



Portland International Jetport Noise Advisory Committee
 1001 Westbrook St, Portland, ME 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
02/17/2011	5:30pm	7:45pm	5/26/2011	5:30pm	J. Dunfee	PWM

Attended By

- E. Suslovic – Portland City Council
- M. Foley – Westbrook City Council
- M. Shaw – South Portland Rep
- T. Ainsworth – Stroudwater Village Association Rep
- J. Angier – Greater Portland Chamber of Commerce
- C. Rosenstein – Air Carrier Station Manager
- M. Collins – FAA ATC
- M. Hannemann – Air Cargo Station Manager
- J. Morton – Western Promenade Rep

PWM Representatives

- P. Bradbury – Director
- B. Wallace – Operations Manager
- J. Dunfee – Security Manager (absent)

Non-Attendees

- T. Bohan – Peaks Island Rep
- D. Armstrong – Cape Elizabeth Rep
- A. Livingston – South Portland City Council Rep

Non-Member Attendees

- W. Duffy – South Portland
- K. Hughes – United Express
- A. Beal – Stroudwater
- W. Cannata – Portland
- M. Revillard – South Portland

Opening Remarks- Councilor Suslovic, Chair

Meeting called to order. Welcome announcements made, prior meeting's minutes were approved.

Chad Rosenstein – Airline Update

- Advised the committee that Delta will be bringing a few late arrivals (11:30pm) as well as a 5:45am departure. The MD88 schedule has been pushed out to 6:50am departure for the next schedule period (through June).
- K. Hughes / United Expressed advised that they have a 5:35am departure scheduled for the winter months due to the need for connections and de-icing time.
 - Questions / concerns were raised regarding the after-the-fact reporting of airline schedules. Clarification was provided to the committee that, as an Advisory Committee, the Noise Committee does not have the power or authority to veto or prevent airline scheduling. However, in an effort to continue good communication and good neighbor relations, the airlines commit to advise the NAC of schedules to the best of their ability.

Maria Hannemann – Fed Ex Update

- Advised the committee that the current B727 that operates Friday night / Saturday morning is nearing its end – it will soon be replaced with a B757.

Runway 36 Safety Area & Reconstruction Update

- B. Wallace advised the committee that runway 18/36 is planned for closure for construction. The proposed dates of closure are May 1 – Nov 1, 2011.
- B. Wallace also advised that for approximately one month of the construction project, runway 11/29 will close for intersection construction. This date is TBD.

Mark Collins – FAA ATCT Update

- Lots of training going on in the tower. Many controllers are very new – expecting 9 people in training this summer.
- A proposal was made for a NAC rep to attend / present to the Air Traffic Controller's training to provide some insight about the noise problems around the airport.

PWM Noise Stats – Paul Bradbury

- Reviewed the Preferred Morning Departures from Runway 29 / Late Night Arrivals to Runway 11.
- NA-1: There is an overwhelming need to nudge the FAA to move forward with the RNAV procedures. These RNAV procedures will provide the greatest noise relief for ALL neighborhoods surrounding the airport.
 - Recommendations were made to generate letters from all levels of representation to the FAA, Congressional Members, etc. to push these RNAV procedures.
 - Recommendations for a 3-step process
 - Step One: Letter from the Noise Advisory Committee to the FAA
 - Step Two: Letter from the Noise Advisory Committee to our Congressional Delegation
 - Step Three: Request for City Councils of Portland, South Portland, Westbrook to pass resolutions calling upon our Congressional Delegation to meet with the FAA to resolve this issue.
 - Proposal moved by T. Ainsworth, seconded by J. Angier.
 - Suggestion for draft letters – send to NAC for review to get this process started.
 - Motion passes unanimously.
- NA-2: Preferential runway usage for departures from Runway 11 and arrivals to Runway 29
 - Of the 7 subcategories, 5 are complete, 2 are in progress.
- NA-3: Reduce early left turns after takeoff from Rwy 29
- NA-4: FedEx operations
 - Maximize use of Rwy 29 for the B727.
 - FedEx reports that the B727 is phasing out and being replaced with the B757
 - Review of FedEx Runway usage
 - Wiggins Runway Usage Overview:

	2008		2009		2010	
	Operations	Percent	Operations	Percent	Operations	Percent
Rwy 18/36	453	26%	688	35%	526	24%
Rwy 11/29	1274	74%	1306	65%	1623	76%


