

## Portland International Jetport Noise Advisory Committee Meeting



**Maine's  
Home  
Airport.**

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
1/25/2024	5:30 PM	6:43 PM	TBD	6:00 PM	K. Glidden I. Meriwether P. Bradbury	PWM

Attended By	Absent
Tom Ainsworth – Stroudwater Neighborhood Association	Regina Phillips – Portland City Councilor/NAC Chair
Mike Foley – Westbrook Mayor	Susan Gillis – Cape Elizabeth Town Councilor
Mike Wood – Scarborough Representative	Natalie West – South Portland Councilor/Rep.
Tim Bryan – United Airlines	
Julie Shane – NAC Working Group Citizen Rep. & Incoming South Portland NAC Rep.	
Jennifer Lavanture – Peaks Island Resident Rep.	
David Wakelin – South Portland Resident Rep.	
Lee Pratt – Gorham Town Council Rep.	
Mark Collins – FAA Air Traffic Manager	
Steve Dalzell- FedEx Rep	
Dr. Jeremy Morton – Western (joined at 6:26)	
<b>PWM Representatives</b>	
Paul Bradbury – Airport Director	
Katherine Glidden – Customer Experience Manager	
Ian Meriwether-Chalfant – Airport Operations Supervisor	
<b>Non-Member Public Attendees</b>	
Deborah Napier, SNA	
Basil Klosteridis, Peaks	
Vicki Flanagan, Peaks	
Anne Pringle – RNAV Planning Subcommittee	
<b>FAA Representatives</b>	
Ken Knopp – FAA Deputy Regional Administrator	
Lisa Orff – ATCT Staff Support	

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1. **Welcome / Hybrid - Zoom Meeting Information / Process**
2. **Recognition of David Wakelin for his service to the NAC**
  - a. NAC Chair Pro Tem — Mayor Foley began the recognition process, followed by Director Bradbury. Thank you for all of your hard work, Dave.
3. **Opening Questions/Public Comments**
  - a. NAC Chair Pro Tem – Mayor Foley opened the meeting.
    - i. No Public comments
4. **Approval of Minutes for the October 12, 2023 Meeting**
  - a. Mayor Foley moved to accept the minutes, which Dave Wakelin and Tom Ainsworth seconded and were approved by consent of all present.
5. **Presentation by Paul Bradbury passenger statistics, runway use, and upcoming statistics**
  - i. Record Enplanements in June, July, August, September, and October in 2023. Annual total passengers for 2023 were also record highs at 2,146,000 up from 1,972,000 in 2022- an increase of 11%
  - ii. Operations in 2023 increased to 53,986 from 53,017 in 2022.
  - iii. All-time record enplanements at 1.109m boardings, up 1.4% over 2019.
  - iv. Load factor was above 90% in both August and October 2023 with record capacity available for purchase.
  - v. If boardings exceed 1.1 million in 2 out of 4 years, we will have to go back to the planning board to have traffic permit updated.
  - b. **Runway preference**
    - i. Primary runway usage was at 86% for all traffic including GA
    - ii. Jet aircraft primary runway usage was at 97%.
    - iii. Arrivals from the West were 24%, Departures to the West were 82%
    - iv. During a one-week snapshot in December, 76% of operations arrived from and departed to the west during Noise Sensitive Hours.
    - v. Less than 2% early North and less than 1% early South
  - c. **Taxiway Alpha Construction**
    - i. Paul introduced the proposed plans for the Taxiway A project.
    - ii. Majority interest of signatory airlines selected 100 nights of closure 22APR-31JUL.
    - iii. There will be a full media outreach and direct mailings to nearby citizens north and south of the airport.
    - iv. American and Delta chose 100 night-time closures from 10:30 pm to 5:45 am
    - v. Will cause reduction in capacity and possible cancellations due to RWY 18/36 being shorter
      1. Which aircraft can't use RWY 18/36- it's typically weight and balance, not equipment itself.
      2. Runway conditions, wet vs dry conditions, change ability to take off and land. Depending on aircraft may require weight restrictions during wet conditions to use the shorter cross wind runway 18/36.

