



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
4/26/2018 (Revised 10/10/2018)	6:00pm	8:26pm	10/24/2018	6:00pm	B. Wallace	PWM

Attended By	Absentees
Mike Foley – Westbrook Representative	Sherrie Brenner – Gorham Town Council
Patricia Whyte – South Portland Representative	Sara Lennon - Cape Elizabeth Representative
Cheryl Miner – Peaks Island Council Representative	Adrian Dowling - South Portland
Sandy Beal – Stroudwater Village Association	
Guy Gledhill – Scarborough Town Council Representative	
Brian Batson – Portland City Council / NAC Chair	
Steve Dalzell - Fed Ex	
Jerry Morton – Western Promenade Rep	
Bob Corp – Fed Ex Representative	PWM Representatives
Katherine Hughes – Air Carrier Station Manager Rep	Paul Bradbury – Airport Director
Mark Collins – FAA ATC	Barry Brown - Deputy Director: Ops and Maintenance
Jerry Angier – Greater Portland Chamber of Commerce	Brad Wallace – Operations Manager
Non-Member Attendees	
Tom Ainsworth	
David Wakelin	
Laurie Kahn	
John Levesque	
Joan Beal	
Mary Brett	
Triss Critchfield	

1. Welcome / Introduction of New Members:

Opening comments and a welcome to all members and guests were made. followed by introductions of all present. Please note that Patricia Whyte is a new member of the Committee and will be representing South Portland moving forward. Welcome Patricia.

2. Approval of Minutes:

A motion to approve the previous meeting's minutes dated 10/26/2017 was made, and the motion was passed.

3. Jetport in the News - Paul discussed:

- A. ASQ Award: "Portland Jetport named best North American airport serving under 2 million passengers."
- B. Frontier Airlines: "Frontier Airlines to start offering service out of Portland; the discount carrier will have flights to Denver, Raleigh-Durham, North Carolina, and Orlando, Florida, beginning this summer."
- C. Inland Technologies: "First in the nation to manufacture FAA approved deicing fluid from captured and recycled deicing fluid effluent."



4. Noise Data / Operational Update/ Passenger Stats

- A. Paul shared that 2017 was an all time record for passengers at PWM, up 4.2% over 2016, which was also a record year.
- B. March 2018 was down this year due to snow storms, but overall for the first quarter of 2018 we are up 11, 910 passengers or 3.5%.
- C. Noted that October 2017 was an all time record for the month and that this month is trending closer to the numbers of July. This is significant because it may be an indicator of Maine's expanding tourist season.
- D. The Jetport will be up 106,000 seats in the first six months of this year.
- E. Regionally: Logan Airport is absorbing a lot of the market share with over 70% of the region's travel, which is posing problems for the region. Manchester has lost half of its enplanements, another indicator that the region is changing significantly.
- F. Councilor Batson asked if the Jetport is taking actions to prepare for the increase in passengers?
- G. In response to Councilor Batson's question, Paul shared that:
 - i. The Jetport is working through some staffing changes.
 - ii. The Jetport is also working with TSA in an effort to obtain additional equipment & staffing.
 - iii. The TSA Security Checkpoint is now being opened earlier in the morning to begin processing passengers.
 - iv. The Jetport is working with the City of Portland to appropriate some funds to assist with the increased passenger numbers.
- H. Mike Foley asked if the arrival of Frontier Airlines was a temporary move into the market.
- I. Paul replied that Frontier is testing the waters here initially, but we do expect additional growth.
- J. Reviewed changes in aircraft operations versus passengers from 2016 to 2017. The Jetport was up in both categories.
- K. The Jetport received 928 noise complaints during 2017. These complaints were placed from 6 different cities/towns, and were made by 67 individual callers.
- L. Over the course of 2017, the primary runway at the Jetport (Runway 11-29) was utilized 83% of the time.
- M. Wiggins/Fed Ex carrier aircraft utilized the primary runway at the Jetport (Runway 11-29) 57% of the time.

