

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



**Maine's
Home
Airport.**

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
04/07/2022	6:00 PM	7:17 PM	06/02/2022	6:00 PM	B. Treadwell	PWM

Attended By	Absentees
Shaun Patten – FAA ATC	Tae Chong – Portland City Councilor / NAC Chair
Tom Ainsworth – Stroudwater Village Rep.	Guy Gledhill – Scarborough Town Councilor
David Wakelin – South Portland Resident Rep.	
Jennifer Lavanture – Peaks Island Resident Rep.	
Dr. Jeremy Morton – Western Promenade Rep.	PWM Representatives
Jerry Angier – Greater Portland Chamber Rep.	Paul Bradbury – Airport Director
Katherine Hughes – Air Carrier Rep.	Zachary Briggs – Dep. Director Ops & Maintenance
Mike Foley – Westbrook Mayor	Ben Treadwell - Operations Supervisor
Steve Dalzell – FedEx / Air Cargo	
Deqa Dhalac – South Portland Mayor	FAA Attendees
Lee Pratt – Gorham Town Councilor	Ken Knopp
Penny Jordan – Cape Elizabeth Town Councilor	Camille Sprauve
	Emerson Colvin
Non-Member Attendees	Ralph Nicosia-Rusin
Anne Pringle	
Basil Klosteridis	
John Levesque	
Brenda Kielty	
Natalie West	
Lisa Orff	
Triss Critchfield	
Camille Sprauve	
Steve Brown	
Julia Shane	
Deborah Napier	
Vicki Flanigan	
Lee Harvey	
(Additional Member of the public were in attendance but did not identify themselves)	

1. Welcome / Hybrid - Zoom Meeting Information / Process

- Paul Bradbury took a moment to mention that Jerry Angier is stepping down as member of NAC. Initiated round of applause and acknowledgement for over 2 decades of service. Mr. Bradbury offered appreciation in recognition of decades of service to Portland International Jetport Noise Advisory Committee.
- Mayor Foley welcomed all members and guests and advised the meeting would start with opening comments from the public. Paul Bradbury and Mayor Foley described the Zoom format and the features available for questions, limited to 3 minutes.

2. Opening Comments

- A 15-minute comment period was made available to the public. There were five public comments and they were from Basil Klosteridis, Anne Pringle, John Levesque, Brenda Kielty and Natalie West.
 1. Basil Klosteridis advised he is a year-round resident on Peaks Island and is the Chair of the Peaks Island Flight Committee adopted by Peaks Island Council. The Committee has been working with the Diamond Islands the Western Prom and concerned residents from South Portland regarding untenable noise experienced on Peaks Island. Submitted proposals to Paul and NAC - options where flights are moved over water at every opportunity. Asked for consideration. Can no longer accept flight paths over top of the islands. Flight path has changed and he is not happy with flights overhead. Working to make a change to this. Thank you for consideration.
 2. Anne Pringle introduced herself as the President of Western Prom Neighborhood Association and a Portland resident for 47 years. Ms. Pringle spoke in favor of the proposal that Basil Klosteridis mentioned that is to be discussed later in the meeting. Ms. Pringle commented that whether or not diversions are reported to the complaint line the process is putting the burden on residents to lodge the complaint. Ms. Pringle reported more complaints in the last 12 months than at any time in the last decade and commented that she has personally reported flights with low altitude within a block of her residence in clear weather. Ms. Pringle believes airlines must be held accountable for using approved flight paths except when weather is a legitimate factor. She appreciates the convenience of the Jetport and fully subscribes to balance between neighborhoods and airlines but believes the relationship is out of balance with too much emphasis placed on what the airlines will accept. She asked for the committee to consider the proposals favorably and for Paul to send them to the FAA for expedited consideration. Ms. Pringle said the most recent proposal is dated April 5 and that the language can be adjusted if required (offered to work with Paul on the wording). Ms. Pringle again commented about changing the monitoring

system to remove the burden from residents and placing it on the Jetport (to evaluate deviations on a monthly basis).

