

## Portland International Jetport Noise Advisory Committee Meeting



**Maine's  
Home  
Airport.**

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
4/24/2024	6:00 PM	7:15 PM	TBD	6:00 PM	K. Glidden I. Meriwether P. Bradbury Z. Sundquist	PWM

Attended By	Absent
Tom Ainsworth – Stroudwater Neighborhood Association	Susan Gillis – Cape Elizabeth Town Councilor
Michael Wood – Scarborough Representative	Natalie West – South Portland Councilor/Rep.
Julie Shane – South Portland Representative	Mike Foley – Westbrook Representative
Jennifer Lavanture – Peaks Island Resident Rep.	Tim Bryan – United Airlines
Kristean Jacobs - G2 Station Manager	
Mark Collins – FAA Air Traffic Manager	
Steve Dalzell- FedEx Cargo Representative	
Dr. Jeremy Morton – Western Promenade Representative	
Regina Phillips – Chair, Portland City Councilor	
<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	Stephen Cooney, Portland
Carter Waldren, SNA	
Basil Klosteridis, Peaks	Triss Critchfield, South Portland
Vicki Flanagan, Peaks	Lee Harvey, South Portland
Anne Pringle – RNAV Planning Subcommittee	Finn Teach, Portland
<b>FAA Representatives</b>	
Ken Knopp – FAA Deputy Regional Administrator	
Lisa Orff – PWM FAA ATCT Staff Support	
Lindsey White - FAA Community Engagement Officer	

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# Portland International Jetport Noise Advisory Committee Meeting

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

NAC Chair Pro Tem – Tom Ainsworth suggested the meeting proceed without a chair (Chair Phillips joined the meeting in progress) so Mr. Bradbury opened the meeting with Committee Member and attendees introductions.

## 2. Opening Questions/Public Comments

- a. Anne Pringle had a question about flight paths for advanced vertical mobility. Is vertical takeoff and landing on the horizon for Portland, Maine?
- b. Mr. Bradbury touched on Electric Vertical Take-off and Landing (EVTOL) and VTOL and how Advanced Air Mobility (AAM) will be on the horizon for GA. He mentioned that Beta Technologies is considering the installation of an electric charging station at our north fixed base operator Northeast Air.
- c. Julie Shane asked if the public would be involved in the decision-making process regarding flight rules. Mark Collins was not sure and or able to give a time frame. Mr. Bradbury noted that any proposed rules would go through the federal register and have the opportunity for public comment.

## 3. Approval of Minutes for the January 25, 2024 Meeting.

- a. Mark Collins moved for approval of minutes that were seconded by Steve Dalzell.
- b. Jennifer Laventure noted that the meeting minutes were not viewable when shared and she had requested access.
- c. Paul responded he would share with the group and we would approve at the next meeting.

## 4. Review of Passenger statistics & Summer Operations Levels by Paul Bradbury.

- a. Mr Bradbury touched on the up gauging that has happened with more passengers, larger aircraft, but fewer flights.
- b. PWM has the capacity to handle the additional passengers.
- c. 90% load factor in October which was the highest out of last year and trending upward.
- d. Mr. Bradbury showed statistics indicating 2Q24 v 2Q19 seats were up 10% on 14.3% fewer operations. 3Q24 v 3Q19 operations are up 3.6% with a 34.7% increase in seats.
- e. Tom Ainsworth stated quiet hour operations are more impactful. Mr. Ainsworth questioned whether it is possible to run the data from 10PM to 7AM and get those numbers to the committee? Mr. Bradbury noted we will run the data.

## **5. Review of Taxiway Alpha project which commenced on Monday, April 22nd by Paul Bradbury**

- a. Paul introduced the proposed plans for the Taxiway A project. There will be weekly updates on the website. Mr. Bradbury mentioned all information is available on the website. The Jetport mailed out 37,000 postcards to surrounding communities to alert them to the project. We waited for the contractor to sign the contract which caused a delay in notification. The website will be updated weekly and we will include projected runway use based on forecast.
- b. Ms. Glidden noted that Michael Wood added the link for the air taxi information on the website. Mr. Wood also inquired what the new taxiway designation would be? Mr. Bradbury stated from West to East taxiway stubs will be numbered A1 - A5.
- c. Mr. Bradbury noted that due to inflation the initial bid price increased by almost a million dollars.
- d. American and Delta selected the 100 night closures (April 22- July 31) from 10:30 pm to 5:45 am. Together these two airlines hold over 50% market share which establishes majority in interest per the Jetport signatory airline agreement. The airlines evaluated the impacts and reduction in capacity and possible cancellations due to RWY 18/36 being shorter in making the determination.
- e. Mr. Bradbury noted that when the initial runway project was completed we did not expect to have additional extended primary runway closures for construction for ten years, however the Pavement Condition Index (PCI) went down faster than anticipated.
- f. Tom Ainsworth asked if there was any reason the PCI degraded faster than anticipated, and if we are addressing a possible underlying issue.
- g. Mr. Bradbury noted that the pavement has met the FAA lifetime of 20 years so it was eligible for reconstruction. There isn't a single factor as to why the pavement degraded faster than anticipated.

