AGENDA

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

I. Administration
   Introductions

II. Further discussion of early southbound turns off of Runway 11.

III. Discussion of HMMH’s meeting with the FAA, regarding late-night departure procedures.

IV. VHB: Land Use
   a. Existing Land Use Review
   b. Future Land Use: Zoning and Proposed Developments
   c. Land Use Compatibility Tools
      Remedial Tools
      Preventative Tools
      Recommendations in the 1989 Part 150 Study
      Discussion of Tools for the 2003 Part 150 Study
Portland International Jetport
FAR Part 150 Update

Part 150 Noise Advisory Committee Meeting

March 19, 2003

Harris Miller Miller & Hanson Inc.

In association with:

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

• Further discussion of early turns off of Runway 11.
• Discussion of HMMH’s meeting with the FAA, regarding late-night departure procedures.

VHB: Land Use
• Existing Land Use Review
• Future Land Use: Zoning and Proposed Developments
• Land Use Compatibility Tools
  Remedial Tools
  Preventative Tools
• Recommendations in the 1989 Part 150 Study
• Discussion of Tools for the 2003 Part 150 Study
This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots. All aircraft must be DME equipped.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Fly runway heading to 1-PWM 2.6 DME, then turn left heading 060° maintain 3000 feet. Expect vectors to filed route or depicted NAVIAD. Expect further clearance to requested altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.
PORTLAND FOUR Departure

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.
Departure Radar Tracks
Meeting with FAA Air Traffic

- **FAA Representatives**
  - Terry Flieger – Airspace Division (Environmental)
  - Arch Davis – Air Traffic Operations Branch
  - Chris DePaolo – Air Traffic Operations Branch

- CASCO TWO departure after tower operating hours.

- Boston Center takes responsibility.

- Could be implemented as soon as PWM NAC agree.
CASCO TWO: Localizer and 2.6 DME Flight Track
Difference Contour: 2007 Forecast and 2007 No Early Turns

HIGHEST DNL REDUCTION

HIGHEST DNL INCREASE

Only overland areas Where DNL increases

-8dB  -7dB  -6dB  -5dB  -4dB  -3dB  -2dB  0dB  +1dB  +2dB  +3dB  +4dB
Population Centroids with 2007 Forecast Contour
Existing Land Use & 2002 Noise Contours
## Zoning within 2007 65 dB Noise Contours

<table>
<thead>
<tr>
<th>Contour</th>
<th>South Portland</th>
<th>Portland</th>
<th>Westbrook</th>
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</thead>
</table>
| 75 + dB  | • Rural Residential  
           • Light Industrial                               | • Airport Business                            |                                            |
| 70 – 75 dB | • Rural Residential  
                     • Commercial  
                     • Light Industrial                               | • Airport Business                            |                                            |
|          |                                                     | • Resource Protection Zone                     |                                            |
| 65 – 70 dB | • Rural Residential  
                      • Commercial  
                      • Light Industrial                               | • Industrial  
                      • Waterfront Port Development Zone  
                      • Airport Business  
                      • Commercial Corridor Business  
                      • Resource Protection Zone  
                      • Residential                               | • Industrial  
                      • Stream Protection District                    |
Remedial Land Use Compatibility Tools

- Sound Insulation
- Purchase of Development Rights
- Land Banking
- Redevelopment
- Avigation Easements
Preventative Land Use Compatibility Tools

- Compatible Use Zoning
- Transfer of Development Rights
- Fair Disclosure Regulations
- Subdivision Regulation Changes
- Revise Building Codes
- Airport Noise Overlay District
1989 Land Use Alternatives

- **Remedial Measures**
  - Land Acquisition & Relocation
  - Soundproofing
  - Avigation Easements

- **Preventive Measures**
  - Airport Zoning/Overlay District
  - Easement Acquisition
  - Real Estate Disclosure
  - Undeveloped Land Acquisition
What’s compatible with your community?
I. Introductions

