



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
5/20/2020	6:00PM	7:55PM	10/29/2020 Tentative	6:00PM	A. Cyr	PWM

<b>Attended By</b>	<b>Absentees</b>
Tae Chong - Portland City Councilor/NAC Chair	Guy Gledhill – Scarborough Representative
Tom Ainsworth - Stroudwater Village Association	
Mike Foley – Mayor Westbrook	<b>PWM Representatives</b>
David Wakelin – South Portland Representative	Paul Bradbury – Airport Director
Jerry Morton – Western Promenade Rep	Zachary Briggs - Customer Experience Manager
Katherine Hughes – Air Carrier Station Manager Rep	Tim Reid - Airport Operations Manager
Mark Collins – FAA ATC	Aaron Cyr - Airport Operations Supervisor
Jerry Angier – Greater Portland Chamber of Commerce	Laura Slyk – Customer Relations Specialist
Jennifer Lavanture - Peaks Island Representative	
Steve Dalzell - FedEx	
Penny Jordan - Cape Elizabeth Town Councilor	
Lee Pratt – Gorham Town Councilor	
Deqa Dhalac - South Portland City Councilor	
<b>Non-Member Attendees</b>	<b>Non-Member Attendees</b>
Ralph Nicosia-Rusin - FAA Airports	Kathleen Bergen
Richard Doucette – FAA Airports	Karen Friedman
Reginald E. Davis - FAA	Phil
Ralph Ashmore	Peter
Karen L. Goff - FAA	Lee
Triss Critchfield	J Cobb
Peter Stanton	Jamie Hogan
Eric Griffin	Lorna Christian
DJDea	Vicki Flanagan

**1. Welcome / WebEx Meeting Information:**

Opening comments and a welcome to all members and guests were made by Tae Chong, Portland City Councilor and Chair of the NAC.

The meeting was led by Councilor Chong.



Paul Bradbury reviewed the WebEx meeting format.

**2. Introduction of Members:**

Paul Bradbury noted Tom Ainsworth, a past Committee Member, had rejoined the Committee replacing Sandy Beal as Stroudwater Village Association's representative. Committee members then introduced themselves.

**3. Opening Comments:**

A fifteen minute public comment period was made available for non-agenda items. Councilor Chong reviewed the rules for public comment.

No public comments were received, but Ralph Nicosia-Rusin, FAA Airports New England Region, introduced himself so Committee Members knew he had joined the meeting. Ralph noted he is the Airports Project Manager/Team Planner for Maine.

**4. Approval of Minutes:**

A correction had been made to the prior meeting draft minutes and distributed prior to this meeting by Paul Bradbury. The correction noted Mr. Lee Pratt was attended the January 30, 2020 meeting.

A motion to approve the previous meeting's minutes dated October 30, 2019, was made and passed unanimously of Committee Members present. The previous meeting minutes are approved.

**5. Noise Data & Jetport Statistics**

**A. Jetport Statistics: Paul Bradbury**

- a. Mr. Bradbury opened the presentation describing the negative impact the pandemic is having on the Jetport. The Jetport saw an all-time high in passenger numbers during the months of January and February of this year; however, beginning in March the passenger numbers began to see a steep decline.
- b. Mr. Bradbury stated the outbound seat availability is down 148,238 seats from this time last year. The Jetport does not expect to see improvement until the mandatory two week quarantine period for individuals coming into Maine from out of state is lifted.

**B. Noise Reports and Runway Usage: Zach Briggs**

- a. Mr. Briggs presented data on the Noise Complaints since January 1st of this year. Since January 1st there have been a total of 212 noise related complaints from 23 individual unique callers. It should be noted that



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Peaks Island and Portland are now separated in terms of noise related reporting. The highest number of complaints came out of Peaks Island, which consisted of 171 noise related complaints. South Portland had the highest number of individual callers at 11 different callers.

Mr. Briggs also presented data that informed the public of the primary runway usage. From January 1st of 2020, the primary runway, Runway 11/29, has been used 85% of the time for all arrivals and departures. This means that Runway 18/36 was used 15% of the time. According to the data, Wiggins/FedEx used the primary runway 58% of the time, which means runway 18/36 is being used by Wiggins/FedEx 42% of the time.

- b. At this time, the floor was opened to Committee Members for discussion on any of the material presented by Mr. Briggs.
  - i. David Wakelin - Mr. Wakelin made the comment that there should not be any noise related decisions made based on the current reduced number of aircraft operations. With the very low number of aircraft operating around Portland and its surrounding communities, the data collected may not be as accurate as it would be if the pandemic had not greatly reduced air travel.
  - ii. Councilor Chong stated the committee should find a way to analyze if certain noise related complaints are more critical than others. For example, the location of some complaints compared to others since aircraft sound levels are greater for lower altitude aircraft closer to the airport.
  - iii. Tom Ainsworth - Mr. Ainsworth posed the question of why Wiggins is still using runway 18/36 with the reduced amount of aircraft operations. Both Mr. Bradbury and Mr. Mark Collins, FAA Air Traffic Control, responded to this question. Mr. Bradbury stated that although Runway 11/29 may be available, if the wind is not in favor of Runway 11/29 then they will operate off of Runway 18/36. Mr. Collins added that if the Wiggins pilots request Runway 18/36 they will be granted clearance to use that runway.
  - iv. Jen Lavanture - Ms. Lavanture made the comment that all factors should be noted when determining how critical a noise complaint is. For example, the time the noise related complaint is reported.
  - v. Councilor Chong asked if the time of the noise related complaint was included in the data, it was confirmed that the time is captured.
  - vi. Paul Bradbury - Mr. Bradbury stated that whenever possible the FAA Air Traffic Control Tower will depart aircraft to the west and approach aircraft from the west as outlined in the Noise Compatibility Program.



