



**Maine's
Home
Airport.**

Portland International Jetport Noise Advisory Committee

1001 Westbrook Street, Portland, Maine 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
10/21/2021	6:00 PM	8:58 PM	TBD	TBD	B. Treadwell / Z. Briggs	PWM

Attended By	Absentees
David Wakelin – South Portland Resident Rep.	Guy Gledhill – Scarborough Town Councilor
Deqa Dhalac – South Portland City Councilor	Lee Pratt – Gorham Town Councilor
Jennifer Lavanture – Peaks Island Resident Rep.	Penny Jordan – Cape Elizabeth Town Councilor
Dr. Jeremy Morton – Western Promenade Rep.	Jerry Angier – Greater Portland Chamber Rep.
Katherine Hughes – Air Carrier Rep.	PWM Representatives
Mike Foley – Westbrook Mayor	Paul Bradbury – Airport Director
Shaun Patten – FAA ATC	Barry Brown – Dep. Director Ops & Maintenance
Steve Dalzell – FedEx / Air Cargo	Zachary Briggs – Customer Experience Manager
Tae Chong – Portland City Councilor / NAC Chair (joined at 6:47 pm)	Timothy Reid - Operations Manager
Tom Ainsworth – Stroudwater Village Rep.	Ben Treadwell - Operations Supervisor
Non-Member Attendees	
Anne Pringle	
Alan Bussard	John Tobin
Alan Reed	John Levesque
Alvah Davis	Juliet Shane
Basil Klosteridis	Kim P. (No last name Provided)
Cesar Britos	Lynn Heinemann
Christian Filipos	Mike Lynch
Daniel Charest	Peaks Island Community Zoom
Deborah Napier	Peter Stanton
Don Kimball	Ralph Ashmore
Fred Somers	Reggie Davis - FAA
James Allerdice	Thalia Bussard
Jason Schwartz	Tim Chambers
Jean Ashmore	Trevor Watson
Jenny Wilder	Triss Critchfield
Joanne Sterling	Val C. - FAA
(Additional Member of the public were in attendance but did not identify themselves)	Vicki Flanigan

1. Welcome / Introduction

- Opening comments and a welcome to all members and guests were made by Westbrook Mayor Michael Foley, who will be acting chair until Councilor Chong arrives.

- Paul Bradbury and Mayer Foley described the Zoom format and the features available.

2. Opening Public Comment

- An opening 15-minute public comment period was held. There were seven public comments at this time and they were from: Anne Pringle, Basil Klosteridis, Ralph Ashmore, Trevor Watson, Fred Somers, Deborah Napier, and Cesar Britos.
 1. Anne Pringle commented on the increased complaints she has received from residents not just due to noise, but also due to aircraft straying off the 'approved' flight path and flying directly over the Western Promenade neighborhood. The number of complaints received this summer far exceeds any previous years. As a resident of Little Diamond Island, she added significant overflights by all major carriers. Anne had the following requests;
 - a. Monthly analysis and reporting on flight deviation over the Western Promenade
 - b. Jetport routinely monitor deviations, outside of complaints
 - c. Communications to all airlines (pilots) on the importance of remaining within stated paths and routes; and for the Jetport to report any deviations by pilots back to the airline
 - d. NAC come to a unanimous agreement to formally request expedited approval by the FAA of RNP routing (through Senator Collins office) which would significantly reduce flight tolerance zone
 - e. Review and approval of early south departures from Runway 11 to take flights at higher altitudes over less populated areas
 - f. For Little Diamond Island, requesting a review of RNAV Special to avoid overflights of the Casco Bay Islands.
 2. Basil Klosteridis commented on the increase of overflights due to the RNAV Special arrival procedure. Basil expressed concern over a lack of representation for Peaks Island during the creation of the RNAV Special and believes no noise studies were conducted so the demographics are flawed. Basil also expressed concern that if all airlines eventually use this, it will create even more traffic over Peaks Island. Basil made a request to move flights to the north and keep them over the water, referencing a study conducted by Harris Miller Miller and Hansen. Basil commented on the registered voters on the island and referenced a petition signed by over 260 people.
 3. Ralph Ashmore commented on the quality of life on Peaks Island due to overflights of the Island and said it has significantly diminished since the flight pattern has changed. Ralph commented that he is puzzled why flights are coming in on the visual approach over the island and not over the water.

4. Trevor Watson acknowledged Paul/PWM and the responsiveness to his previous questions. Trevor said he wanted to speak so he could claim particular interest in the conversation at a later date. Trevor commented on the Fore River departure route and believed that it was made with the input from only a small number of people from the South Portland community. Trevor said that he believes there must be better routing to the east and hopes that it can be realized. Trevor commented on the increased number of flights recently, compared to the past.
5. Fred Somers commented on the increased traffic over Peaks Island and reiterated the comments made by all previous speakers. Fred referred to the summer as being a 'circus' and commented on flights 800 feet over his house in the middle of summer. Fred requested the RNAV departure route be moved further north and out over the water. Fred requested that this be looked at with a sense of urgency. Fred also requested reporting on the deviations and asked that the airlines/pilots also be given feedback on that.
6. Deborah Napier commented on agenda item 7d believing it was suggesting the future calls stop. Deborah said the meeting was important as it allows the opportunity for locals to provide feedback and discuss the issues affecting them. Deborah commented that she would like to see some action taken on the comments being made and referenced the FAA being able to do what they want (referencing the quiet hours). Deborah reiterated that she feels the meetings are important. Mayor Foley clarified meetings were continuing, and the frequency was being discussed on that agenda item. Mayor Foley also commented that the airport is regulated by the US Congress and it's not something that the NCA, or PWM, or City Of Portland has any control over.
7. Cesar Britos commented on the increase of overflights over Peaks Island. Cesar mentioned that he lives on the north side of Peaks Island and works at UNUM by the airport, and said it is quieter at work compared to home (in terms of aircraft noise).

3. Approval of Minutes

- A motion to approve the previous meeting's minutes dated May 20, 2021 was made by Katherine Hughes and seconded by David Wakelin. The roll call vote was unanimous to approve the minutes. The members present who voted by roll call were: Tom Ainsworth, Councilor Deqa Dhalac, Mayor Mike Foley, Steve Dalzell, Jennifer Lavanture, Dr. Jeremy Morton, David Wakelin, Shaun Patten and Katherine Hughes.

4. Jetport operating Statistics

- Mr. Bradbury spoke briefly on some of the Jetport's operating statistics.

- PWM peaked above the national average in April due to school vacation and peaked again on the 4th July weekend. PWM trended to the 2019 baseline throughout most of the summer, dipping in September but still remaining above the national average. The Jetport was down -9.24% in September but still above the nation which was down -23.96%. Month to date for October the Jetport is down -4.23% compared to the nation at -22.37%.

5. Noise Data: Noise Report Tabulations Through September 2021 / Runway Preference

- Mr. Briggs broke down the noise complaints statistics from January – September in slides 9 – 17. The Jetport experienced 1,354 complaints from 139 unique callers.
 - The percentage by town is as follows, Peaks Island 47%, Portland 31%, South Portland 18%, Other 2%, Cape Elizabeth 1%, and Scarborough with 1%.
 - The breakdown of 139 callers was: Portland 40% (56), South Portland 37% (52), Peaks Island 12% (16), Cape Elizabeth 5% (7), 'Other' 4% (6), and Scarborough 2% (2).
 - The primary runway was used 86% of the time by all aircraft types. FedEx / Wiggins primary runway usage was 70%

Mr. Bradbury spoke to the noise complaints for Peaks Island saying he believed these were more due to departures than arrivals, specifically highlighting that 9.65% of departures were over Peaks Island during noise sensitive hour but only 0.38% (just 1 arrival) of total arrivals during noise sensitive hours in August. Mr Bradbury commented about the issue not being related to the RNAV visual special approach (used for arrivals) and said there might be some confusion between that and the RNAV departures and RNAV visual special (by Southwest).

6. (6A) Old Business Item A: Update on Harbor Visual Approach (HVA) with GPS waypoints and suggested altitudes

- David Wakelin made a point of order saying that the NAC is operating under the Noise Compatibility Program from 2006. Mr. Wakelin commented that the two highest priority noise abatement requirements both call for increased overflights over the Fore River. Mr. Wakelin said that as we look at the HVA and RNAV, the NAC should remember that our charge as a committee is to implement the noise abatement requirements of the NCP we are working under.
- Chairman Chong asked a question relating to noise complaints (discussed under Section 5 of the meeting). Mr. Chong asked how the number of complaints from Peaks Island (641) compares to previous years as well as numbers for the other communities. Mr. Bradbury responded to the question and referred to the total number of complaints from previous years (as shown on the slide during the presentation). Mr. Bradbury offered to provide individual community information from previous years outside of the

meeting if required. Mr. Chong commented that it is important to monitor the trends to see where the noise is moving and how it has changed over the years.

- Dave Wakelin commented that it's also important to look at the total number of callers as well as the total number of complaints with the figures showing Peaks Island represents 12% of the total callers and comprises 47% of complaints.
- Jennifer Lavanture commented on the data provided by Mr. Briggs regarding the arrivals/departures in August and said that it was helpful to see the data presented this way. Ms. Lavanture acknowledged the impact of the departure procedure and said that she supports any initiatives to support mitigation measures related to the Special Visual departure. Ms. Lavanture expressed concern over what happens next, as this method continues to be adopted in view of preference, into the future.
- Jeremy Morton added a comment saying he was not aware that so many of the complaints for Peaks Island were due to departing traffic. Jeremy asked if PWM had figures showing the total number of complaints of departures vs arrivals. Mr. Bradbury and Mr. Briggs both responded advising that PWM are not provided with this information when complaints are made so this cannot be tracked. Mr. Briggs said he can speak to the software company (Vector) to see if a report could be generated for this
- Mr. Bradbury discussed the Harbor Visual Approach (HVA) and spoke to the number of deviations we are seeing, specifically flights over the top/middle of Peaks Island. Mr Bradbury confirmed the publish date still remains December 2, 2021 as per the previous meeting. Mr Bradbury advised there has also been an update with the GPS waypoint PEAKS being renamed CHSNN and the location has shifted to the channel near Cushing Island. Hoping this adjustment will allow for some tightening in the flight pattern.
- Mr. Shaun Patten discussed the Harbor Visual Approach (HVA) approval process and advised when it went out for public comment that the naming convention and location were both challenged, and this led to changes. Thankfully FAA was able to resolve these issues and keep the publish date on schedule.
- Mr. Patten reiterated that the waypoint is a reference point and not an RNAV approach. There will be no increase in arrival restrictions for weather minima and Shaun commented saying that we are hopeful that this will tighten up the approach. Shaun stated this will not be the 'solving answer' that everyone is hoping for, but is hopeful that the new waypoint will make things a little cleaner for everybody.

7. (6B) Old Business Item B: RNAV Visual Special Approach to Runway 29 Update: Airlines now authorized to fly this approach

- Mr Bradbury advised that Southwest and Delta are the two airlines currently authorized to use the RNAV Visual Special Approach, however is not aware that Delta has flown this yet. Jennifer Lavanture asked to clarify that Delta is only authorized to fly mainline and Paul Bradbury confirmed this. The Delta affiliates are not authorized to fly the RNAV Visual Special Approach. Southwest is all mainline, so all flights will use it.

8. (6C) Old Business Item C: Airfield construction underway this construction season - Air Cargo Taxiway & Taxiway A East - Phase 1

- Mr. Bradbury advised the construction process is almost finalized and we are waiting on lighting to arrive so we can reopen Taxiway A East. Mr. Brown advised the lights have been on backorder for over 15 weeks and the current expected delivery date is November 2nd. Expectation is for this to be completed by the second week of November.

9. (6D) Old Business Item D: Airfield construction planned for Spring 2022

- Mr. Bradbury discussed the planned construction for Spring 2022, advising the current planned closure of Runway 11/29 is from April 18 to June 13, 2022. Mr. Bradbury talked about the Airport Improvement Program (AIP) - the funding from the Federal Government to conduct the construction - and said that right now Congress hasn't approved the use of the funding to pay contractors a bonus for expedited work. Mr. Bradbury acknowledged our contractors but again stated we won't be able to offer incentive payments for increased/accelerated construction as it's not yet allowed for AIP funded projects.
- Mr. Bradbury advised that PWM will be doing a large amount of outreach leading up to the planned construction, including social media, direct mailing and community outreach meetings.
- Mr. Bradbury commented it is likely there will be an approximate total closure for 29 nights (10:30pm to 5:45am) to complete the paving at the Runway 11/29 and 18/36 intersection. During these nights there will not be late arrivals or departures after 10:30pm. The other alternative is to have a complete airport shutdown for 48 hours but this is not the preferred option.
- Mr. Tom Ainsworth commented on discussing alternatives and firstly mentioned that this construction/closure is a good example of why there should be four NAC meetings per year. Mr. Ainsworth also commented on ground-based noise and doesn't want to overlook the noise coming from construction. Mr. Ainsworth posed two questions - firstly to look at the alternative of closing the airport and working with more than one supplier/contractor in order to shorten the time to complete the work, and also asked if the lightning for Runway 11/29 is the same as the one causing the current delay in the Taxiway A East re-opening.

Mr. Bradbury referenced the slide showing the proposed timeline and advised PWM has already put this out to bid and expects to have bids in before Christmas. Mr. Bradbury also advised that the light order will be placed well before construction begins (due to the longer lead in times currently being experienced) and doesn't foresee this being an issue.