3. John Levesque introduced himself as a resident in South Portland and commented on how the NAC group operates as a community round table that includes all affected and involved communities (including PWM, FAA and airlines). Mr. Levesque said he is concerned about losing focus on the bigger picture - the updated Federal Aviation Regulation Part 150 and Part 161. Mr. Levesque said there are 2 noise abatement measures to call out individually. NA 1 states PWM should try to optimize flights over the Fore river (for arrivals and departures) using GPS based RNAV procedures. A comment was made that it was developed as a departure but not done as arrivals. Over the past 2 years Southwest has taken the lead in creating a RNAV special (FAA said was safer than HVA) and PWM said they expected other airlines to sign on as they applied this technology. NA 2 stated that the airport was to increase departures for RWY 11 and increase arrivals for RWY 29 over Fore River. Focus on HVA compliance. Only way to do this is through data collection and analysis which requires tracking of all planes that deviate from the designated approach. Mr. Levesque said that as we advocate for our groups we need to avoid any change that will help one neighborhood at the expense of another. As a South Portland resident Mr. Levesque said he supports the efforts to route arriving and departing planes over the water adding “that’s the way the planes should fly”. Mr. Levesque said we all need to work together as a region for this and stated all communities need equal representation and that all proposals need to be reviewed in a timely manner by all communities before any kind of voting.
4. Brenda Kielty introduced herself as a Portland resident and as a first-time participant in the NAC. Ms. Kielty said she appreciates the hard work in balancing all competing interests and understands we are having a major construction project and flight paths will be altered for a period of time starting in April. Ms. Kielty said she lives on the final approach to RWY 18 and generally doesn’t have a problem with it, adding she is a big supporter of general aviation and loves watching smaller planes coming and going. Ms. Kielty expressed concern about the impact on her neighborhood of all traffic being diverted to this path, especially early morning and late evening arrivals/departures. Ms. Kielty acknowledged she is behind the curve and not working with full information on the construction project and is hoping there will be some conversation about this tonight, referring to a mailer dated March 25. Ms. Kielty said it sounded positive and upbeat, but her problem was the description saying ‘it would cause a little extra noise’, and asked if it’s the position of the airport that diverting all flights a day to RWY

18 will only cause a little extra noise? Ms. Kielty said she imagines this will be very impactful and wants to understand what level of disruption there will be, and if there will be any recourse for residents who are negatively impacted? Ms. Kielty said that she is aware of the complaint line as a data point but doesn't believe this is going to change anything and was wanting to hear more information.

Paul Bradbury commented saying this is Agenda item 6A and this will be discussed during the meeting this evening.

5. Natalie West introduced herself and echoed some of the comments made by a neighbor from South Portland. Ms. West asked if the committee could post the NAC agenda on the internet ahead of the meeting, advising she can see how to join this call etc., but did not see an agenda. Ms. West believes citizens have the right to see the agenda in advance and requested the Jetport consider making that change. Ms. West also emphasized that decision making should be based on data, and as a South Portland resident she supports efforts to route arriving/departing planes over water, stating 'that's where the planes should fly' and adding that she supports minor revisions to RNA and HVA so that the routes go entirely over water. Ms. West also said she believes they need to compile more data from flights that are arriving/departing using instrument landing systems (instead of RNAV and HVA) and acknowledges there are some conditions where it is justified but other conditions in which there's no reason for it. Ms. West asked if there is data that includes information about wind direction and intensity. Mr. Bradbury advised the data is available now. Ms. West requested that the Jetport use this data now to look at the data points that use the ILS and if certain flights/airlines are not following existing protocols let's come up with a plan of actions to stop the deviations. Ms. West gave an example of the early morning FedEx flight, asking why it uses ILS on clear mornings when there's no wind. Ms. West thanked the NAC for the good work being done.

Mayor Foley commented that the agenda is posted on the website and emailed out to a number of interested parties. Mr. Bradbury advised that the NAC information is on the City of Portland calendar and that the agenda is also posted there and is made publicly available. Mr. Bradbury commented that the agenda is not currently posted on the Portland Jetport's Noise Abatement Page but this will be done in the future, moving forward.

3. Approval of Minutes

- A motion to approve the previous meeting's minutes dated February 3, 2022 was made by Mayor Foley. There were no objections.

