



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
10/24/2018	6:00PM	8:05AM	4/25/2019	6:00pm	B. Wallace	PWM

<b>Attended By</b>	<b>Absentees</b>
Mike Foley – Westbrook Representative	Sherrie Brenner – Gorham Town Council
Patricia Whyte – South Portland Representative	Sara Lennon - Cape Elizabeth Representative
Sandy Beal – Stroudwater Village Association	Cheryl Miner – Peaks Island Council Representative
Guy Gledhill – Scarborough Town Council Representative	Bob Corp – Fed Ex Representative
Brian Batson – Portland City Council / NAC Chair	Jerry Angier – Greater Portland Chamber of Commerce
Jerry Morton – Western Promenade Rep	
Katherine Hughes – Air Carrier Station Manager Rep	
Mark Collins – FAA ATC	
Steve Dalzell - Fed Ex	<b>PWM Representatives</b>
	Paul Bradbury – Airport Director
<b>Non-Member Attendees</b>	Barry Brown - Deputy Director: Ops and Maintenance
Tom Ainsworth	Brad Wallace – Operations Manager
David Wakelin	
Joan Beal	
Mary Brett	
Harvey Lee	
Robert Whyte	
(Additional members of the public were in attendance but did not sign the attendance sheet)	

**1. Welcome / Introduction of Members:**

Opening comments and a welcome to all members and guests were made. This was followed by introductions of all people present.

**2. Opening Comments:**

A fifteen minute comment period was made available to the committee members and public guests. Three people made comments during this timeframe. They were:

- A. David Wakelin, South Portland, thanked Paul Bradbury and myself for attending a South Portland neighborhood meeting the week prior.
- B. Tom Ainsworth, Stroudwater/Portland, commented that he noticed some airplanes were leaving earlier than usual this season and wanted to know what actions the Noise Advisory Committee (NAC) was considering with regard to the Noise Compatibility Program (NCP) moving forward.



- C. Lee Harvey, South Portland, noted that the summer's construction project appeared to have lasted longer than expected, which resulted in excessive noise for a longer period than he expected.

**3. Approval of Minutes:**

A motion to approve the previous meeting's minutes dated April 26, 2018, was made and passed. The previous meeting minutes are approved.

**4. Jetport in the News - Paul discussed:**

- A. JetBlue has recently announced that they will be ending year-round daily service between Portland and New York. Some service will continue on a seasonal basis.
- B. Frontier Airlines has added new service to Fort Myers and Tampa, Florida.

**5. Noise Data / Operational Update/ Passenger Stats**

- A. 2018 to date has seen substantial growth with 199,381 additional passengers using the airport over the same timeframe last year. That's an increase of 14.3%.
- B. April through September, 2018, have been record months for the Jetport with regard to passengers. The Jetport is on schedule to break previous passenger records for a single year, hosting 799,801 passengers through the first three quarters of 2018.
- C. The Jetport has seen a substantial increase in outbound seating capacity as well. Over the next six month period the Jetport has 95,089 additional seats available compared to the same six month period a year ago. That's an 18% increase in outbound capacity. With JetBlue's reduced schedule, those numbers revert to 70,589 seats, or 13.4% for the same six-month period.
- D. Regionally, only Logan Airport and Portland have experienced growth in enplanements. Manchester, Bradley, Bangor, Providence and Burlington Airports are all showing decreases.
- E. The Jetport received 923 noise complaints to date for 2018. These complaints were placed from seven different cities/communities, and were made by 55 individual callers.
- F. In 2018 to date, Runway 11-29 has been utilized 88% of the time. This is the Jetport's primary runway.
- G. Wiggins Airways/Fed Ex carrier aircraft have utilized Runway 11-29, 57% of the time in the same period.
- H. The successful utilization of the Harbor Visual Approach for jet traffic from June through September, 2018, during daylight hours, was 56%. It should be noted that this data does not account for weather, pilot's discretion, or safety limitations due to additional air traffic in the area.
  - i. Dr. Morton, Western Prom/Portland, noted that a pilot flying to PWM for the first time may not opt to fly this approach on their first visit. He also noted that this caution is an important part of the overall safety to the aviation industry.

**6. Old Business:**

- A. MASSPORT/ FAA Study article:  
Last meeting we discussed a study from MIT, which revealed that since aircraft engines have gotten quieter, the noise from air passing over the aircraft has become a greater source of the remaining noise generated.



**Portland International Jetport Noise Advisory Committee**  
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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.

Paul noted that since our last meeting, there has been additional input to this report from the airlines, noting that the decrease in speed during climb-out results in a higher angle of attack, which in turn results in passengers feeling uncomfortable with what is perceived to be an excessively aggressive climb.

- B. Tightening guidance on the Harbor Visual Approach:  
During our last meeting, we discussed the addition of “fixes,” or waypoints, to the approach charts that will aid in tightening the route of travel by aircraft. Mark Collins shared that the FAA deemed it not possible to put a fix over Portland Harbor because the Harbor Visual Approach is solely a visual approach.

