

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



**Maine's  
Home  
Airport.**

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
09/29/2022	6:00 PM	7:11 PM	01/19/2023	6:00 PM	B. Treadwell	PWM

<b>Attended By</b>	<b>Absentees</b>
Tom Ainsworth – Stroudwater Village Rep.	Tae Chong – Portland City Councilor / NAC Chair
Natalie West	Mike Foley – Westbrook Mayor
Quincy Hentzel - Greater Portland Chamber Rep.	Penny Jordan – Cape Elizabeth Town Councilor
Steve Dalzell – FedEx / Air Cargo	Deqa Dhalac – South Portland Mayor
Lee Pratt – Gorham Town Councilor	
Jennifer Lavanture – Peaks Island Resident Rep.	<b>PWM Representatives</b>
Dr. Jeremy Morton – Western Promenade Rep.	Paul Bradbury – Airport Director
David Wakelin – South Portland Resident Rep.	Zachary Briggs – Dep. Director Ops & Maintenance
Brian Whittemore - FAA Operations Supervisor (for Mark Collins)	Ben Treadwell - Operations Supervisor
Katherine Hughes – Air Carrier Rep.	
<b>Non-Member Attendees</b>	<b>FAA Representatives</b>
Anne Pringle	Colleen D’Allesandro
Basil Klosteridis	Camille Sprauve
Jason Schwartz - Vianair	
Jim Allerdice - Viarair	
John Levesque	
Lynn Heinemann	
Steve Brown	
Vicki Flanigan	
(Additional Member of the public were in attendance but did not identify themselves )	

## 1. Welcome / Hybrid - Zoom Meeting Information / Process

- Mr Lee Pratt was designated acting NAC Chair and started the meeting, outlining the nine agenda items. Mr Pratt passed the Welcome over to Paul Bradbury.
- Mr Bradbury introduced Colleen D'Allesandro (FAA Regional Administrator) and Camille Sprauve (FAA) as special guests attending the meeting. Mr Bradbury advised that they are in Maine for 'Droning On: New England Edition'. Ms D'Allesandro gave a brief commentary on the Droning On program and invited all attendees to come to the sessions in the next couple of days. Ms D'Allesandro and Mr Bradbury advised they would send out a link with additional information after the meeting.
- Mr Bradbury introduced the opening public comment format of the meeting and described the Zoom format and the features available for questions, with 15 minutes allocated at the beginning and additional time allocated at the end of the meeting.
- Mr Bradbury noted that there were 2 letters received prior to tonight's meeting and acknowledged Anne Pringle as sending in one of these letters.

## 2. Opening Comments

- A 15-minute comment period was made available to the public. There was one public comment made by Basil Klosteridis.
  1. Basil Klosteridis said that he appreciates the opportunity to share his thoughts with the group. Mr Klosteridis advised he grew up on Peaks Island, has spent 67 summers without airplane noise and retired in 2015. Mr Klosteridis said that since then they have had a significant (noise) impact from departures but in 2020 it increased further when the new arrival flight paths were implemented. Mr Klosteridis believes the most recent flight path, which Southwest implemented over Peaks Island, was done without proper procedure and said that "shifting the ILS noise onto other communities without proper process smacks of impropriety". Mr Klosteridis said that we (Peaks Island) were left out completely as the process was developed by the NAC and that it (noise) continues to impact them on increasing levels.

Mr Klosteridis referenced Harry McMillen from Southwest Airlines saying "at Southwest the focus is on efficiency and safety" and commented that the goal with all airlines is to have all aircraft on the ground as safely and efficiently as possible. Mr Klosteridis believes the ILS accomplishes both of these things more effectively than the RNAV Special Visual over Peaks. Mr Klosteridis then stated "we want the Southwest RNAV Special Visual removed" and want arriving aircraft to fly the Harbor Visual Approach (HVA) or the ILS. Mr Klosteridis thanked the NAC for their time.

- Paul Bradbury introduced the two letters that were sent to the NAC for discussion. Mr Bradbury read through the first letter from Anne Pringle and then the second letter from Jeff Pond. Mr Bradbury commented that if we have a quorum this evening, the NAC will be able to discuss and take action on these items. Mr Bradbury advised that both letters were included in the information packet sent out to NAC members prior the meeting.
- Mr Pratt closed the public comment section of the meeting.