- NA-5: Preferential Runway Use
 - Commercial usage for 2010
 - 96% usage of 11/29 and 4% usage of 18/36
 - Review of draft Noise Abatement Posters for distribution
 - PWM plans to do the following to increase awareness of preferential runway usage
 - PWM will order 3 additional airfield noise abatement signs
 - PWM will enhance the Noise Information web page (FAQ's)
 - PWM will publish and distribute a Noise Abatement brochure/poster
 - PWM will advise pilots seeking badges of Noise Abatement policy
 - PWM will publish and distribute Real Estate noise abatement information
 - PWM will assist planning boards with noise compatibility planning
 - PWM will attend ATC meetings to discuss PWM Noise Abatement policy
- L-1 – PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
 - PWM is preparing Real Estate, Homeowner, and Airport Zoning tips and will work with the real estate and planning entities to distribute this information.
- A-1 – Flight tracking system has been in place since 2006
- A-2- Initiate periodic calculations of Exposure metric
 - Training conducted May 2010.
- A-3- Establish engine run-up procedures.
 - Aircraft operators will request prior permission from PWM prior to engine run-up.
 - PWM established engine run-up procedures
- A-4 – Continue to work with FedEx and others to encourage conformance with Noise abatement
 - PWM continue to influence local representatives of any company operating Stage 2 or Stage 3 aircraft to use CASCO SID

- Wiggins has provided letter of understanding that the use of runway 18/36 is a noise sensitive area and that they will comply with Air Traffic Control's instructions.
 - **A-5-** Request BNAS to curtail practice at PWM – **DONE**
 - **A-6 -** Continue meetings with Noise Advisory Committee
 - Noise Advisory Committee remains active and provides feedback to PWM on success of NCP update.
 - Noise abatement departure procedures
 - Preferential runway use program
 - Develop GPS RNAV procedures so that additional precision can be added to existing procedures
 - **A -7 –** Attend Periodic Meetings of local homeowner associations
 - PWM visit homeowner associations at least annually
 - PWM has requested the assistance of the committee in determining when neighborhood meetings are scheduled.
 - Complaints vs. callers (see attached PowerPoint)
 - Calls per neighborhood (see attached PowerPoint)
- New Business
 - NAC Membership Review
 - Proposal made to request Portland City Council to approve two additional seats for the Noise Advisory Committee allowing for a Gorham Town Council Member as well as a Scarborough Town Council Member.
 - Moved by M. Foley, Seconded by M. Shaw – unanimously decided
- Action Items for Next Meeting
 - Communications Plan for Complaint Call Resolution
- Next Meeting Scheduled: Thursday, May 26, 2011 @ 5:30pm





NOISE ADVISORY COMMITTEE MEETING
 February 17, 2011
 5:30 pm – 7:00 pm
 Portland Jetport Main Conference Room




AGENDA

- > 5:00 pm Workshop & dinner for NAC members
- > 5:30 pm Opening remarks –
 - > Welcome New Committee Members
 - > Airline update (early flights) - Chad Rosenstein
 - > PWM Runway Safety Area 36 update
 - > ATC update –
- > 5:45 pm Old Business
 - > Approval of prior meeting's minutes (NCP measures)
- > 6:05 pm Old Business (PWM Noise Statistics)
 - > 2010 Year in Review
- > 6:15 pm New Business
 - > Committee Membership Review
 - > Steps to achieve GPS procedures
- > 6:30pm Q&A

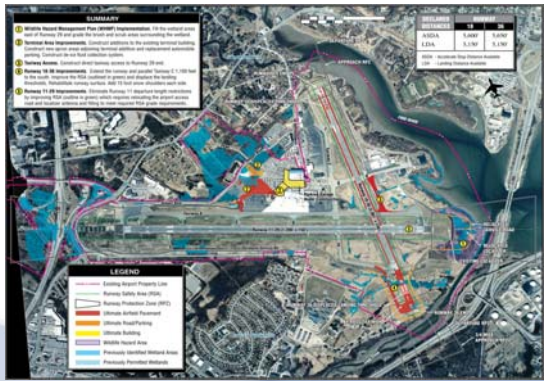


NAC MEMBERSHIP

- > The Chair shall be a Portland City Councilor – **Ed Suslovic**
- > One resident of Peaks Island – Tom Bohan
- > A Westbrook City Councilor – Michael Foley
- > A South Portland City Councilor – **Alan Livingston**
- > A resident of South Portland – Margaret Shaw
- > A Cape Elizabeth Town Council member – Dick Armstrong (designee)
- > President of Stroudwater Village Association – Tom Ainsworth (designee)
- > President of Western Prom Neighborhood Association – Jerry Morton
- > The President of Greater Portland Chamber of Commerce – Jerry Angier (designee)
- > One Signatory Airline Station manager – Chad Rosenstein
- > The Federal Aviation Administration Tower Chief – **Gary Lavimoniere**
- > An Air Carrier Cargo Station Manager – Maria Hannemann



