



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

- NAC Chair Pro Tem Mike Foley opened the meeting

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

- NAC Chair Pro Tem Foley allowed for a 15-minute public comment period. There were no public comments presented

## **3. Approval of Minutes for the May 11, 2023 Meeting**

- David Wakelin moved to accept the minutes. It was seconded by Lee.
- Minutes approved by all members present.

## **4. Presentation by Mark Collins, Air Traffic Manager PWM ATCT on the FAA Review of the Vianair Notional Procedures and Next Steps in Developing New Procedures**

- Mr. Bradbury briefly reviewed the Vianair study (existing conditions for RNAV Visual and ILS approaches to Runway 29), and noted the desire to revise the Southwest RNAV Visual Approach due to impacts to Peaks Island with the notional RNP overlay of the Harbor Visual Approach.
- Mr. Bradbury spoke on the proposal by the NAC Working Group and Vianair for revisions to the existing HSKEL THREE AND NUBLE FOUR RNAV RWY 11 Departures. The notional correction for fixing those concerns was also presented.
- Mr. Collins stated the proposal meets criteria but is on the edge of criteria; waivers would be required to put the triple R turn into effect on the proposed new HVA RNP approach. The length and turns all require waivers due to bank angle and proximity to the ground. He indicated that the FAA is willing to discuss waivers. There isn't a way to determine how long the waiver process would take.
- Mr. Collins reviewed the Vianair Arrival Proposal and RNP Closer View. We can make changes so pattern doesn't go all the way out to Sappi. The RNP without waivers was discussed. Mr. Bradbury noted this is similar to the current RNAV Visual Special by Southwest
- Mr. Collins discussed the Notional RNP with Waivers. It was a revision of Vianair's proposal. The approach came in between the islands, eliminated a right-hand turn. This eliminated the need for one of the waivers. Waivers would be required for the other turns. He believes this can be done, but there are hurdles to clear. United and Southwest volunteered to fly this to confirm it works.
- Mr. Collins said the first hurdle will be if it's not viable. He stated there was a three-day review of this. Going between the islands will be better and shorter overall.
- Michael Wood inquired about the distances between the first before the second turn and when the aircraft is stable for final. Mr. Collins stated it's inside  $\frac{3}{4}$  of a mile.

- Mr. Wakelin stated Southwest Airlines has had difficulties internally with some of these turns and asked what happens if the other airlines accept it and Southwest says they are uncomfortable. Mr. Collins responded saying he would be surprised if one airline accepts that another would reject a procedure.
- Mr. Wakelin stated he was told this was setting off alarms in Southwest's systems and that made them go back and check it on a regular basis. This is why the RNAV Special in the middle of Peaks was done. Mr. Bradbury noted it was the HVA that caused these concerns, not an RNP procedure.
- Jennifer Lavanture inquired regarding which turns physically require a waiver. Mr. Collins stated there are two turns into the harbor and the final one inside the harbor
- Jennifer Lavanture asked why Vianair didn't include Sappi in their report. Mr. Collins stated it was so Sappi would not become an obstacle.
- Natalie asked about the required straight distance in and the last leg? Mr. Bradbury demonstrated using the RNP Without Waivers Close Up slide.
- Natalie West stated this was not mentioned by Vianair. Mr. Bradbury responded noting Vianair said it met criteria but agreed that the need for waivers had not been mentioned. Mr. Collins indicated data regarding the Washington/Reagan (DCA) river approach would be the basis for our waiver.
- Natalie inquired about the other basis for granting waivers. Mr. Collins noted noise is not a basis, but FAA experience at DCA is positive and provides a proven safe basis for this approach. He said that the weather criteria are 500 feet ceiling and two miles of visibility.
- Mr. Wakelin expressed his disappointment regarding the need for three waivers based on the consultant's report. Mr. Collins stated he was pleased to hear the FAA is willing to entertain this procedure and will do his best in writing the waiver package.
- Jennifer Lavanture asked whether we are asking for a revision to the notional report from Vianair. Are there any instances of the FAA implementing the RNP Waiver? Paul Bradbury noted that DCA has implemented multiple waivers in part to noise. Mark Collins reiterated there are years of data showing a safe operation.
- Jennifer Lavanture asked how long it would be before receiving feedback from United and Southwest? Mark Collins replied he was hoping it would be by or before the first week in August.
- Mark Collins indicated there are hurdles to the procedure approval including airline and fly ability, waivers, environmental and redrawing our arrivals. For the departures the aircraft will need to be capable and crew will have to be trained.
- Tom Ainsworth asked who will be shepherding the project.
- Mr. Collins stated it would be four people including himself.
- Mr. Foley assured that the group has progress with ATCT support.
- Mr. Collins reviewed the NUBLE RNAV Departure and that it would be an improvement from the current path.
- Mr. Bradbury reiterated the ideal path would be over the water
- NAC Chair Pro Tem Foley asked if there were any final comments on the presentation. No further comments were offered.

- Mr. Bradbury thanked Mr. Collins and his team for keeping these procedure requests moving.