### **3. Approval of Minutes**

- A motion to approve the previous meeting's minutes dated April 7, 2022 was made by Jennifer Lavanture and this was seconded by Quincy Hentzel.
- Lee Pratt asked if there were any questions, comments or changes:
  - Natalie West advised she should abstain as she was not a member at the time of the last meeting.
  - Quincy Hentzel also commented that they should abstain for the same reason.
  - David Wakelin made a comment that people attending this meeting are representing their communities and some were present (in a different capacity) during the previous meeting and he believes they can still vote to approve the minutes.
  - Mr Pratt and Mr Bradbury confirmed that we have a quorum at this meeting.
- Mr Pratt seconded the motion to approve the minutes and asked for any further questions, comments or changes. No comment was made. The minutes were passed unanimously, with two abstentions (Natalie West and Quincy Hentzel).

### **4. Jetport Operating Statistics: TSA SSCP benchmarked to 2019, Historical Enplanements, Annual Enplanements trend and Operations vs Total passengers.**

- Mr. Bradbury spoke on some of the Jetport's operating statistics.
  - Passenger numbers through the checkpoint for PWM vs the nation throughout 2021 and 2022 were discussed with a mention of PWM being higher than the national average during certain holidays (attributed to the leisure mix of traffic).
  - June 2022 was the busiest June on record at PWM with 100,972 enplanements.
  - The load factor for August is sitting high at 86.01% and final projections for 2022 show over 1,000,000 enplanements (up 18.3% from last year). Mr Bradbury commented that PWM is back, and open for business.
  - Mr Bradbury talked about number of operations vs total passenger numbers and compared the figures from 1997 (1,223,883 passengers with 128,897 operations) to 2019 (2,179,705 passengers with 58,232 operations). Mr Bradbury acknowledged PWM is not quite back to 2019 levels of operations, but advised current 2022 projections are 2,028,000 passengers with 55,102 operations.

- Mr. Bradbury referenced the up-gauging of aircraft (more people moved on fewer and more efficient, quieter aircraft) and acknowledged there has been an increase in flights since the pandemic began, and also commented that people are now more thoughtful to noise (compared to 1997).
- Natalie West asked for clarification on total passengers vs boarding passengers. Mr Bradbury advised that total boarding passengers is the number of enplanements and deplanements (people getting on and getting off planes) and that PWM is an origination/destination airport (not a hub) so eventually those passengers departing PWM will return, or those flying into PWM will again depart from PWM, resulting in the total number of passengers for the year being almost double the enplanement or deplanement number.

**5. Noise Data: Noise Report Tabulations Through August 2022, Wiggins Runway use, Runway use January - August 2022, Runway Preference August 2022 (Arrivals and Departures), Harbor Visual Approach, Runway Preference during Noise Sensitive Hours and Runway 11 Departures for August 2022.**

- Paul Bradbury advised that not all slides from the packet will be covered in the meeting, but advised all information was included in the packet sent out prior to the meeting.
- Mr Bradbury referenced the rehabilitation project of Runway 11/29 this summer and highlighted that the numbers and figures are not an accurate representation (as the primary runway was out of service for almost 3 months). Year to date the % use of the primary runway is 66% (factoring in 0% usage in May 2022) which highlights that the preference is still working.
- Mr Bradbury also discussed the Wiggins runway use being at 51% year to date (2022) which again included 0% in May and low % usage in April and June due to the primary runway closure.
- Mr Bradbury summarized the runway arrival preferences for August:
  - 64% of arrivals for Runway 11/29 were from the west
  - 36% of arrivals for Runway 11/29 were from the east
  - Total number of arrivals: 1703
- Mr Bradbury summarized the runway arrival preferences for August during noise sensitive hours (10pm - 7am):
  - 60% of arrivals for Runway 11/29 were from the west
  - 40% of arrivals for Runway 11/29 were from the east
  - Total number of arrivals: 178

Note: Mr Bradbury commented that this is based on preference, but the results are also based on wind direction (aircraft take off and land into the wind) which cannot be controlled.

- Jennifer Lavanture asked which airlines are using the Special Visual for Runway 29. Mr Bradbury advised that he believes there are currently three airlines using this: American Airlines (select flights), Delta and Southwest Airlines Jennifer requested if that data

could be shared. Mr Bradbury advised he could scrub through the data and will confirm this for Ms Lavanture and the group.