- Mr. Chong commented on the evening closures for the 29 days and asked what air traffic on Runway 18/36 would look like for the other 30 days of construction. Mr. Bradbury commented on the start date of construction, advising PWM is up against weather and is starting construction as early as possible to try and have it completed before air traffic starts to increase (less traffic means less noise). Mr. Bradbury also stated there are multiple stages to the new runway project and there will be many more meetings to discuss those stages outside of the NAC committee. Mr. Bradbury acknowledged there will be a significant impact to many communities with the closure and the jetport is still working on improving flight paths during the construction period. Mr. Bradbury reiterated again that there is no opportunity to impose night-time flight restrictions as the AIP funding doesn't allow it and there are also interstate commerce restrictions that PWM must follow. Mr. Bradbury said PWM is a public use airport and as such, is unable to institute airport use restrictions on flights.
- Mr. Ainsworth asked if there were any safety concerns during the shutdown of Runway 18/36 and asked if PWM should redirect some of the general aviation flights to other airports to reduce air congestion. Mr. Bradbury reiterated that PWM cannot restrict flights. Mr. Shaun Patten seconded Mr. Bradbury's comment and confirmed that the FAA cannot and will not ask any traffic to redirect to another airport. Mr. Patten commented on the safety aspect, saying the only issue of using Runway 18/36 vs Runway 11/29 are the approaches that can be offered. This would only be a factor during inclement weather and this is something the pilots would have to consider at that time. Mr. Ainsworth asked for clarification on any safety issues during the closing. Mr. Patten confirmed there were no safety issues or concerns.

10. (6E) Old Business Item E: Review of Runway 11 departures with early north turns impacting the Western Promenade, and early south turns impacting South Portland and Cape Elizabeth

- Mr. Bradbury referenced the slide and talked about flights currently using RNAV and said they are not using performance-based navigation (RNP). Due to this the flight management systems (FMS) have variability, which causes the fluctuations in flight paths seen in the flight tracks. Mr. Bradbury referenced a comment by Shaun Patten in the previous meeting saying the FMS for smaller regional jet aircraft can be affected by strong northerly winds which lifts them further north, causing more noise and traffic over Western Promenade.
- Mr. Bradbury mentioned the previous comments by Anne Pringle, Jeremy Morton, and Trevor Watson in regards to doing an early south departure. Mr. Bradbury noted the 2006 Part 150 Study recommended moving these flights over the Fore River (as this goes over zero residential homes, compared to early south/north or east paths which go over hundreds of homes). Mr. Bradbury commented on the RNAV not being perfect but that it is better than the prior technology.
- Mr. Bradbury referenced four flights that took early north departures (during a one-week snapshot) and flights that took early south departures.

- Mr. Bradbury commented on the early north departures and stated they are going over the most densely populated portion of the state and this should be avoided. Mr. Bradbury said PWM is doing regular reports to track this and said it might take some time, but in the years to come we hope to be moving to an RNP departure. Mr. Bradbury advised that the RNP departure cannot be developed and implemented based on noise abatement alone, so we will need to work with our delegation and with the FAA to develop the procedure. Mr. Bradbury advised this process can take years to develop so it is not a 'quick fix'. Shaun Patten advised the time frame to amend RNAV procedures is currently 5 years.
- Dave Wakelin asked if the NAC needs to put in an application to the FAA to request an amendment. Shaun confirmed that the NAC would need to put in a request to Mr. Bradbury and that would then need to be submitted to the FAA.
 - Dave Wakelin made a motion that the NAC submit (via Mr. Bradbury) a request to amend the RNAV departure. Jennifer Lavanture seconded the motion.
 - There was discussion on the motion. Jeremy Morton made comments regarding departures from Runway 11 and said he believes that using Fore River is not an adequate solution and feels an alternative solution needs to be considered. Mr. Bradbury reiterated that the focus is to keep traffic away from residential areas as much as possible, and the current traffic on the West End is mostly over commercial property and/or the Fore River. Mr. Bradbury also said that the Part 150 study recommended against early South departures. Mr. Morton said he believes the current system affects more people than if an early south departure system was implemented.

Chairman Chong called a point of order to return to the discussion regarding an application to the FAA to tighten up the deviation from the current RNAV.

Dave Wakelin commented on the intention of the motion, that being to get PWM into the queue to have the FAA update the procedure in 4-5 years. Mr. Morton said he doesn't have any objection to tightening the current plan, but not at the risk of abandoning an alternative solution as he doesn't believe the current solution will solve the noise issue over the Western Promenade. Mr. Morton said they have no other option for landing aircraft but still feels there are other alternatives for departing aircraft that could be considered.

A roll call vote was taken on the motion to have Mr. Bradbury submit a request to the FAA to tighten and update the HSKEL THREE and NUBLE FOUR RNAV departure procedures to best center traffic over the Fore river east of the Casco Bay Bridge and to the extent possible provide a curve path through Hussey Sound and north of Peaks Island. Councilor Chong, Tom Ainsworth, Councilor Deqa Dhalac, Mayor Tom Foley, Steve Dalzell, Jennifer Lavanture, David Wakelin

and Katherine Hughes voted to proceed with the request; Jeremy Morton voted against, and Shaun Patten abstained from voting. The motion passed.

- Mr. Bradbury advised that in order to review a preference for early south turns a new Part 150 study would be required.
- Mr. Bradbury noted the FAA's recently issued Neighborhood Environmental Survey (NES) that the FAA had reviewed with the NAC at its last meeting. The NES noted more people are highly annoyed at much lower DNL levels than previous studies. These prior studies are the basis for current FAA noise regulations. Mr. Bradbury recommended the NAC not pursue in the short term an update to the Part 150 study until the regulatory environment around the NES (which showed significant increases in the amount of people annoyed at levels below 65db DNL). Mr. Bradbury believes the NES will be codified in future FAA noise regulation which will have a significant impact on any future Part 150 studies.

11. (7A) New Business Item A: Review of current and planned flight schedules from October 2021 through May 2022 during the noise sensitive hours from 10:00pm - 7:00am

- Mr. Bradbury reviewed the current and planned flight schedule from October 2021 through May 2022, the breakdown included numbers and percentages of flights during noise sensitive hours within this time frame.

12. (7B) New Business Item B: Review of the Noise Compatibility Program (NCP) 2006 Record of Approval and progress to date in implementation

- Mr. Bradbury began discussion on Item B and acknowledged that this has already been touched on in some detail earlier in the meeting. Mr. Bradbury did a review of the noise abatement measures in the NCP:
 - **NA-1 - New FMS/RNAV Flight Procedures** - Departure procedures went into effect on 7/27/12 and RNAV Visual Special went into effect by Southwest on May 20, 2020. Comment made that this is not applicable on arrivals until the RNAV Special was created and currently only authorized by Southwest and Delta.
 - **NA-2 - Increase Departures from Runway 11 and Arrivals to Runway 29 over the Fore River** - Departure routing accomplished with 7/27/12 RNAV procedures. Comment was made about stopping early south and north departures.
 - **NA-3 - Reduce Early Left Turns After Takeoff from Runway 29** - RNAV NUBLE FOUR procedure 7/27/12. Comment made about this being for departures from Runway 29 (to the west) and avoiding south turns.
 - **NA-4 - Federal Express Operations** - B-727 aircraft retired from FedEx fleet
 - **NA-5 - Preferential Runway Use** - Runway 18/36 is a noise sensitive runway and preference is to use 11/29.
- Mr. Bradbury did a review of the administrative provisions in the NCP:

- **A-1 - New Flight Track Monitoring System** - The Jetport is using a flight track monitoring system from Vector. Comment made on the advances in technology allowing for greater tracking and reporting.
- **A-2 - Initiate Periodic Calculations of Exposure** - This has been done as part of the last two meter plans, the most recent one being in 2017. This plan projected levels based on 82,421 operations - a number that was never reached. The forecast also included MD-80 and B-727 operations, and the operation of both of these aircraft have since been retired. Mr Bradbury commented on the DNL scale, adding that flights during noise sensitive hours were weighted at 10x those during normal hours of operation. Mr Bradbury discussed the 65db DNL being codified in a lot of noise regulatory policy. Mr Bradbury said he will bring the cost of updating this data to the next meeting.
- **A-3 - Establish Engine Run-Up procedures** - Complete - PWM has those in place.
- **A-4 - Continue to work with Federal Express Operations to encourage conformance with abatement measures** - This is ongoing.
- **A-5 - Request NAS Brunswick and USAF Flying Units Curtail Practice Instrument Approaches** - BNAS has closed and the number of military operations has dropped significantly (from 1608 in 2006 to 937 in 2020). FAA Flight Standards and ATC will continue to monitor and review any time the proper flight paths and procedures are not followed.
- **A-6 - Continue Meetings with Noise Advisory Committee** - Ongoing - meetings conducted periodically.
- **A-7 - Attend Periodic Meeting of Local Homeowner Associations** - Ongoing. Mr Bradbury commented that if anyone would like a meeting for their community this can be organized through himself or Zach Briggs. Mr Bradbury also said further outreach will be conducted leading into the construction plans for spring 2022.

13. (7C) New Business Item C: Request by Stroudwater Village Association Representative Ainsworth that the NAC recommend the Jetport assign the position of “Community Relations Coordinator”

- Mr. Bradbury thanked Mr. Ainsworth for bringing this request forward. Mr. Bradbury talked about Zach Briggs, the Airport Customer Experience Manager - a role that was created two years ago. Mr. Bradbury advised the role touches all public outreach and believes the requested function is being covered by this position. Mr. Bradbury went further to say that data analysis is done by the PWM Operations Team (with a dedicated supervisor assigned noise as a focus area). Mr. Bradbury also said that PWM has more technology and staff assigned to noise abatement than in the past and believes it is the appropriate number.
- Mr. Ainsworth disagreed with Mr. Bradbury’s comments and referenced the staff as dealing with ‘Customer Satisfaction - the passengers’. Mr. Ainsworth expressed a need

for increased and improved communication and said that given what's coming up next year for the closure (and the impacts of the surrounding neighborhoods), it would be good to have someone in the driver seat who has the authority or name which centralizes communication instead of fractures. Mr. Ainsworth believes this is an opportunity for quick communications to be released (runway closures, projected noise, etc.).

- Mr. Ainsworth made a motion that someone from an existing position at PWM be given the authority equivalent to a Communications Manager or Coordinator position, so that this person is the front person to receive and distribute communications regarding operations at the airport that impact the surrounding communities.

Councilor Chong commented that he was unsure if the NAC can dictate staffing at PWM and asked Mr. Bradbury to clarify this request. Mr. Bradbury advised the NAC can make a recommendation, but is advisory and can't dictate staffing which is ultimately set by the City Manager and approved by the City Council through the budget appropriation. Dave Wakelin expressed confusion over the focus of the position and suggested it be tabled for a future meeting where a job description could be developed based on what the NAC's needs are.

Mr. Ainsworth clarified that his point is to have a central person receiving and disseminating information at PWM, as it related to communities surrounding the airport. Mr. Ainsworth commented that PWM is 'pandering' to people who don't live here but nobody who is responding to people who own the airport (speaking about Portland).

Councilor Chong asked Mr. Ainsworth what he felt PWM was missing in terms of communication with the neighborhoods. Mr. Briggs commented that many of the people in the NAC have his cell phone and other members of the team are easily accessible via phone/email. Mr. Briggs said he speaks to people daily regarding noise complaints and if any complaints are submitted with any sort of question or concern, he reaches out to them via phone to speak with them directly. Mr. Briggs reiterated that the contact details are public and members of the team are very accessible. Mr. Bradbury also commented that a marketing budget has been allocated to the upcoming construction for Spring 2022 to assist with community outreach and communication. Mr. Bradbury said that the upcoming construction is a 'once in a quarter century' event and significant outreach will be taking place, using all platforms - social media, radio advertising, online media - possibly even some television.

Dave Wakelin suggested that Mr. Bradbury has heard the NAC's feelings and should be given an opportunity to come back at the next meeting to address this. Councilor Chong noted that there does not seem to be a problem with communication or relations with the airport and the team is responsible (under Mr. Briggs) and this line of conversation is

more about a title change and the public navigating the website to find the person they need to talk to.

There was no second to the motion and the meeting proceeded to the next item.

14. (7D) New Business Item D: Discussion of NAC meeting frequency and whether additional meetings are necessary

- Mr. Bradbury discussed the frequency of the NAC meetings and agreed with earlier comments that an additional meeting in the first quarter of 2022 would be appropriate, given the construction in spring 2022.
- The committee discussed the need for the following meetings considering the upcoming runway construction:
 - A full meeting in February
 - A targeted construction meeting in April
 - A full meeting in May

A survey will be issued to confirm the best dates for the majority of NAC member, but at the meeting February 3, April 7, and May 12 were mentioned.

15. (8) Closing Questions / Public Comment

- Comment by Trevor Watson on population density of South Portland vs. Portland (Western Promenade) Proposing Dr. Morton's early South turn rather than the current RNAV departure procedures. Chair Tae Chong advised that the previous NCP published in 2006 advises against an early South turn.
- Comment by Deborah Napier requesting a Jetport coordinator for all Jetport activities from noise, FIS, construction, and new air service.

16. (9) Adjournment

- Chair Tae Chong requested a motion to adjourn the meeting. NAC member Dave Wakelin made a motion to adjourn seconded by NAC member J. Lavanture.
- A roll call vote followed: Chair Chong, Tom Ainsworth, Councilor Dhalac, Steve Dalzell, Jennifer Lavanture, Dr. Morton, Dave Wakelin, Shaun Patten, and Katherine Hughes voted unanimously to adjourn.

