics
6. Old Business:
 - A. RNP 29 Approach Procedure Update
 - B. Harbor Visual Approach – adding waypoints and suggested altitudes
7. New Business:
 - A. Summer Flight Schedule
 - B. Upcoming Construction Projects & Potential Impacts on Noise
9. Closing Questions / Public Comment
10. Next Meeting
11. Adjournment

NAC Membership:

Portland City Councilor (Chair) Brian Batson	Peaks Island Resident Representative TBD
Stroudwater Village Association President or Designee Sandy Beal	President of Western Promenade or Designee Dr. Jeremy Morton
South Portland City Councilor or Representative TBD	South Portland Resident Representative David Wakelin
Westbrook City Councilor or Representative Mike Foley	Cape Elizabeth Town Councilor or Representative Penny Jordan
Greater Portland Chamber of Commerce President or Designee Jerry Angier	FAA Air Traffic Control Manager Mark Collins
Air Cargo Station Manager Steve Dalzell	Signatory Airline Station Manager Katherine Hughes
Gorham Town Councilor or Representative Sherrie Benner	Scarborough Town Councilor or Representative Guy Gledhill

Opening Questions / Public Comment (15 minutes)

Please State Your Name & Address for the Record

Jetport in the News



GSE | DEICING / ANTI-ICING EQUIPMENT & SERVICES | RECOVERY & PROCESSING EQUIPMENT | THE DOS AND DON'TS OF DEICING

The Dos and Don'ts of Deicing

WALKER JAROCH APRIL 15, 2019

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Deicing operations at the Portland International Jetport
PORTLAND INTERNATIONAL JETPORT

It's snowing, blowing and the deicing trucks are hard at work spraying planes to get them out on time. But as the aircraft deicing fluid (ADF) slides off the aircraft's wings and down into the storm drain, where does it go and what happens to it?



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March 7, 2019

Portland jetport ranked best airport under 2 million passengers



COURTESY / PORTLAND INTERNATIONAL JETPORT
Portland International Jetport has received two Airport Service Quality awards from Airports Council International recognizing it as the best airport in the United States serving under 2 million passengers.

By Staff

Portland International Jetport received two Airport Service Quality awards from Airports Council International recognizing it as the best airport in the United States serving under 2 million passengers.

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Kari Anna Renaldi | @karenaldi | 9:00 AM ET Sat, 13 April 2019

Air traffic controllers



Derek Davis | Portland Press Herald | Getty Images
Air traffic controllers work in the control tower at Portland International Jetport on Oct. 26, 2017.

Jetport in the News

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BUSINESS Posted December 11, 2018 | Updated December 11, 2018 INCREASE FONT SIZE

Portland jetport sets new record with 2 million passengers so far this year

The previous annual record of 1.86 million passengers – set in 2017 – was broken a couple of days ago, an airport official says.

BY DENNIS HOEY STAFF WRITER

Portland International Jetport has set a new all-time annual record for passengers flying in and out of Portland, said Assistant Airport Director Zachary Sundquist.

More than 2 million passengers have used the jetport this year, with 20 days still left in December. The previous record of 1.86 million passengers – set in 2017 – was broken a couple of days ago, Sundquist said Tuesday evening.

"A lot of what is driving the numbers is the popularity of the Portland market," he said. "It has a lot going for it. People want to visit Portland, they want to visit Maine."

Another factor contributing to the influx of passengers may be the offer of more flights to Florida. Low-fare carrier Frontier Airlines, which started

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Maine airports break records ahead of busy holiday travel rush

Portland Jetport has seen a record number of travelers as air travel booms nationwide.

Author: Zach Blanchard
Published: 8:50 AM EST December 13, 2018
Updated: 9:19 AM EST December 13, 2018

Two of Maine's busiest airports have seen a record-breaking number of passengers this year and are expecting even more during the holiday season.

Portland Jetport broke an all-time record with more than 2 million passes already. That is a more than 14-percent increase from

Government shutdown could mean delays for travelers at Portland Jetport



Passengers wait to board their flights at Portland International Jetport in this 2013 BDN file photo. Seth Koenig | BDN

By Nora Flaherty, Maine Public • January 10, 2019 9:15 am

As the federal government shutdown continues, the union that represents 25 air traffic controllers at the Portland International Jetport says the long-term impacts could be serious.

Mick Devine, the New England vice president of the National Air Traffic Controllers Association, said some controllers who work in Portland have already been sent back from training at the Federal Aviation Academy in Oklahoma, which is closed during the shutdown.

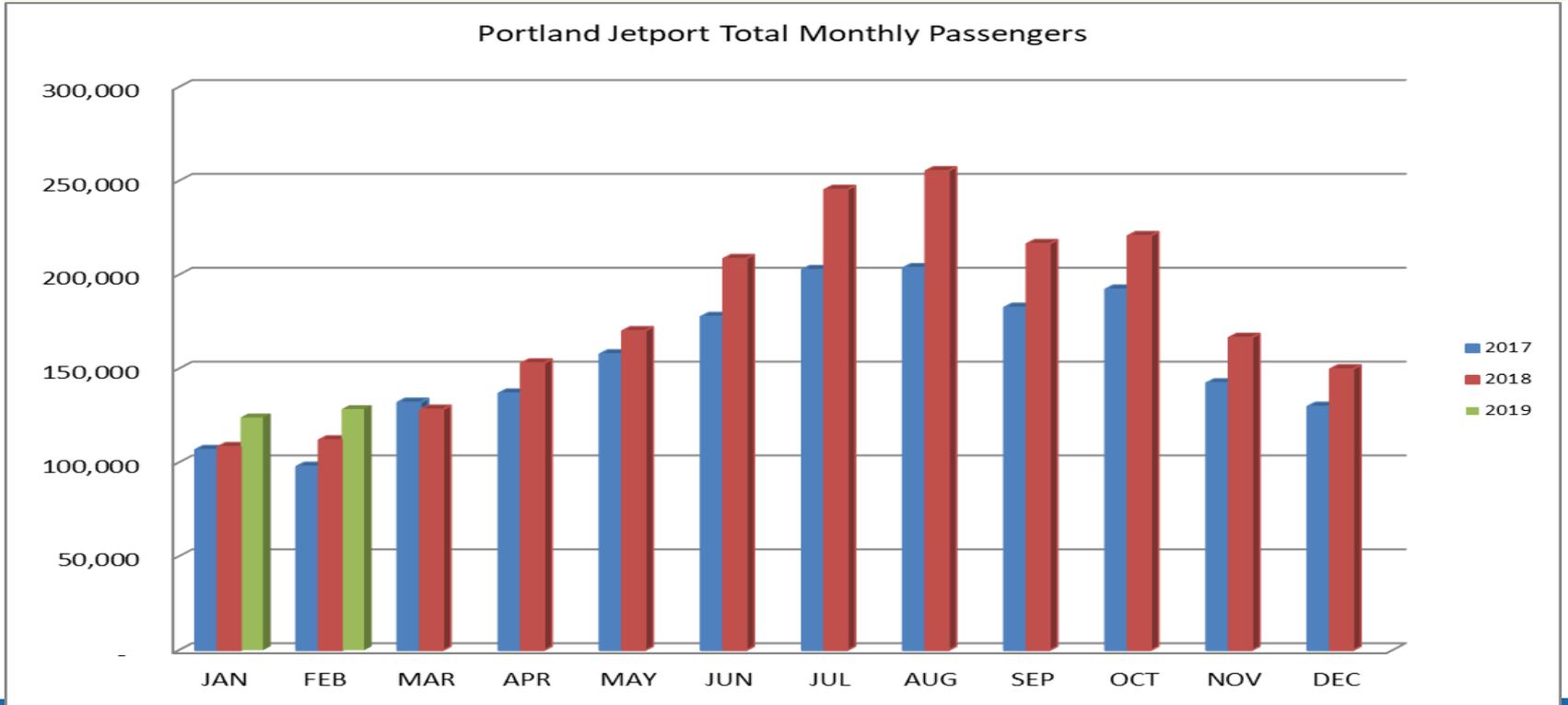
Jetport Operational Update: 2019 Passenger Statistics – Total Passengers

Total Passengers	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2018	108,340	111,973	128,268	152,924	170,097	208,551	245,375	255,330	216,507	220,782	166,526	149,757	2,134,430
2017	106,791	97,883	131,997	136,876	157,801	177,697	202,678	203,670	182,591	192,258	142,335	129,636	1,862,213
Change	1,549	14,090	(3,729)	16,048	12,296	30,854	42,697	51,660	33,916	28,524	24,191	20,121	272,217
%	1.5%	14.4%	-2.8%	11.7%	7.8%	17.4%	21.1%	25.4%	18.6%	14.8%	17.0%	15.5%	14.6%

Total Passengers	JAN	FEB
2019	123,949	128,432
2018	108,340	111,973
Change	15,609	16,459
%	14.4%	14.7%