- Mr. Bradbury introduced a number of FAA members participating in the meeting:
 - Ken Knopp, NE Deputy Administrator
 - Camille Sprauve, Acting Community Engagement Officer
 - Emerson Colvin, Airspace and Procedures Specialist
 - Ralph Nicosia-Rusin, Airport Capacity planner

4. Jetport Operating Statistics: Passenger volumes, capacity, # operations, and COVID Impact.

- Mr. Bradbury spoke briefly on some of the Jetport's operating statistics.
 - Steady decline in March 2020 and then back up to almost pre-2019 levels during April school break in 2021 (leisure recovery). Mention of COVID restrictions being removed prior to Memorial Day weekend in 2021 which saw an increase in traffic and peaks from 4th July weekend to October 29 (end of tourist season and also the rise of Omicron variant).
 - PWM has trailed the national recovery throughout our seasonal low first quarter. The Jetport was down -35.75% in January which was behind the national average of -25.60%. For February the Jetport was down -21.67% against the nation average of -19.03% and for March the Jetport was down -16.5% compared to the nation average of -12.5%.
 - Mr. Bradbury discussed the 2022 seat capacity and discussed the number of seats sold in January and February 2022 vs 2021 (figures show an increase). Mr. Bradbury advised that forward capacity for the next 6 months is up 12.20% compared to last year and up 7.46% compared to 2019 (benchmark).
 - Mr. Bradbury indicated that July 2022 will be the highest number of seats available for all time (160,366). Also discussed August 2022, June 2022 and September 2022 are listed in the Top 10 of all-time capacity.
 - Mr. Bradbury talked about up-gauging and discussed how the passenger numbers are increasing but the number of operations is continuing to trend downwards. May 1 - September 30, 2022 seat capacity is up 7.4% but on a -1.68% reduction of operations. Mr. Bradbury advised this means moving more people on fewer, larger, quieter aircraft.

5. Noise Data: Noise Report Tabulations Through February 2022 / Runway Preference

- Mr. Bradbury advised that the statistics are sent out to the committee and the community on a monthly basis. Data is compiled by Zach and Operations.

- Mr. Bradbury highlighted the total number of reporters for the 2022 year to date column (24) and advised that this number represents unique callers for the two combined months.
- Mr. Bradbury discussed the total number of complaints since January 1st (323) and the breakdown of reports by neighborhood -
 - Peaks Island 87.3% (282) Portland 5.9% (19)
 - South Portland 6.2% (20) 'Other' 0.6% (2)
 - Breakdown of reports by callers (total of 24) -
 - Portland 45.8% (11) South Portland 25% (6)
 - Peaks Island 20.8% (5) 'Other' 8.3% (2)
 - *Figures collected via Vector public portal, voicemail and online web form
 - Noise reports by type of operations:
 - Arrival: 16.7% (54)
 - Departure: 3.4% (11)
 - Unknown: 63.8% (206)
 - Not Answered: 16.1% (52)
- Mr. Bradbury advised the primary runway (11/29) was used for 86% of operations in January and 88% of operations in February. The primary runway (11/29) was used by FedEx / Wiggins for 49% of operations in January and 71% of operations in February.
- Mr. Bradbury discussed the community statistics highlighting the runway preferences for February, with a breakdown of arrivals and departures using runway 11/29 during regular hours of operations and also highlighting the noise sensitive hours (10pm - 7am).

Note: Figures shown for communities may include flights over multiple locations during arrival/departure depending on the route the aircraft has taken.

- Runway preference for All February Arrivals:
 - Over South Portland - 48.57% (390) Over Portland/West End - 0% (0)
 - Over Peaks Island 13.33% (107) Over Little Diamond 1% (8)
 - Over Falmouth 0.12% (1)

 - From West - 28% (226) From East - 72% (577)
 - Total Arrivals - 100% (803)

- Representative Wakelin raised a suggestion to change the reporting procedure. Moving it from being a complaint system to a reporting system when aircraft are not following the correct arrival path. Representative Wakelin said that the number of callers is irrelevant as it doesn't capture the frequency of flights deviating from when they could have taken off/landed over water. Come up with a procedure that determines if the route over water was taken or not. Mr. Bradbury advised we are doing this and it will be referred to in an upcoming slide. Mr. Bradbury spoke to the online system and advised it is useful for picking up discrepancies. Mr. Bradbury advised the new reports are being sent out monthly to anyone who would like to receive them.
- Mr. Bradbury continued to discuss Runway preference noise data for February arrivals and departures, commenting that South Portland has 48.6% of arrivals (390 flights). A

comment was made about prevailing winds and how this had a direct impact on the flight paths being used.