Noise Advisory Committee Meeting

October 21, 2021 at 6:00 pm

Zoom Webinar Meeting link:

<https://us02web.zoom.us/j/87489517011?pwd=bTk0cHdMLzJrRnVKWG9pUm5HZVhudz09>

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Passcode: 632337

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AGENDA: NAC October 21, 2021

1. Welcome / Zoom Meeting Information/Process
2. Opening Questions/ Public Comment (15 minutes)
3. Approval of Minutes for the May 20, 2021 Meeting (Link to [Draft Minutes](#) and [Meeting Presentation](#))
4. Jetport Operating Statistics: Passenger volumes, capacity, # operations, and COVID Impact.
5. Noise Data: Noise report tabulations through September 2021.
6. Old Business:
 - a) Update on Harbor Visual Approach (HVA) with GPS waypoints and suggested altitudes. As noted at the last NAC Meeting the publishing date was pushed two cycles to December 2, 2021.
 - b) RNAV Visual Special Approach to Runway 29 Update: Review use and airlines now authorized to fly this approach.
 - c) Airfield construction underway this construction season: Air Cargo Taxiway & Taxiway A East – Phase 1 project nearly complete.
 - d) Airfield construction planned for spring 2022: Rehabilitation of Runway 11/29. As discussed at the last meeting, this project will require a closure scheduled for eight weeks from April 18 – June 13, 2022.
 - e) Review of Runway 11 departures with early north turns impacting the Western Promenade, and early south turns impacting South Portland and Cape Elizabeth.
7. New Business:
 - a) Review of current and planned flight schedules from October 2021 through May 2022 during the noise sensitive hours from 10:00 pm – 7:00 am.
 - b) Review of the Noise Compatibility Program (NCP) 2006 Record of Approval and progress to date in implementation.
 - c) Request by Stroudwater Village Association Representative Ainsworth that the NAC recommend the Jetport assign the position of “Community Relations Coordinator”.
 - d) Discussion of NAC meeting frequency and whether additional meetings are necessary
8. Closing Questions / Public Comment
9. Next Meeting: Proposed, subject to the outcome of item 7 D. above, for April 7, 2022.
10. Adjournment

1. Welcome NAC Members and Public Attendees

Portland City Councilor (Chair) Tae Chong	Peaks Island Resident Representative Jennifer Lavanture
Stroudwater Village Association President or Designee Tom Ainsworth	President of Western Promenade or Designee Dr. Jeremy Morton
South Portland City Councilor or Representative Deqa Dhalac	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 (Acting) Shaun Patten
Air Cargo Station Manager Steve Dalzell	Signatory Airline Station Manager Katherine Hughes
Gorham Town Councilor or Representative Lee Pratt	Scarborough Town Councilor or Representative Guy Gledhill

2. Opening Questions/Public Comment (15 minutes)

Due to the existence of an emergency or urgent issue the Portland Int'l Jetport Noise Advisory Committee will conduct this meeting by remote methods/technology at the Zoom link provided below, in accordance with the requirements of 1 M.R.S. section 403-B and the City Council's Remote Participation Policy. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live, a recording will be uploaded to <https://portlandjetport.org/noise-abatement-program>. Please click the link below to join the webinar:

Zoom Webinar Meeting link:

<https://us02web.zoom.us/j/87489517011?pwd=bTk0cHdMLzJrRnVKWG9pUm5HZVhudz09>

Passcode: 632337

- For public comment, you will need to use the “raise your hand” feature in Zoom so you can be recognized by the host. Telephone participants can dial *9 to raise their hand.
- Please state your name and address for the record.

3. Approval of May 20, 2021 Meeting Minutes



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
5/20/2021	6:00 PM	8:19 PM	10/21/2021 Tentative	6:00 PM	A. Cyr	PWM

Attended By	Absentees
Mike Foley – Westbrook Representative	Tae Chong - Portland City Council/NAC Chair
David Wakelin – South Portland Representative	Penny Jordan - Cape Elizabeth Town Councilor
Jeremy Morton – Western Promenade Rep	Deqa Dhalac - South Portland City Council
Katherine Hughes – Air Carrier Station Manager Rep	
Shaun Patten – FAA ATC	
Jerry Angier – Greater Portland Chamber of Commerce	PWM Representatives
Guy Gledhill – Scarborough Town Council	Paul Bradbury – Airport Director
Lee Pratt – Gorham Town Councilor	Aaron Cyr - Airport Operations Supervisor
Jennifer Lavanture - Peaks Island Rep	Tim Reid - Airport Operations Manager
Steve Dalzell - FedEx	Barry Brown - Deputy Director: Ops and Maintenance
Tom Ainsworth - Stroudwater Portland	
Non-Member Attendees	
Julie Shane	Gary McMullin - Southwest Airlines
Randy Schaeffer	Basil Klosteridis
Sean Doyle - FAA Senior Aviation Noise Specialist	Phil Friedman
Mike Lynch - FAA	Karen Friedman
Triss Critchfield	Peter Stanton
Fred Somers	Vicki Flanagan
Lynn Heinemann	John Isaacson
Deborah Napier	Peter Stanton
Carl Newton	Ralph Nicosia-Rusin – FAA New England Region
Ken Knopp - FAA New England Region	Kim Peaslee
Steve B (No additional named detail provided)	
(Additional members of the public were in attendance but did not identify themselves)	

1. Welcome / Introduction of Members:

Opening comments and a welcome to all members and guests were made by Westbrook Mayor Michael Foley, who will be acting as chair due to Councilor Chong being absent.

Paul Bradbury and Mayor Foley described the WebEx format and the "hand raise" feature.

Portland International Jetport – Noise Advisory Committee Meeting – 5/20/2021

- Link to the full [Draft Minutes](#)

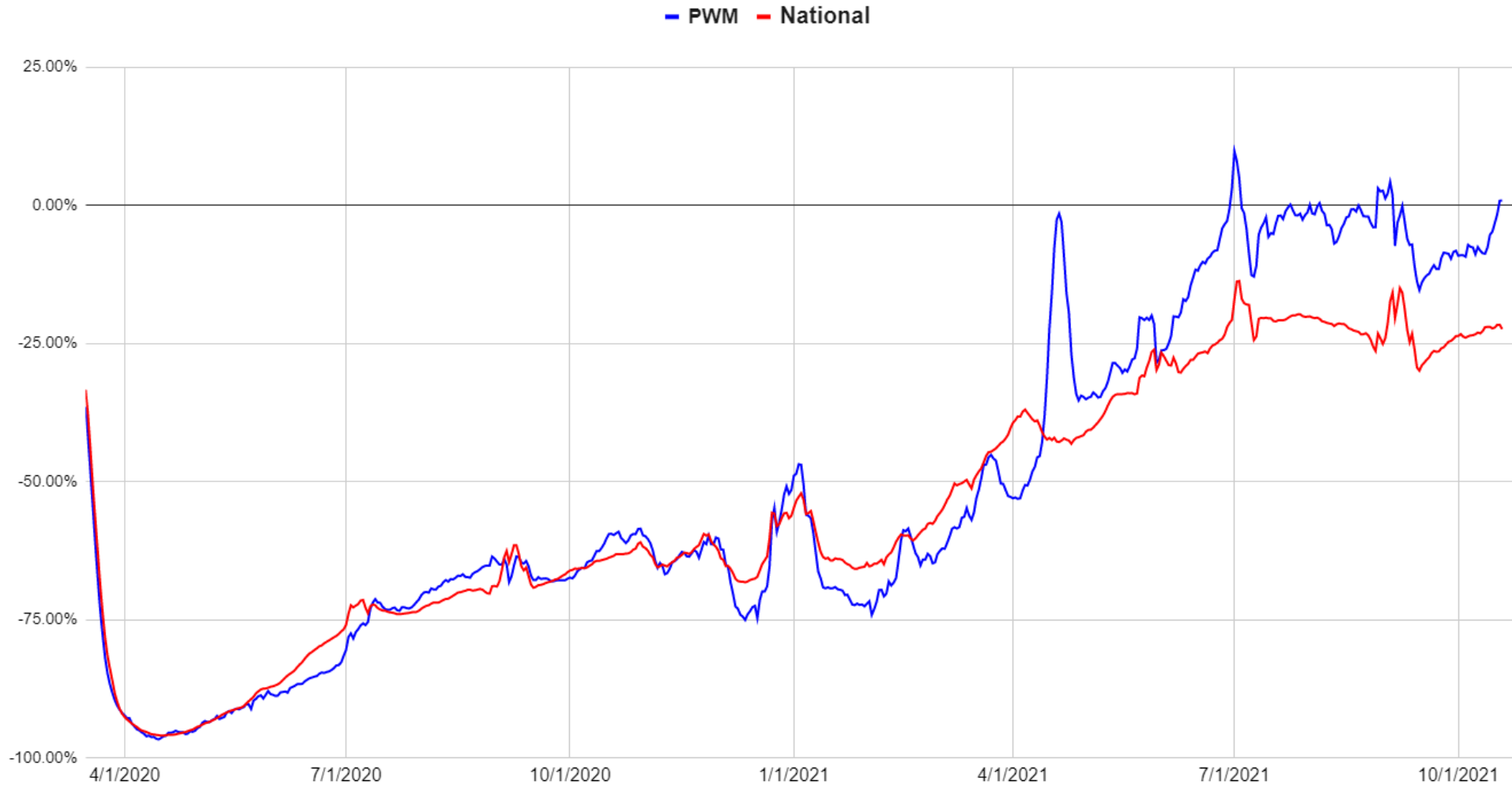
[https://portlandjetport.org/sites/default/files/files/Draft_NAC meeting minutes May 20 2021.pdf](https://portlandjetport.org/sites/default/files/files/Draft_NAC%20meeting%20minutes%20May%202021.pdf)

- Link to the [Meeting Presentation](#)

[https://portlandjetport.org/sites/default/files/files/NAC Meeting Presentation 5202021_Final.pdf](https://portlandjetport.org/sites/default/files/files/NAC%20Meeting%20Presentation%205202021_Final.pdf)

4. Jetport Operating Statistics: COVID-19 Impact

PWM and Nationwide 7 Day Rolling Average Checkpoint Throughput Change from 2019



For September 2021, PWM continued its trend above the national average.

National and PWM passenger throughput as compared to 2019 pre-pandemic base year:

September Average

Nation: **-23.96%**

PWM: **-9.24%**

October Average through 10/19/21

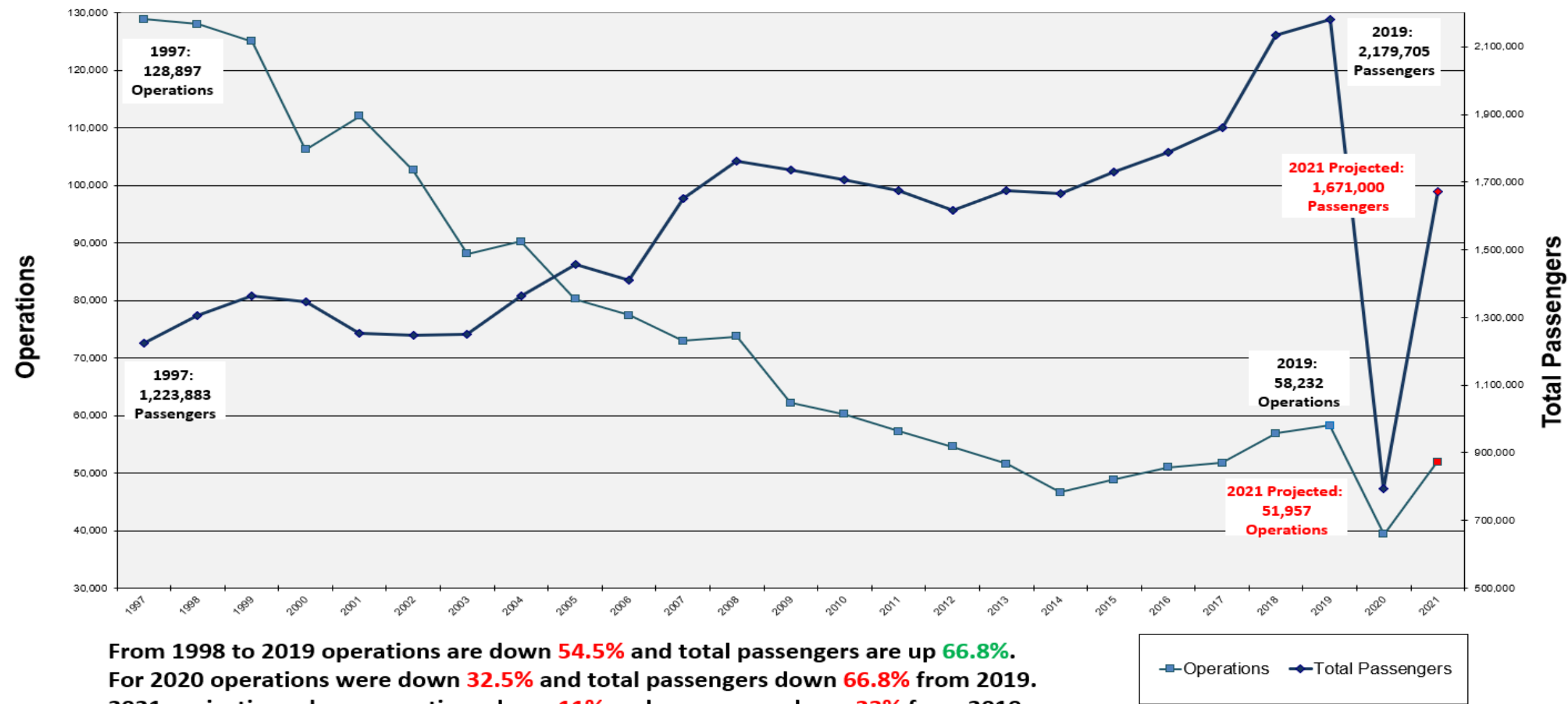
Nation: **-22.37%**

PWM: **-4.23%**

4. Jetport Operating Statistics – Historical Enplanements

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	% Change
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	-2.7%
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	-1.8%
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	-2.8%
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	3.4%
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	0.0%
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	3.1%
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	2.9%
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	4.0%
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	15.3%
2019	64,824	65,678	77,180	78,421	84,340	100,525	119,151	127,461	113,123	110,707	77,611	75,017	1,094,038	1.9%
2020	67,985	67,499	36,979	2,535	7,184	14,486	32,359	41,658	35,281	39,605	27,399	24,272	397,242	-63.7%
2021	20,907	22,083	34,213	52,122	60,022	91,447	120,481	126,572	101,867				629,714	
Change ENP	-69.2%	-67.3%	-7.5%	1956.1%	735.5%	531.3%	272.3%	203.8%	188.7%					
Cap 21	46,494	42,474	58,983	73,687	78,670	123,679	145,973	149,530	122,146	119,369	79,117	75,908	1,116,030	
LF 21	45.0%	52.0%	58.0%	70.7%	76.3%	73.9%	82.5%	84.6%	83.4%					
Cap 20	85,779	82,098	93,743	45,881	25,057	31,152	61,070	67,038	52,031	56,363	56,652	55,186	712,050	
LF 20	79%	82%	39%	6%	29%	47%	53%	62%	68%	70%	48%	44%	56%	
Change CAP 20/21	-46%	-48%	-37%	61%	214%	297%	139%	123%	135%	112%	40%	38%	57%	
Change CAP 19/21	-48%	-47%	-35%	-20%	-24%	2%	6%	5%	-4%	-2%	-15%	-16%	-14%	
Cap 19	88,780	80,783	90,923	92,011	103,822	121,715	137,503	142,466	126,980	122,380	93,011	90,600	1,290,974	
LF 19	73%	81%	85%	85%	81%	83%	87%	89%	89%	90%	83%	83%	85%	
Change CAP 19/20	-3.4%	1.6%	3.1%	-50.1%	-75.9%	-74.4%	-55.6%	-52.9%	-59.0%	-53.9%	-39.1%	-39.1%	-44.8%	
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%	
Change CAP 18/19	7.3%	10.8%	6.4%	-3.6%	-1.0%	-3.2%	-4.2%	-4.1%	-4.1%	-7.3%	-11.2%	-8.0%	-2.7%	

