



**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

<b>Attended By</b>	<b>Absentees</b>
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	<b>PWM Representatives</b>
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	
<b>Non-Member Attendees</b>	
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.



## **2. Opening Comments:**

- A 15-minute comment period was made available to the public.
  - i. There were two public comments at this time. They were from Julie Shane and David Wakelin, both of South Portland.
    1. Julie Shane requested the committee discuss the compliance of the Harbor Visual Approach (HVA).
    2. David Wakelin mentioned he spoke to several neighbors that stated the FedEx B757 finally did the HVA today and that neighbors are surprised the HVA compliance of FedEx is different from other flights.

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

- A motion to approve the previous meeting's minutes dated October 29, 2020 was made and the vote was unanimous to approve the minutes. Those members present who voted by roll call vote were Tom Ainsworth, Mike Foley, Jerry Angier, Steve Dalzell, Lee Pratt, Jennifer Lavanture, David Wakelin, Shaun Patten, and Guy Gledhill. Jeremy Morton was in attendance but did not vote due to connection issues.

## **4. Sean Doyle - FAA Senior Aviation Noise Specialist:**

- Mr. Doyle discussed the ongoing noise study being conducted by the FAA that includes 20 airports throughout the United States. This study focused on the annoyance of aviation noise and factored in airports of different sizes in different neighborhood settings. In order to ensure accuracy and prevent any biases, the study was mailed to residents of communities neighboring airports and included questions that did not have to do with aviation. For example, the survey asked to place on a scale of 1-5, the annoyance of different noises such as construction work, road traffic, and aviation noise. By taking this approach it masked the true purpose of the study, bringing attention to aviation noise and to get a new national curve of noise data.
  - i. The survey used in this study was mailed to 10,000 households with a follow up phone survey with 2,000 households. From the phone survey, it was discovered that being startled, frightened, or awakened were the main reasons individuals were annoyed with aviation noise.
  - ii. At the conclusion of the study there was a period of 90 days that allowed for public comment. Currently the FAA is in the process of going through the public comments.
- At the conclusion of Mr. Doyle's presentation, Tom Ainsworth of Portland asked Mr. Doyle several questions, including if there is any possibility of adjusting the noise sensitive hours. Mr. Doyle stated that the FAA is currently reviewing the noise sensitive hours; however, this is a big undertaking and there will not likely be any changes coming soon. Additionally, Mr. Ainsworth suggested that the new study did not include small airports like Portland, and went on to ask if the FAA had coordinated with the EPA regarding air pollution. Mr. Doyle indicated that the FAA works closely with the EPA, but did not do so for the purposes of this study. Mr. Ainsworth noted some of the features of the local terrain and asked whether or not these were considered in the FAA study; however, Mr. Doyle indicated the purpose of the study was to create a national picture rather than perform in-depth research into individual airports. Tom Ainsworth's final question was directed to Mr. Doyle regarding the possibility of new legislation that would add controls to address aircraft operations during noise sensitive times. Mr. Doyle indicated that the FAA is looking at a noise policy review driven by data that could help determine whether or

not changes were warranted, but that there are a lot of stakeholders involved and the process is complex.

- Following Tom Ainsworth's series of questions, Paul Bradbury and Ken Knopp noted that Bradley Airport, just north of Hartford, CT, was included in the study, referencing Mr. Ainsworth's statement that no northeast airports were included.
- Basil Klosteridis asked Mr. Doyle if new approaches give preference to flying aircraft over water, but Mr. Doyle was not able to give a sufficient answer based on his not having a direct connection with approach planning.
- Mayor Foley indicated there were no further questions and Paul Bradbury moved ahead to the old business portion of the presentation with Gary McMullin in an effort to respect his time.