Year to date February 2019 total passengers were up 32,068 or 14.6%

Jetport Operational Update

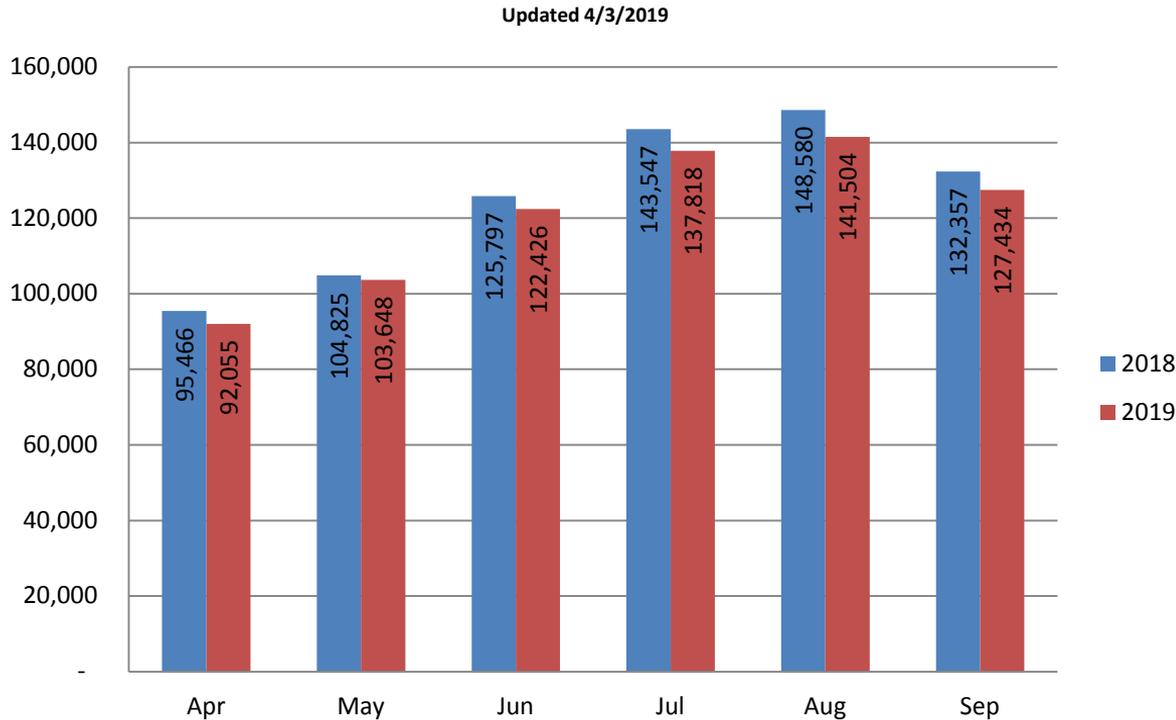


Jetport Operational Update: Historical Enplanements

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2007	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
2008	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
2009	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
2010	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
2011	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
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
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
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
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
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
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
2019	64,824	65,678											
Cap 19	88,780	80,783	90,923	92,062	103,510	124,393	138,554	141,983	127,554	122,756	106,071	103,410	1,320,779
LF 19	73%	81%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cap 18	82,705	72,913	85,473	95,466	104,825	125,797	143,457	148,580	132,357	132,078	104,788	98,521	1,326,960
LF 18	68%	79%	73%	81%	78%	80%	85%	88%	84%	87%	80%	76%	81%

 Record Month

Jetport Operational Update: Forward Capacity April –September 2019



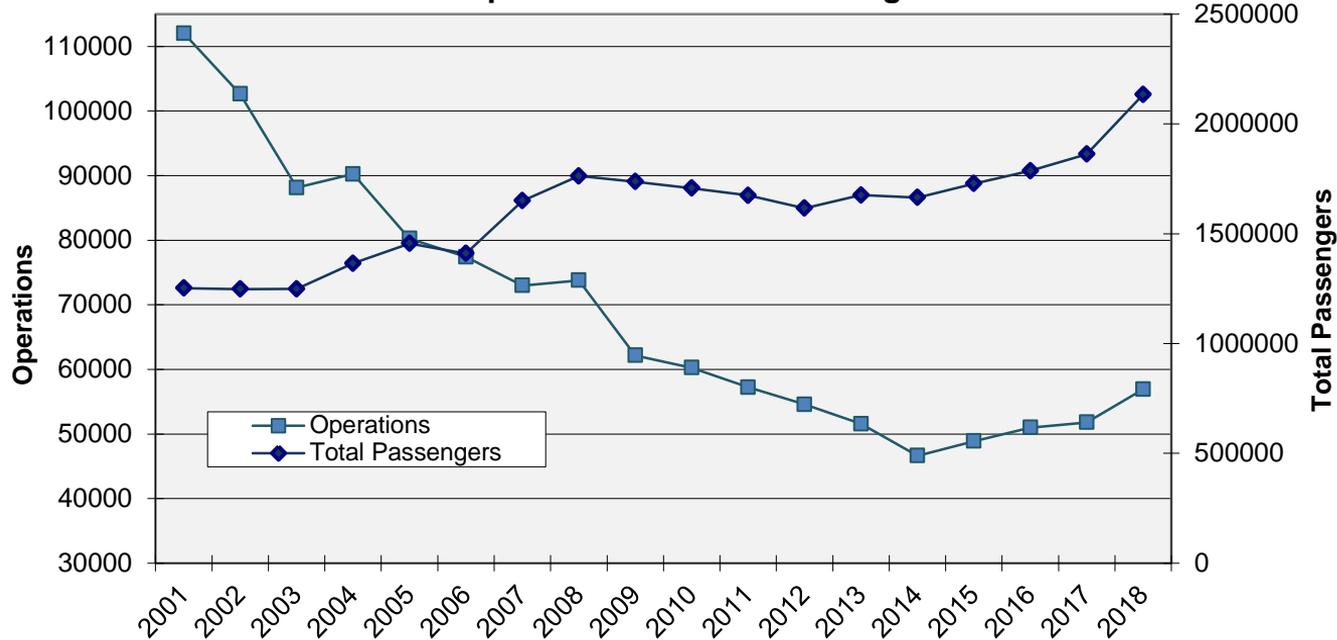
Outbound Capacity:
Is down **25,687** seats
over the next six
months. This is down
3.4% year-over-year.

Jetport Operational Update

	Enplanements								Regional Market Share							
	PWM	MHT	BDL	BOS	BGR	PVD	BTV	Total	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	2.9%	6.8%	15.9%	59.4%	1.2%	11.7%	1.9%	100.0%
2001	625,591	1,599,062	3,416,243	11,739,553	254,678	2,751,762	509,031	20,895,920	3.0%	7.7%	16.3%	56.2%	1.2%	13.2%	2.4%	100.0%
2002	623,093	1,647,797	3,221,081	11,077,238	239,617	2,662,721	546,857	20,018,404	3.1%	8.2%	16.1%	55.3%	1.2%	13.3%	2.7%	100.0%
2003	625,267	1,776,347	3,098,556	11,087,799	302,547	2,553,584	546,452	19,990,552	3.1%	8.9%	15.5%	55.5%	1.5%	12.8%	2.7%	100.0%
2004	687,344	1,937,142	3,326,461	12,758,020	357,040	2,732,524	627,423	22,425,954	3.1%	8.6%	14.8%	56.9%	1.6%	12.2%	2.8%	100.0%
2005	734,295	2,149,035	3,617,453	13,214,923	433,816	2,846,002	690,641	23,686,165	3.1%	9.1%	15.3%	55.8%	1.8%	12.0%	2.9%	100.0%
2006	710,142	1,931,563	3,409,938	13,544,552	411,352	2,588,992	681,678	23,278,217	3.1%	8.3%	14.6%	58.2%	1.8%	11.1%	2.9%	100.0%
2007	819,995	1,920,911	3,231,374	13,783,297	346,688	2,499,677	703,186	23,305,128	3.5%	8.2%	13.9%	59.1%	1.5%	10.7%	3.0%	100.0%
2008	876,102	1,834,875	3,006,362	12,820,489	355,508	2,342,593	747,559	21,983,488	4.0%	8.3%	13.7%	58.3%	1.6%	10.7%	3.4%	100.0%
2009	871,291	1,578,349	2,626,873	12,566,797	388,681	2,153,168	700,592	20,885,751	4.2%	7.6%	12.6%	60.2%	1.9%	10.3%	3.4%	100.0%
2010	851,566	1,391,797	2,640,155	13,561,814	416,328	1,951,566	640,790	21,454,016	4.0%	6.5%	12.3%	63.2%	1.9%	9.1%	3.0%	100.0%
2011	833,005	1,342,308	2,772,315	14,180,730	391,597	1,920,699	636,019	22,076,673	3.8%	6.1%	12.6%	64.2%	1.8%	8.7%	2.9%	100.0%
2012	799,136	1,210,189	2,647,610	14,293,695	302,610	1,809,322	615,026	21,677,588	3.7%	5.6%	12.2%	65.9%	1.4%	8.3%	2.8%	100.0%
2013	836,942	1,190,082	2,681,181	14,810,153	315,319	1,884,830	606,503	22,325,010	3.7%	5.3%	12.0%	66.3%	1.4%	8.4%	2.7%	100.0%
2014	844,041	1,048,128	2,913,380	15,425,869	288,939	1,764,828	602,932	22,888,117	3.7%	4.6%	12.7%	67.4%	1.3%	7.7%	2.6%	100.0%
2015	869,953	1,042,987	2,969,794	16,680,910	239,609	1,786,599	594,034	24,183,886	3.6%	4.3%	12.3%	69.0%	1.0%	7.4%	2.5%	100.0%
2016	895,429	1,010,408	3,025,166	18,083,245	246,913	1,826,949	604,576	25,692,686	3.5%	3.9%	11.8%	70.4%	1.0%	7.1%	2.4%	100.0%
2017	931,249	986,554	3,214,976	19,145,096	275,399	1,969,966	591,556	27,114,796	3.4%	3.6%	11.9%	70.6%	1.0%	7.3%	2.2%	100.0%
2018	1,073,567	926,481	3,330,734	20,431,531	303,546	2,147,977	674,944	28,888,780	3.7%	3.2%	11.5%	70.7%	1.1%	7.4%	2.3%	100.0%
Current Off High	142,318	(1,222,554)	(321,209)	1,286,435	(130,270)	(698,025)	(72,615)	1,773,984								
	15.3%	-56.9%	-8.8%	6.7%	-30.0%	-24.5%	-9.7%	6.5%								
Updated 4/17/19																
YOY Change	15.3%	-6.1%	3.6%	6.7%	10.2%	9.0%	14.1%	6.5%								