- Mr Bradbury commented that for arrivals, specifically during noise sensitive hours, the numbers for South Portland are high due to the pattern being to land from the east (HVA is not available, not all airlines are signed on to the RNAV Special, ILS approach is the only option that remains).
- Mr Bradbury summarized the runway departure preferences for August:
  - 41% of departures for Runway 11/29 were to the west
  - 59% of departures for Runway 11/29 were to the east
  - Total number of arrivals: 1719
- Mr Bradbury summarized the runway departure preferences for August during noise sensitive hours (10pm - 7am):
  - 81% of departures for Runway 11/29 were to the West
  - 19% of departures for Runway 11/29 were to the East
  - Total number of arrivals: 222
- David Wakelin asked if he could raise a question on behalf of South Portland. Mr Wakelin commented that several residents are noticing that more easterly departures are turning south early (compared to previous years). Mr Wakelin referenced John Levesque leaving messages with Zachary Briggs regarding this. Mr Wakelin asked if there had been a change made to easterly departures going south.
- Mr Bradbury discussed the data for Runway 11 departures for August 2022 (early North/South):
  - 13 departures (2%) over West End (early North)
  - 46 departures (7%) over South Portland (early South)
- Mr Wakelin commented that his understanding for the preferred flight path of planes taking off to the East was to fly over the river first but that he has received several calls wondering why the traffic was flying over South Portland. Mr Bradbury said this can happen when there is traffic in the pattern which sometimes causes aircraft to deviate from their preferred route and acknowledged that he is aware of this occurrence several times in August (JetBlue examples were given). Brian from the FAA advised that if he is given a specific date/time that he can look up a specific occurrence and find out the cause.
- Tom Ainsworth raised the question on what PWM is doing for the calculation of private jets. Mr Ainsworth asked where they show up in enplanements, departures and noise-sensitive hours. Mr Bradbury advised all of these are included in the figures presented today. Mr Ainsworth commented that there is a significant number of private jets taking off on the shorter runway (Runway 18/36). Mr Ainsworth believes the Jetport has accepted that if there is any type of crosswind that permission is given to pilots (by ATC) to use the shorter runway. Mr Ainsworth believes this occurs even with a modest wind 'which the aircraft in question can clearly tolerate according to the manufacturers statistics'.
- Mr Ainsworth commented that when they get the new consultant, they will be looking hard at what ATC is doing to help direct planes onto the preferred runway (Runway 11/29). Mr Ainsworth said this year has been the worst summer Stroudwater has had in

his 37 years of living in the area, specifically through the 3 months of the Runway 11/29 closure. Mr Ainsworth said the complaints amongst the neighbors continued dramatically in July, August and September. Mr Ainsworth said some people in the community have stopped making complaints because nothing is done about them (including Tom himself). Mr Ainsworth said that Stroudwater is extraordinarily unhappy with the report and data just presented, and sees a great deal of room for improvement for traffic being moved to Runway 11/29.

**6. New Business Item A: The NAC will consider adopting recommendations approved by the NAC Subcommittee, established by the NAC at its April 7, 2022 meeting.**

- Lee Pratt handed the discussion over to Paul Bradbury for this agenda item.
- Mr Bradbury referred to a proposal that was adopted by the NAC Subcommittee on August 11, 2022 on a 3-1 vote. The question raised for the NAC was to approve and move forward with the recommendation as adopted.
- Tom Ainsworth made a motion to approve and move forward with the recommendations. This was seconded by David Wakelin.
- Mr Pratt asked if there were any comments or questions.
- Jennifer Lavanture commented that they were the dissenting vote in the subcommittee meeting, specifically due to frustration around the process and the ability to have productive discussion as it related specifically to some modifications of the proposal. Ms Lavanture said that Peaks Island is generally supportive of engaging a subject-matter expert albeit they had a specific concern regarding recommendations in terms of what the subject-matter expert would be tasked to do. Ms Lavanture said that after reviewing the proposal from the subject-matter expert, which specifically notes consensus-based and specifics about design philosophy that will be developed. Ms Lavanture also commented that with an interest in moving this important issue forward, they are now supportive of it. Ms Lavanture wanted to state on record how important it is that this design philosophy step is adhered to in any engagement with the subject-matter expert, which is a highly critical element in terms of establishing, via robust community input, what basis is, for how we develop consensus around ‘what is fair and what is right’.
- Mr Pratt called for a roll call vote to pass the motion. The vote was unanimous with one abstention (absence).