#### **5. Old Business: Presentation by Gary McMullin - Southwest Airlines Representative**

- At this time, Paul Bradbury introduced Mr. Gary McMullin to discuss the RNAV Special for Southwest Airlines. Mr. McMullin started by discussing the safety benefits of the RNAV Special as opposed to the charted visual approaches (ex. Harbor Visual Approach). Mr. McMullin and the Southwest safety team looks at thousands of points of data to determine whether or not the aircraft is stable and operating safely. Currently, pilots are having trouble stabilizing the approach to Runway 29 prior to 1,000 feet above the runway, which is the altitude the approach is required to be stabilized. The bank angle into the harbor is too great and pilots are choosing other approaches out of safety and efficiency.
- By utilizing the RNAV Special, the aircraft will be able to become a "smart airplane" which leads to less noise and emissions by utilizing an idle descent and computer-controlled flight. Southwest aircraft are limited by how much they can turn the airplane (bank angle  $\leq 25^\circ$ ), but they are willing to fly right at the edge of the safety parameter so long as they do not exceed it. By maximizing the bank angle at  $25^\circ$ , building the vertical portion to be performed at idle, and placing the lateral portion of the procedure over the least amount of land mass possible, the RNAV Special achieves a greater noise reduction over the Harbor Visual.
- Mr. McMullin stated that Southwest is aware of the request from the community to move the approach to the north, but doing so is not possible due to the physics of flight and pilot training toward safety. If the approach is moved any further to the north, the aircraft will not be able to make the turn back into the Jetport due to the high bank angle. Moving the approach to the north would also lengthen the approach, which will lead to pilots choosing not to fly it out of concern for both safety and efficiency. Additionally, the approach could only be moved slightly to the south.
- The opportunity for public comments was opened after Mr. McMullin's presentation. Six comments were made.
  - i. Basil Klosteridis from Peaks Island asked if the approach could be moved to the north towards Hussey Sound? Mr. McMullin again stated that the aircraft would not be able to fly the approach due to high bank angles if the approach was moved any further north. This would also be transferring the noise from one area to another. In addition to the aircraft limits, pilots would not be willing to fly an approach that is extended that far to the north.
  - ii. Tom Ainsworth thanked Mr. McMullin for his time and asked if it would help the aircraft to move the approach to the east as well as to the north in order to allow less bank angles. Mr. McMullin responded by discussing the focus on efficiency at Southwest Airlines and the goal with all airlines is to have the aircraft on the ground as safely and

as efficiently as possible. Even though it may seem minor, extending the approaches east even a few miles would cause a ripple effect in the Southwest Airlines flight schedules and result in the need to have on the order of 100 more aircraft in the air to accomplish their current schedule, something the airline is not interested in doing.

- iii. Karen Friedman of Peaks Island stated that she has lived on Peaks Island for 30 years and did not have aircraft flying over her house until 3-5 years ago. She sees the aircraft flying all over Peaks Island and the noise is getting worse and worse. Ms. Friedman went on to state that her flights had never flown over Peaks in previous flights she was on and echoed Mr. Ainsworth's suggestion to fly further to the east. Mr. McMullins advised that Southwest has only been flying out of Portland for a few years and that their focus is safety when flying the aircraft to land.
  - iv. Paul Bradbury asked if there was any opportunity to improve the current RNAV Departure as he believes the bulk of the noise issues surrounded the departure. Mr. McMullins advised he believed this could be cleaned up some to make some improvements, but he would need to look at it to make a determination. Shaun Patten advised he had reached out to his team to determine if any changes could be made to the RNAV Departure; however, the most common dynamic would be time with regard to the lengthy process to make any changes.
  - v. Jennifer Laventure of Peaks Island brought up the concern that as more airlines join in on the RNAV Special all arrivals into Portland will be using this approach, leading to only one section of the Island taking all of the burden. Mr. McMullin advised that this is unlikely since most of the flights going in and out of Portland are regional jets that do not have the ability to fly the RNAV Special. Mr. McMullins went on to note that the Harbor Visual was performed with power to the engines at a lower altitude over the most populated portion of the island while the new RNAV Special could be flown at a higher altitude with idle engines and over the less populated portion of the island. Mr. McMullins recognized Southwest for improving the overall noise issue for all residents.
  - vi. Randy Schaefer made the final comment and indicated that the changes Peaks Island was asking for could be made by adding 4-6 miles to the route; a small change to resolve the issue. Mr. McMullins reminded the committee that this would result in Southwest needing to do this at other airports whose communities request it resulting in 16-20,000 more miles of flight every day. Additionally, pilots would decide not to fly the published route as a result and that statistics collected by Southwest confirmed this.
- Mayor Foley thanked Gary McMullin for his time and passed the meeting over to Paul to discuss Jetport Statistics.