Runway 36 Safety Area and Reconstruction Update



LEGEND

- Existing Street Property Line
- Runway Safety Area (RSA)
- Runway Protection Zone (RPZ)
- Obstacle Free Zone (OFZ)
- Obstacle Free Surface
- Ultimate Runway
- Wildlife Hazard Area
- Previously Studied Safety Area
- Previously Proposed Runway

Old Business – Approval of Prior Meeting Minutes

The slide shows a document titled "Old Business – Approval of Prior Meeting Minutes". It features a table with columns for "Item", "Description", and "Status". Below the table, there is a list of attendees and a meeting agenda for the following week.

Old Business NCP measures

The slide displays a map of the Portland International Airport area, highlighting various noise abatement measures. The map shows flight paths and noise contours, with specific areas marked in yellow and red to indicate noise abatement zones.

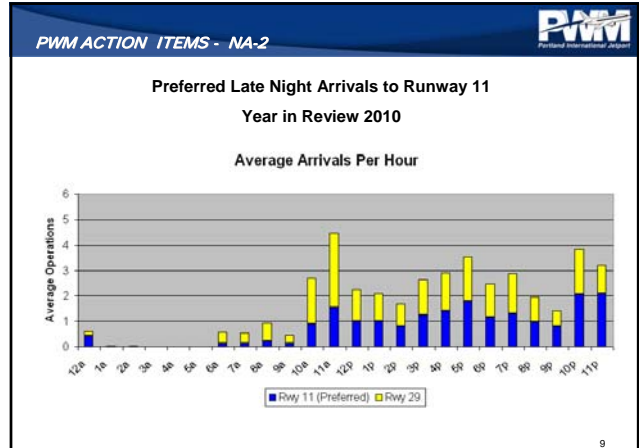
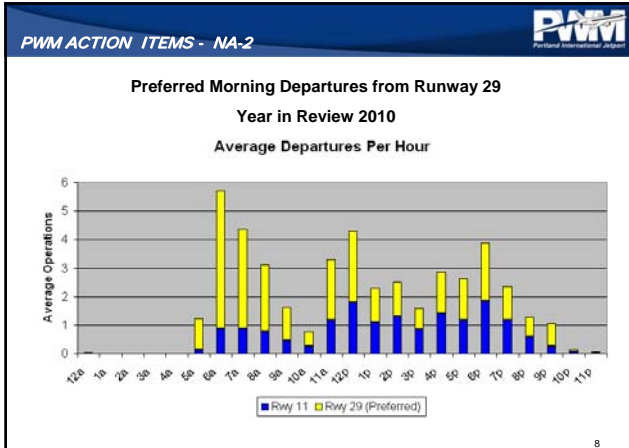
The Noise Advisory Committee reviews noise abatement projects, provides input for the implementation of the current Noise Compatibility Plan, develops ideas and recommends proposals for consideration in future airport noise plans, participates on advisory committees involved in long-range airport facilities and capital improvement planning, and promotes citizen understanding of airport noise issues.

PWM ACTION ITEMS – Noise Abatement 1 (NA-1)

- **NA-1: GPS flight procedures update:**
 - October 2009 - PWM RNAV procedure Final Draft Design complete
 - November 2009 – PWM RNAV procedure aviation stakeholders meeting (45 – 60 days feedback to FAA)
 - December/January 2009 – FAA receives PWM RNAV procedure comments
 - February 17, 2010 – FAA scheduled PWM stakeholders meeting (**cancelled – To Be Rescheduled**)
 - June 3, 2010 – FAA Target publication date (**postponed until ??**)
 - STAR arrival procedure – Draft is in process (**waiting for PWM ATC comments back prior to forwarding to Boston Center. PWM ATC will have arrival/departures reviewed by DATE**).
 - September 2010 - Arrival/departure procedures draft form (**waiting for Pilot stakeholders meeting to be scheduled**)

