



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
10/30/2019	6:00PM	8:30PM	01/30/2020	6:00PM	B. Brown	PWM

Attended By	Absentees
Mike Foley – Westbrook Representative	Sara Lennon - Cape Elizabeth Representative
David Wakelin – South Portland Representative	Cheryl Miner – Peaks Island Council Representative
Sandy Beal – Stroudwater Village Association	Steve Dalzell - Fed Ex
Guy Gledhill – Scarborough Town Council Representative	Brian Batson – Portland City Council / NAC Chair
Jerry Morton – Western Promenade Rep	
Katherine Hughes – Air Carrier Station Manager Rep	
Mark Collins – FAA ATC	
Bob Corp – FedEx Representative	
Jerry Angier – Greater Portland Chamber of Commerce	PWM Representatives
Lee Pratt – Gorham Town Council	Paul Bradbury – Airport Director
Dega Dhalac - South Portland City Council	Barry Brown - Deputy Director: Ops and Maintenance
Jennifer Lavanture - Peaks Island Rep	Zachary Briggs - Customer Experience Manager
Non-Member Attendees	
David Bergson	
Joan Beal	
Patrick O’Connor	
Lee Harvey	
John Levesque	
Tom Ainsworth	
(Additional members of the public were in attendance but did not sign the attendance sheet)	

1. Welcome / Introduction of Members:

Opening comments and a welcome to all members and guests were made by Mike Foley in place of Brian Batson. This was followed by introductions of all people present.

2. Opening Comments:

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

- C. John Levesque asked for a clarification regarding the focus on landing from/departing to the west. Paul Bradbury commented that the west approach/departure preference was used at every opportunity.
- D. Patrick O’Connor advised that he has a petition from a number of people on Peak’s Island and that Summer noise was heavier than normal. Mr. O’Connor went on to question the



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reasoning behind the increase over the last couple of years and expressed concern that there may have been a redirection due to concerns voiced by South Portland residents.

- E. Tom Ainsworth Asked for a clarification of Zachary Briggs' position as Customer Experience Manager and asked if his position would be in charge of environmental awareness. Paul Bradbury clarified that the Airport Operations division remained the point of contact for airport noise.
- F. John Isaacson advised that he contacted the airport multiple times and received good help. He began filing formal complaints through the website after he moved into the country to avoid the noise and wanted to learn more about how to alleviate the issue. Mike Foley commented that the committee was cognizant of rural areas.

3. Approval of Minutes:

A motion to approve the previous meeting's minutes dated April 25, 2019, was made and passed. The previous meeting minutes are approved.

4. Jetport in the News - Paul discussed:

- A. Paul Bradbury spoke of several recent news articles involving the Jetport, including an article featuring committee member David Wakelin titled "Fed up with Jetport noise, residents ask FAA to change flight paths." The article speaks about the committee's efforts to find new solutions to noise over the South Portland area.
- B. The Portland International Jetport revenue bond rating increased to A- from BBB+ on strong passenger growth and debt service coverage.
- C. The Jetport was also in the news for receiving a \$6.8 million federal grant for airport improvement to add deicing capacity and improve on time flights.

5. Noise Data / Operational Update/ Passenger Stats

- A. Overall, Jetport passenger traffic is up 4.4%, or 65,905 passengers, through September 2019 based on prior year numbers. 2018 was a record-breaking year with passenger enplanement increases of nearly 15% over the previous year and the Jetport expects to improve on those numbers in 2019.
- B. January through May, and September, have been record months for the Jetport in 2019.
- C. While the Jetport has seen an overall decrease in outbound seating capacity, total enplanements and load factors are up. Over the next six months, the Jetport has 25,687 less seats available compared to the same six month period a year ago. That's a 3.7% decrease in outbound capacity.
- D. The Jetport received 914 noise related complaints since January 1, 2019. These complaints were placed from five different cities/communities, and were made by 170 individual callers.
- F. In 2019 to date through September, Runway 11-29 has been utilized 83% of the time. This is the Jetport's primary runway. Paul explained that smaller aircraft are often unable to use the primary runway due to high crosswinds which make it difficult for them to land safely.
- G. Wiggins Airways/FedEx carrier aircraft have utilized Runway 11-29, 58% of the time in the same period.
- H. The successful utilization of the Harbor Visual Approach for jet traffic from June through September, 2019, during daylight hours, was 56%. It should be noted that this data



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does not account for weather, pilot's discretion, or safety limitations due to additional air traffic in the area.