#### **6. Jetport Operating Statistics:**

- Mr. Bradbury spoke briefly on some of the Jetport's operating statistics.
- PWM saw an increase in traffic during the month of April due to the school break and an increase in vaccination rates, which has brought back some of the leisure travelers. PWM also trended above the national average. The national average was -40.87% with PWM's average at -31.49%.
- Outbound capacity is down 981,107 seats, which is a reduction of 34.85% from the pre-pandemic 2020 schedule.
- From 1998 to 2019 operations are down 54.5%, however, passengers are up 66.8%. This is due to less flights, but larger aircraft with more passenger volume.

## **7. Noise Data: Noise report tabulations through April 2021**

- At this time Mr. Bradbury broke down the noise complaint statistics from January 2021 through April 2021.
  - i. Since January 1st, there have been 160 complaints from 59 reporters, including 35 unique complainants. Peaks Island made up 52% of the complaints, South Portland made up 31%, Portland made up 11%, Scarborough and Cape Elizabeth each made up 1% respectively, and the remaining 4% of complaints were made up of other surrounding communities.
  - ii. The primary runway was used for 80% of all operations as of this year. Wiggins flights have used the primary runway 57% of the time.
  - iii. Jetport staff looked at HVA compliance during the week of April 19th, which was school break. During noise sensitive hours 57% of flights departed/arrived to or from the west.

## **8. New Business:**

- Although there is still a lack of business travelers, with the vaccination rollout the Jetport has seen an uptick in leisure travel. The airlines are betting on a strong recovery in August and the Jetport is set to have all-time record numbers in August. Interestingly, rental car fleet capacities are down 30% from 2019, which could be a difficulty for travelers to Maine.
- Mr. Bradbury brought up that some of the noise could be due to departures making early turnouts rather than arrivals. Shaun Patten with Air Traffic Control added that in some instances the controllers have to turn aircraft early for separation. Also, the regional jets get pushed to the north and south due to strong winds, which could explain some of the noise on departures. In addition, Portland's airspace has a large amount of general aviation traffic that the controllers have to work the commercial flights around. Many times this forces commercial aircraft to turn off of the departure route and over residential areas.
- Mr. Bradbury touched on the current construction project of the relocation of Taxiway Alpha and its impacts on runway usage. Runway 18/36 will be closed for 14 weeks starting June 1st. The Jetport is also planning the rehabilitation of runway 11/29 next spring which would result in the closure of Runway 11/29 for six to eight weeks in May and June (2022).
  - i. David Wakelin of South Portland asked if airlines will be dropping flights due to the closure of Runway 11/29. Mr. Bradbury explained that airlines may weight restrict certain flights or adjust the fleet type flying into PWM, but in general no.
  - ii. Tom Ainsworth of Portland asked if the Jetport could educate the military helicopter flights of the noise sensitive hours and runways.

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

- At the end of the meeting there were three public comments.
  - Basil Klosteridis from Peaks Island stated that he appreciated the presentations throughout the meeting, but felt they were not factual. In addition, the new noise portal is dysfunctional and should be improved.
  - Deborah Napier from Portland raised concerns about health with the disruption of sleep due to aviation noise and was wondering if there are plans in the future to cap the number of flight operations at the airport. Mayor Foley addressed the question by stating that the City of Portland does not have the power to limit commercial flights into the airport, it would have to be the United States Congress.



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- Julie Shane asked if it would be possible to get more frequent reports sent out in regards to the HVA compliance. Mr. Bradbury advised that the airport is looking for ways to have more pilot outreach for the HVA.

**10. Next Meeting:**

- The next meeting is tentatively scheduled for October 21, 2021 at 6:00 PM

**11. Adjournment:**

- Mayor Foley made a motion to end the meeting without a roll call and there were no objections.

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