



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

- NAC Chair Pro Tem – Mayor Foley opened the meeting

## **2. Opening Questions/Public Comments**

- NAC Chair Pro Tem – Mayor Foley allowed for a 15-minute public comment period.
  - Basil Klosteridis - (Peaks Island)
    - Mr. Klosteridis touched on his concerns regarding potential changes in the HVA. He requested reasoning regarding any potential changes to the RNP and went on to cite the SW visual. His comments were also submitted in writing and are attached.
  - Deborah Napier - (Stroudwater)
    - Mrs. Napier had a question with regards to the quiet hours at the airport and why they aren't being observed. Noted near residents are lucky to have five hours of quiet time.
    - Also noted the health issues of regular noise and that it is important the NAC inform the FAA of this.

## **3. Approval of Minutes for the July 21, 2023 Meeting**

- Mayor Foley moved to accept the minutes. It was seconded by Tom.
- Minutes approved by all members present.

## **4. Presentation by Paul Bradbury concerning flights and passenger statistics. Touched base on new and upcoming projects.**

- **Monthly statistics**
  - Enplanements for 2023 are up 20.7% from last year with June, July, and August being record months. September is on track to be a record month as well.
  - Not only were enplanements up, load factor increased as well leading to record months.
- **Runway preference**
  - Mr. Bradbury touched on the noise reports and what was considered to be a deviation.
  - Looking at the numbers from Vector it showed that we incur .01% jet use of the North and South runway (18-36) Saved for exceptionally windy days.
  - 76% of the arrivals during noise-sensitive hours are using 11-29
  - Current discrepancies are 1% early north and 1% early south. Mr. Bradbury showed the vector data and flight paths of the flights considered to be discrepancies.

- Paul touched on what exactly is considered a deviation in terms of flight path.
- **Taxiway Alpha Construction**
  - Paul introduced the proposed plans for the taxiway alpha project.
  - Options for the airlines to choose which is the best closure option.
  - This will put more emphasis on using 18-36 with 11-29 closed.
- **Parking addition**
  - This project is tentatively scheduled for April. The start date is dependent on the approval of permits.
  - Areas being developed are primarily south of Embassy suites.

#### **5. Brian Whittemore presented about RNP and RNAV**

- Paul briefly touched on the proposed RNAV changes in the future.
- No new updates for HSKEL 3 or NUBLE 4 departure procedure updates.
- Tentative publishing date of 2/25
- Waivers have been submitted, but there is no new information on where they are in the approval process.
- RNP.3 minimums would be changed to 1 nautical mile visibility and 513 ft height above touchdown.
- Comment from Tom Ainsworth about possible additional ways to have the airlines adhere to noise-sensitive hours.

#### **6. Review Fly Quiet Program Compliance Monitoring Options:**

- Mr. Bradbury touched on the major points as early north and south departures to the west, preferential use of 11/29 or 18/36 and runway discrepancies will be reported to ATC on a bi-weekly basis.
- Jennifer Lavature asked about deviations around Peaks Island and clarification
  - Brian Whittemore gave some clarification on the proper approach procedure, and what they might be able to forward to the committee.
- Councilor West spoke on re-zoning and about new residential housing.
- Housing is a very important priority right now, housing is being planned within 55-65 dB DNL contours.

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

- Mayor Foley proposed closing questions and comments
  - David Wakelin thanked everyone for their work in what was proposed to the FAA in the last 24 months.

#### **8. Next meeting date: January TBD**

- Jetport staff will send a survey to NAC members to select the date in January.

#### **9. Adjournment**

- Motion to adjourn proposed by Mayor Foley, seconded by Councilor West
- Meeting adjourned.

**Public Comment submitted by Basil Klosteridis:**

Good evening, Basil Klosteridis here representing Peaks Island Council and several concerned citizens, we put together the following comments:

I wasn't able to attend the last NAC meeting, but we the concerned citizens of Peaks Island recently reviewed the recording in advance of this meeting tonight and a few things stand out to us.

The FAA did a good job explaining the aspect of waivers and what we can expect from the process, but not entirely. The lack of detail that more flight paths might have to be included for FAA approval is a significant concern to Peaks Island as evidenced by the FAA's comment 'the same criteria to avoid the islands as much as possible.

We are looking forward to a full explanation of the additional routes that could become part of the process. The current HVA chart as referenced by Paul and FAA during the last NAC meeting has an entrance to the HVA from the west over Falmouth and straight in path from the north. We hope that these entrances from the west and north will be the only changes to the redesigned RNP, if necessary. Any arrival flight path that would bisect any part of Peaks Island or that creates more noise that would add to the departure and arrival noise we are already experiencing is unacceptable.

We have been incurring damages from the Southwest Special Visual for the past three and a half years. There isn't an FAA policy of moving noise from one neighborhood to another regardless of population density. In fact, it is a clear case of entitlement and discrimination.

Gary McMullin, Southwest Airlines, Dave Wakelin, and anyone else who supported the rush to implement the Southwest Special Visual without including the people it would impact the most, is incomprehensible to us. It denied us an environmental review because it was included in the CATEX of the HVA which has created an unsafe condition according to airline industry standards. Why it remains in effect is beyond our grasp.

The FAA moves and creates new flight paths with safety as its number one priority. The Jetport already has the safest the most direct, fuel-efficient, environmentally friendly, idle decent flightpath, the ILS.

We have absorbed a lot of noise from the residents of South Portland as has the West End, the Diamond Islands, the Portland peninsula, and more. The noise during Noise Sensitive Hours is especially disturbing which is enhanced during the summer months when many residents don't have insulation in their homes. In the past three weeks on more than one occasion, we've had numerous flights over us during noise-sensitive hours. It has caused sleep disturbances for many of us.

Thank you for your attention