- Mr. Bradbury discussed the Harbor Visual Approach compliance for a week in February which was 74% for the week, with some days being restricted due to weather conditions. Mr. Bradbury talked about the new GPS waypoints to see if this will tighten the pattern of the HVA (bringing planes further south to prevent them from flying over Peaks and being a little further south).
- Mr. Bradbury spoke about noise compliance between 10pm and 7am. The weekly average is 69% (some days higher compliance than others). Mr. Bradbury spoke about patterns being created in the evening before the tower closes. Mr. Shaun Patten advised that if a pattern is established upon takeoff, the aircraft will usually continue with it, but from 10pm onwards the preference is always to land from the west. Mr. Patten acknowledged there's some work to be done on this, and he is working with his team to focus on increasing the number of late-night arrivals to land from the west.
- Tom Ainsworth made a request to Steve Dalzell (FedEx/Wiggins) regarding the use of RWY 18/36 during noise sensitive hours. Steve commented that they can work with Wiggins but would require more information about when RWY 11/29 is not being used and the weather conditions at that time. Mr. Dalzell asked if they can be provided with this information so they can check whether the cause is pilot preference or due to safety issues and concerns. Mr. Bradbury also commented on the smaller aircraft needing to use whatever runway that the prevailing winds dictate. Steve also commented on a high turnover of pilots this season and mentioned that the newer pilots need to build up their experience to land in stronger wind conditions.
- Mr. Bradbury continued to discuss the Noise Date for RWY 11 departures for February (early north/south). Mr. Bradbury discussed the 'gates' in Vector and how we have the technology to track any aircraft that are deviating early north (0.62%) or south (1.24%). Mr. Patten spoke to one of the early north departures and mentioned gusting winds. Mr. Patten said that he will continue to work with his team and the Jetport to analyze these departures to determine the causes.

6. Old Business Item A: Airfield construction planned for spring 2022: Rehabilitation of Runway 11/29. Project requires an eight-week closure of Runway 11/29 scheduled from April 18 – June 13, 2022. We will review the project schedule, impact, and community outreach campaign.

- Mr Bradbury introduced the upcoming construction plan for RWY 11/29. Almost \$14 million cost, 27.5 acres of pavement removal, 34,000 tons of asphalt, 501 new lights and almost 20 miles of electrical wire. The planned construction is to take place over 56 days, so it is expected to move along very quickly.
- Mr Bradbury discussed the overnight closure of both runways for 29 nights during the construction process, and that this is in part due to the NAC's actions. The airport will be entirely closed on these nights from 10:30pm until 5:45am. During these closures, work will be completed on the runway intersections of RWY 11/29 and RWY 18/36.

- Jerry Angier asked if this information could be distributed to the print media and general media. Mr. Bradbury advised this has already been done, and that the Jetport will continue to do this. The community outreach so far has been via newspaper, tv & radio, direct mailers and with a dedicated website. Mr. Bradbury highlighted the households on a map of Portland who have received a copy of the mailout flier. Mr. Bradbury mentioned there was a mention in the 'Letter to The Editor' section of the Portland Press Herald recently.
- Mr. Bradbury noted the NAC and commented that the flier and outreach was done in large part due to the assistance and support of this committee.
- Jerry Angier asked if the Portland Press would be able to place something on the front page on their paper on the day the runway closure commences. Mayor Foley and Paul Bradbury advised they don't have control over what is published but they will certainly be making that request.
- Tom Ainsworth asked when the 29 nighttime closures will be occurring, and asked if this information could be published to the community. Mr. Bradbury referenced a table showing the timeline for the construction that includes the night time closures occurring from May 9th to June 6th.

Old Business Item B: Review comments submitted in response to FAA's January 12, 2022 release of draft Advisory Circular (AC) 150/5020-1A, "Noise Control and Compatibility Planning for Airports."

- Mr. Bradbury discussed the public comment letter sent to the FAA in response to the FAA's Draft Advisory Circular (AC) 150/5020-1A. Mr. Bradbury read through the letter that was drafted, thanked the subcommittee who worked on the draft letter and thanked Zachary Briggs for submitting it to the FAA. Mr. Bradbury also referenced the confirmation receipt that was received from the FAA.
- Mr. Bradbury commented that the Jetport appreciates the feedback from the committee and the community.

7. New Business Item A: The NAC will review a proposal for flight path modifications to the HSKL THREE and NUBLE FOUR RNAV departures as well as the RNAV Visual Special Approach. The proposal was submitted by the following groups: Peaks Island Council – Flight Path Committee, Little Diamond Island Association, and the Western Promenade Neighborhood Association.