Jetport Operational Update

Operations vs Total Passengers



2018 Totals

Total Operations 56,926 ↑
 Total Passengers 2,134,430 ↑

2017 Totals

Total Operations 51,805 ↑
 Total Passengers 1,862,213 ↑

2016 Totals

Total Operations 50,993 ↑
 Total Passengers 1,786,942 ↑

2015 Totals

Total Operations 48,898 ↑ *
 Total Passengers 1,728,746 ↑

2014 Totals

Total Operations 46,633 ↓
 Total Passengers 1,665,209 ↓

*Number corrected to match FAA Air Traffic Activity System (ATADS)

Noise Data

Noise Reports vs Reporters

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2010	Report	14	17	16	39	19	2	42	93	20	4	2	1	269
	Reporter	2	4	2	2	2	2	16	16	5	1	2	1	55
2011	Report	0	0	2	24	165	160	289	299	89	18	6	1	1053
	Reporter	0	0	1	3	4	5	10	11	5	2	2	1	44
2012	Report	3	0	0	6	1	13	22	52	1	3	2	1	104
	Reporter	0	0	0	2	1	7	8	10	1	3	2	1	35
2013	Report	0	0	4	9	10	15	13	22	20	2	1	4	100
	Reporter	0	0	4	3	5	4	4	11	8	2	1	1	43
2014	Report	6	26	32	31	24	42	59	44	19	19	7	28	337
	Reporter	1	2	4	7	6	13	12	25	9	6	2	3	90
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	84
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	68	34	37										139
	Reporter	12	8	6										26

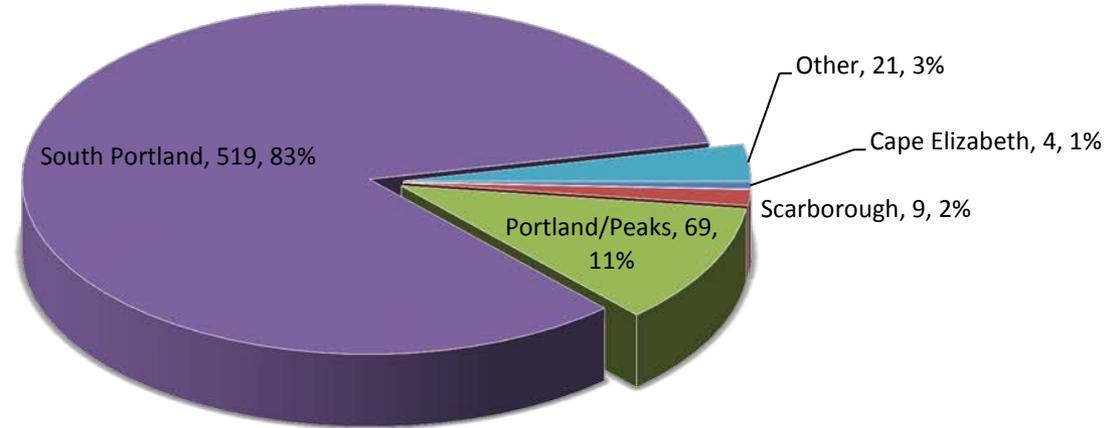
Noise Data

Noise Reports by Neighborhood:

622 noise related Complaints since last meeting, 4th QTR 2018 and 1st QTR 2019

Calls

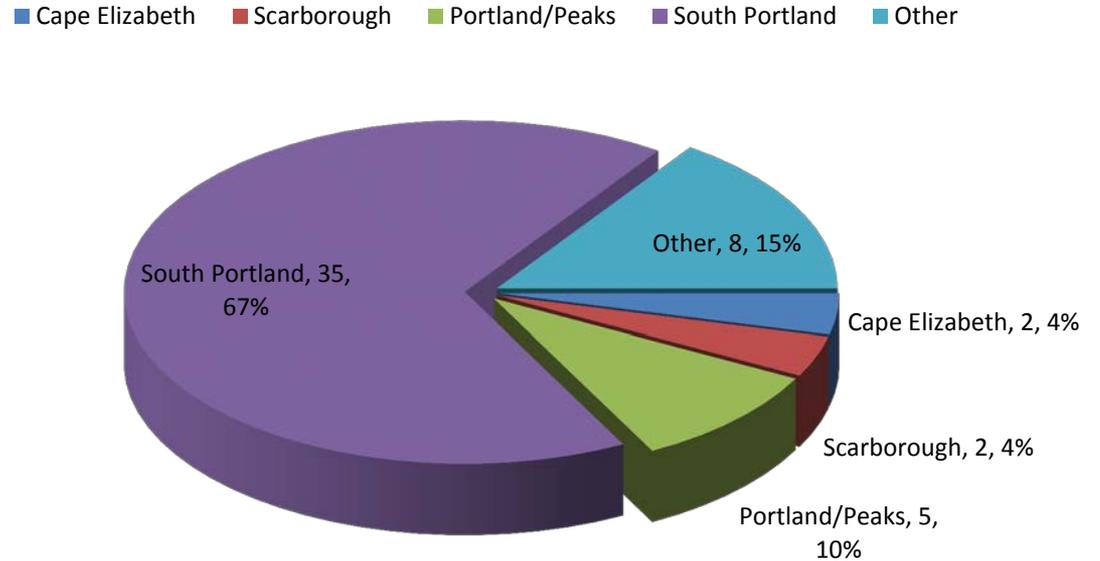
■ Cape Elizabeth ■ Scarborough ■ Portland/Peaks ■ South Portland ■ Other



Noise Data

Noise Reporters by
Neighborhood –
52 Unique Callers in
4th QTR 2018 and 1st
QTR 2019

Callers



Noise Data: Primary Runway Usage – All Traffic 2018

PWM Runway Operations

	2018	January	February	March	April	May	June	July	August	September	October	November	December	Totals
11A		185	365	628	724	1159	1255	1769	1427	1489	656	543	395	10595
11D		484	710	681	895	1268	1410	2033	1288	1201	520	465	297	11252
18A		35	55	69	145	296	204	4	208	272	133	44	51	1516
18D		41	67	81	156	382	271	11	257	345	137	36	71	1855
29A		885	833	757	861	718	1008	1209	1301	738	1615	1315	1164	12404
29D		517	471	886	691	537	764	986	1409	962	1715	1324	1399	11661
36A		73	53	185	118	98	127	0	90	100	115	71	126	1156
36D		66	52	210	127	111	142	9	98	103	126	87	119	1250
Total		2286	2606	3497	3717	4569	5181	6021	6078	5210	5017	3885	3622	51689
% Use of Primary Runway 2018		91%	91%	84%	85%	81%	86%	100%	89%	84%	90%	94%	90%	89%
% Use of Primary Runway 2017		94%	95%	84%	84%	82%	90%	83%	76%	84%	86%	86%	93%	83%

Historicals:

% Use of Primary Runway 2016	93%	91%	89%	84%	88%	80%	84%	83%	86%	84%	88%	93%	86%
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Noise Data: FedEx / Wiggins Runway Usage



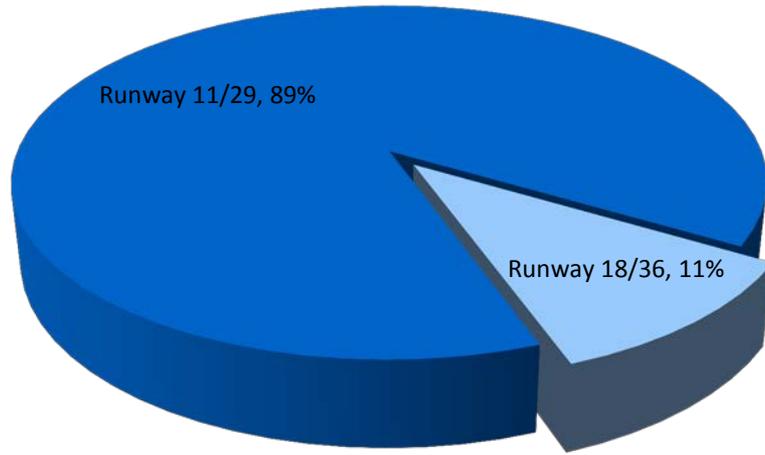
PWM Runway Operations

	2018 January	February	March	April	May	June	July	August	September	October	November	December	Totals
11A	11	10	15	8	17	12	28	22	16	10	17	5	171
11D	5	7	21	5	5	4	5	4	8	4	17	12	97
18A	10	42	18	23	32	4	0	12	36	19	12	22	230
18D	4	5	7	4	23	7	0	7	14	5	1	6	83
29A	50	40	41	28	15	25	30	32	16	45	43	53	418
29D	38	33	33	32	8	12	22	15	19	37	28	47	324
36A	16	12	28	13	15	10	0	4	14	4	6	11	133
36D	15	10	58	16	19	9	0	6	21	27	28	24	233
Total	149	159	221	129	134	83	85	102	144	151	152	180	1689
% Use of Primary Runway 2018	70%	57%	50%	57%	34%	64%	100%	72%	41%	64%	69%	65%	60%
% Use of Primary Runway 2017	77%	82%	54%	51%	43%	63%	63%	47%	45%	43%	48%	72%	57%