**New Business Item B: If the NAC approves the recommendation to hire an SME, then the NAC will be asked to approve the attached scope of work provided by Vlanair.**

- Lee Pratt introduced sub-section B and passed it over to Paul Bradbury.
- Mr Bradbury advised that he attached the proposal from Vianair with the packet. Mr Bradbury said that many have reviewed (the information) and what we are looking for is that the committee is comfortable with the scope of services that are outlined (provided in the presentation information). Mr Bradbury said that one point of discussion, as

noted earlier, is the discussion of the community working group. Mr Bradbury commented that if the NAC does approve the scope of work, then the next step will be determining the methodology of the working group, and what is the membership of the subcommittee. Mr Bradbury added that it is expected that the subcommittee will be the lead as they have already done some work on this, and that members of the affected communities (Portland, South Portland, Peaks Island) are all represented in that subcommittee. Mr Bradbury added that there is a desire amongst the subject matter expert and the Jetport that this is a representative community group, that has more than just the smaller subcommittee membership (including the ability for residents in the local communities to participate) and suggested that the size of the group would potentially be 10-12 people at most. Mr Bradbury passed the discussion back to Mr Pratt to approve/not approve the first step (in hiring an SME).

- Mr Pratt asked for a motion to approve hiring an SME. Tom Ainsworth moved to make a motion, adding that he appreciated the information provided by Paul Bradbury summarizing the scope of work. Natalie West seconded the motion. Mr Pratt asked if anyone would like to comment.
- David Wakelin said he thinks continuing the subcommittee is too small of a group. Mr Wakelin believes that everyone on the NAC would like to be on the working group (which gets to a number not exceeding 12). Mr Wakelin believes we need a group larger than the subcommittee, but not too large or cumbersome.
- Mr Bradbury commented that the issue really speaks to only some of these communities - Portland, South Portland, Peaks Island and Little Diamond Island (as per the letter earlier) but that it is at the will of the committee.
- Ms Jennifer Lavanture commented that there are a lot of industry representatives on the NAC and this proposed group is designed to be a community working group, so they are not sure the full members of the NAC are the appropriate body. Ms Lavanture also said that it's important to solicit public input and public participation outside of the NAC. Ms Lavanture also suggested that there needs to be structure in place for formal voting vs public comments to ensure there is balance and equal representation from within the interested communities, so that one community cannot override other communities.
- Mr Pratt commented that from a community standpoint, Gorham would be happy to weigh in on the discussion but at the same time acknowledges that the 'troubled areas' are the ones who are impacted more by the noise. Mr Pratt commented that he does receive noise complaints from his community however the amount is nowhere near the number of complaints made by residents in South Portland, Portland or Peaks Island. Mr Pratt requested that if the NAC is going to be a member of this he asked that it be community 'leadership' and not the industrial side as he doesn't see how that ties into the noise issue as much. Mr Pratt said he believes there should be community involvement.
- Natalie West commented that once some aircraft approaches are developed that the industry representatives should become involved, with regards to feasibility. Mr Pratt

commented that his comments were more in reference to the initial voting stages and Ms West agreed with this.

- David Wakelin said that he agrees with Jennifer Lavanture that he believes they want to have broad public participation, but hopes that this wouldn't result in an 'unlimited number of voting members when it comes time to approving specific proposals'. Mr Wakelin agrees that there should be broad public participation but that voting should be reserved for a smaller group.
- Tom Ainsworth commented that he echoes Mr Pratt's comments and agrees that we should solicit all forms of input, from all sources, for the consultant to consider and make recommendations from. Mr Ainsworth also believes that when it comes to voting, this should be undertaken by the communities that are nearby and affected.
- Natalie West asked if the consultant has submitted any kind of timeline at this point. Mr Bradbury advised they have not, as the real vote tonight is to get a consensus around hiring one.
- Mr Pratt asked if there were any further comments or questions. Mr Pratt then asked if the amendment had to be motioned or if the original motion could be passed with these additional notes/comments added in. Mr Bradbury advised that the vote is to approve this scope (around hiring a subject matter expert) and then an item for the subcommittee members can be added to the agenda for the next NAC meeting.
- Mr Pratt called for a roll call vote for the motion. The motion passed with only one abstention (Katherine Hughes).