5. Old Business:

- A. Tightening guidance on Harbor Visual Approach:
 - i. Last meeting we discussed the possibility of putting a GPS fix on the Harbor Visual Approach to improve the approach and fix the "sloppiness" that was discussed during last meeting.
 - ii. Mark C gave an explanation of what the Harbor Visual Approach is, how it works, and what its limitations are. Mark explained that the wind has a significant impact on when the Harbor Visual Approach can be offered and that due to the low altitude and required turns at decreased speeds, there are several safety considerations involved.
 - iii. Mark went back to the FAA and was advised that it was not possible to put a fix in the harbor because it is solely a visual approach. Putting the fix in the harbor would make it more of a precision-type approach requiring the pilot to be looking at a monitor in the cockpit.
 - iv. What we can do, is see about adding suggested altitudes to the Harbor Visual Approach to help keep aircraft higher on their approach. He referenced something similar to this as part of the "River Approach" that leads into Washington DC.



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6. New Business:

- A. Upcoming construction: Paul gave a review of the upcoming projects for this summer. Terminal Apron work will require Taxiway A to be closed from May 14 to June 15. This will have an impact on South Portland as a result, due to the additional traffic landing Runway 29 and departing Runway 11 in order to avoid the construction area or back-taxiing on the runway.
- Councilor Batson asked how much of the project was paid for by the City?
Paul replied that the amount is based upon the ticket and fuel “user fees” from a Federal trust fund (Airport Improvement Program/ AIP) and results in 90% of the expense being paid by the Federal Government, 5% from Maine DOT, and the remaining 5% from local/ Portland International Jetport funds.
- B. Summer Flight Schedule:
- i. Paul spoke to the Airline Schedule and explained the day/Night decibel weighting (DNL) metric for noise, and spoke to why we report for 10PM to 7AM flights.
 - ii. Katherine Hughes spoke to how the schedule is established from the airline’s perspective and how it impacts the Jetport.
 - iii. Mr. Foley asked if it would be possible to calculate the percentage of total operations for a month that fell within the heavier weighted “night time DNL window”?
 - iv. Paul believes that we can do this and will share the results with all those in attendance.
- C. FAA’s Noise Annoyance Survey: Due to changes in aircraft handling for efficiencies, some neighborhoods are now being exposed to more noise, whereas they used to fan the noise out to “spread the wealth” over multiple neighborhoods. As a result, the FAA is now looking into noise exposure by surveying 20 airports (that are not known), to study how noise impacts these communities. The results should be released within the next six months and those results will be based upon how people respond differently to aircraft noise, as reflected in their “noise annoyance.” This is premised upon the idea that noise among other factors, can be more annoying at night than during the day, (day/night DNL decibel readings) and may result in changes being made to the way aircraft are maneuvered around airports and their surrounding neighborhoods.
- D. MASSPORT/ FAA Study article:
A recent study from MIT revealed that since aircraft engines have gotten quieter, the noise of the wind going over the aircraft has become a greater source of the remaining noise generated.. By reducing climb-out speeds to 220 kts (or by just 30 kts), the noise signature generated by an aircraft during take-off can be reduced significantly.
- E. Analysis of Mid-Day Turns and the NCP preference to a 11: Paul proposed the possibility of changing our preferential runway procedures to have planes fly in on 11 and go out on the RNAV instead of having planes arrive from the east and depart to the west (as we do now.) The reason being that when our noise sensitivity considerations for runway use were put into place, the RNAV departure was not an option. With the introduction of this departure, it may make more sense to use it for noise sensitive departures and have aircraft arrive to the field from the west. It was noted that prevailing wind directions may not allow a significant change over current practice. Additionally, this change could increase noise exposure to the Western Promenade neighborhood. Staff will further analyze the option and present the results at the next NAC meeting.
- F. Patricia Whyte requested an outreach meeting in which the Jetport will come out to South Portland City Hall to speak to the community about noise related issues.. The date will be forthcoming.



7. Announcements:

The Jetport will be hosting another Honor Flight this weekend (April 29), in which veterans from World War II, Korea and Vietnam will be escorted to the National War Memorials located in Washington D.C. All Noise Advisory Committee Meeting attendees are encouraged to come out and help the Jetport support our vets.

