Portland International Jetport Part 150 Noise Committee
Meeting 2
April 4, 2002
6:00PM
Portland Jetport
Conference Room

Agenda

Time: 6 p.m.
Location: Portland International Jetport Conference Room

I. Administration
   Introductions

II. Presentation of Aircraft Activity Levels

III. Presentation of Aircraft Types (“aircraft mix”) operating at the Portland Jetport

IV. Discussion of Noise Monitoring Program

V. Discussion of Airline Leases
Portland International Jetport
FAR Part 150 Update

Part 150 Noise Advisory Committee Meeting

4 April 2002

Harris Miller Miller & Hanson Inc.

In association with:

Vanasse Hangen Brustlin, Inc.
Simat, Helliesen & Eichner, Inc.
Innovative Resource Group, Inc.
Meeting Agenda

• Presentation of aircraft activity levels
• Presentation of aircraft types (aircraft “mix”)
• Discussion of noise monitoring program
  • Demonstration of a noise monitor
  • Discussion of noise monitoring schedule
  • Scheduling of noise monitoring observation sites
Aircraft Activity Levels and Type
Data Sources

• FAA Air Traffic Activity Data System (ATADS) web site (www.apo.data.faa.gov)
  ➢ Tower counts
• Official Airline Guide (OAG)
  ➢ Scheduled passenger operations
• Radar data
PWM Average Daily Tower Counts History by Month January 1999 – January 2002

Source: FAA Air Traffic Activity Data System
PWM Long Term Average Daily Tower Counts

Source: FAA Air Traffic Activity Data System
Aircraft Groups for Scheduled Passenger Operations

- **Recertified Stage 3 Jets (>75,000 lbs)**
  - Boeing 727, McDonnell Douglas DC-9

- **New Stage 3 Jets (>75,000 lbs)**
  - Fokker 100*, Boeing 737, MD80

- **Regional Jets**
  - Avro RJ, Canadair RJ, Embraer RJ, Dornier RJ

- **Turbo Props**
  - ATR-42, Beechcraft 1900D, Dornier 328, De Havilland Dash 8*, Saab 340

* Aircraft do not currently fly into PWM but are included in historical data.
* Excludes air cargo operations. Radar data will be used to supplement scheduled operations. Source: Official Airline Guide
Average Scheduled Operations Per Day Proposed 2002*

- **Recertified Stage 3 Jets**: 6.76
- **New Stage 3 Jets**: 22.04
- **Regional Jets**: 50.14
- **Turbo Props**: 35.67
- **Total**: 114.61

* Known Air Cargo Operations*

* Scheduled Passenger Operations

* Numbers reflect known FedEx and Airborne Express operations.
Sound Exposure Levels of Representative Aircraft

* Numbers reflect known FedEx and Airborne Express operations.
• Aircraft types (including helicopters) will be determined from radar data

<table>
<thead>
<tr>
<th>Aircraft Group</th>
<th>Proposed Average Daily Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Aviation</td>
<td>173.06</td>
</tr>
<tr>
<td>Military</td>
<td>5.76</td>
</tr>
</tbody>
</table>
General Aviation Jets Sound Exposure Levels

- Gulfstream II: 99 dBA
- Gulfstream IV: 81 dBA
- Lear 25: 105 dBA
- Lear 36: 91 dBA
Measurement Program

- Start in 4 to 6 weeks (May)
- Measure over 7 to 10 days at 8 to 10 sites
- Operate up to 4 monitors simultaneously
- Select ~2 sites off each runway, more off ends of 11 and 29
- Need takeoffs and landings, varied weather
- Committee is welcome to observe
Representative Single-Event Measurement Data

University Park Airport Part 150 Study: Site 1
7600' east of R/W 24 end, and 200' north

Sound Equivalent Level (SEL), in 2 dBA intervals
Other Representative Metrics

Site #3 -- 1667 Fox Hill Road
Friday 10/20/2000

DNL: 58.2 dBA

A-weighted decibels, dBA

DNL: 58.2 dBA
Typical Noise Monitor Set-Up

Microphone

Noise Monitor
HMMH will take discussion sites into consideration, but will make final decisions on site location in order to account for line of sight, etc.
Discussion