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- vii. Jerry Angier - Mr. Angier brought up that the current data may be inconsistent with the past due to the increased amount of individuals working from home. Paul Bradbury, referring back to the current data, stated that the data has been fairly steady over the past few months.
- viii. Paul Bradbury noted the FAA has completed a study to update its noise impact and compatibility guidelines; however the study has not yet been released.

### 6. Old Business:

#### A. Update on Development of RNAV Visual Special Approach: Mark Collins

Mr. Collins reviewed the progress on the development of the RNAV Special for Runway 29.

- a. The RNAV Special will be published May 21, 2020.
- b. Once there is data to study, FAA will review the impact the new RNAV Special has had on the north end of Peaks Island and evaluate with SWA the possibility for adjustments.
- c. At the moment, Southwest Airlines is the only airline that will be flying the approach; however the FAA will be working through the summer to get other airlines on board. Southwest Airlines will also be able to utilize this approach at night.

#### B. Update on Harbor Visual Approach with GPS waypoints and suggested altitudes: Mark Collins

- a. Mr. Collins noted the publication date is delayed until July 15, 2021 due to the flight checks required by the FAA. The needed check flights have been delayed due to social distancing requirements. He also noted new points were moved away from South Portland and Peaks Island and positioned more over the center of the channel.
- b. Paul Bradbury added that once the HVA has waypoints fixed over the channel between Peaks and Cushing Islands, it will clear up the "sloppiness" or variability of flight paths that occur with a visual approach. Once in place these waypoints should significantly reduce any flight paths over the southern end of Peaks Island.

#### C. Construction Update: Paul Bradbury

- a. Mr. Bradbury noted the current construction projects occurring on the airfield, namely the Runway 11 Bypass and Taxiway B connector projects.
- b. On the weekdays, there is a closure of Runway 11/29 from 10:00 PM to 06:00 AM. On Saturday, the closure goes until 12:00 PM.



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- c. Despite the construction and additional use of Runway 18/36, Mr. Bradbury noted the summer should be very tranquil with respect to noise due to the dramatic drop in flights caused by the current health crisis.

Questions on Old Business:

- a. Tom Ainsworth asked if there would be an expedited construction process with the reduced amount of flights.  
Paul Bradbury noted the reduced flight operations has significantly increased construction efficiency, but the pandemic has delayed other aspects of the project such as the delivery of airfield lighting components due to factory closures caused by the pandemic.
- b. Tom Ainsworth thanked the FAA Air Traffic Control Tower for the steeper departure of aircraft off of Runway 36. This seems to reduce the noise level slightly.  
Mark Collins added this is most likely due to the reduced load factor of the aircraft due to significantly reduced passenger volumes on each flight.
- c. Jen Laventure posed a couple of questions regarding the RNAV approach. First, Ms. Laventure asked are aircraft cleared to any waypoint?  
Mark Collins answered - The aircraft must be cleared in a straight line after the fix that they are going to.
- d. Second, Ms. Laventure asked will this be the preferred approach over the current Harbor Visual?  
Mark Collins stated yes, it would be the preferred approach.
- e. Ms. Laventure pointed out this will become an issue for Peaks Island as it is switching a noise issue from one area to another.  
Mark Collins spoke about moving the RNAV Special Visual approach more to the north to avoid Peaks Island. Once there are fixes, we can re-assess those fixes. The data from calls will help drive which approach to use. RNAV Visual Special would not require a flight check, and we can test it to determine what the industry and community needs.

Paul Bradbury added that we would like to shift LORFF further north so we don't have the double prong over the land. We appreciate all of the great information Peaks Island gave during the January meeting. LORFF is higher so the sound is less over this area than it is in South Portland.

Reggie from the FAA added that when they design a procedure certain requirements must be met, first of which is safety. While it may be feasible to move the points north, they have to consider



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safety, and this approach will end up overflying someone regardless of the location of the fix. Also safety concerns with the approach could limit the options for shifting north.

- f. Councilor Chong stated by having waypoints we are reducing overflights, and at a higher altitude it should reduce noise. The committee needs to collect data on these new way-points and based on the data we can determine what works and make adjustments. The committee can collect data on the Southwest flights using this approach and determine where we can make adjustments.
- g. David Wakelin - This is a good start but it will take up to a year before we know how this approach will affect noise.
- h. Paul Bradbury noted the pandemic related flight reductions should make this a comparatively quiet summer for aviation, so the delay of the HVA waypoints isn't as impactful as it would have otherwise been.