6. Old Business:

- A. South Portland Representative David Wakelin spoke of recent meetings and working with the sub-committee on options to increase approaches over the Fore River. The FAA recommended adding GPS waypoints to improve the accuracy of the Harbor Visual Approach (HVA). Two other alternatives were discussed, including the .1 Required Navigation Performance (RNP) and the possibility of a Southwest Airlines designed Special RNAV approach which could then be voluntarily flown by other airlines/aircraft. David advised that the FAA had shown a positive approach to solving the noise issues despite the fact the .1 RNP was determined to be outside of safety tolerances and therefore not a viable option.

Paul Bradbury advised that adding waypoints would improve the use of the HVA and help clean up sloppy approaches. The benefit of the new Special RNAV approach is that it would be available in hours of darkness, unlike the current HVA. Mark Collins reminded the committee that both approaches are dependent on good weather and went on to discuss the simple navigational charts that pilots use which may exacerbate the issue where some of the aircraft "cut the corner." Mark highlighted the fact that GPS waypoints would give pilots additional tools to fly the approach. Additionally, Mark noted that it was Southwest who offered to build the Special RNAV approach and that it could be built to prioritize aircraft to overfly the back of Peaks Island where it is more sparsely populated. Mark explained that some corporate jets would likely be incapable of flying the approach due to equipment, however he expected most, if not all, airlines would adopt the procedure within six months of being published.

Katherine Hughes commented that all commercial airline aircraft were able to utilize the Special RNAV. Mark Collins noted that this contrasts with the RNP as only 25-30% of aircraft had the proper equipment to fly that approach. He went on to note that the RNP is not dead, but that the industry would need to catch up to the technology for it to be viable.

It is important to note that the ILS approach will still be used in times of inclement weather or poor visibility as there is no other approach that is safe in these conditions.

- B. Jerry Morton commented that the Western Promenade suffers more from departures rather than arrivals and that turning right after takeoff would be best for the area. Even with the new approach the Western Prom is unlikely to see any relief. Paul Bradbury advised that the best option for the area was for the Jetport to continue its current practice of land and departing flights from/to the west. Mark Collins followed up by noting that right turns were eliminated after the noise compatibility study.
- C. David Wakelin made a motion to recommend that the committee send a letter to the FAA asking them to move ahead with adding the GPS coordinates. Mike Foley asked the room for any questions about the vote and the vote was subsequently held hearing no questions. The vote was unanimous to send the letter with Mark Collins abstaining.



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- D. David Wakelin made a motion to recommend that the committee send a letter to the FAA asking them to move ahead with building the Special RNAV Approach. Mike Foley asked the room for any questions about the vote and there was one question. Jennifer Lavanture asked if the minimums were the same as the current RNAV departure and Mark Collins confirmed that they are the same. The vote was unanimous to send the letter with Mark Collins abstaining.
- E. The above two recommendations were completed on November 1 by Paul Bradbury and a formal letter was sent to Mark Collins with the FAA to begin work on these items.

7. New Business:

- A. Paul Bradbury advised of the new flight schedule through April 2020, including Cape Air flying four flights a day to Boston and one to Provincetown. Paul added that flights during the upcoming period between 10pm and 7am accounted for 16.9% of all flights and that air traffic drops significantly in January/February.
- B. Upcoming construction: Paul gave a review of the upcoming projects. These projects include:
 - i. A new taxiway connector, Taxiway B) will be built between Runway 36 and 29 to allow aircraft to get to and from Runway 29 without crossing the runway first. This will improve overall safety at the Jetport and for the traveling public.
 - ii. A new Runway 11 bypass and perimeter service road realignment will take place in conjunction with the Taxiway B project to avoid a similar closure the following summer.
 - iii. During the above construction, Runway 11-29 will be closed April 20 - June 13, 2020 Monday through Thursday from 10pm to 6am and on Fridays from 10pm to 12pm.
- C. Zachary Briggs presented the new aircraft noise reporting system by Vector now available on the Jetport website. The portal allows reporters to utilize a mapping tool and aircraft tracking system that helps reporters view which aircraft may be overflying their location. Zach demonstrated the process to submit a noise complaint and explained how the map system worked along with some of the features. The portal is "live" now and any member of the public can utilize it simply by visiting the Jetport website and going to the normal location to submit a noise complaint. Additionally, there is a tutorial and help bar available for new users of the program.