- Mr. Bradbury opened the discussion on the proposal for flight path modifications. Mr. Bradbury commented that the NAC has not had a substantial amount of time to review the proposal and that tonight's meeting is aimed for discussion on the proposal rather than making any decisions. Mr. Bradbury advised that he would like the committee

members to have time to digest the proposal and added that some of the points in the proposal are moot in the short term, due to the Runway Construction Project.

- Mr. Bradbury acknowledged the groups who have put this proposal together and thanked them for working together. Mr. Bradbury advised any group is welcome to add comments or input on the proposal and added that groups should be coming through their representatives to the NAC.
- Mr. Bradbury reiterated that agenda items need to come from committee members, so it's important that community members and groups funnel their requests through their local representatives.
- David Wakelin commented that South Portland was not involved in the drafting of the proposal but appreciates the work that has gone into it. Mr. Wakelin said that on behalf of South Portland, he believes they need to spend more time digesting the proposal - arrival changes, departure changes, deviation issues. Mr. Wakelin said that South Portland is in agreement with the groups who wrote the proposal in that as much as possible, landings and departures should take place over the water (with the exception of going west). Mr. Wakelin made a motion to set up a sub-committee to review this matter and to present it back to the full committee at the next meeting (June 2nd). Tom Ainsworth seconded the motion.
- Representative Morton noted there is agreement among NAC members for the proposal.
- Mr. Bradbury commented that similar changes have been requested in the past, but commented that request number 2 in the proposal suggests that aircraft don't start turning east or west until over water and a point midway between Falmouth and Chebeague Island. Mr. Bradbury commented on a previous conversation with Southwest where it was identified that this proposal adds an extra 4 nautical miles in the wrong direction, and multiplied by a thousand flights this option is not feasible for them (time, money and fuel).
- Mr. Bradbury commented on the existing request for the RNP revision with the FAA and said the Jetport will work with the FAA once they are ready to work on the procedures. Mayor Foley commented that the current queue with the FAA is long due to delays with COVID.
- Mr. Bradbury commented that they have currently requested to keep traffic north of Peaks Island and over Hussey Sound. This request may/may not be possible and is something the FAA will look at when they review the procedures. Mr. Shaun Patten commented that the FAA has tools to show what will and will not work.
- A question was asked to Shaun Patten about the HVA and Southwest saying it is not flyable and that it's too tight. Shaun Patten confirmed that Southwest is the only airline that has come forward saying the HVA is 'unsafe because of the maximum turn rates. Mr. Bradbury clarified that Southwest (Gary McMullin) did not say it was unsafe, but rather that their flight management system has data that says 'they don't like the harbor visual for our 737 fleet because of that turn'.

- Mayor Foley revisited the proposal to have a sub-committee formed and asked who would be participating. Comments were made that it would be open to all. Shaun Patten asked if the sub-committee would be governed by the Maine 'Freedom of Access' laws and public information meeting notices. Mr. Bradbury said he is unsure and that this is something the Jetport can check. Comment was made to specify that the sub-committee is strictly advisory and has no authority to do anything. Agreement was made that Mr. Bradbury will check with legal standing and meeting structure from the City of Portland on this.
- Mayor Foley asked who from the NAC will be participating in the sub-committee. The names mentioned were Jeremy Morton, Jennifer Lavanture, David Wakelin and Tom Ainsworth.
- Mayor Foley called the motion to have a subcommittee review the proposal for changes to procedures. A roll call vote was taken. All those in favor were: Tom Ainsworth, Mayor Dhalac, Mayor Foley, Jerry Angier, Council Chair Lee Pratt, Jennifer Lavanture, Dr. Jeremy Morton, David Wakelin, and Penny Jordan. Three members abstained and they were: Steve Dalzell, Shaun Patten, and Katherine Hughes. The vote was marked as unanimous with abstentions.

8. Closing Questions / Public Comment

- Anne Pringle made a comment to clarify that Jeremy Morten and Jennifer Lavanture were both involved in the proposal.

9. Committee will consider whether to schedule a meeting in June. Proposed date is Thursday, June 2, 2022.

- Mayor Foley discussed the next NAC meeting date being on Thursday June 2. There were no objections to this.

10. Adjournment.

- The NAC meeting was adjourned at 7:17pm.