4. Jetport Operating Statistics – Operations vs. Total Passengers



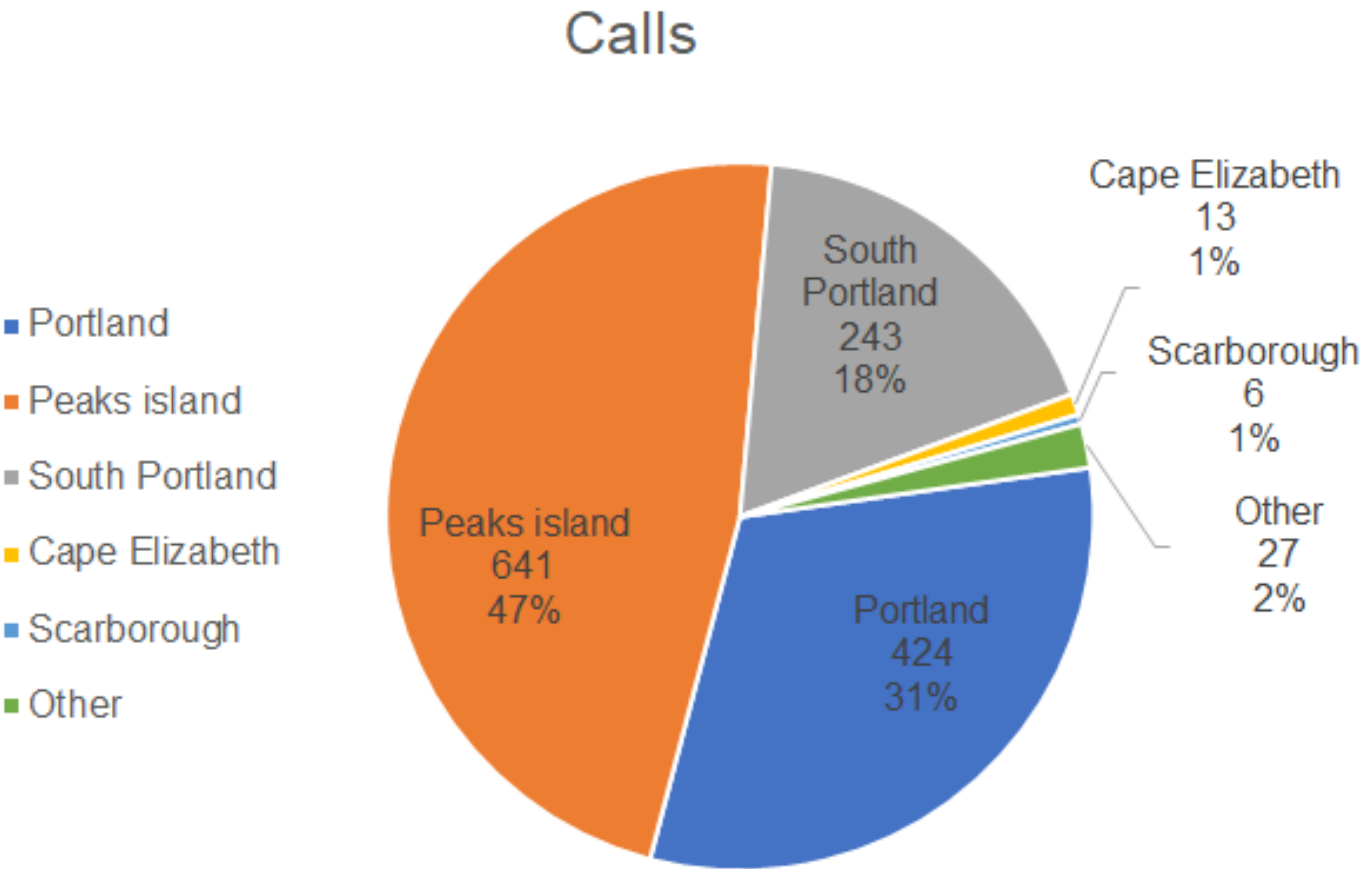
From 1998 to 2019 operations are down **54.5%** and total passengers are up **66.8%**.
For 2020 operations were down **32.5%** and total passengers down **66.8%** from 2019.
2021 projections show operations down **11%** and passengers down **23%** from 2019

5. Noise Data: Noise Reports vs Reporters

-	-	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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	4	7	8	9	15	13	7	2	2	74
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	125
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	74	34	33	9	55	97	115	359	141	66	58	33	1074
	Reporter	15	11	6	4	17	30	43	76	35	3	8	3	251
2020	Report	53	56	61	22	89	150	267	240	143	68	78	26	1253
	Reporter	9	9	9	5	31	48	38	49	22	18	20	9	267
2021	Report	34	19	54	53	87	160	207	397	343				1354
	Reporter	16	6	22	15	34	49	48	47	36				273

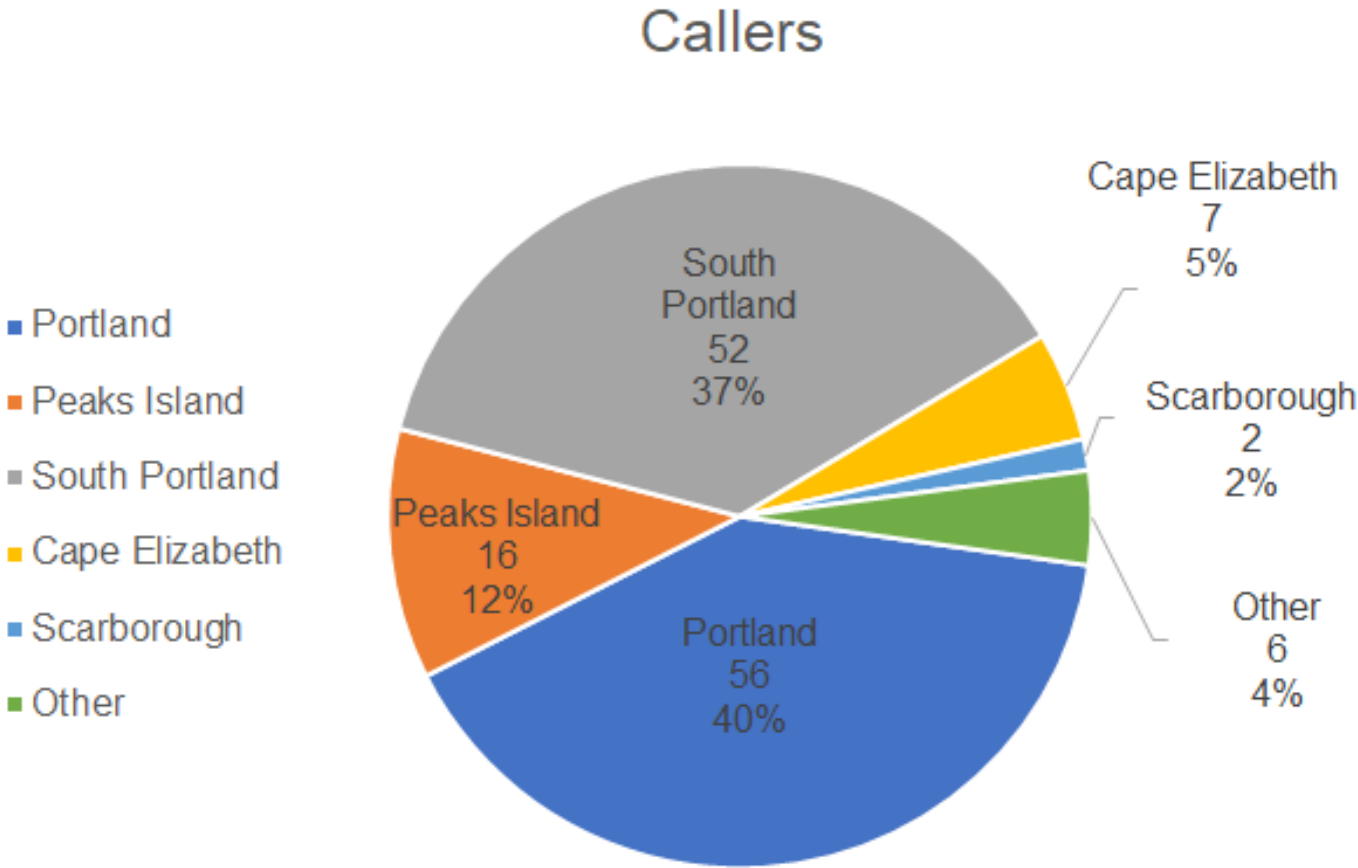
5. Noise Data: Reports by Neighborhood (January – September 2021)

Noise **Reports** by
Neighborhood –
1,354 complaints
since Jan. 1, 2021



5. Noise Data: Reporters by Neighborhood (January – September 2021)

Noise **Reporters** by
Neighborhood –
139 Unique Callers
since Jan. 1, 2021



5. Noise Data: Primary Runway Use

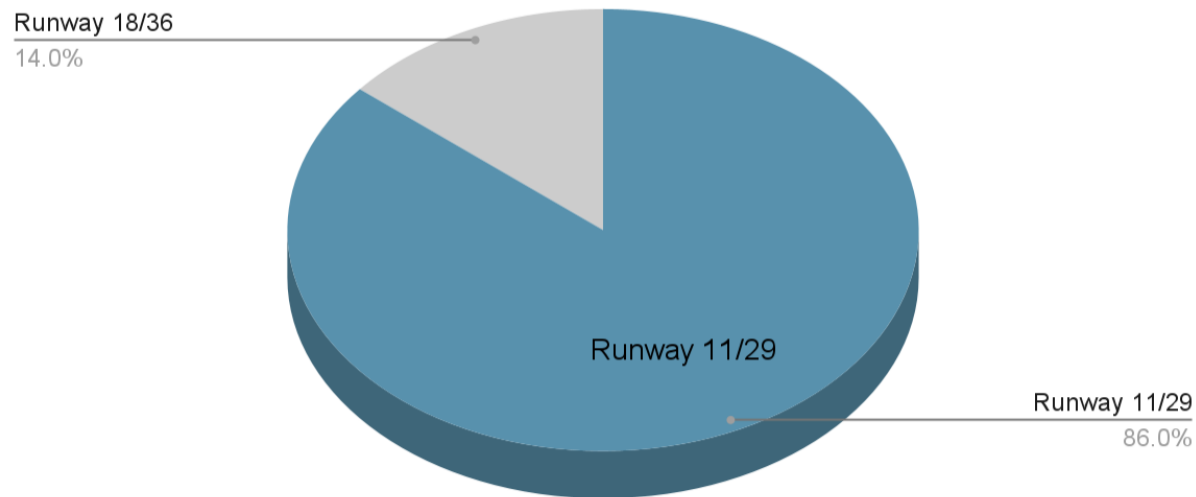
PWM Runway Operations													
2021	January	February	March	April	May	June	July	August	September	October	November	December	Total
11A	233	216	286	510	814	923	1752	1384	978				7096
11D	151	131	197	378	561	709	1478	1171	829				5605
18A	72	31	277	223	335	248	0	0	19				1205
18D	49	21	251	203	332	277	0	0	30				1163
29A	802	694	825	782	672	1542	1407	1663	1413				9800
29D	824	733	864	853	776	1558	1453	1707	1479				10247
36A	213	74	106	214	203	100	0	0	95				1005
36D	174	64	112	193	191	151	0	0	135				1020
Total	2518	1964	2918	3356	3884	5508	6090	5925	4978				37141
% Use of Primary Runway 2021	80%	90%	74%	75%	73%	86%	100%	100%	94%				86%
% Use of Primary Runway 2020	92%	90%	84%	74%	67%	82%	100%	100%	100%	88%	85%	88%	88%