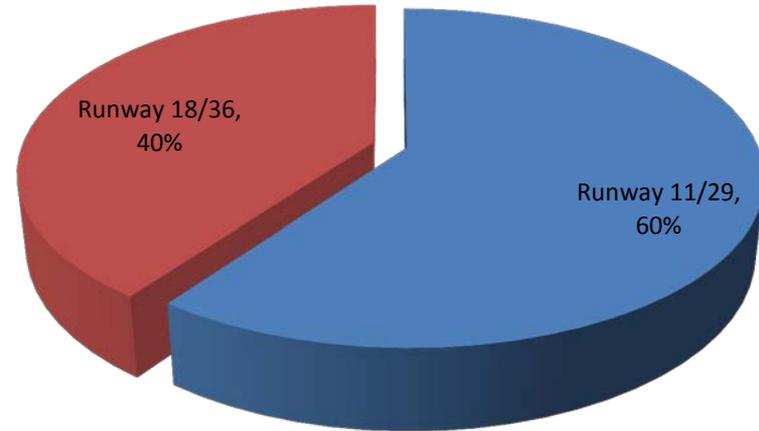
Data includes both Cessna Citation and Beech 99 aircraft operated by Wiggins

Noise Data: Total Runway Usage, January through September 2018

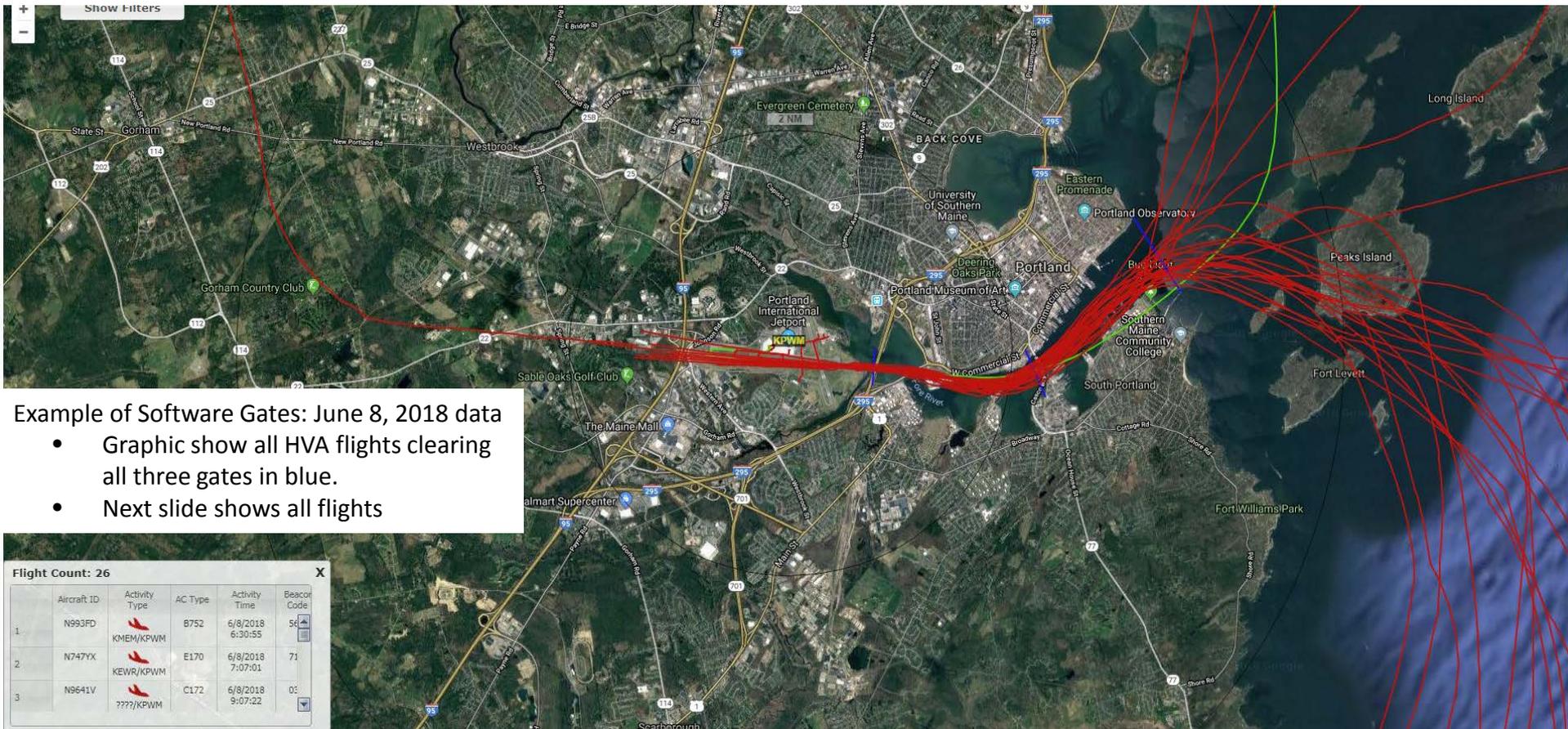
Total Runway Usage



Wiggins Runway Usage

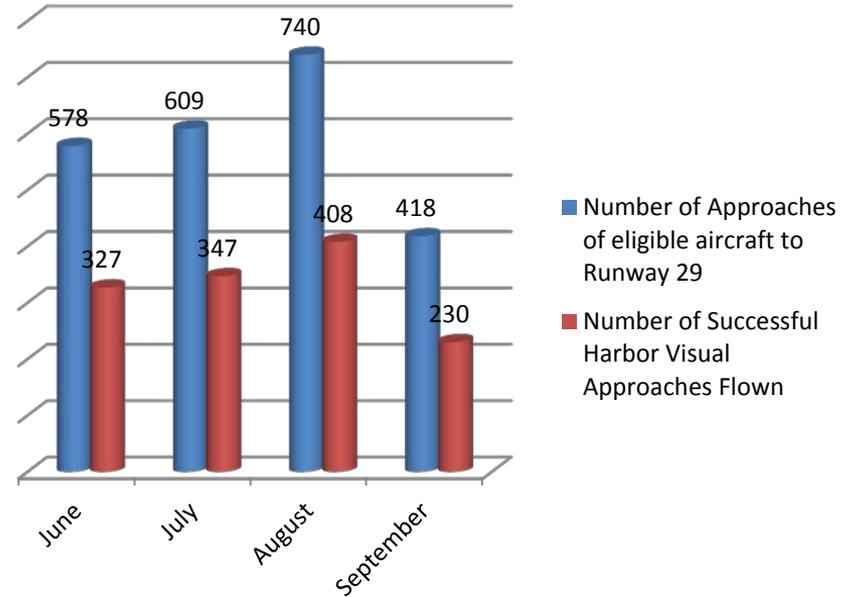


Harbor Visual Approach Usage



Harbor Visual Approach Usage

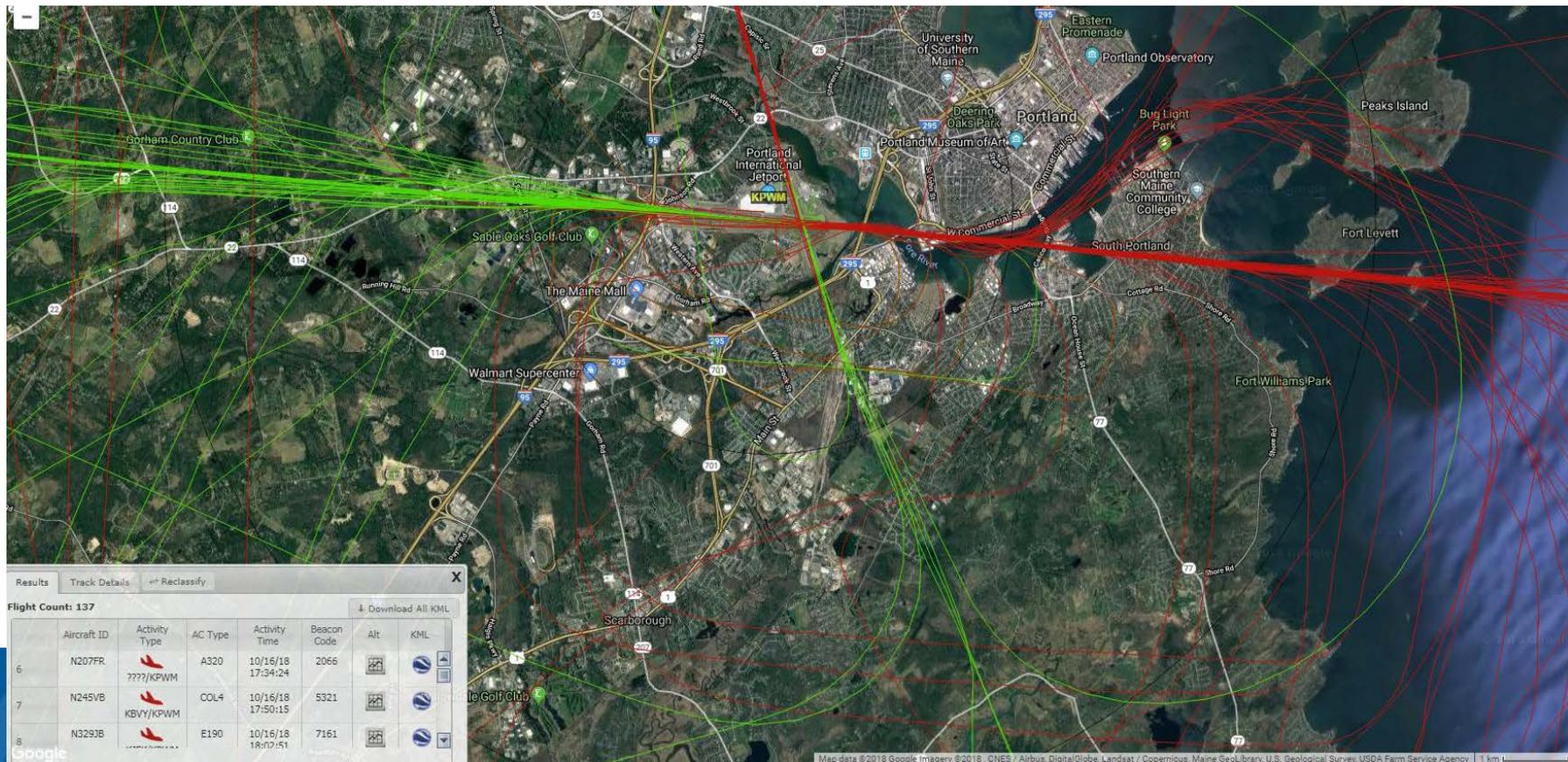
2018	June	July	August	September
Number of Approaches of eligible aircraft to Runway 29	578	609	740	418
Number of Successful Harbor Visual Approaches Flown	327	347	408	230
Percentage of Successful Harbor Visual Approaches	57%	57%	55%	55%



Old Business: RNP 29 Approach Procedure Update



Old Business: RNP 29 Approach Procedure Update



Old Business: RNP 29 Approach Procedure Update

Schedule Monthly Summary Report for Passenger (Air - All) flights from PWM for travel in July 2019

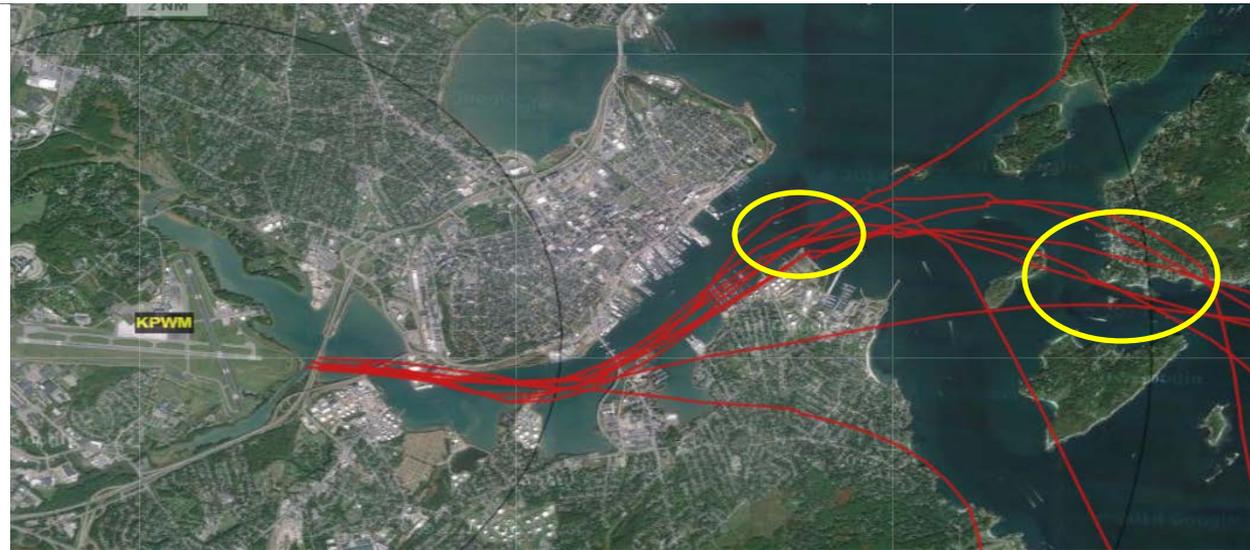
All flights, seats, and ASMs given are per month.

Mkt AI	Aircraft Type	Flights	Seats	ASMs	
7Q	CRJ-200	13	650	819,700	
7Q	CRJ-700	1	70	63,560	
AA	A319	61	7,808	6,340,096	30% capable
AA	A320	21	3,150	1,149,750	30% capable
AA	CRJ	22	1,100	530,200	
AA	E-175	296	22,496	11,488,388	
AA	ERJ-140	30	1,320	356,400	
AA	ERJ-145	35	1,750	751,550	
B6	E-190	93	9,300	2,548,200	
DL	A319	27	3,564	962,280	
DL	B717-200	31	3,410	2,277,880	
DL	CRJ	107	5,350	1,455,900	
DL	CRJ-700	2	138	92,184	
DL	CRJ-900	126	9,576	4,349,632	
DL	MD-88	81	12,069	12,394,863	
DL	MD-90	8	1,264	1,298,128	
F9	A320	28	5,208	6,463,128	
F9	A321	13	2,990	3,629,860	
UA	A319	82	10,496	7,475,200	
UA	A320	8	1,200	2,138,400	
UA	B737-700 Passenger	10	1,260	1,056,384	
UA	CRJ-700	88	6,160	3,043,040	
UA	E-170	2	140	39,760	
UA	E-175 Enhanced Winglets	8	608	359,936	
UA	ERJ135/ ERJ140/ ERJ145	179	8,950	2,909,300	
WN	B737-700 Winglets Pax/BBJ1	124	17,732	8,268,832	
TOTAL		1,496	137,759	82,262,551	
Estimated RNP Capable		320	21.36%		

Old Business: Adding waypoints and suggested altitudes to Harbor Visual

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



ATCT requested fly-by waypoints and suggested altitudes be established for the HVA on August 23, 2018.

New Business: Summer Airline Schedule May – September 2019

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.

Non-Stop Destinations



New Business: Flight Schedule May 2019 – June 2019

Schedule Daily Bank Structure Report for Passenger (Air - All) flights from PWM for travel on May 2, 2018

Eqpt	Class	Mkt	Alt	Flight	Stops	Orig	Dep Time	Hub Time	Arr Time	Dest	Stops	Mkt	Alt	Flight	Equip	Seats
175	E70	WN	1982		0	BWI	2250	0600								175
								0605	0655	BWI	0	WN	1947	73H	175	
								0625	0642	JFK	0	BB	2807	E90	100	
								0630	0730	DTW	0	DL	2159	717	110	