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3. Tom Ainsworth has concerns regarding the noise and potential pollution regarding the switch to 18/36 during night operations, specifically large aircraft perception that larger aircraft are louder than small aircraft
4. Tom Ainsworth requests that airlines should not be allowed to depart until the tower opens to direct the traffic away from the most sensitive areas.
5. Mike Wood had concerns about the night operations affecting Scarborough more than typical. What kind of outreach is being done with BOS Center who will be handling that traffic during those hours for the purposes of noise abatement? Paul Bradbury/Mark Collins, we can pass along noise preference when the clearance is issued, but we can't always control that. We do not currently have departure procedures tied in to RWY 18/36
- vi. Changing out edge lighting for in-pavement centerline lighting with reflectors on the TWY edges to decrease costly repairs during snow removal.
- vii. Additionally, two weeks of possible full closures of RWY 11/29 are scheduled in September.

### d. Parking addition

- i. This project is tentatively scheduled for April. The start date is dependent on the approval of permits.
- ii. Alternatives for moving cell phone lot out International Parkway or onto Jetport Boulevard
- iii. Areas being developed are primarily south of Embassy suites.

## 6. Update by Mark Collins, PWM ATCT Manager on the FAA review and status of the proposed new RNP overlay for the HVA approach procedure and update on the proposed revisions to the HSKEL THREE and NUBLE FOUR procedure.

- a. The Vianair designed procedure did not require waivers, but when it was put into the FAA RNP procedure the approach speed was increased to meet FAA requirements and possibly airline requirements. This change caused the need for the waivers. Waivers won't be given for procedures developed for noise abatement.
- b. Julie had a question about whether Southwest had an issue due to its inability to adapt the RNAV process. Paul- We have no indication on whether Southwest required/requested a higher approach speed.
- c. Three parts would require waivers, thought these were much closer- waypoint 709 to approach end of RWY is too short- we want stable at least 2 miles out, waypoint 709 to 710 and waypoint 712 to 713- the bank angle on these at the approach speed was too much, but likely won't reduce the speed for practical reasons
- d. Jennifer wanted to emphasize that, understanding there aren't waivers for noise mitigation, we are trying to make the HVA into an instrument procedure, thus making it safer than the HVA as it currently stands. From a safety standpoint, this makes the HVA safer and doesn't just mitigate noise.

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- e. Ann wanted clarification on RNP with waivers regarding speed. "FAA may have increased the approach speed with guidance from ATCT"- Paul will update the packet to correct the language that indicates one airline is preventing us from moving forward with this procedure.
- f. Ken Knopp, FAA, noted that the ILS will always be the most capable approach, and the RNP will not replace that in poor weather conditions. In regards to RNP procedures, not all airlines can globally implement the same RNP procedures as others.
- g. Julie said even though airlines needed the waivers DCA had a similar situation we didn't think there would be an issue with the waivers.
- h. Mark Collins noted safety and efficiency comes first, and unsure if we would entertain the need for waivers- FAA does not currently have resources to re-draw the procedure. If we can tie this into safety and make a case for it, maybe we can push it farther. With waivers, what we are talking about is safety. We have to be ok with accepting the risk that comes with waiving those safety standards.

### 7. Fly Quiet Program & Compliance Monitoring Data Review:

- a. Paul Bradbury touched on the discrepancy report, the plan is to review the report bi-weekly. It will operationalize the discrepancy report. Vector info for every operation, METAR data, and then creates the discrepancy report.
- b. Julie explained the details of the discrepancy report.
- c. Ann noted this is a much better way to evaluate the concerns than the complaint system.
- d. Julie commented that she expected the primary runway setting would have more impact on the choice based on the data. Willing to send a copy of the reports as they're generated.
- e. Mike Wood asked where the weather data came from and Mr. Collins noted the weather data comes from METAR data.
- f. Tom- are there other ways that FAA has to evaluate compliance and apply them to our situation?
- g. Jennifer asked Julie if there was a breakdown of deviations when the ATCT was closed.

### 8. Closing Questions / Public Comment

- a. Mayor Foley proposed closing questions and comments
  - i. Jennifer asked for a potential list of all of the airlines that have signed on to the Southwest Special Visual LOA.
  - ii. Basil Klosteridis asked how the RNP through the HVA had tolerance issues. At the same time we know that Southwest is on the Catex (environmental Categorical Exclusion) with the HVA. The HVA Catex was used to approve the HVA Catex over the end of the island. Why couldn't these approaches use the same limitations?

**Next meeting date: April or May TBD**

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**Adjournment:** Motion to adjourn proposed by Mayor Foley, seconded by Dave Wakelin. Meeting adjourned at 6:43 pm.

DRAFT