5. Noise Data: FedEx / Wiggins Runway Use

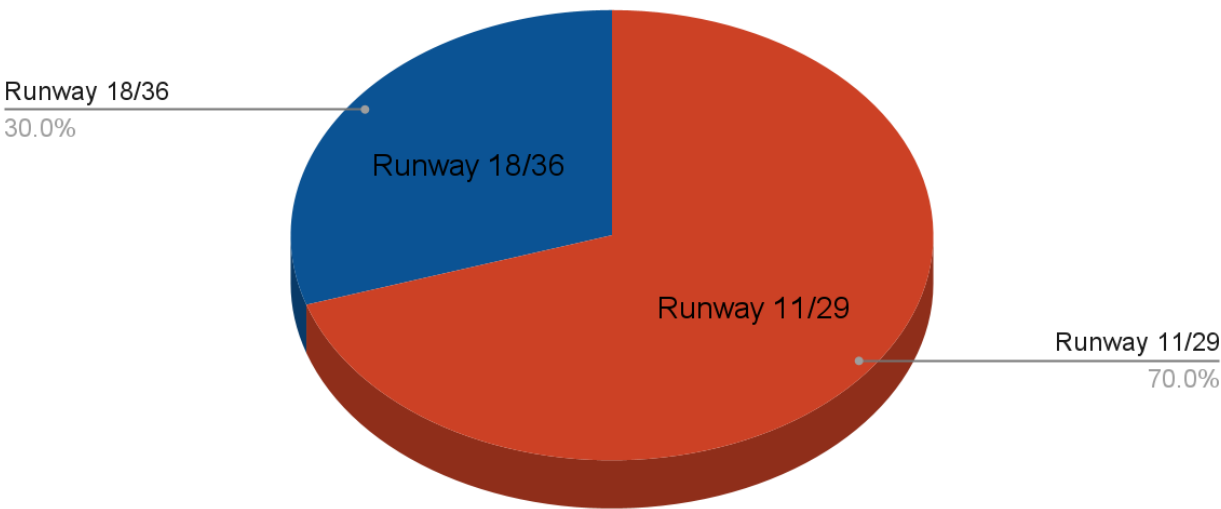
PWM Runway Operations													
2021	January	February	March	April	May	June	July	August	September	October	November	December	Total
11A	3	11	9	10	10	11	48	36	32				170
11D	6	3	5	1	13	9	19	11	11				78
18A	21	12	35	28	41	32	0	0	7				176
18D	0	0	8	0	4	0	0	0	0				12
29A	22	25	32	26	18	21	17	34	27				222
29D	25	22	39	32	34	43	31	42	34				302
36A	17	3	8	15	9	5	0	0	3				60
36D	22	6	17	31	18	3	0	0	13				110
Total	116	82	153	143	147	124	115	123	127	0	0	0	1130
% Use of Primary Runway 2021	48%	74%	56%	48%	51%	68%	100%	100%	82%				70%
% Use of Primary Runway 2020	75%	63%	50%	42%	40%	63%	100%	100%	100%	74%	56%	66%	69%

5. Noise Data: Runway Use January - September 2021

Total Runway Usage



Wiggins Runway usage



5. Noise Data: Runway Preference During Noise Sensitive Hours 10pm-7am

Noise Data: NCP compliance 10pm – 7am								
August 9 - 15	8/9	8/10	8/11	8/12	8/13	8/14	8/15	Weekly Total
RWY 11 Arrivals	13	7	9	6	1	8	1	45
RWY 29 Departures	0	1	7	6	9	6	8	37
Total RWY Operations	20	17	17	13	22	15	16	120
% of Arrivals / Departures to / from West	65%	47%	94%	92%	45%	93%	56%	71%

5. Noise Data: Harbor Visual Approach

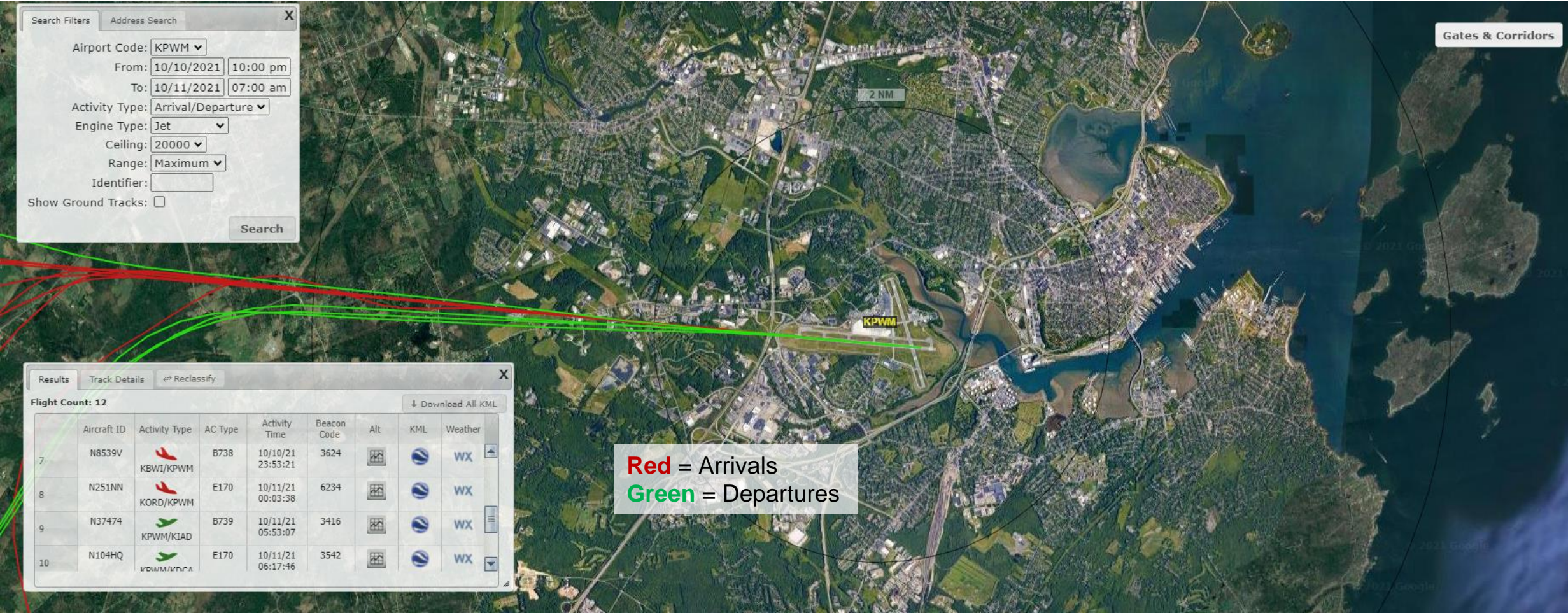
Harbor Visual Approach Compliance								
September 6 - 12	*9/6*	9/7	*9/8*	**9/9**	*9/10*	9/11	9/12	Total
Number of Approaches of eligible aircraft	23	34	15	-	46	37	40	195
Number of successful HVA	15	26	9	-	26	36	31	143
Percentage of Successful HVA	65%	76%	60%	-	57%	97%	78%	73%

* Denotes Partial Day Due to Weather Minimums (9/8 gusting winds)
** Denotes HVA Unavailable Due to Weather Minimums

Data Represents Jet Aircraft Only

5. Noise Data: Runway Preference

PWM noise preference is to use Runway 11/29 and arrive from the west and depart to the west



5. Noise Data: Runway Preference August 2021 (Arrivals)

All August Arrivals:

Arrivals Over South Portland		Arrivals Over Portland / West End		Arrivals Over Peaks Island		Arrivals Over Little Diamond		Arrivals Over Falmouth	
Arrivals	328	Arrivals	6	Arrivals	402	Arrivals	46	Arrivals	28
% of 11 / 29 Arrivals	16.26%	% of 11 / 29 Arrivals	0.30%	% of 11 / 29 Arrivals	19.93%	% of 11 / 29 Arrivals	2.28%	% of 11 / 29 Arrivals	1.39%

From West		From East		Total Arrivals	
Arrivals	1015	Arrivals	1002	Arrivals	2017
% of 11 / 29 Arrivals	50%	% of 11 / 29 Arrivals	50%	% of 11 / 29 Arrivals	100%

August Arrivals During Noise Sensitive Hours 10pm-7am:

Arrivals Over South Portland		Arrivals Over Portland / West End		Arrivals over Peaks Island		Arrivals Over Little Diamond		Arrivals Over Falmouth	
Arrivals	52	Arrivals	0	Arrivals	1	Arrivals	0	Arrivals	2
% of 11 / 29 Arrivals	20.00%	% of 11 / 29 Arrivals	0.00%	% of 11 / 29 Arrivals	0.38%	% of 11 / 29 Arrivals	0.00%	% of 11 / 29 Arrivals	0.77%

From West		From East		Total	
Arrivals	206	Arrivals	54	Arrivals	260
% of 11 / 29 Arrivals	79%	% of 11 / 29 Arrivals	21%	% of 11 / 29 Arrivals	100%

5. Noise Data: Runway Preference August 2021 (Departures)

All August Departures:

Departures Over South Portland		Departures Over Portland / West End		Departures Over Peaks Island		Departures Over Little Diamond		Departures Over Falmouth	
Departures	83	Departures	125	Departures	243	Departures	193	Departures	312
% of 11 / 29 Departures	4.10%	% of 11 / 29 Departures	6.18%	% of 11 / 29 Departures	12.01%	% of 11 / 29 Departures	9.54%	% of 11 / 29 Arrivals	15.42%

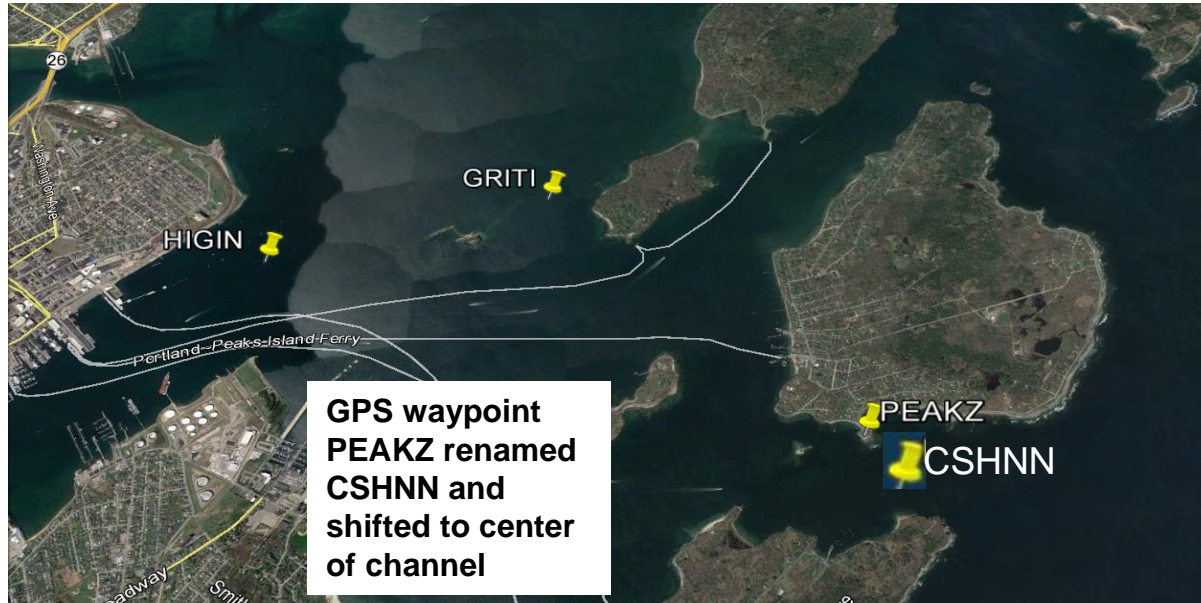
To West		To East		Total	
Departures	1145	Departures	847	Departures	1992
% of 11 / 29 Arrivals	57%	% of 11 / 29 Arrivals	43%	% of 11 / 29 Arrivals	100%

August Departures During Noise Sensitive Hours 10pm-7am:

Departures Over South Portland		Departures Over Portland / West End		Departures Over Peaks Island		Departures Over Little Diamond		Departures Over Falmouth	
Departures	10	Departures	8	Departures	22	Departures	20	Departures	31
% of 11 / 29 Departures	4.39%	% of 11 / 29 Departures	3.51%	% of 11 / 29 Departures	9.65%	% of 11 / 29 Departures	8.77%	% of 11 / 29 Arrivals	13.60%

To West		To East		Total	
Departures	165	Departures	63	Departures	228
% of 11 / 29 Departures	72%	% of 11 / 29 Departures	28%	% of 11 / 29 Departures	100%