PWM ACTION ITEMS – Noise Abatement 2 (NA-2)

- **NA-2: Increase pm depart from Rwy 11 & am arrivals to Rwy 29 over Fore river (See Slide 6)**
 - (1) ATC assign CASCO SID departure and instruct aircraft assigned CASCO SID to fly 060 degree heading until 3,000 MSL - **DONE**
 - (2) If ATC determines significant delays result, ATC will assign CASCO SID to Stage 2 and Stage 3 aircraft
 - UPDATE: Stage 2 discontinued and Stage 3 aircraft are NOT assigned CASCO SID – **HMMH update – needs improvement**
 - (3) PWM publishes a departure procedure using GPS and follows CASCO SID
 - UPDATE: PWM is in process working with FAA/ATC – (postponed from June 3 until September. Postponed)
 - (4) PWM evaluated CASCO SID to see if keeps majority of aircraft over Fore River. (PWM advises to extend or shorten turn points) - **DONE**
 - (5) PWM develops RNAV SID as instrument overlay to voluntary procedure.
 - UPDATE: PWM is in process working with FAA/ATC – (postponed from June 3 until September)



PWM ACTION ITEMS - Noise Abatement 2 (NA-2) continued

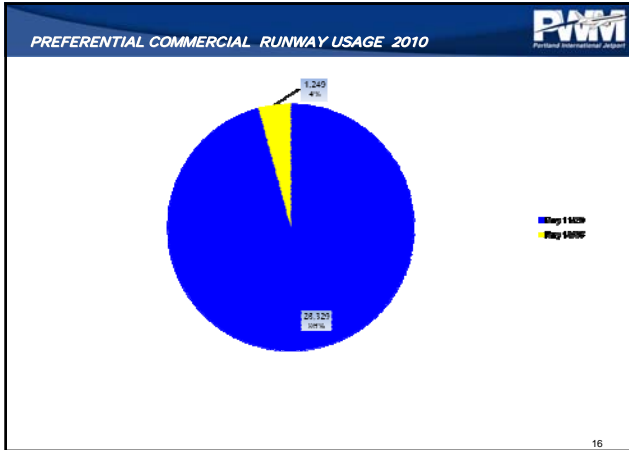
- > (6) PWM works with FedEx to demand their support to request and accept CASCO SID - **DONE**
- > (7) ATC will initiate design of GPS-based RNAV STAR to Rwy 29 (instrument overlay to the Harbor Visual approach). **DONE**

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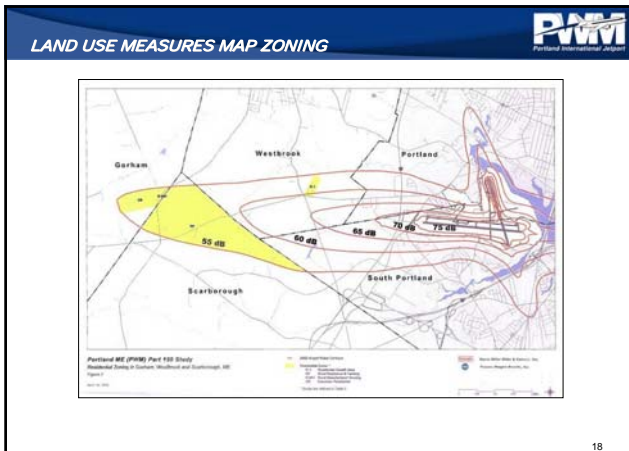
PWM ACTION ITEMS - Noise Abatement 3 and 4 (NA-3, NA-4)

- > **NA-3**- Reduce early left turns after takeoff from Rwy 29
- > (8) PWM publish a voluntary noise abatement departure procedure in order to keep aircraft on a straight-out departure heading until 5 nm from take off.
 - > UPDATE: ATC confirmed SOP states "shall maintain heading until reaching 3k ft"
 - > Also confirmed that is unlikely that an acft would reach 3k ft before 5nm
- > **NA-4**- FedEx Ops (see Slide 10)
 - > (9) PWM staff, FedEx, & ATC work to increase use of CASCO SIDs.
 - > Maximize 727 ops using 29 departures - **DONE**
 - > If Rwy 29 unavailable, for take-off, maximize use of Rwy11 for landing - **DONE**
 - > If departures from Rwy 11 are necessary, use CASCO SID for all 727 ops - **DONE**
 - > No 727 should use Rwy 18-36 for landing or take-off except in emergencies - **DONE**