## **6. Excel Model to Increase Compliance of Noise Mitigation Flight Procedures by Julie Shane.**

- a. Julie Shane and her sister created an excel sheet that takes the Vector data of flight tracks and lines up with weather reports to know when noise preferred paths were available for use. Zach Briggs (PWM Deputy Director of Operations and Maintenance) setup two virtual gates and RNAV in Peaks Island; they were able to identify flights that did not take a noise mitigating measure. We can now identify flights that do not stay over the water when the weather would allow it.
- b. Weather, controller, and pilots have a lot of input so inputs can be variable. We have selected conservative inputs to drive the model but they can be changed and the model will adjust. The tower will review noncompliant flights.

- c. Data for 4/1 - 4/14 was reviewed showing how the model works.
- d. The model is a starting point. The goal is to identify the flights not flying over the water when possible and assistance from the tower and airlines is needed.
- e. Mr. Bradbury acknowledged all the hard work and effort of Julie to build the model and present all the information.
- f. Tom Ainsworth asked who at ATC would be reviewing the discrepancies and could the NAC access to this person. Mr. Collins noted the discrepancies would be reviewed. He gave some insights on pilot reported low level wind shear that stops the use of the HVA. He noted this information isn't reported in the metar data used by the Excel model, and expects the model can be revised to remove the HVA when a certain level of wind gusts are reported.
- g. Julie Shane would like to work with ATCT and airport to refine the model to address the low level windshear data but would need that information. Mr. Collins stated he can pull the last 45 days worth of flight data to review these discrepancies. Their local system discards data after 45 days. Mark Collins can pull other systems to go back further than 45 days.
- h. Tom Ainsworth asked who from the Jetport was working on this project? Mr. Bradbury responded it would be Zach Briggs and himself.

**7. Update on the proposed new RNP overlay of the HVA approach procedure and the proposed revisions to the HSKEL THREE and NUBLE FOUR departure procedure by Paul Bradbury.**

- a. The Vianair designed procedure did not require waivers when it was first submitted to the FAA. The RNP procedure approach speed was increased to meet FAA requirements and possibly airline requirements. This change caused the need for three waivers. Waivers won't be given for procedures developed for noise abatement. Vianair is still working to determine whether an RNP procedure that meets the FAA's approach speed criteria is possible without waivers.
- b. Vianair is reviewing the FAA data to determine what changes could be made to keep as much of the approach as possible over water. Mr. Bradbury noted even some of the Harbor Visual Approach encroach over land.
- c. Mr. Bradbury acknowledged the Special Visual RNAV can work and we know the current one upsets Peaks Island, but the Special Visual RNAV could be a backup in the event Vianair is not successful.
- d. Mark Collins noted he had not heard back on the Revised HSKEL THREE RNAV Departure. We will follow up with the committee when we get that information.

- e. Mr. Bradbury reviewed that Jennifer Lavanture had asked at the last meeting about the RNAV. Mr. Bradbury will review on Vector after the meeting.

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

- a. Paul Bradbury asked if there are any comments on the information that was proposed and opened to public comments.
- b. Basil Klosteridis requested information on the new special visual. Very concerned about the Southwest Special Visual. Would a new special visual do away with the Southwest Special Visual?
- c. Mr. Bradbury responded that would be the goal though he can't speak for Southwest or the FAA.
- d. Vicki Flanagan asked why we don't pursue the special visual RNAV now and pursue the RNP down the road?
- e. Mr. Bradbury responded it's a lot of effort and Vianair's recommendation is to go for the RNP as more aircraft can use it with lower minimums but that the RNAV Visual Special is a good fallback if that can't happen. Ms. Flanagan stated she understands it is easy to upgrade from RNAV to RNP. How long does the process take to get to the RNP? Mr. Bradbury responded we should know in the next three months.
- f. Julie Shane enquired if both could be pursued simultaneously. Mr. Collins indicated that would be a question for Jim at Vianair.
- g. Stephen Cooney stated he watches a wide variety of altitudes. Are there any boundaries for vertical guidance? Mr. Collins stated an RNP approach would give the clearest guidance. Visual arrivals will have a wide variance in altitude. Mr. Cooney inquired if there would be public input in RNP altitude settings? Mr. Collins stated it would likely not be public but would be in line with the acceptable descent standards.
- h. Julie Shane enquired if the RNAV Visual would have the same standards as the Harbor Visual or an in between the visual and RNP? Mr. Collins responded it would be close to the current RNAV special but isn't sure the answer to her question.
- i. Julie Shane enquired if the RNAV Special is in place would it become the preferred nighttime runway? Mr. Bradbury stated it would not and the arrival preference would remain from the west. Mr. Collins stated it would still be helpful for the nights when we need to arrive from the east.
- j. Finn Teach asked if there are any limits on larger noisier planes? Mr. Bradbury responded we can't regulate interstate commerce and use restrictions are not permitted by congress. Right now we have no homes within the 65 DNL level which is the current metric.
- k. Michael Wood asked if there would be a difference between RNAV and RNP? Mr. Bradbury

doesn't know the answer but will pursue the answer.

**9. Next meeting date:**

- a. Committee proposed the next meeting be set in June/July, staff will schedule via survey with Committee membership.
  
- b. Jeremy Morton suggested taking the meeting to a site and offered his backyard. Mr. Bradbury said we would consider, but need to meet the online requirements. He reiterated that staff is pleased to come speak and meet with community groups outside of the NAC meetings.

**10. Adjournment:**

Motion to adjourn was made by Tom Ainsworth and seconded by Jeremy Morton. No Objections. The meeting was adjourned at 7:15 pm.

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