6. Old Business Item a: Update on Harbor Visual Approach (HVA) with GPS waypoints and suggested altitudes



- 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

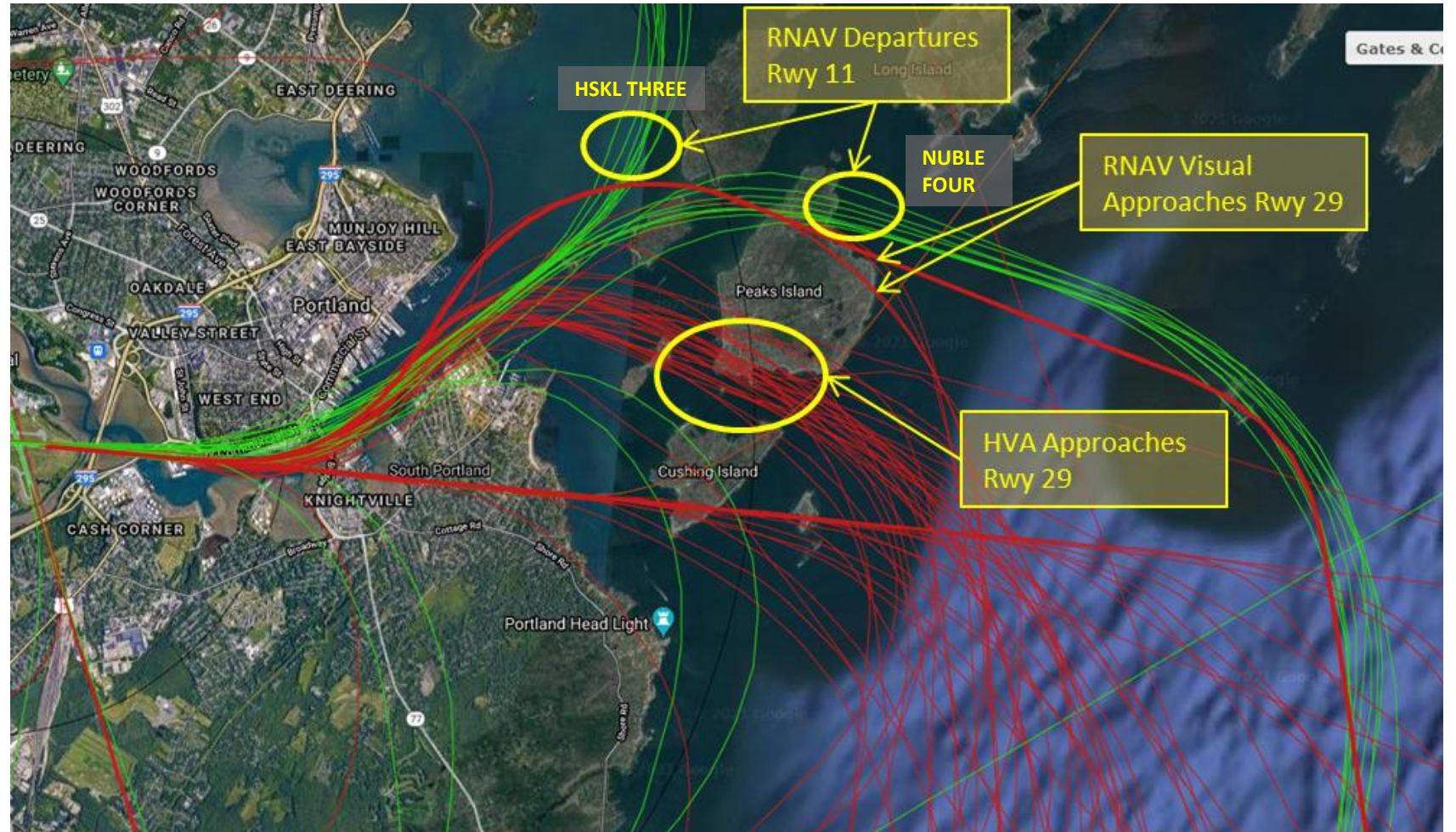
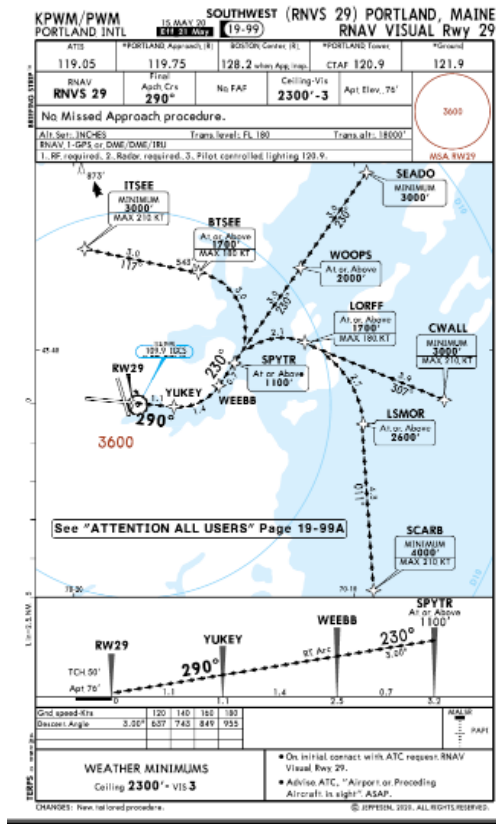
Publish date remains December 2, 2021 as noted in our last meeting.



6. Old Business Item b: RNAV Visual Special Approach to Runway 29

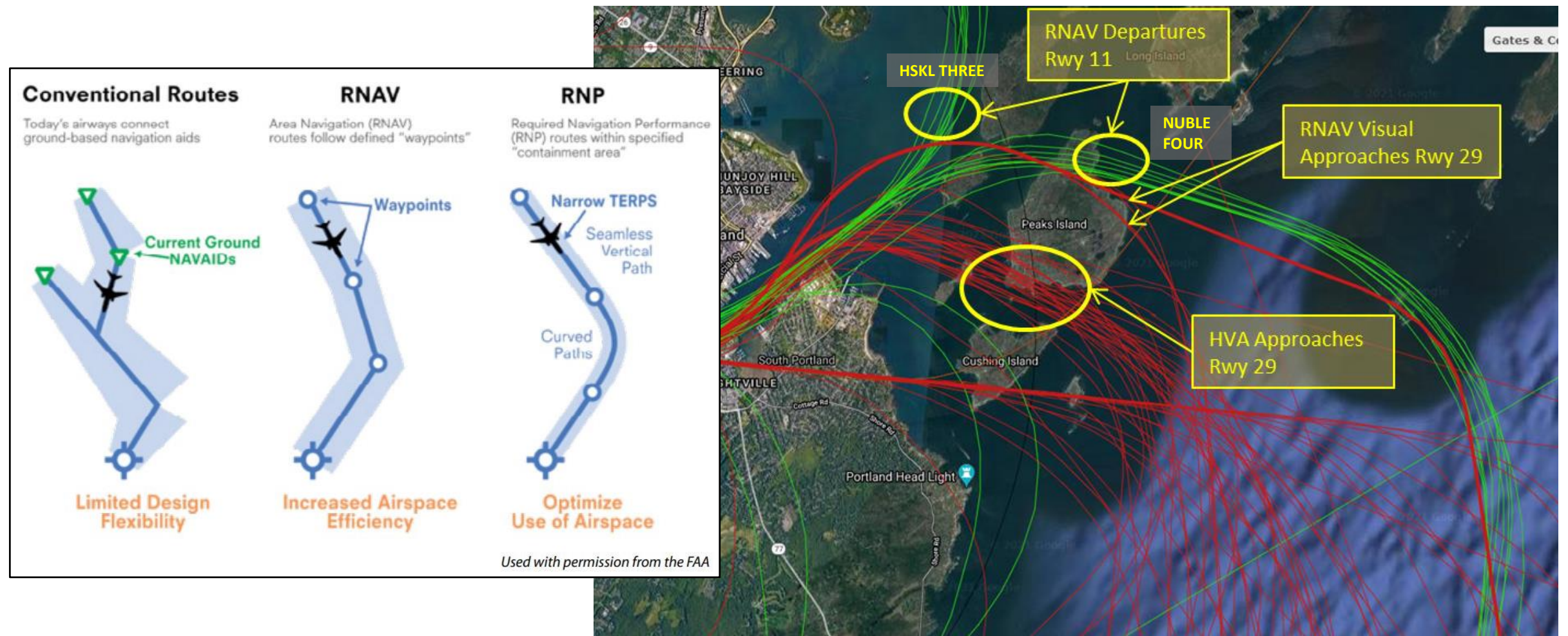
Update: Airlines now authorized to fly this approach.

- At this time Southwest and Delta are authorized to fly this approach



6. Old Business Item b: RNAV Visual Special Approach to Runway 29

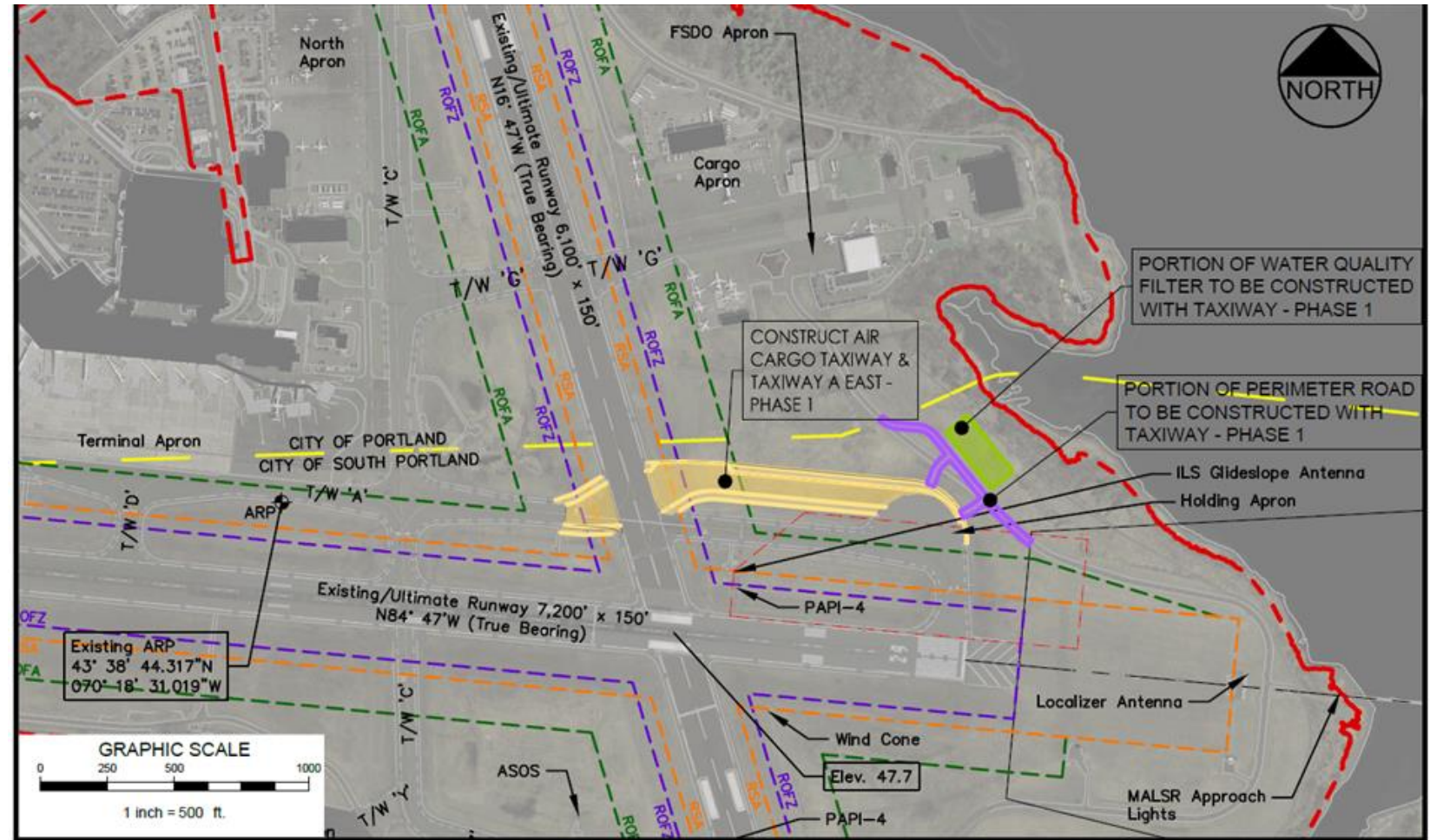
Update: Airlines now authorized to fly this approach.



6. Old Business Item c: Airfield construction underway this construction season - Air Cargo Taxiway & Taxiway A East – Phase 1

Project: Air Cargo Taxiway & Taxiway A East – Phase 1

- Runway 18/36 closed in June and reopened on September 24th.
- Taxiway A East has still not reopened due to long delays in airfield lighting equipment.



6. Old Business Item d: Airfield construction planned for spring 2022

Project: Runway 11/29
Rehabilitation Spring 2022.

- Construction will run from April – June 2022.
- Construction will require the closure of runway 11/29 from April 18 – June 13, 2022.
- Runway 18/36 will be only available runway throughout construction.
- There will be up to 29 night time (10:30 pm to 5:45 am) closures of 18/36 and 11/29 for construction at the intersection of the runways.



Stantec
2211 Congress Street, Suite 380
Portland, Maine 04102-1955

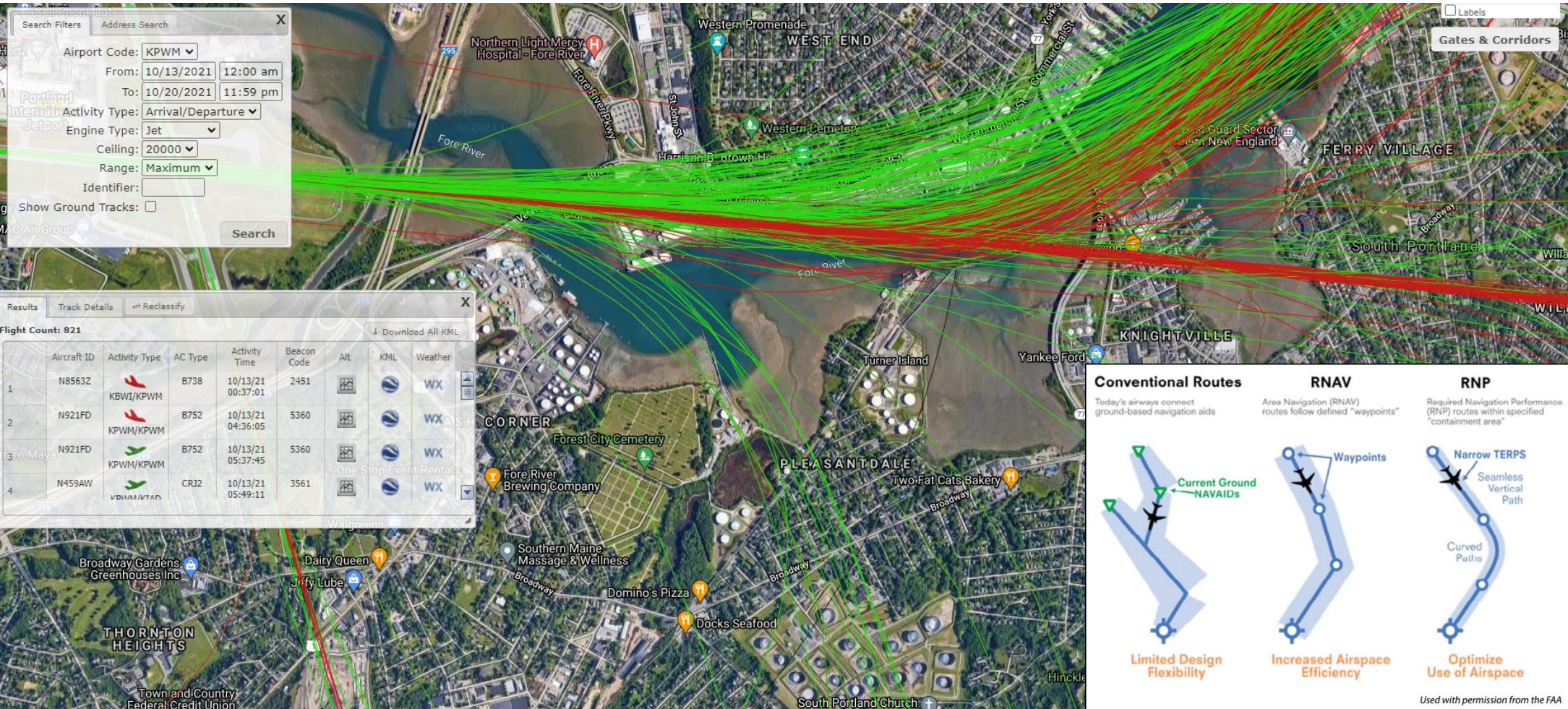
Client/Project
PORTLAND INTERNATIONAL JETPORT
PORTLAND AND SOUTH PORTLAND, MAINE