#### **New Business Item C: Working Group for the SME.**

- Lee Pratt suggested adding an extra item for discussion and labeled it as 'Subsection C: Working Group'.
- Mr Bradbury said this is reasonable as it is under the forum of the subcommittee that is already established. Mr Bradbury said that the subcommittee also includes Little Diamond Island, Peaks Island, South Portland and Portland included. Mr Bradbury asked what the NAC would like in terms of representation and appointment of the committee.
- Mr Pratt commented there are three more towns not included in the current subcommittee (Scarborough, Gorham and Westbrook). Mr Pratt said the first discussion is whether these communities want a member as part of this discussion and commented that he believes they do, however he added they probably don't need as much community involvement as much as those communities that are directly affected by the noise. Mr Pratt said he's fine with representing Gorham, believes Mayor Foley is ok with representing Westbrook and that someone could be designated to represent Scarborough, but re-stated that for the community involvement he would like to hear from the more impacted areas on what needs to be done there.
- Jennifer Lavanture added that she believes member numbers could be separate to voting authority, and gave examples of other committees where there is a board of directors along with public members who have an advisory role. Ms Lavanture said she



believes there are options to consider, but believes it prudent to keep the size of the working group to a reasonable number to facilitate productive discussion, adding that she feels four NAC members (original sub committee), three NAC representatives (Scarborough, Gorham and Westbrook) along with one member of the public from each of the four impacted communities would be ok.

- David Wakelin asked why we are limiting the discussion to these areas (Scarborough and Gorham) and asked about Falmouth and Cape Elizabeth being included, commenting that other communities have raised issues at different times. Mr Wakelin added that aside from the principal communities discussing the issues, if there was one or two members representing all of the other communities that it would make sense.
- Natalie West raised a point of order and asked again about a timeline, commenting that this discussion is not on the agenda. Ms West said that she would be more comfortable having more time to discuss the issue with members of the community/neighborhood about how this could be structured, but doesn't want to slow things down. Ms West said that she would like guidance from the NAC on how to proceed.
- Mr Pratt added that Agenda Item B was voting on whether to approve the hiring of an expert and reaching out to the consultant to say we are interested. Mr Pratt and Mr Bradbury discussed the next meeting date and having this item added to the agenda for that meeting.
- Tom Ainsworth made some suggestions about combining members of different communities to work together collectively (Gorham, Scarborough and Westbrook collectively and the same for 'The Islands'). Mr Ainsworth believes that limiting the size of the working group would be effective whilst maintaining sufficient outreach to all communities. Mr Ainsworth acknowledged David Wakelin's point about soliciting all forms of input from all members of the communities, but believes that in order to have a functioning, working group, the numbers need to be smaller to narrow the focus (10-12 members in total).
- Mr Pratt said that he would be fine with Gorham, Scarborough and Westbrook having one representative as they all speak to each other anyway, and believes this would not be a problem in helping to reduce the number of the committee.
- Mr Ainsworth said he hoped the islands would be able to take the same positive approach and have one member represent all of the islands.
- David Wakelin commented that it might be a little more challenging combining all of the islands into one representative as there are several people who have expressed interest in the issue, with specific mention of Jennifer Lavanture and Jeff Pond. Further discussion followed between Mr Ainsworth, Mr Wakelin and Ms Lavanture. Ms Lavanture said they are happy to engage with other island communities and commented that we should encourage broad public participation (in addition to those on the panel/working group). Ms Lavanture asked if the subject matter expert has any recommendation on the preferred structure and commented on experiences in her professional capacity, suggesting they might be a good resource to obtain

recommendations from. Mr Bradbury said that we can reach out to them to ask this question.