								0647	0725	PHL	0	AA	1643	E90	99	
								0647	0724	JFK	0	DL	3427	CRJ	76	
								0600	0729	EWR	0	UA	400	73G	126	
								0600	0753	DCA	0	AA	5069	CRJ	50	
								0600	0854	ATL	0	DL	1249	M90	158	
								0605	0835	CLT	0	AA	1904	319	128	
								0625	0855	ORD	0	UA	4873	CRJ	50	
								0719	0844	LGA	0	DL	3365	CRJ	76	
								0753	0935	PHL	0	AA	4999	ER4	50	
								0909	0816							
								0936	1037	LGA	0	AA	3973	ERD	44	
								0940	0810							
								0951	1129	IAD	0	UA	4850	CR2	50	
								1000								
								0823	1000							
								0830								
								1006								
								1015	1153	EWR	0	UA	3718	E70	70	
								1026	1149	JFK	0	BB	107	E90	100	
								1031	1210	PHL	0	AA	4955	ER4	50	
								1035	1210	BWI	0	WN	598	73W	143	
								1049								
								0915	1049							
								0950	1109							
								1120	1256	EWR	0	UA	4958	ERJ	50	
								1132								
								1145	1311	LGA	0	DL	3325	CRJ	76	
								1154								
								1200	1352	DCA	0	AA	5016	CR2	50	
								1222								
								1226								
								1235	1445	DTW	0	DL	4112	CR7	89	
								1245	1428	PHL	0	AA	4876	ER4	50	
								1249	1450	ORD	0	UA	4819	CR2	50	
								1319								
								1319	1452	LGA	0	DL	3360	CR9	76	
								1329								
								1338								
								1355								
								1355								
								1415	1542	JFK	0	DL	5020	CR9	76	
								1420	1612	DCA	0	AA	5410	CR2	50	
								1425	1605	EWR	0	UA	4968	ERJ	50	
								1432								
								1435	1625	IAD	0	UA	4702	ER4	50	
								1435	1708	CLT	0	AA	1823	319	128	
								1521								
								1552								
								1552	1400							
								1625								
								1630	1470	0	ATL	1355				
								1630								
								1640								
								1655								
								1655	1845	DTW	0	DL	6304	CR9	76	
								1655								
								1655	1837	EWR	0	UA	4990	ERJ	50	
								1656	1850	DCA	0	AA	5076	CR2	50	
								1714	2007	ATL	0	DL	1470	M90	158	
								1715	1846	LGA	0	DL	3460	CRJ	50	
								1724								
								1730	1905	BWI	0	WN	1070	73W	143	
								1732								
								1733								
								1750	1922	LGA	0	AA	3349	ERD	44	
								1801	1942	PHL	0	AA	4933	ER4	50	
								1802	1955	ORD	0	UA	4755	ER4	50	
								1810								
								1845								
								1846	2015	JFK	0	DL	5167	CR9	76	
								1859								
								1925	2118	DCA	0	AA	4264	ER4	50	
								1925								
								1910	2123	2242	JFK	0	BB	507	E90	100
								2005								
								1804								
								1848								
								1837								
								1811								
								2005								
								2032								
								2048								
								2123								
								2127								
								2228								
								2150								
								2111								
								2331								
								2342								
								2111								
								2346								
								2308								