**5. Review of the FAA's Requests for Comment on the Civil Aviation Noise Policy. The following link will take you to the FAA site and allow you to review the Federal Register Notice and provides additional links to more information: Noise Policy Review**  
<https://www.faa.gov/noisepolicyreview>

- Mr. Bradbury encouraged the group to use the resources on the FAA Noise Policy Review page. The goal is for anyone to provide comments and utilize the resources.
- Mr. Bradbury discussed the scope of the noise policy review (metrics, noise thresholds), and noted that Lindsey White, FAA Community Engagement Officer for the New England Region, had joined the meeting via Zoom.
- Mr. Bradbury discussed the scope of the noise policy review (metrics, noise thresholds). Goals are
  - To revisit the DNL by exploring methods used to calculate it.
  - Examining noise thresholds and consider whether to retain the current ones, set them for some or all the metrics in the system, change the metric and level used to define the threshold of significance and reportable impacts for NEPA.
  - Consider reviewing the noise policy at least once every 3-5 years to determine if revisions/updates are needed to respond to new information.
  - Potential outcomes of policy changes reviewed (updates to regulations, orders, guidance, etc; change level of review needed for a given action; improve FAA's communication about noise impacts to public.
  - Policy changes will not affect current/existing aviation noise exposure; where/when aircraft can fly; completed or ongoing environmental reviews
  - This request is to inform the FAA for future policies.
- NAC Chair Pro Tem Foley opened the discussion to questions.
- Jennifer Lavanture indicated a group NAC letter should be submitted. Question was posed on whether we do this for the July 31<sup>st</sup> date?
- Natalie West responded saying she received feedback from her friend at DCA that individual and group letters are being done. They are getting on board regarding the method to use.
- NAC Chair Pro Tem Foley suggested crafting the letter based on feedback from the Committee supporting recommendations that they are considering.
- Julie suggested providing a metric for data that doesn't fall within the airport vicinity. She suggested to have multiple ways to gather the information.
- Julie indicated there should be a comparison between daytime and nighttime flights and DNL as well as the health impacts.
- Mr. Bradbury stated they can be cumulative or single events.
- Mr. Ainsworth suggested tightening regulations for cargo and using a different metric for cargo than for passengers.

- Mr. Bradbury indicated that the noise levels are the subject and using metrics only as it relates to noise and the carrier type is irrelevant.
- NAC Chair Pro Tem Foley inquired with Mr. Bradbury on whether he could draft a group letter and work with Committee members the second week of July with comments due by the end of the week. The letter would be submitted by the end of that week.
- Mr. Bradbury stated there should be a subcommittee and he would work with Julie and Jennifer on the group letter, including backup information.
- NAC Chair Pro Tem Foley suggested the letter being balanced with the group's opinion.

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

- NAC Chair Pro Tem Foley stated Mr. Bradbury would consider a point person in his budget in the FY 25 budget. He presented the following options:
  - Immediate Option: Form small working group to develop parameters for a joint citizen/Jetport program to monitor compliance.
    - Mr. Bradbury said there was a motion seconded and adopted for this and expressed that Ann Pringle had concerns on this front.
    - Julie Shane stated she has a spreadsheet with useful information to assist with this compliance program.
    - Mr. Bradbury confirmed we have a fully staffed Operations Team with a Duty Officer assigned to Environmental, which includes noise concerns. The working group would understand and analyze data as well as push it to the Noise Advisory Committee at the normal meetings and the Air Traffic Control Tower.
    - NAC Chair Pro Tem Foley inquired on whether the group would each analyze data or get together and analyze data.
    - Mr. Bradbury suggested having an ATC representative as well.
    - NAC Foley instructed the meetings can happen via ZOOM. Those who are interested can express that to Paul, who will convene the group later this summer or in the fall. After they come up with some parameters data can be compiled and reviewed.
    - Mr. Bradbury confirmed all outcomes will be reported to the NAC.
    - Mr. Wakelin agreed to the suggestion.
    - Natalie West asked who changes how the gates are set up?
    - Mr. Bradbury responded indicating it would be our Deputy Director of Operations, Zach Briggs but others can be trained too, such as our Environmental Duty Officer. The gates would be designed based on the input from the working group.
  - Next Fiscal Year: Based on NAC input develop a scope and budget to hire a consultant to provide ongoing Fly Quiet program monitoring.

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

- Natalie acknowledged Mark Collins, PWM ATCT; Josh Cobb, PWM Operations; and Justin Conner, PWM ATCT for being present tonight. She requested assistance in retrieving

historical data from her computer. Mr. Bradbury said he would review with her post meeting.

**8. Next Meeting Date: The NAC should review and set its next meeting date**

- NAC Foley suggested a survey be set up and sent to set up the next meeting.
- Mr. Wakelin suggested it be in September at the earliest.
- NAC Chair Pro Tem Foley said the next meeting will be in early October and if there are any updates to send them out in the interim.
- Paul Bradbury advised that not all slides from the packet will be covered in the meeting, but advised all information was included in the packet sent out prior to the meeting.
- NAC Chair Pro Tem Foley confirmed there would be a Doodle sent out so everyone's availability can be confirmed and suggested establishing meetings for the rest of the year.
- Mr. Wakelin suggested quarterly meetings (four times a year, but skipping the summer)
- NAC Chair Foley indicated meetings would be set up in October, January, and April or May

**9. Adjournment**

- Motion made and seconded and with no objection the meeting was adjourned at 7:13 pm.