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- PWM**
Portland International Airport
- PWM ACTION ITEMS – Land Use Measures**
- > L-1 – PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
 - > (12) PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
 - > **UPDATE** – PWM is preparing Real Estate, Homeowner, and Airport Zoning tips and will work with the real estate and planning entities to distribute this information. (working with GIS department to include noise contours and Part 77 surfaces in City's public access GIS system)
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- PWM**
Portland International Airport
- PWM ACTION ITEMS – Administrative Measures 1, 2, 3, 4, & 5**
- > **A-1- New flight track monitoring system – DONE**
 - > **A-2- Initiate periodic calculations of Exposure metric**
 - > This will help determine when the NEM and the NCP need to be updated to address section 150.23. PWM purchased FAA's INM noise modeling software and attended training May 5 – 7. Next step is to download FAA's radar tracks into the INM database. Next meeting educational segment will be on the INM system.
 - > **A-3- Establish engine run-up procedures.**
 - > (15) Aircraft operators will request prior permission from PWM prior to engine run-up.
 - > **UPDATE:** PWM established engine run-up procedures - **DONE**
 - > **A-4 – Continue to work with FedEx and others to encourage conformance with Noise abatement**
 - > (16) PWM continue to influence local representatives of any company operating Stage 2 or Stage 3 aircraft:
 - > to use CASCO SID – **DONE AND ONGOING**
 - > Follow preferential use guidance – **DONE** (See Slide 9)
 - > Comply with run-up procedures – **DONE**
 - > **A-5- Request BNAS to curtail practice at PWM – DONE**
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PWM ACTION ITEMS – Administrative Measures 6 & 7



- **A-6 - Continue meetings with Noise Advisory Committee**
 - **(18) Noise Advisory Committee remains active and provides feedback to PWM on success of NCP update. – DONE AND ONGOING**
 - Noise abatement departure procedures
 - Preferential runway use program
 - Develop GPS RNAV procedures so that additional precision can be added to existing procedures
- **A -7 – Attend Periodic Meetings of local homeowner associations**
 - **(19) PWM visit homeowner associations at least annually**
 - **PWM recommends the NAC submit a calendar of upcoming homeowner association meetings to PWM at the quarterly NAC meetings.**

PWM ACTION ITEMS – CONTINUOUS ACTION REQUIRED



- PWM will publicize use of Rwy 11-29 through informational meetings, brochures, airfield signs, posters in flight planning.ops rooms and follow-up with operators- In Process
 - PWM will maintain the Noise Information web page (FAQ's)
 - PWM will distribute the Noise Abatement brochure/poster
 - PWM will advise pilots seeking badges of Noise Abatement policy
 - PWM will distribute Real Estate and Homeowner noise information
 - PWM will assist planning boards with noise compatibility planning
 - PWM will attend ATC meetings to discuss PWM Noise Abatement policy
- PWM will Conduct periodic calculations of Exposure metric
- PWM will continue to work with FedEx and others to encourage conformance with Noise abatement

PWM ACTION ITEMS – CONTINUOUS ACTION REQUIRED



- PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
 - PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
- PWM will continue meetings with Noise Advisory Committee
- PWM will attend Periodic Meetings of local homeowner associations at least annually

NOISE ADVISORY COMMITTEE ACTION ITEMS



- Present PWM a calendar of upcoming neighborhood meetings quarterly
- Assist in land-use compliance issues
- Contact the real estate agencies to incorporate deed covenants about noise
- Attend NAC meetings
- Review PWM's Noise Abatement Program periodically for substantial changes or updates to conditions.

