



**Maine's
Home
Airport.**

PAUL H. BRADBURY, P.E.

AIRPORT DIRECTOR

ZACHARY R. SUNDQUIST, A.A.E.

ASSISTANT AIRPORT DIRECTOR

December 23, 2021

Mr. Shaun Patten
Acting Air Traffic Manager
PWM ATCT
1003 Westbrook Street
Portland, ME 04102

RE: PWM Noise Advisory Committee request to update the HSKEL THREE and NUBLE FOUR RNAV departure procedures.

Dear Mr. Patten:

I am pleased to write this letter on behalf of the Portland International Jetport Noise Advisory Committee (NAC) requesting the FAA update the HSKEL THREE and NUBLE FOUR RNAV departure procedures. As you know from your attendance at the last NAC, a motion was approved that authorized me to send this formal request of the NAC to update these two RNAV procedures.

The NAC is requesting this update to abate noise and limit direct overflights of communities via the following proposed improvements to these procedures:

1. Tighten and center the flight paths of these two departure procedures over the Fore River east of the Casco Bay Bridge.
2. Analyze and to the extent possible provide a curved flight path through Hussey Sound and north of Peaks Island.

The HSKEL THREE and NUBLE FOUR RNAV procedures were originally developed based on the recommendations from the Jetport's 2005 FAR Part 150 Study and approved as Noise Abatement Measure 1 (NA-1) in the 2006 FAA Noise Compatibility Program (NCP) Record of Approval. The two RNAV procedures were implemented in July of 2012.

It has now been nearly a decade since these procedures were developed. Over this time there have been significant improvements in Performance-Based Navigation (PBN) and the FAA's NextGen solutions allowing the development of more precise flight paths and accuracy via Required Navigation Performance (RNP) procedures. The NAC and I are looking forward to working with the FAA to take advantage of these improvements that will allow our easterly departures to follow more accurate and tighter flight paths over the water and away from residences.

Please feel free to contact me if you have any questions or require any additional information in order to evaluate this request to update these departures.

My sincere thanks to you and all the FAA staff at PWM ATCT who keep our airport safe and assist daily in implementing our NCP.

Best regards,

A handwritten signature in blue ink, appearing to read "Paul Bradbury", with a stylized flourish extending to the right.

Paul Bradbury
Airport Director



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ZACHARY R. SUNDQUIST, A.A.E.

ASSISTANT AIRPORT DIRECTOR

January 5, 2022

Ms. Colleen D'Alessandro
Regional Administrator
FAA New England Region
1200 District Avenue
Burlington, MA 01803-5299
(Transmitted via email)

RE: PWM Noise Advisory Committee request to update the HSKEL THREE and NUBLE FOUR RNAV departure procedures at the Portland International Jetport (PWM).

Dear Ms. D'Alessandro:

I am pleased to write this letter on behalf of the Portland International Jetport Noise Advisory Committee (NAC) requesting the FAA update the HSKEL THREE and NUBLE FOUR RNAV departure procedures. At our last NAC meeting a motion was approved that authorized me to send this formal request of the NAC to update these two RNAV procedures. I previously sent this request via a December 23, 2021 letter to Shaun Patten, PWM Acting Air Traffic Manager, who is the FAA representative to our NAC, but received guidance that these requests need to be initiated through your office.

The NAC is requesting the updates to abate noise and limit direct overflights of communities via the following proposed improvements to these procedures:

1. Tighten and center the flight paths of these two departure procedures over the Fore River east of the Casco Bay Bridge.
2. Analyze and to the extent possible provide a curved flight path through Hussey Sound and north of Peaks Island.

The HSKEL THREE and NUBLE FOUR RNAV procedures were originally developed based on the recommendations from the Jetport's 2005 FAR Part 150 Study and approved as Noise Abatement Measure 1 (NA-1) in the 2006 FAA Noise Compatibility Program (NCP) Record of Approval. The two RNAV procedures were implemented in July of 2012.

It has now been nearly a decade since these procedures were developed. Over this time there have been significant improvements in Performance-Based Navigation (PBN) and the FAA's NextGen solutions allowing the development of more precise flight paths and accuracy via Required Navigation Performance (RNP) procedures. The NAC and I are looking forward to working with the

FAA to take advantage of these improvements that will allow our easterly departures to follow more accurate and tighter flight paths over the water and away from residences.

My sincere thanks to you and FAA staff for all your help in working with the NAC to improve flight patterns and reduce aviation noise impacts to our neighboring communities. I was pleased to work with the FAA on the original development of these two RNAV departure procedures and am looking forward to the opportunities RNP and a decade of technological advances can provide to improve these procedures.

Please feel free to contact me if you have any questions or require any additional information in order to evaluate this request.

Best regards,

A handwritten signature in blue ink, appearing to read "Paul Bradbury", with a stylized flourish at the end.

Paul Bradbury
Airport Director