- Goals?
- Concerns?
- Expectations?
- Technical Advisory Sub-Committee?
Portand International Jetport Part 150 Noise Advisory Committee  
Meeting 2  
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6:00PM  
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I. Introductions  
The meeting began at 6:15pm with 20 people present.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization Represented</th>
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<tbody>
<tr>
<td>Jerry Angier</td>
<td>Greater Portland Chambers of Commerce</td>
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<tr>
<td>Tom Ainsworth</td>
<td>Stroudwater Neighborhood, Portland</td>
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<tr>
<td>Dick Armstrong</td>
<td>citizen, Cape Elizabeth</td>
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<tr>
<td>Linda Boudreau</td>
<td>Noise Advisory Committee; Councilor, City of South Portland</td>
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<tr>
<td>Richard Doucette</td>
<td>FAA</td>
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<tr>
<td>Paul Ferguson</td>
<td>Loveitt’s Field Homeowners Association, South Portland</td>
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<tr>
<td>Ed Green</td>
<td>FAA</td>
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<tr>
<td>Roger Green</td>
<td>retired Delta Air Lines Captain</td>
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<tr>
<td>Bruce Grieco</td>
<td>Ferry Village Neighborhood Conservation Association, South Portland</td>
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<tr>
<td>Becky Haines</td>
<td>noise consultant, HMMH</td>
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<tr>
<td>Jean Heath</td>
<td>Willard Neighborhood Association</td>
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<tr>
<td>Kathy Latendresse</td>
<td>citizen, Ferry Village, South Portland</td>
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<tr>
<td>Robert Miller</td>
<td>noise consultant, HMMH</td>
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<tr>
<td>Jeff Monroe</td>
<td>Transportation Director, City of Portland</td>
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<tr>
<td>Michael Musca</td>
<td>Assistant Airport Manager, Portland Jetport</td>
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<tr>
<td>Ralph Nicosia Rusin</td>
<td>FAA</td>
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<tr>
<td>Paul Ouelette</td>
<td>Noyes Street, Portland</td>
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<tr>
<td>Jeff Schultes</td>
<td>Airport Manager, Portland Jetport</td>
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<tr>
<td>John Silva</td>
<td>FAA</td>
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<tr>
<td>Nathan Smith</td>
<td>Noise Advisory Committee (Chair); Councilor, City of Portland</td>
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II. Comment from Kathy Latendresse
The meeting agenda was preceded by Kathy Latendresse’s comments that aircraft using the Harbor Visual Approach directly affect her and her neighbors whose homes’ backyards abut the harbor. Kathy asked for a noise monitor to be placed on her property and that the study propose an alternate to the Harbor Visual Approach.

II. Presentation of Aircraft Activity Levels
B.Miller and R.Haines presented historic aircraft activity levels at Portland, Maine and preliminary proposed 2002 levels.

III. Presentation of Aircraft Types
B.Miller and R.Haines presented aircraft types (‘aircraft mix”) for scheduled passenger operations at the Portland Jetport.

IV. Discussion of Noise Monitoring Program
Committee members expressed concerns over runway 11/29 closure from 10:30pm until 6:00am beginning early May and the effect on the monitoring program.

Jeff Schultes: At least one late night arrival and one early morning departure (DAL) will be cancelled short term (expected to return eventually). Runway closure may cause grouping of arrivals around 10:00pm. Potential for late night shift to short runway (18/36) if inclement weather in other parts of the country delay flights. Not expected consistently. If inclement weather in PWM (ILS needed) and aircraft does not arrive before runway closure at night, aircraft will not land at PWM (ILS approach to 11 and 29 only).

Tom Ainsworth: Concern over mid-May to mid-June time period. Wind shifts increase use of 18/36.

Ed Green: Can get historical weather data from Gray, ME, but it would be difficult to pick out specific time periods each year where increased use of 18/36 is observed.

Jean Heath expressed concerns over modeled data vs. actual (measurement) data. She requested a base line comparison of model results to actual measurement data and suggested that all the money and effort put into a Part 150 study will not be worth very much if community does not have confidence in results of model.

Tom Ainsworth: Expressed an interest in study addressing ambient noise levels increasing in early AM and late PM. Also low frequency noise.

Ralph Nicosia Rusin: Encouraged committee to consider inputs to model. DNL does not illustrate differences within each contour. Not everyone within the 60 dB DNL contour experiences the same noise.

Arrival and departure profiles—may be non-standard at Portland. Actual aircraft profiles will be looked at in radar data. Model may be adjusted for how actual aircraft perform and are flown.

Ed Green: Procedure at PWM is climb unrestricted to 3000’. Conditions permitting, continue climb.
Jean Heath expressed concerns over issues with site selection in previous Part 150. Asked community representatives to come up with 3 to 4 addresses of possible site locations in their neighborhood. M. Musca will collect addresses and forward to consultants for site selection.

Dick Armstrong: Does not believe that the Harbor Visual Approach is an effective noise abatement measure. Expressed concern that when aircraft are cleared for the Harbor Visual Approach, they cut across Cape Elizabeth and/or South Portland instead of intended route.

Ed Green: There are problems with pilots picking out checkpoints at night. The Harbor Visual Approach is not used after sunset. When it is given, pilots are sometimes given vectors that take the aircraft over residential areas.

It was decided that monitoring site information request should go to neighborhood presidents, who will coordinate site requests and forward them to Michael Musca at the Portland Jetport.

Monitoring site requests are due to HMMH by April 25, 2002.

V. Discussion on Airline Leases
Councilor Smith led a discussion of the negotiated lease between the City of Portland and the air carriers. Tom Ainsworth and Paul Ouelette expressed disappointment with the involvement of the committee in the lease negotiation.

To request a mailed copy of the airline leases, please e-mail Michael Musca (mmm@ci.portland.me.us).

VI. Next Meeting
The next Noise Committee is scheduled for June 11, 2002 at 6 p.m. in the Portland International Jetport Conference Room.