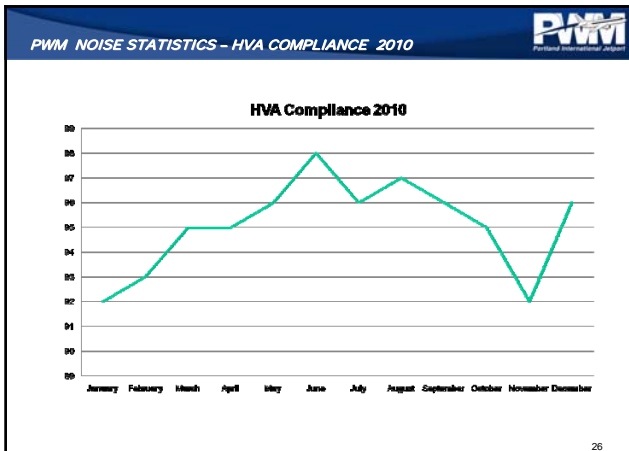
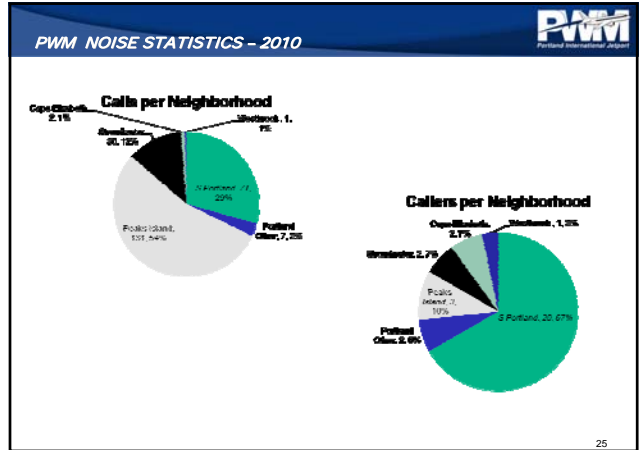
PWM NOISE STATISTICS

Portland International Airport

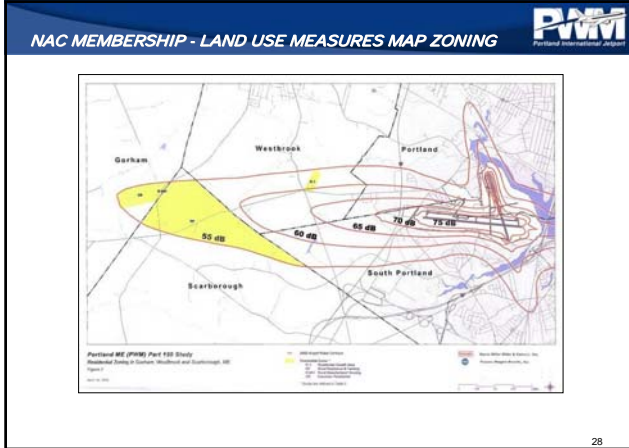
2008 - 2010 Calls vs Callers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2008												
Calls	30	33	69	105	108	76	80	97	62	49	42	36
Callers	4	4	5	3	4	16	14	10	7	8	5	6
2009												
Calls	20	41	18	49	61	63	100	132	72	43	38	43
Callers	4	7	5	9	12	14	16	13	12	6	4	5
2010												
Calls	14	17	16	39	19	2	42	93	20	4	2	1
Callers	2	4	2	2	2	2	16	16	5	1	2	1

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- New Business - NAC MEMBERSHIP Review**
- The Chair shall be a Portland City Councilor – **Ed Suslovic**
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 - One Signatory Airline Station manager – Chad Rosenstein
 - The Federal Aviation Administration Tower Chief – **Gary Lavioniere**
 - An Air Carrier Cargo Station Manager – Maria Hannemann
- Add representation from Scarborough and/or Gorham?



QUESTIONS & ANSWERS ???

- > Question: Does the 2005 Noise Compatibility Program supersede and replace the 1990 Noise Compatibility Program, or are both of the Noise Compatibility Programs current?"
 - > Answer: "Yes, the PWM 2005 Noise Compatibility Program supersedes and replaces the 1990 Noise Compatibility Program". This was determined because of the existence of Chapter three (which assess each 1990 NCP measure, and determines if it is still relevant to be included in the 2005 NCP). If, however, the 2005 NCP did not review the previous NCP measures, then both NCP's would be used.
- > Question: What is the purpose of the Airport Minimum Standards? Can the Airport Minimum Standards regulate noise?
 - > Answer: "No, the purpose of the PWM Airport Minimum Standards are not to regulate noise. The minimum standards purpose is to place the responsibility with the Airport operator to ensure that adequate aeronautical services and facilities are available on a fair and reasonable basis to all aviation users."

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UPCOMING NOISE EVENTS

- > No upcoming noise events are foreseen at this time.

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THANK YOU
Next Meeting: May 19, 2011
 5:30 pm – 7:00 pm
 Portland Jetport Main Conference Room

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