Schedule Daily Bank Structure Report for Passenger (Air - All) flights from PWM for travel on June 6, 2018

Eqpt	Class	Mkt	Alt	Flight	Stops	Orig	Dep Time	Hub Time	Arr Time	Dest	Stops	Mkt	Alt	Flight	Equip	Seats
175	E70	WN	1982		0	BWI	2250	0600								175
								0605	0655	BWI	0	WN	1947	73H	175	
								0625	0642	JFK	0	BB	2807	E90	100	
								0630	0730	DTW	0	DL	2159	717	110	
								0647	0722	PHL	0	AA	1643	E90	99	
								0647	0724	JFK	0	DL	3427	CRJ	76	
								0600	0729	EWR	0	UA	400	73G	126	
								0600	0753	DCA	0	AA	5069	CRJ	50	
								0600	0854	ATL	0	DL	1249	M90	158	
								0605	0835	CLT	0	AA	1904	319	128	
								0625	0855	ORD	0	UA	4873	CRJ	50	
								0719	0844	LGA	0	DL	3365	CR9	76	
								0753								

New Business: Upcoming Construction Noise Impacts Summer 2019

Projects:

1. Terminal Apron

2. Long term Hold/Deicing /RON Apron Phase 1

11. Construct Taxi B Runway 36 to 29 Connector.

Are planned for 2019 construction season.



Questions / Public Comment

Please State Your Name & Address for the Record

Next Meeting Date

Proposed Thursday, October 24, 2019

Committee Selected: Thursday, October 17, 2019



Thank you!

Schedule Monthly Summary Report for Passenger (Air - All) flights from PWM for travel May 2019 vs. May 2018

All flights, seats, and ASMs given are per month.