8. Question/Public Comment:

- A. David Wakelin, Lovett Field, South Portland: Asked to collect the data that we used to collect in order to see how often aircraft are flying the Harbor Visual Approach when it is made available. He would like the data to track how often the Harbor Visual Approach is used and when it can be offered. He believes that it could be used more.
- B. Patricia Whyte Noted that Southwest seems to fly south of centerline on a straight-in approach more than other aircraft.
- C. Mark Collins asked that we include the phone numbers for the ASOS (Automated Surface Observation System (ASOS) and Automated terminal Information Service (ATIS) to provide our neighbors with more tools to help understand the weather at the airfield.
- i. **ATIS: (207) 775-1039**
 - ii. **ASOS: (207) 874-7914**
- D. Mary Brett, Deat Sreet, Willard Beach, South Portland: Mary states that she has been in the neighborhood for 7 years and has noted an increase in noise. She noted that the noise is not just a night time problem but is also increasing in the daytime as well.
- E. Question from Mrs. Brett to Mark: Regarding the orientation of new FAA Controllers and pilots, what are new pilots and new ATC people taught to prevent them from cutting corners for time and pressure? She would like to see some constructive and thoughtful problem solving to help prevent these course cuts.
Mark spoke to the training of ATC controllers and he did share that new hires and recurrent training in the Tower does cover these details. He also stated that he does take the comments and discussion points from these meetings back to the Tower to help in training and QC for ATC.
Katherine Hughes also provided an answer to Mrs. Brett's question and shared that Pilots see PWM as a seasonal route. In the winter, we get younger/ less veteran pilots, in the summer, the veterans like to come to Maine, just like any other tourist. Pilots like to fly the harbor visual. They find it fun and it is only one of a few approaches that they get to fly that are not "straight in," so they do take it when they can get it. Katherine also reminded us that pilots are flying off from a map, a black and white map, and they fly to 100+ cities. The pilot may or may not be able to fly the Jetport approach precisely, because they may only see the Harbor Visual Approach very rarely in their travels.
- F. Patricia Whyte asked at which point in a flight does the pilot know whether or not he's going to fly a visual approach or an ILS approach? Where is that decision made, and who makes it? Does the pilot know when he takes off? Does he know in flight? When does he find out and how does that work?
Mark: The pilot does not know what runway he's going to land on when he takes off. He begins listening to information about 50 miles out. The pilot has about 10 minutes prep when they come in. Mark C stated that he could go into more detail in a presentation next meeting. At this point, a picture of the Harbor Visual approach plate was shown to show the lack of detail on the HV approach chart.
- G. Cheryl Miner stated that there is a lot of wind on the islands and she thought that pilots did a great job.



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- H. John Levesque, 86 Lovett's Field, South Portland: Noted that the pilots are only doing what they can do based upon the information provided to them, and said that he would like to see better information provided to them to help them improve. Noted that the noise in the neighborhood does have an impact on property values.
- I. Laurie Kohn, 20 Birch road, Lovett's Field: Asked if, for the next 5 years, she needs to learn how to live with these noise levels? She also thought that the Harbor Visual approach plate was unacceptable. Paul advised that Per ATC, there is no RNAV approach available within the next 5 years. Mark was in agreement.
- J. Tom Ainsworth, Stroudwater Village, Portland: Asked What the budget for this committee was and what policies and procedures did the Jetport have in place to help this committee moving forward?
Tom also asked that we go back to sending out packets to pilots for training purposes. Tom spoke about the "noise cone" of the new jet engines. He also spoke to the fact that Stroudwater gets not only noise, but also fuel fumes and, light pollution from the Jetport.
- K. Triss Chritchfield, 23 Bay Road, Lovett's Field, South Portland: Requested that we do a follow up with how many planes fly the straight in approach versus the Harbor Visual Approach. She also asked if we could find a way to ask the pilots if they are flying the way they do because they don't know better, or is it done for operational need to save time and fuel?
- L. Patricia Whyte: Asked when the weather is perfect for a Harbor Visual Approach, and the data shows that planes use the Harbor Visual Approach 90% of the time it's available, why is there so many complaints coming from Lovett's Field?
- M. Patricia Whyte - suggested an addition to the agenda for "any other business" that would be placed at the end of public comment, to allow committee members a chance to provide final comments as appropriate. This idea was then put to a motion to have the Committee add another section into the agenda after questions/Public Comment, entitled, "Any Other Business." Councilor Batson Seconded the motion.

Mike Foley made a suggestion that any "added business" be added to the agenda in advance of the meeting, to which Patricia Whyte noted that it was hard to know what "added business" there would be, until after Public Comment, and therefore could not be predicted in advance. That was her reasoning for the request of "Any Other Business" to be added to the Agenda before the closing. The motion was brought to vote: Motion did not pass with a vote of 7 to 1 with one abstention.

9. Closing:

Paul recommended the next meeting date to be Thursday, Oct. 25th, 2018. Councilor Batson made a motion to adjourn. Patricia Whyte seconded the motion, and the motion was then passed by The Committee. The meeting adjourned at 8:26 P.M.