The meeting began at 6:15pm with nineteen (19) people present.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization Represented</th>
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<tbody>
<tr>
<td>Anne Pringle</td>
<td>Western Promenade Neighborhood Association</td>
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<tr>
<td>Benjamin Raemer</td>
<td>HMMH</td>
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<tr>
<td>Bob Miller</td>
<td>HMMH</td>
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<tr>
<td>Dick Armstrong</td>
<td>Cape Elizabeth</td>
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<tr>
<td>Edchen Ferguson</td>
<td>Loveitt’s Field, South Portland</td>
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<tr>
<td>Jean Heath</td>
<td>Willard Neighborhood Assoc.</td>
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<tr>
<td>Jerry Angier</td>
<td>Chambers of Commerce</td>
</tr>
<tr>
<td>Jim Keithly</td>
<td>The Sentry Newspaper</td>
</tr>
<tr>
<td>John Silva</td>
<td>FAA New England Region</td>
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<tr>
<td>Linda Boudreau</td>
<td>City Councilor, South Portland</td>
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<tr>
<td>Mark Goodwin</td>
<td>Northeast Airmotive Inc.</td>
</tr>
<tr>
<td>Marla Engle</td>
<td>VHB</td>
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<tr>
<td>Michael Musca</td>
<td>PWM</td>
</tr>
<tr>
<td>Michael Wood</td>
<td>(FAA) PWM Tower</td>
</tr>
<tr>
<td>Paul Ferguson</td>
<td>Loveitt’s Field, South Portland</td>
</tr>
<tr>
<td>Paul Ouellette</td>
<td>Portland</td>
</tr>
<tr>
<td>Peter Stanton</td>
<td>Loveitt’s Field resident</td>
</tr>
<tr>
<td>Richard Doucette</td>
<td>FAA New England Region</td>
</tr>
<tr>
<td>Tom Ainsworth</td>
<td>Stroudwater</td>
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II. Presentation and Discussion

In the absence of Nathan Smith, Linda Boudreau started the meeting.

Michael Musca handing the floor over to Bob Miller, (HMMH) who started with his presentation on follow-up to the last meeting, which spurred the night’s discussion topics.

Bob Miller: Discussion of meeting with FAA to implement new nighttime SID procedure. Asks the NAC for consensus on moving forward with implementation.

Tom Ainsworth: Beyond just implementation of a SID already used, what are the time implications of testing a completely new SID to solve problems associated with CASCO TWO.

Group: Let’s move to change the nighttime controller procedure, so that the CASCO TWO is given for all Runway 11 Jet departures between the hours of midnight and quarter-to-five in the morning.

Peter Stanton: I would like to see the departures off of Runway 11 follow the river as closely as they do on arrival.

Peter Stanton: In regard to the “Difference Contour” slide in the HMMH presentation, the seem like a situation of “the rich getting richer, while the poor get poorer.”

Paul Ouellette: In regard the “Difference Contour” slide in the HMMH presentation, we must differentiate between decibels (dB) and DNL. This difference is very big when dealing with community reaction.

Paul Ouellette: For the next meetings can HMMH show an aircraft event in the A-Scale?

Bob Miller: Yes, for the above question.

Tom Ainsworth: Can we undo the Runway 11 preferential use plan? Can we change the “momentum” of 15 years to use in on direction? How do we get this done?

Anne Pringle: Motion to vote on if the CASCO TWO should be used during late night hours for departing jets?

*Note: No vote or decision was made on above motion.

Group: Discussion begins on LAND USE, led by presentation by MARLA ENGLE.

Tom Ainsworth: What is the DNL cutoff for Avigation Easements? (And/or sound insulation)

John Silva: DNL cutoff is not set by FAA, but can be altered as decided in the Part 150 Study. As a rule 65dB DNL is the general cutoff, unless site-specific circumstances exist.

Group: Discussion on NOISE DISCLOSURE

Linda Boudreau: To avoid conflict, South Portland discloses potential noise problems in deed to homeowners. Most of the time for park, ball fields, etc.
Group discussion: Has this been done for airport noise anywhere else?

Group discussion: Can noise contours be inserted into deeds of property around airport?

Peter Stanton: Can we forecast the future case noise contours for double the operations?

Tom Ainsworth: Can contours keep development from happening?

Group discussion led by John Silva on above question…

Paul Ouellette: If disclosure if required where is the cost taken on? Developers? Airport? The airport should be paying for this cost, as they are the source of the noise.

Group: Many of the communities around Portland are dealing with sprawl. How is sprawl affected by aviation noise?

Marla Engle leads group discussion on above posed question.

Paul Ouellette: Responsibility should be taken by the airport, as the noise producer, not the homeowners.

Group discussion on NOISE BUDGETS led by John Silva, on if they have been successful in the past at other airports.

Group Discussion: Can building codes be altered? If so, is the change taking place on the state or local level?

Linda Boudreau: Can the land use recommendation in this Part 150 Study be different at each local level? I.e. Town-by-town; multiple recommendations?

Marla Engle: Yes, for the above question.

Group: Marla Engle should meet with each of the towns planning directors to decide upon possible land-use recommendations. This will give the studies land-use section consistency with each town’s actual future land-use.

III. Next Meeting

The next meeting is the Public Workshop to be held on April 9th at 5pm in the Double Tree Hotel on Congress Street, in the main conference room.

The next Noise Advisory Committee meeting is scheduled for May 14th at 6 p.m. in the Portland International Jetport Conference Room.

IV. Meeting Ends

Linda Boudreau ends meeting at approximately 8:30pm

Reminder: These meeting notes and the HMMH presentation will be posted on our website www.portlandjetport.org