Travel Period				May 2019			May 2018			Diff			Percent Diff		
Mkt AI	Op AI	Orig	Aircraft Type	Flights	Seats	ASMs	Flights	Seats	ASMs	Flights	Seats	ASMs	Flights	Seats	ASMs
7Q	7Q	MLB	CRJ-200	1	50	60,800	4	200	243,200	(3)	(150)	(182,400)	(75.0%)	(75.0%)	(75.0%)
7Q	7Q	PWM	CRJ-200	6	291	369,733	17	811	1,031,343	(11)	(520)	(661,610)	(64.7%)	(64.1%)	(64.2%)
7Q	7Q	PWM	CRJ-700	6	420	551,460	0	0	0	6	420	551,460			
7Q	7Q	SRQ	CRJ-200	3	141	185,133	9	423	555,399	(6)	(282)	(370,266)	(66.7%)	(66.7%)	(66.7%)
7Q	7Q	SRQ	CRJ-700	6	420	551,460	0	0	0	6	420	551,460			
7Q	7Q	VRB	CRJ-200	2	100	123,800	4	188	232,744	(2)	(88)	(108,944)	(50.0%)	(46.8%)	(46.8%)
AA	AA	CLT	A319	60	7,680	6,236,160	62	7,936	6,444,032	(2)	(256)	(207,872)	(3.2%)	(3.2%)	(3.2%)
AA	AA	CLT	A320	2	300	243,600	0	0	0	2	300	243,600			
AA	AA	PHL	A320	25	3,750	1,368,750	0	0	0	25	3,750	1,368,750			
AA	AA	PHL	E-190	0	0	0	62	6,138	2,240,370	(62)	(6,138)	(2,240,370)	(100.0%)	(100.0%)	(100.0%)
AA	AA	PWM	A319	60	7,680	6,236,160	62	7,936	6,444,032	(2)	(256)	(207,872)	(3.2%)	(3.2%)	(3.2%)
AA	AA	PWM	A320	26	3,900	1,557,600	0	0	0	26	3,900	1,557,600			
AA	AA	PWM	E-190	0	0	0	62	6,138	2,240,370	(62)	(6,138)	(2,240,370)	(100.0%)	(100.0%)	(100.0%)
AA	AX	DCA	ERJ-145	0	0	0	34	1,700	819,400	(34)	(1,700)	(819,400)	(100.0%)	(100.0%)	(100.0%)
AA	AX	PWM	ERJ-145	0	0	0	34	1,700	819,400	(34)	(1,700)	(819,400)	(100.0%)	(100.0%)	(100.0%)
AA	MQ	LGA	ERJ-140	31	1,364	368,280	53	2,332	629,640	(22)	(968)	(261,360)	(41.5%)	(41.5%)	(41.5%)
AA	MQ	PWM	ERJ-140	31	1,364	368,280	53	2,332	629,640	(22)	(968)	(261,360)	(41.5%)	(41.5%)	(41.5%)
AA	OH	DCA	CRJ	12	600	289,200	0	0	0	12	600	289,200			
AA	OH	DCA	CRJ-200	0	0	0	105	5,250	2,530,500	(105)	(5,250)	(2,530,500)	(100.0%)	(100.0%)	(100.0%)
AA	OH	DCA	CRJ-700	2	130	62,660	4	252	121,464	(2)	(122)	(58,804)	(50.0%)	(48.4%)	(48.4%)
AA	OH	PWM	CRJ	12	600	289,200	0	0	0	12	600	289,200			
AA	OH	PWM	CRJ-200	0	0	0	105	5,250	2,530,500	(105)	(5,250)	(2,530,500)	(100.0%)	(100.0%)	(100.0%)
AA	OH	PWM	CRJ-700	2	130	62,660	4	252	121,464	(2)	(122)	(58,804)	(50.0%)	(48.4%)	(48.4%)
AA	PT	CLT	ERJ-145	4	200	162,400	0	0	0	4	200	162,400			
AA	PT	DCA	ERJ-145	17	850	409,700	0	0	0	17	850	409,700			
AA	PT	PHL	ERJ-145	37	1,850	675,250	113	5,650	2,062,250	(76)	(3,800)	(1,387,000)	(67.3%)	(67.3%)	(67.3%)
AA	PT	PWM	ERJ-145	59	2,950	1,265,600	113	5,650	2,062,250	(54)	(2,700)	(796,650)	(47.8%)	(47.8%)	(38.6%)
AA	YX	DCA	E-175	115	8,740	4,212,680	0	0	0	115	8,740	4,212,680			
AA	YX	LGA	E-175	29	2,204	595,080	7	532	143,640	22	1,672	451,440	314.3%	314.3%	314.3%
AA	YX	PHL	E-175	88	6,888	2,441,120	4	304	110,960	84	6,384	2,330,160	2100.0%	2100.0%	2100.0%
AA	YX	PWM	E-175	232	17,632	7,248,880	11	836	254,600	221	16,796	6,994,280	2009.1%	2009.1%	2747.2%
B6	B6	JFK	E-190	0	0	0	109	10,900	2,986,600	(109)	(10,900)	(2,986,600)	(100.0%)	(100.0%)	(100.0%)
B6	B6	PWM	E-190	0	0	0	109	10,900	2,986,600	(109)	(10,900)	(2,986,600)	(100.0%)	(100.0%)	(100.0%)
DL	9E	DTW	CRJ-900	0	0	0	1	76	50,768	(1)	(76)	(50,768)	(100.0%)	(100.0%)	(100.0%)
DL	9E	JFK	CRJ	54	2,700	739,800	0	0	0	54	2,700	739,800			
DL	9E	JFK	CRJ-900	33	2,508	687,192	84	6,384	1,749,216	(51)	(3,876)	(1,062,024)	(60.7%)	(60.7%)	(60.7%)
DL	9E	LGA	CRJ	0	0	0	5	250	67,500	(5)	(250)	(67,500)	(100.0%)	(100.0%)	(100.0%)
DL	9E	LGA	CRJ-900	113	8,588	2,318,760	107	8,132	2,195,640	6	456	123,120	5.6%	5.6%	5.6%
DL	9E	PWM	CRJ	54	2,700	739,800	6	300	81,000	48	2,400	658,800	800.0%	800.0%	813.3%
DL	9E	PWM	CRJ-900	146	11,096	3,005,952	191	14,516	3,975,104	(45)	(3,420)	(969,152)	(23.6%)	(23.6%)	(24.4%)
DL	DL	ATL	MD-88	55	8,195	8,416,265	3	447	459,069	52	7,748	7,957,196	1733.3%	1733.3%	1733.3%
DL	DL	ATL	MD-90	0	0	0	52	8,216	8,437,832	(52)	(8,216)	(8,437,832)	(100.0%)	(100.0%)	(100.0%)
DL	DL	DTW	B717-200	24	2,640	1,763,520	31	3,410	2,277,880	(7)	(770)	(514,360)	(22.6%)	(22.6%)	(22.6%)
DL	DL	PWM	B717-200	24	2,640	1,763,520	31	3,410	2,277,880	(7)	(770)	(514,360)	(22.6%)	(22.6%)	(22.6%)
DL	DL	PWM	MD-88	55	8,195	8,416,265	3	447	459,069	52	7,748	7,957,196	1733.3%	1733.3%	1733.3%
DL	DL	PWM	MD-90	0	0	0	52	8,216	8,437,832	(52)	(8,216)	(8,437,832)	(100.0%)	(100.0%)	(100.0%)
DL	G7	DTW	CRJ-700	30	2,070	1,382,760	3	207	138,276	27	1,863	1,244,484	900.0%	900.0%	900.0%
DL	G7	DTW	CRJ-900	31	2,356	1,573,808	25	1,900	1,269,200	6	456	304,608	24.0%	24.0%	24.0%
DL	G7	PWM	CRJ-700	30	2,070	1,382,760	3	207	138,276	27	1,863	1,244,484	900.0%	900.0%	900.0%
DL	G7	PWM	CRJ-900	31	2,356	1,573,808	25	1,900	1,269,200	6	456	304,608	24.0%	24.0%	24.0%
DL	OO	DTW	CRJ-700	0	0	0	25	1,725	1,152,300	(25)	(1,725)	(1,152,300)	(100.0%)	(100.0%)	(100.0%)
DL	OO	PWM	CRJ-700	0	0	0	25	1,725	1,152,300	(25)	(1,725)	(1,152,300)	(100.0%)	(100.0%)	(100.0%)
F9	F9	DEN	A320	14	2,604	4,640,328	0	0	0	14	2,604	4,640,328			
F9	F9	MCO	A321	12	2,760	3,350,640	0	0	0	12	2,760	3,350,640			
F9	F9	PWM	A320	28	5,208	6,463,128	0	0	0	28	5,208	6,463,128			
F9	F9	PWM	A321	12	2,760	3,350,640	0	0	0	12	2,760	3,350,640			
F9	F9	RDU	A320	14	2,604	1,822,800	0	0	0	14	2,604	1,822,800			
UA	AX	IAD	ERJ-145	0	0	0	31	1,550	765,700	(31)	(1,550)	(765,700)	(100.0%)	(100.0%)	(100.0%)
UA	AX	ORD	ERJ-145	0	0	0	30	1,500	1,350,000	(30)	(1,500)	(1,350,000)	(100.0%)	(100.0%)	(100.0%)
UA	AX	PWM	ERJ-145	0	0	0	61	3,050	2,115,700	(61)	(3,050)	(2,115,700)	(100.0%)	(100.0%)	(100.0%)
UA	C5	EWR	ERJ135/ ERJ140/ ERJ145	31	1,550	440,200	90	4,500	1,278,000	(59)	(2,950)	(837,800)	(65.6%)	(65.6%)	(65.6%)
UA	C5	IAD	ERJ135/ ERJ140/ ERJ145	57	2,850	1,407,900	0	0	0	57	2,850	1,407,900			
UA	C5	PWM	ERJ135/ ERJ140/ ERJ145	88	4,400	1,848,100	89	4,450	1,263,800	(1)	(50)	584,300	(1.1%)	(1.1%)	46.2%
UA	EV	ORD	ERJ135/ ERJ140/ ERJ145	30	1,500	1,350,000	0	0	0	30	1,500	1,350,000			
UA	EV	PWM	ERJ135/ ERJ140/ ERJ145	30	1,500	426,000	0	0	0	30	1,500	426,000			
UA	OO	ORD	E-175 Enhanced Winglets	0	0	0	4	304	273,600	(4)	(304)	(273,600)	(100.0%)	(100.0%)	(100.0%)
UA	OO	PWM	E-175 Enhanced Winglets	0	0	0	4	304	273,600	(4)	(304)	(273,600)	(100.0%)	(100.0%)	(100.0%)
UA	UA	EWR	B737-700 Passenger	27	3,402	966,168	24	3,024	858,816	3	378	107,352	12.5%	12.5%	12.5%
UA	UA	PWM	B737-700 Passenger	27	3,402	966,168	25	3,150	894,600	2	252	71,568	8.0%	8.0%	8.0%
UA	YV	IAD	CRJ-700	1	70	34,580	4	280	138,320	(3)	(210)	(103,740)	(75.0%)	(75.0%)	(75.0%)
UA	YV	PWM	CRJ-700	1	70	34,580	4	280	138,320	(3)	(210)	(103,740)	(75.0%)	(75.0%)	(75.0%)
UA	YX	EWR	E-170	65	4,550	1,292,200	31	2,170	616,280	34	2,380	675,920	109.7%	109.7%	109.7%
UA	YX	EWR	E-175 Enhanced Winglets	1	76	21,584	4	304	86,336	(3)	(228)	(64,752)	(75.0%)	(75.0%)	(75.0%)
UA	YX	ORD	E-170	1	70	63,000	0	0	0	1	70	63,000			
UA	YX	PWM	E-170	66	4,620	2,648,800	31	2,170	616,280	35	2,450	2,032,520	112.9%	112.9%	329.8%
UA	YX	PWM	E-175 Enhanced Winglets	1	76	21,584	4	304	86,336	(3)	(228)	(64,752)	(75.0%)	(75.0%)	(75.0%)
UA	ZW	IAD	CRJ	31	1,550	765,700	0	0	0	31	1,550	765,700			
UA	ZW	IAD	CRJ-200	0	0	0	27	1,350	666,900	(27)	(1,350)	(666,900)	(100.0%)	(100.0%)	(100.0%)
UA	ZW	ORD	CRJ	62	3,100	2,790,000	0	0	0	62	3,100	2,790,000			
UA	ZW	ORD	CRJ-200	0	0	0	59	2,950	2,655,000	(59)	(2,950)	(2,655,000)	(100.0%)	(100.0%)	(100.0%)
UA	ZW	PWM	CRJ	93	4,650	3,555,700	0	0	0	93	4,650	3,555,700			
UA	ZW	PWM	CRJ-200	0	0	0	86	4,300	3,321,900	(86)	(4,300)	(3,321,900)	(100.0%)	(100.0%)	(100.0%)

WN	WN	BWI	B737-700 Winglets Pax/BBJ1	92	13,156	5,946,512	62	8,866	4,007,432	30	4,290	1,939,080	48.4%	48.4%	48.4%
WN	WN	BWI	B737-800 Winglets Pax/BBJ2	0	0	0	31	5,425	2,452,100	(31)	(5,425)	(2,452,100)	(100.0%)	(100.0%)	(100.0%)
WN	WN	PWM	B737-700 Winglets Pax/BBJ1	92	13,156	5,946,512	62	8,866	4,007,432	30	4,290	1,939,080	48.4%	48.4%	48.4%
WN	WN	PWM	B737-800 Winglets Pax/BBJ2	0	0	0	31	5,425	2,452,100	(31)	(5,425)	(2,452,100)	(100.0%)	(100.0%)	(100.0%)
TOTAL				2,424	207,832	119,852,680	2,606	209,600	104,147,292	(182)	(1,768)	15,705,388	(7.0%)	(0.8%)	15.1%

Schedule Daily Bank Structure Report for Passenger (Air - All) flights from PWM for travel on May 2, 2019