STRENGTHEN/REHABILITATION RUNWAY 11-29
PROJECT LOCATION

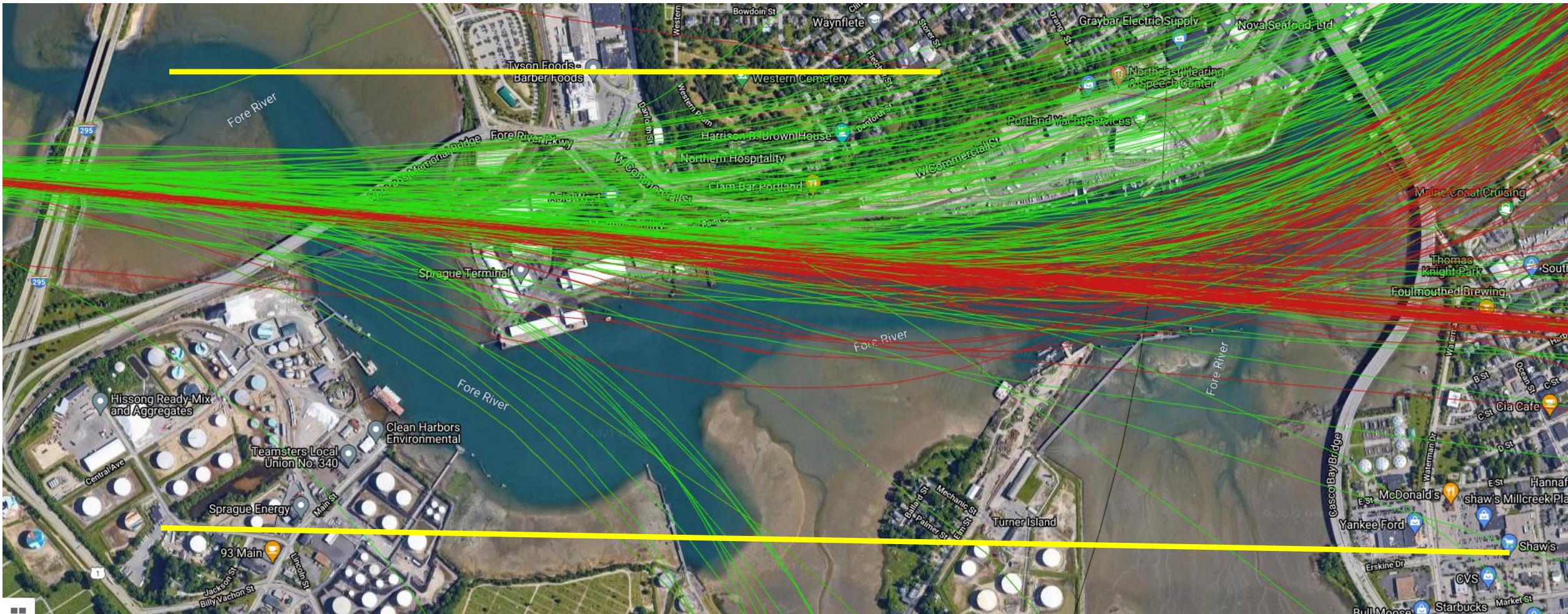
6. Old Business Item d: Airfield construction planned for spring 2022

4/11/2022 Monday - Begin Mobilization				Both Day and Night Work												
4/18/2022 Monday - Close Runway 11-29 at 8am				Night Work												
6/13/2022 Monday - Reopen Runway 11-29 at 5:45am				48 hr Closure												
				or												
				RUNWAY 11-29 CLOSED DAY and NIGHT----- April 18, 2022 to June 13, 2022 (8 Weeks)												
RUNWAY 11-29 WORK	week starting with	11-Apr	18-Apr	25-Apr	2-May	9-May	16-May	23-May	30-May	6-Jun	13-Jun	20-Jun	27-Jun	4-Jul	11-Jul	18-Jul
RWAY 11-29 (Excluding Area of Intersection of Runway 18-36)																
Mobilization - (RW 11-29 Night Closures 10:30pm to 5:45am)																
Electrical (Pre-paving)																
Shoulder Pavement Removal																
Shoulder Paving																
Runway 11-29 P-401 Shim and Milling																
3-inch Overlay of Runway 150 ft by 7,200 ft plus TWs to RSA																
Electrical (Post-paving during Closure)																
Markings																
Electrical (Night Closures 10:30pm to 5:45am)																
Grooving (Night Closures 10:30pm to 5:45am)																
May need a few nights for sealant + misc.																
RUNWAY 11-29 AND 18-36 INTERSECTION WORK																
OPTION #1 --- RUNWAY INTERSECTION IF NIGHT CLOSURES ONLY (10:30PM TO 5:45AM)																
Number of Nights (22)																
Runway 18/36 and 11/29 Intersection Prepaving Electrical Work																
Runway 18/36 and 11/29 Intersection Mill and Paving Work																
Runway 18/36 and 11/29 Intersection Post Paving Electrical Work																
Runway 18/36 and 11/29 Intersection Markings																
Runway 18/36 and 11/29 Intersection Grooving																
OPTION #2 --- RUNWAY INTERSECTION IF 48 HOUR CLOSURE (See Note 1 Below)																
Number of Nights (7)																
Runway 18/36 and 11/29 Intersection Prepaving Electrical Work (Night Closures 10:30pm to 5:45am)																
Runway 18/36 and 11/29 Intersection Mill and Paving Work																
Runway 18/36 and 11/29 Intersection Post Paving Electrical Work																
Runway 18/36 and 11/29 Intersection Markings																
Runway 18/36 and 11/29 Intersection Grooving																
5/31-6/2 Back up																
5/31-6/2 Back up																
5/31-6/2 Back up																
Note 1 (48hr Closure of Both RWs):																
Tuesday May 31st, 2022 at 7pm to Thursday June 2nd, 2022 at 7pm																
back up work period one week later with decision to be made by 5 pm (Sta.) 5/28																
Tuesday June 7th, 2022 at 7pm to Thursday June 9th, 2022 at 7pm																

7. Old Business Item e: Review of Runway 11 departures with early north turns impacting the Western Promenade, and early south turns impacting South Portland and Cape Elizabeth



7. Old Business Item e: Review of Runway 11 departures with early north turns impacting the Western Promenade, and early south turns impacting South Portland and Cape Elizabeth



7. Old Business Item e: RWY 11 Departures Early North / South

July 2021

Departures Over West End (Early North)		Departures Over South Portland (Early South)	
Departures	21	Departures	28
% of 11 Departures	2.62%	% of 11 Departures	3.01%

To West		To East		Total	
Departures	1000	Departures	928	Departures	1928
% of 11 / 29 Departures	52%	% of 11 / 29 Departures	48%	% of 11 / 29 Departures	100%

August 2021

Departures Over West End (Early North)		Departures Over South Portland (Early South)	
Departures	23	Departures	29
% of 11 Departures	2.71%	% of 11 Departures	3.42%

To West		To East		Total	
Departures	1145	Departures	847	Departures	1992
% of 11 / 29 Departures	57%	% of 11 / 29 Departures	43%	% of 11 / 29 Departures	100%

7. Old Business Item e: RWY 11 Departures Early North / South

September 2021

Departures Over West End (Early North)		Departures Over South Portland (Early South)	
Departures	13	Departures	25
% of 11 Departures	2.24%	% of 11 Departures	4.32%

To West		To East		Total	
Departures	1042	Departures	578	Departures	1620
% of 11 / 29 Departures	64%	% of 11 / 29 Departures	36%	% of 11 / 29 Departures	100%

7. New Business Item a: Review of current and planned flight schedules from October 2021 through May 2022 during the noise sensitive hours from 10:00 pm – 7:00 am

Travel Month	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022
Dep Time	Flights	Flights	Flights	Flights	Flights	Flights	Flights	Flights
0500		7	7	3				
0510		1	3	2				
0517*		1						
0520		8	5	1				
0521			1					
0524			10					
0525				13	24	27	20	
0530		13						
0533			15	3				
0535	5	1				3	4	
0537*	16	14						
0538		16	15					
0540	15	9	33	13		5	30	31
0542		2	2					
0543			6	3				
0544			5					
0545	14	30	15	2	4	1		
0547				28	28	26		
0550	17	5				25	30	31

Travel Month	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022
Dep Time	Flights	Flights	Flights	Flights	Flights	Flights	Flights	Flights
0550	17	5				25	30	31
0551			13	2				
0552			1	1				
0554		9	2					
0555	3	24	17					
0557		17	13					
0600	91	42	13	31	46	67	90	93
0602	4	1						
0605						5	30	31
0610		25	11					
0611						5	30	31
0615	27	2	2					
0625		3	1					
0626			11	3				
0630			10					
0634		14	3					
0640		23	3	27	28	6		
0645			16	3				
0700	40	1	17	1	18	56	60	62
2330*	4	4						

TOTAL Departures 10p - 7a	236	272	250	136	148	226	294	279
Daily Departures 10p - 7a	8	9	8	4	5	7	10	9
Total Departures 11:30p-6:15a	196	231	189	102	102	164	234	217
Daily Departures 11:30p-6:15a	6	8	6	3	4	5	8	7
TOTAL DEPARTURES	1,323	943	890	989	965	1,232	1,365	1,459
% Departures 10p-7a	17.8%	28.8%	28.1%	13.8%	15.3%	18.3%	21.5%	19.1%
% Departures 11:30p-6:15a	14.8%	24.5%	21.2%	10.3%	10.6%	13.3%	17.1%	14.9%

7. New Business Item a: Review of current and planned flight schedules from October 2021 through May 2022 during the noise sensitive hours from 10:00 pm – 7:00 am

Travel Month Arr Time	Oct 2021 Flights	Nov 2021 Flights	Dec 2021 Flights	Jan 2022 Flights	Feb 2022 Flights	Mar 2022 Flights	Apr 2022 Flights	May 2022 Flights
0010						19	20	
0030	2							
0032						25	30	31
0209		1						
0442*		1						
0502*	16	14						
0629*	16	15						
0641*	4	4						
2203			1					
2211						5	30	31
2215				27	28	6		
2219			15	3				
2220		6	13	8				
2221			4	1				
2222			12					
2223		23	4			25	30	31
2225	2							
2226		4	3					
2227			9	3				
2228	23	1						
2230				2	4	1		
2231	8							
2232							19	27
2233	5							
2235	4	2	3	2				
2236		2	2					
2239		21	3					
2240	1							
2243	3							
2244			3	1				
2245			11	3				
2246			12					
2248		2						
2250		28	15					
2251	20	6						
2252	1	16	8					
2253	25	2	3					
2254	31	1						
2255	5	2						
2258			2					
2300	2							

Travel Month Arr Time	Oct 2021 Flights	Nov 2021 Flights	Dec 2021 Flights	Jan 2022 Flights	Feb 2022 Flights	Mar 2022 Flights	Apr 2022 Flights	May 2022 Flights
2305				13	24	8		
2309	17	5		23	24	5		
2310		1	5	3		28	34	31
2313			15	3				
2315		2	1	1				
2317					18	31	30	31
2318		22	4	28	10			
2319			14	3				
2320	17	8	3	2				
2323	10		1					
2324			12					
2335		8	5	1				
2339		23	13					
2341						5	30	31
2342			1					
2345			8	2				
2346	1	1		28	28	26		
2348	18							
2350	4	4	6	2				
2353	21	1						
TOTAL Arrivals 10p - 7a	257	226	211	159	136	184	223	213
Daily Arrivals 10p - 7a	8	8	7	5	5	6	7	7
Total Arrivals 11:30p-6:15a	62	22	6	30	28	70	50	31
Daily Arrivals 11:30p-6:15	2	1	0	1	1	2	2	1
TOTAL ARRIVALS	1,337	957	889	990	965	1,232	1,366	1,459
% Arrivals 10p-7a	19.2%	23.6%	23.7%	16.1%	14.1%	14.9%	16.3%	14.6%
% Arrivals 11:30p-6:15a	4.6%	2.3%	0.7%	3.0%	2.9%	5.7%	3.7%	2.1%

Arrivals During Noise Sensitive Hours

7. New Business Item b: Review of the Noise Compatibility Program (NCP) 2006

Record of Approval and progress to date in implementation



**Federal Aviation
Administration**

Memorandum

Date: MAR - 8 2006

To: Acting Associate Administrator for Airports

From: Director, Office of Airport Planning and Programming, APP-1

Prepared by: Vicki Catlett, Environmental Specialist, Community & Environmental Needs, APP-600, x78770

Subject: Record of Approval for Portland International Jetport, Maine, Noise Compatibility Program Update

Attached for your action is the Noise Compatibility Program (NCP) for the subject airport. On September 9, 2005, the FAA determined the Noise Exposure Maps (NEM) for this airport were prepared in compliance with the applicable requirements of 14 CFR Part 150. At the same time, the FAA started the final NCP review timeframe. If no action is taken within 180 days, all program measures are automatically approved by law, with the exception of flight procedures. The last date for FAA action is **March 8, 2006**.

The New England Region Airports Division reviewed noise compatibility program documentation presented by the airport sponsor. The region concluded that it is consistent with the Aviation Safety and Noise Abatement Act (ANSA) and 14 CFR Part 150.

The NCP recommends a total of 13 measures to prevent the introduction of additional noncompatible land uses and to reduce existing airport-noise generated impacts. Noise abatement operational procedures are approved outright, or approved as voluntary. These make up the majority of the NCP. There is a single land use measure, preventive, to work with other communities to reduce incompatible future development. Administrative measures are intended to track success of the NCP update and to maintain community communications and involvement.

The Assistant Administrator for Aviation Policy, Planning, and Environment and the Chief Counsel have concurred with the recommendations of the New England Region. If you agree with the recommended FAA determinations, you should sign the "approved" line on the attached memorandum. I recommend your approval.