The phone system has been modified to go straight to the system without ringing, however this system is not currently tied into the online system. Barry Brown added that the quality of the information was more important to the Jetport than the quantity in most cases and added that the Jetport is continuously looking for new ways to take information over the phone.

- D. David Wakelin asked about the possibility of FedEx utilizing the HVA more often and advised that FedEx rarely, if ever, utilizes the approach. Bob Corp stated that he would reach out to FedEx and recommend that pilots use the HVA whenever possible.



8. Question/Public Comment:

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

- A. David Bergson asked how the Jetport would be using the information from the new portal and would the stats be available to the public and when. Paul Bradbury stated that the data is used by the committee to affect change and that the committee needs good information to establish proper direction. There may be no silver bullet, but with proper data the committee could better understand the problem.
- B. Patrick O'Connor asked if aircraft would still be overflying the southeast portion of Peaks Island with the new HVA waypoints and if there was anything that could be done to overfly the water. Paul Bradbury explained that the intent of the new waypoints would be to improve HVA accuracy and that the route would be the same as it is currently due to the need for ground reference points.
- C. Noah Longer asked if there were any safety discussions surrounding the departures from Runway 11 due to their proximity over the city and whether the FAA could ask them to hold their heading for 12 seconds. Mike Foley stated that the committee is only advisory in nature and cannot require or prohibit anything. The committee advocates meaningful change and makes ground by meeting and working toward possible options.
- D. Lauri Kahn voiced concern about where the data from the public actually goes and wanted to know why residents needed to report information when the airport already knows that noise is being created. Paul Bradbury responded that the data comes to the committee to use to drive meaningful change. Mark Collins advised that it is difficult for air traffic controllers to notice subtle changes in altitude, but that this can be done after the fact more effectively. Complaints help guide the committee toward the problem areas.
- E. John Levesque commented that the South Portland committee meeting twice a year may be too little and asked if the committee had considered increasing this to three. Mike Foley advised that the committee met more frequently in the past when agenda items were more numerous and changed more frequently. Presently, there is no specific reason to meet more frequently.
- F. John Isaacson stated that 80% of flights come in and go out from the west and that he was surprised how much noise is generated seven miles away from the airport where he lives. John asked if the committee had the power to spread the noise over a larger area (fanning) rather than funneling everything over the same route. John also stated that aircraft are surprisingly low this far out and asked how high an aircraft should be at this altitude. Paul Bradbury commented that the FAA no longer uses fanning as a way to spread noise, but that there was subtle fanning to the west based on individual aircraft destinations. The standard altitude at this range was unknown at the time of the meeting, however the navigational charts for this approach expect an altitude of roughly 2,000 feet seven miles to the west of the Jetport.
- G. Jennifer Lavanture asked if the Special RNAV vertical guidance would be the same or if it would have more of a "step down." Mark Collins advised that it would have a little more of a step down, but that 1,700ft is the highest commercial aircraft can be over Peaks to make the runway. Jennifer followed up with a question about adding an initial approach



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fix further out over the water. Mark responded that the fix would likely be so far out that aircraft would arrive at the airport before intercepting it.

9. Closing:

Paul Bradbury recommended the next meeting date will be scheduled after the new chair of the committee is named. Mark Collins advised that a meeting in late January to give updates on the FAA's progress. Paul recommended January 30 and all were in favor. Councilor Foley made a motion to adjourn. The motion was seconded and passed by the committee. The meeting adjourned at 8:30PM.

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