**7. New Business:**

A. Flight Schedules Updates: Paul Bradbury

- a. Due to this pandemic, in May, the Jetport is down 91% compared to last year on the number of flights between the noise sensitive hours from 10:00 pm to 7:00 am used in the FAA's Day Night Average Sound Level (DNL) calculations. During these hours there is only one scheduled flight and in June there will be two scheduled flights during these hours. For May there is less than one daily arrival and one delay departure within the noise sensitive hours. This is less than 1/10<sup>th</sup> of the number for 2019. June is showing less than two daily arrivals and less than three daily departures, which is down more than 75% from the number of flights for June 2019. Additionally, Delta Air Lines will ground the MD-88 in June, which is the loudest aircraft in their fleet and the loudest aircraft in PWM's fleet mix.
- b. Tom Ainsworth requested that the schedule be forwarded when it becomes available. Katherine Hughes of Delta responded that the flight schedule is very preliminary; however, Delta plans on having four flights per day in July as opposed to 13-14 flights per day.
- c. Paul Bradbury added that the Jetport is very fortunate to have those four flights per day as many airports are losing air service. Additionally, he noted Sun Country will still be starting service this summer to Minneapolis.

B. Update on the Jetport's Online Flight Tracking and Noise Complaint Portal: Zach Briggs

- a. Mr. Briggs discussed some of the additions that were added to the Online Portal for Flight Tracking and Noise Reporting. The new portal changes allow reporters to add their address to look at flights over their house.

Once the user plugs in their address, a yellow house will appear on the screen where the user's home is located. There will also be a step-by-step guide on how to look at historical tracks over your address. The portal allows users to put in a specific date and time and have flights at those times populate on the screen. Once a noise related complaint has been submitted the user will receive an on-site or email verification, as well as a reference number. For more clarity the flight tracks of arrivals and departures will be different colors.

- b. Peter Stanton posed the question if users could layer flights. Mr. Briggs responded by stating that at this time the system does not have the ability to layer flights, however, Flight Aware is a great site that could be used in addition to the Portal. The airport will look into this feature for future updates. Paul Bradbury added that the airport is looking into different features such as having the ability to layer flights; and expects this can be added soon.
- c. Zach Briggs went on to explain how there is a ten minute delay in flight times for security reasons. When the system receives an event it will try to associate it with an overflight at the time of the complaint entry. When adding an online complaint form the software will automatically insert the latitude and longitude data and will have a section for comments. Once the user hits save the system will provide a confirmation notification along with a reference number.
- d. Paul Bradbury added that in the future the system will allow for the layering of flight tracks for reference.
- e. Peter Stanton asked the reasoning for not plotting all of the noise related complaint calls. Mr. Briggs responded by stating that some complaints are difficult to track when an address is not provided. In the future when reporting noise related complaints it is very helpful to add an address. These addresses could be plotted and presented.

#### **8. Closing Questions/Public Comment:**

A closing comment period was made available to the public on agenda items. Three people made comments during this timeframe as outlined below:

- A. Karen Freeman - Ms. Freeman stated that she lives on the part of Peaks that is going to be affected by the new flight path. She was wondering why it was chosen to change the flight path over the northern portion of the island? This section of the island is very quiet, however, when flights fly over it is very loud. What was the motivation behind this flight path?

Paul Bradbury responded by noting there were a several issues the committee considered when discussing this change. The first being a normal daytime visual approach cannot be done at night, so the existing HVA is of no value during the night time noise sensitive hours. The Committee knew there had to be an alternative



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approach, like the HVA for night time hours. The Committee did not want the only option to remain a straight in low altitude runway heading approach entirely over land down the center of the City of South Portland, if there was an option that could shift the flight path largely over water. The Committee also wanted to improve the current HVA since its variability and lack of precision caused many flights to fly over the center of Peaks Island and sections of South Portland. The Committee recognized improvement of the current HVA with GPS waypoints in conjunction with Southwest's proposed new RNAV Visual could significantly reduce the amount of ground level aircraft noise. The new RNAV special approach does cross the north end of Peaks, but it is at a much higher altitude with lower ground level noise pressure levels than the same flight over South Portland. Overall the new approach will significantly reduce aircraft noise over populated areas. Given the significant overall noise improvements, the NAC voted to proceed with the addition of waypoints to the Harbor Visual Approach and the development of RNAV Special Approach.

- B. David Wakelin stated that on behalf of the citizens of South Portland we appreciate the work of the FAA and Mark and Ralph in developing the RNAV Special. The citizens of South Portland hoped to tighten the Harbor Visual Approach with GPS but are very appreciative that there is a possibility of expansion of the approaches at night.
- C. Eric Griffin - Mr. Griffin requested an update on the Portland Trails project.  
Paul Bradbury responded by stating that the project is still moving forward and had funding in the FY20 budget.

**9. Next Meeting:**

The next meeting date of Thursday, October 29, 2020 at 6:00 PM with no objections.

**10. Adjournment:**

A motion was made by David Wakelin to adjourn, which was seconded and passed by the committee. The meeting adjourned at 7:55 PM.