Dennis E. Roberts

Dennis E. Roberts

Attachments

FEDERAL AVIATION ADMINISTRATION RECORD OF APPROVAL FAR PART 150 NOISE COMPATIBILITY PROGRAM Portland International Jetport Portland Maine

Nancy D. Brown 3/1/06 ☒ ☐
Assistant Administrator for Aviation Policy, Planning and Environment, AEP-1 Date CONCUR NONCONCUR

Stephen A. Feltz 3/8/06 ☒ ☐
Chief Counsel, AGC-1 Date CONCUR NONCONCUR

Cathie M. Long 3/8/06 ☒ ☐
Acting Associate Administrator for Airports, ARP-1 Date APPROVED DISAPPROVED

RECORD OF APPROVAL
Portland International Jetport
Portland, Maine

FAR PART 150 NOISE COMPATIBILITY PROGRAM

The Portland International Jetport (PWM) sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with Federal Aviation Regulation, Part 150. PWM produced a report entitled *Portland International Jetport, Federal Aviation Regulation Part 150, Noise Exposure Map and Noise Compatibility Program Updates*. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to FAA for review and approval on August 31, 2005. The NEM were determined to be in compliance on September 9, 2005. This determination was announced in the Federal Register on September 22, 2005 and included (1) "Figure 24, Noise Exposure Map DNL Contours for Year-2002 Operations with and without Terrain Adjustments"; (2) "Figure 26, Noise Exposure Map DNL Contours for 2007 Forecast Operations Compared to Contours for 2002 Existing Operations", and (3) "Figure 38, Noise Compatibility Program DNL Contours for 2007 Compared to 2007 NEM"; along with the supporting documentation in *Portland International Jetport, Federal Aviation Regulation Part 150, Noise Exposure Map and Noise Compatibility Program Updates, August 2005*. For purposes of the NCP, Figures 24 and 38 are being used, and are determined to be the official existing conditions and forecast conditions NEMs, respectively. The FAA has accepted the terrain adjusted NEM contour for each timeframe.

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future. PWM's Noise Compatibility Program consists of 13 program measures, which are comprised of 5 noise abatement measures, 1 land use measure, and 7 administrative measures.

The approvals listed herein include approvals of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Eligibility for federal funding of measures that are determined in this Record of Approval to meet the approval criteria of 150.33 will be determined at the time the FAA receives an application for funding, using the criteria in the most current version of FAA Order 5100.38, Airport Improvement Program Handbook.

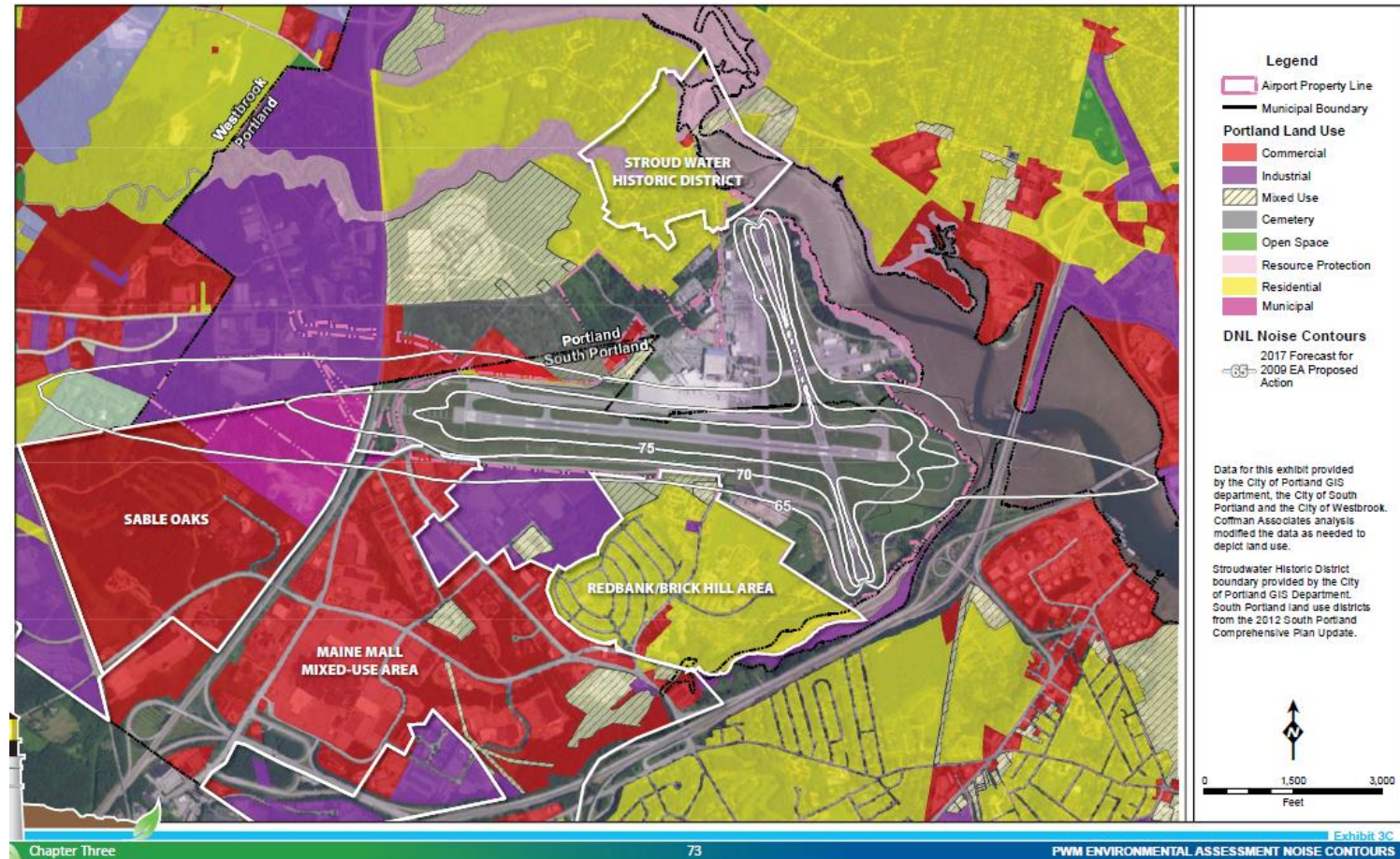
The program measures below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program with numbered sections that follow the title of each measure. The statements contained within the summarized program measures and before the indicated FAA

7. New Business Item b: Review of the Noise Compatibility Program (NCP) 2006 Record of Approval and progress to date in implementation

- **NA-1 – New FMS/RNAV Flight Procedures:** Departure procedures went into effect on 7/27/12 and RNAV Visual Special went into effect by Southwest on May 21, 2020.
- **NA-2 – Increase Departures from Runway 11 and Arrivals to Runway 29 over the Fore River:** Utilize departure routing over Fore River to help reduce early left and early southbound right turns over the Western Prom and South Portland. Departure routing accomplished with 7/27/12 RNAV procedures.
- **NA-3 – Reduce Early Left Turns After Takeoff from Runway 29:** RNAV NUBLE FOUR procedure 7/27/12.
- **NA-4 – Federal Express Operations:** B-727 aircraft retired from FedEx fleet.
- **NA-5 – Preferential Runway Use:** Runway 18/36 is a noise sensitive runway and preference is to use 11/29.

7. New Business Item b: Review of the Noise Compatibility Program (NCP) 2006 Record of Approval and progress to date in implementation

- **A-1 – New Flight Track Monitoring System:** The Jetport is using a flight track monitoring system from Vector.
- **A-2 – Initiate Periodic Calculations of Exp(posure) Metric:** This has been done as part of the last two master plans. The one produced for the last master plan projected 2017 levels based on a forecast 82,421 operations (takeoffs & landings). We have never actually reached this level in 2017 or in recent history (the last time we were near this level was 2004). Additionally this forecast included MD-80 and B727 operations. These aircraft have been retired by Delta and FedEx.



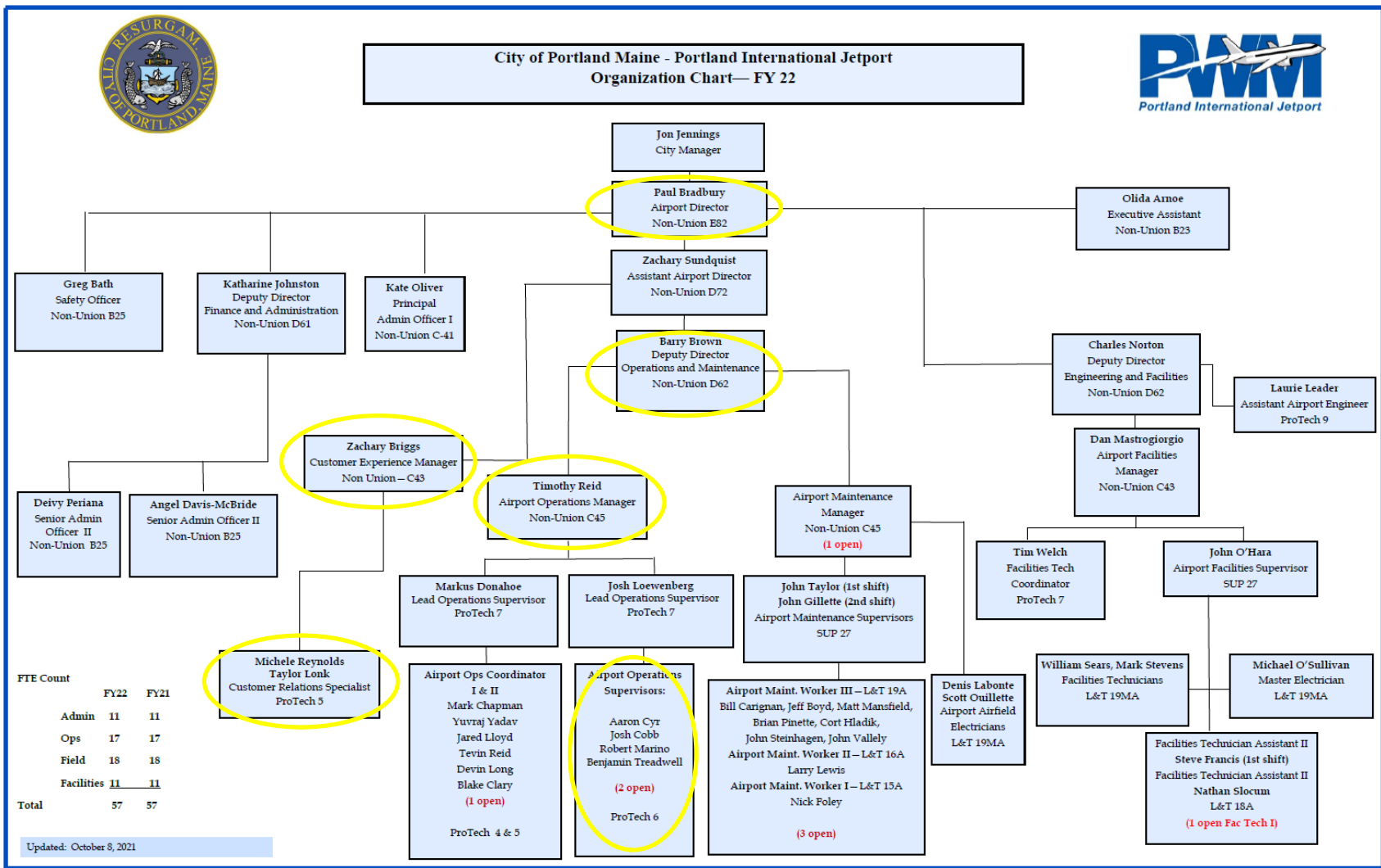
7. New Business Item b: Review of the Noise Compatibility Program (NCP) 2006 Record of Approval and progress to date in implementation

- **A-3 – Establish Engine Run-Up procedures:** Complete.
- **A-4 – Continue to work with Federal Express Operations to Encourage Conformance with Abatement Measures:** Ongoing.
- **A-5 – Request NAS Brunswick and USAF Flying Units Curtail Practice Instrument Approaches:** BNAS has closed, the number of military operations has dropped significantly. In 2006 the Jetport had 1,608 military operations (takeoffs & landings) compared to only 937 military operations in 2020. This said, there were some flights this summer that ATC and FAA flight standards are reviewing because proper flight paths and procedures were not followed. Military flight tracks are often not available to the public or the Jetport's flight tracking system, but ATC confirmed that on one occasion an inappropriate pattern was flown.
- **A-6 – Continue Meetings with Noise Advisory Committee:** Ongoing
- **A-7 – Attend Periodic Meeting of Local Homeowner Associations:** Ongoing

7. New Business Item c: Request by Stroudwater Village Association Representative Ainsworth that the NAC recommend the Jetport assign the position of “Community Relations Coordinator”

- Zachary Briggs, Airport Customer Experience Manager, already performs this function and is fully supported by two additional Customer Relations Specialists.
- Noise data analysis is also supported by the Operations Team and one Operations Supervisor who has noise abatement issues assigned as a special focus area. Special focus areas are rotated annually among the six Operations Supervisors to allow broad familiarization of all areas over time.

7. New Business Item c: Request by Stroudwater Village Association Representative Ainsworth that the NAC recommend the Jetport assign the position of “Community Relations Coordinator”



7. New Business Item d: Discussion of NAC meeting frequency and whether additional meetings are necessary

- The next meeting is proposed for April 7, 2022, which is eleven days earlier than the planned closure of Runway 11/29.
- There has been a request by some NAC members that more meetings could be helpful.
- Given the significant impacts on noise due to the construction, staff believes an additional meeting in the 1st Quarter of 2022 would be helpful to assist with public outreach and notifications.

8. Closing Questions / Public Comment

- For public comment, you will need to use the “raise your hand” feature in Zoom so you can be recognized by the host. Telephone participants can dial *9 to raise their hand.
- Please state your name and address for the record.

9. Next Meeting Confirmation

10. Adjournment



***Maine's
Home
Airport.***