Seats	Equip	Mkt AI	Flight	Stops	Orig	Dep Time	Hub Time	Arr Time	Dest	Stops	Mkt AI	Flight	Equip	Seats
143	73W	WN	1738	0	BWI	2250	0025							
							0540	0735	IAD	0	UA	4902	ERJ	50
							0544	0750	DTW	0	DL	6210	CR9	76
							0545	0715	BWI	0	WN	560	73W	143
							0545	0730	PHL	0	AA	4393	E75	76
							0559	0759	DCA	0	AA	4564	E75	76
							0600	0723	JFK	0	DL	3418	CR9	76
							0600	0856	ATL	0	DL	1249	M88	149
							0615	0747	EWR	0	UA	2341	73G	126
							0655	0857	ORD	0	UA	3930	CRJ	50
							0720	0859	EWR	0	UA	3649	E70	70
							0737	1019	CLT	0	AA	752	319	128
							0750	0935	PHL	0	AA	4856	ER4	50
							0805	0934	LGA	0	DL	3472	CR9	76
44	ERD	AA	3549	0	LGA	0659	0810							
							0904	1030	LGA	0	AA	3549	ERD	44
							0930	1124	IAD	0	UA	3912	CRJ	50
186	320	F9	1186	0	MCO	0639	0934							
143	73W	WN	1090	0	BWI	0840	1020							
50	ER4	AA	4867	0	PHL	0845	1030							
							1034	1403	MCO	0	F9	1187	320	186
							1055	1235	BWI	0	WN	1091	73W	143
70	CR7	7Q	80	0	MLB	0800	1100							
							1101	1240	PHL	0	AA	4867	ER4	50
50	ERJ	UA	4888	0	EWR	1000	1132							
65	CR7	AA	5540	0	DCA	1004	1134							
76	CR9	DL	3285	0	LGA	1011	1144							
69	CR7	DL	6181	0	DTW	1010	1207							
							1207	1359	DCA	0	AA	5540	CR7	65
							1220	1346	LGA	0	DL	3454	CR9	76
150	320	AA	591	0	CLT	0956	1222							
50	CRJ	UA	3917	0	ORD	0900	1225							
50	CRJ	DL	3448	0	JFK	1105	1227							
70	CR7	7Q	70	0	SRQ	0930	1230							
50	ER4	AA	4984	0	PHL	1055	1232							
							1245	1453	DTW	0	DL	6181	CR7	69
							1255	1455	ORD	0	UA	3957	CRJ	50
							1257	1423	JFK	0	DL	3432	CRJ	50
							1258	1440	PHL	0	AA	4984	ER4	50
							1307	1538	CLT	0	AA	591	320	150
							1315	1615	SRQ	0	7Q	71	CR7	70
50	CRJ	AA	5074	0	DCA	1155	1327							
							1330	1522	IAD	0	UA	4924	ERJ	50
							1408	1559	DCA	0	AA	5074	CRJ	50
50	ERJ	UA	4904	0	IAD	1240	1424							
76	CR9	DL	5380	0	LGA	1320	1450							
50	ER4	AA	4928	0	PHL	1325	1456							
							1500	1649	EWR	0	UA	4980	ERJ	50
							1524	1710	PHL	0	AA	4928	ER4	50
							1525	1652	LGA	0	DL	5054	CR9	76
143	73W	WN	352	0	BWI	1415	1545							
110	717	DL	2606	0	DTW	1405	1554							
70	E70	UA	3555	0	EWR	1445	1609							
76	CR9	DL	3436	0	LGA	1455	1622							
							1635	1815	BWI	0	WN	606	73W	143
							1636	1846	DTW	0	DL	2606	717	110
76	E75	AA	4580	0	DCA	1459	1637							
							1645	1843	ORD	0	UA	3722	E70	70
							1705	1835	LGA	0	DL	5217	CR9	76
							1709	1900	DCA	0	AA	4580	E75	76
76	E75	AA	4358	0	PHL	1540	1711							

50	ERJ	UA	4384	0	ORD	1406	1730							
44	ERD	AA	3693	0	LGA	1607	1730							
							1746	1932	PHL	0	AA	4358	E75	76
							1755	1929	LGA	0	AA	3693	ERD	44
							1800	1949	EWR	0	UA	4329	ERJ	50
50	CRJ	DL	3396	0	JFK	1635	1803							
							1833	2009	JFK	0	DL	3397	CRJ	50
50	CRJ	AA	5190	0	DCA	1710	1841							
50	CRJ	UA	3871	0	IAD	1705	1849							
							1923	2117	DCA	0	AA	5190	CRJ	50
70	E70	UA	3577	0	EWR	1830	1954							
50	ER4	AA	4791	0	PHL	1825	1959							
50	CRJ	UA	3940	0	ORD	1815	2142							
76	CR9	DL	3428	0	LGA	2040	2205							
128	319	AA	862	0	CLT	2015	2231							
76	CR9	DL	6198	0	DTW	2045	2239							
76	E75	AA	4384	0	PHL	2125	2255							
126	73G	UA	1708	0	EWR	2145	2303							
76	E75	AA	4615	0	DCA	2210	2344							
149	M88	DL	2230	0	ATL	2119	2356							
76	CR9	DL	3437	0	JFK	2230	2357							
50	ERJ	UA	4930	0	IAD	2215	2359							

Schedule Daily Bank Structure Report for Passenger (Air - All) flights from PWM for travel on June 6, 2019

Seats	Equip	Mkt AI	Flight	Stops	Orig	Dep Time	Hub Time	Arr Time	Dest	Stops	Mkt AI	Flight	Equip	Seats
143	73W	WN	1738	0	BWI	2250	0025							
							0520	0657	PHL	0	AA	4617	E75	76
							0540	0716	IAD	0	UA	6247	CR7	70
							0544	0750	DTW	0	DL	6210	CR9	76
							0545	0715	BWI	0	WN	560	73W	143
							0553	0822	CLT	0	AA	752	319	128
							0600	0723	JFK	0	DL	3418	CR9	76
							0600	0725	EWR	0	UA	4946	ERJ	50
							0600	0856	ATL	0	DL	1249	M88	149
							0606	0759	DCA	0	AA	4564	E75	76
							0630	0753	EWR	0	UA	3415	E70	70
							0700	0850	ORD	0	UA	3733	E70	70
50	ERJ	UA	5023	0	EWR	0600	0718							
							0805	0930	EWR	0	UA	5024	ERJ	50
							0805	0933	LGA	0	DL	3472	CRJ	50
44	ERD	AA	3549	0	LGA	0659	0812							
50	ERJ	UA	5021	0	EWR	0745	0910							
							0914	1040	LGA	0	AA	3549	ERD	44
230	321	F9	1186	0	MCO	0639	0939							
							0945	1129	IAD	0	UA	5023	ERJ	50
50	ERJ	UA	4957	0	IAD	0815	1000							
50	ER4	AA	4867	0	PHL	0830	1012							
128	319	AA	591	0	CLT	0804	1018							
143	73W	WN	1090	0	BWI	0840	1020							
							1030	1202	EWR	0	UA	5021	ERJ	50
							1039	1212	PHL	0	AA	4867	ER4	50
							1039	1411	MCO	0	F9	1187	321	230
							1055	1235	BWI	0	WN	1091	73W	143
							1103	1330	CLT	0	AA	591	319	128
76	E75	AA	4698	0	DCA	0959	1135							
50	CRJ	DL	3285	0	LGA	1011	1143							
							1206	1359	DCA	0	AA	4698	E75	76
69	CR7	DL	6181	0	DTW	1010	1207							
76	E75	AA	3892	0	ORD	0845	1215							
128	319	UA	1967	0	ORD	0900	1218							
							1220	1345	LGA	0	DL	3454	CRJ	50
50	CRJ	DL	3448	0	JFK	1105	1227							
50	CR2	7Q	70	0	SRQ	0930	1230							
							1245	1433	ORD	0	AA	3892	E75	76
							1245	1453	DTW	0	DL	6181	CR7	69
							1257	1423	JFK	0	DL	3432	CRJ	50
							1300	1445	ORD	0	UA	765	319	128
							1315	1615	SRQ	0	7Q	71	CR2	50
76	E75	AA	4388	0	DCA	1151	1322							
							1405	1557	DCA	0	AA	4388	E75	76
70	CR7	UA	6073	0	IAD	1230	1409							
76	E75	AA	4423	0	PHL	1313	1442							
							1445	1625	IAD	0	UA	6171	CR7	70
76	CR9	DL	5380	0	LGA	1320	1450							
							1514	1700	PHL	0	AA	4423	E75	76
							1525	1652	LGA	0	DL	5054	CR9	76
50	ERJ	UA	4056	0	EWR	1400	1530							
143	73W	WN	352	0	BWI	1415	1545							
110	717	DL	2606	0	DTW	1405	1554							
							1615	1758	EWR	0	UA	4293	ERJ	50
50	CRJ	DL	3436	0	LGA	1455	1621							
50	ERJ	UA	4395	0	EWR	1459	1627							
							1635	1815	BWI	0	WN	606	73W	143
							1636	1846	DTW	0	DL	2606	717	110
76	E75	AA	4580	0	DCA	1459	1639							
							1705	1834	LGA	0	DL	5217	CRJ	50

						1709	1900 DCA	0	AA	4580	E75	76
76	E75	AA	4526	0	PHL	1535						
149	M88	DL	2588	0	ATL	1459						
76	E75	AA	4374	0	LGA	1629						
						1800	1940 EWR	0	UA	4329	ERJ	50
50	CRJ	DL	3396	0	JFK	1635						
						1803						
						1804	1929 LGA	0	AA	4373	E75	76
						1820	2118 ATL	0	DL	2588	M88	149
						1824	2008 PHL	0	AA	4562	E75	76
						1833	2009 JFK	0	DL	3397	CRJ	50
50	ER4	AA	4916	0	DCA	1715						
50	ERJ	UA	5022	0	EWR	1730						
70	CR7	UA	6051	0	IAD	1735						
						1900						
						1909						
						1925	2118 DCA	0	AA	4916	ER4	50
						1930	2110 EWR	0	UA	5003	ERJ	50
						1945	2120 IAD	0	UA	6051	CR7	70
76	E75	AA	3987	0	ORD	1830						
50	CRJ	DL	3428	0	LGA	2040						
128	319	UA	418	0	ORD	1845						
76	CR9	DL	6198	0	DTW	2045						
76	E75	AA	4507	0	PHL	2125						
50	ERJ	UA	4965	0	EWR	2145						
76	E75	AA	4615	0	DCA	2210						
128	319	AA	1289	0	CLT	2141						
70	CR7	UA	6190	0	IAD	2215						
149	M88	DL	2230	0	ATL	2119						
76	CR9	DL	3437	0	JFK	2230						