- Mr Bradbury commented that the NAC exists because it was created by the Portland City Council and membership was set by The City Of Portland, as the airport owner. It is thoughtful to the region but that is why membership is limited to those current members. Mr Bradbury said that if Falmouth or other communities made a request (for NAC membership), the Portland City Council would be able to consider them for having a seat on the NAC, but that hasn't happened.
- Mr Pratt talked about the 'triad' (Gorham, Scarborough and Westbrook) and mentioned they are less impacted by noise than some other communities. Mr Pratt said he's not sure about pulling the islands apart and putting them into one group just because they are so impacted, but reiterated that he doesn't mind putting 'our towns together' in one sum as they are less impacted. Mr Pratt said that perhaps the duties of the 'triad' is to talk to Falmouth and find out what is going on in their community. Mr Pratt said that Falmouth would not have any voting rights, but the data from them might be useful.
- Mr Ainsworth asked if Mr Pratt and Ms Lavanture could reach out to their communities to see if that is a vehicle that could 'get us to the finish line expeditiously, but still allow for plenty of input from the constituent islands and neighboring towns'. Ms Lavanture said that she is happy to do this.
- Mr Ainsworth moved that the membership of the committee moving forward be members of the subcommittee with the understanding that there is an island representative (presumptively), coordinating the interests of the varying islands, and there is a neighboring community member speaking for perhaps Gorham, Westbrook and Scarborough. Mr Ainsworth requested they get some feedback prior to the next NAC so it can be determined if we have a working sized committee. This timeline should be in sync with determining if we have hired a consultant.
- Mr Bradbury suggested to the group that the established subcommittee could possibly meet outside of the NAC meeting to discuss membership. Mr Bradbury also proposed that if the NAC gives the subcommittee the authority (in tonight's meeting), then the subcommittee could organize the membership appropriately. Mr Ainsworth said he accepts this as a 'friendly amendment'.
- David Wakelin commented that he believes too much importance is being placed on the sub committee and said he would be happy to step aside in order for Natalie West to represent South Portland if that committee membership is going to be based on this (the sub committee already formed previously). Mr Wakelin added that he thinks it better to consider the members of the NAC from all of the communities (2 South Portland people, 3 or 4 Portland people, etc). Mr Wakelin believes this number would be fine and would prefer to focus on members of the NAC instead of the sub committee. Mr Wakelin proposed an amendment to include the NAC members from affected communities plus one representative for Gorham.
- Mr Bradbury stated that the sub committee has two members from Portland, one member from South Portland and one member from Peaks Island. Mr Bradbury asked

for clarification on the proposed membership, which might now include three from Portland, two from South Portland, one from Peaks. Mr Wakelin added that there would be one additional person representing the other communities less affected. Mr Ainsworth commented that he would accept this as a 'friendly amendment'. Mr Wakelin seconded the 'friendly amendment'.

- Jennifer Lavanture asked for clarification on the 'friendly amendment' and Mr Bradbury confirmed this means the existing sub committee membership would be changed from four members to seven members. Mr Bradbury also commented that the amended sub committee will set the working group at a future meeting.
- Mr Pratt called for additional discussion on the issue. Ms Lavanture added a comment that they believe it is important to have robust participation and asked that all seven members be involved in forming the working group, and avoiding a situation where potentially only a small number of people are in attendance and are given the task of forming said group.
- Mr Bradbury summarized that the sub committee now has seven members and will set the working group (as per the motion).
- Natalie West requested an amendment, suggesting the working group is set after obtaining input from the consultant. Ms West said that if we are paying for a consultant, then we should be using their expertise and recommendation. Mr Bradbury and Mr Pratt confirmed that this is the plan.
- Ms Lavanture asked how the representative for Gorham, Westbrook and Scarborough would be determined. Mr Pratt said he will have a discussion with Mike Foley tomorrow (Westbrook) and added that Scarborough currently has no representative.
- Mr Pratt called for a roll call vote for the motion. The motion passed with only one abstention (Katherine Hughes).

## **7. Closing Questions / Public Comment**

- Mr Pratt asked for any closing questions / public comments for the meeting. There were two public comments made, one by Basil Klosteridis and a second by Anne Pringle.
  1. Basil Klosteridis commented that the needs of the islands, since the impact has changed dramatically, needs to be more robust in terms of representation.
  2. Anne Pringle commented that she is representing the Western Prom Neighborhood Association. Ms Pringle thanked Jennifer Lavanture and Natalie West for suggesting the group get advice from the consultant before making the final suggestions for the working group. Ms Pringle said that from her understanding, the consultant has extensive experience working with community groups and that we would all benefit from their recommendations.

## **8. Committee will consider setting the next meeting date.**

- Mr Pratt discussed setting the next NAC meeting date.
- Mr Bradbury summarized the meeting for tonight, commenting that we have formed a sub committee, that they will set a working group, and we have agreed to hire a subject matter expert. Mr Bradbury said there is no immediate pressure to have another NAC meeting and opened it up to the committee to determine the next NAC meeting date.
- Mr David Wakelin proposed a meeting in January 2023.
- Ms Jennifer Lavanture asked if there were any construction projects planned for the Jetport that would affect the surrounding communities outside of general operations. Mr Bradbury confirmed there are no construction projects scheduled for 2023.
- Mr David Wakelin proposed the third Thursday in January which would be January 19th, 2023. There was consensus on this date and no one in the meeting objected.

## **9. Adjournment.**

- Jennifer Lavanture made a motion to adjourn the meeting. This was seconded by David Wakelin. A roll call vote was called and the motion was passed unanimously by everyone present (Natalie West departed prior to the conclusion of the meeting).
- The NAC meeting was adjourned at 7:11pm.