Mark shared that since last meeting, he learned that while waypoints could not be located in the harbor, “fly by” reference points can be used instead of the more accurate “fly over” reference points. He also received guidance that the waypoints need to be tied to physical locations. As a result, Mark has requested the addition of two “navigation fixes” for the Harbor Visual Approach as well as three altitude points be added to the approach. The two fixes include the south end of Peaks Island and the entrance to Portland Harbor. The three altitude points would include the two waypoints mentioned as well as the Casco Bay Bridge. These requests were made to the FAA on August 23, 2018.

- C. Analysis of Mid-Day Turns and the NCP preference to Runway 11:  
Last meeting, we discussed the possibility of changing our preferential runway procedures to have planes arrive on Runway 11 and depart on the RNAV instead of arriving from the east and departing to the west as we do now. The reason for this proposed change being that when our noise sensitivity considerations for runway use were put into place, the RNAV departure was not an option.

Since last meeting, and with the introduction of a future RNP approach, we now feel that it would not be prudent to change the current preferential runway usage for noise, since we would almost certainly be changing it back to the current configuration once an RNP approach is put in place.

- D. night time DNL Aircraft Traffic  
During our last meeting, committee member Mike Foley asked if it would be possible to calculate the percentage of total operations that fell within the heavier weighted night time DNL window, for a one-month period. That data was collected and shared with the committee at this meeting. As part of this data, it was also noted that in addition to the growing number of passengers, the Jetport has also experienced an 8.4% increase in aircraft traffic.

Dr. Morton noted that unlike the comments from South Portland, the general belief from the Western Promenade was that departures were still far worse than arrivals. He noted that his neighborhood and the community as a whole, has reached a point of



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

“complaint fatigue.” He shared that there are still problems even if the complaints have diminished and would like the committee to consider the possibility of more early right turns from 11.

He acknowledged that this would push more aircraft over Cape Elizabeth, but at a higher altitude where the noise would be diminished, also reducing the noise exposure to the Western Promenade.

**7. New Business:**

- A. Winter Flight Schedule (October to April 2019):  
The upcoming schedule for the winter season was presented to the committee. The Jetport continues to report changes made during the noise sensitive hours of 10PM to 7AM, in accordance with the FAA Day Night Average Sound Level (DNL) calculations. The Jetport’s noise sensitive hours according to the Record of Approval however, is 11:30PM to 6:15AM.
- B. Upcoming construction: Paul gave a review of the upcoming projects. There is approximately \$12 million in construction projects scheduled for next summer. These projects include:
  - i. Adding concrete to the western end of the Terminal Apron. This will allow for a larger deicing pad and additional aircraft holding/parking spaces.
  - ii. A new taxiway built to allow aircraft to taxi from the existing Cargo Apron to Runway 29, without having to make two runway crossings as they do currently.
  - iii. A new taxiway will be built from existing Taxiway B to the Runway 29 Threshold to allow for more efficient ground travel and fewer runway crossings for traffic operating on the south side of the field.

Chairman Batson asked for an estimation of the amount of time these projects would take to complete. Paul advised that he expected the projects to be completed by October of 2019, but also noted that in a “worst case scenario,” the projects could be shut down in October and then completed during the following spring of 2020.

- C. Required Navigation Performance (RNP) Approach  
The Jetport is actively pursuing the development and implementation of a new approach to Runway 29 that will replace the existing Harbor Visual Approach. This new approach will be a required navigation performance (RNP) approach, which would not be bound to the same visual flight requirements as the current Harbor Visual Approach.
  - i. A Required navigation performance (RNP) is a type of performance-based navigation (PBN) that allows an aircraft to fly a specific path between two 3D-defined points in space. RNP also refers to the level of performance required for a specific procedure or a specific block of airspace.
  - ii. This new approach will allow for more usage regardless of weather or daylight. Paul demonstrated a possible rendering of what a RNP might look like at PWM, based upon the current RNP in place at PDX (Portland Oregon).
  - iii. **A request to establish an RNP at PWM was filed by FAA Air Traffic Control, on August 22, 2018.** The estimated timeframe for implementation is expected to



**Portland International Jetport Noise Advisory Committee**  
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be between 18 and 24 months. It was also noted that if we had an RNP tomorrow, approximately 75% of the aircraft coming into PWM would not utilize it due to current pilot training limitations.

This number is expected to improve as these approaches become more common, but the adoption will be slow and methodical similar to the adoption issues that were experienced with the Harbor Visual Approach. Like the Harbor Visual Approach, we should expect to see continued adoption once in place so that within a couple of years of implementation, most of the planes will be able to accept the RNP approach.

**8. Question/Public Comment:**

A closing comment period was made available to the committee members and public guests. Three people made comments during this timeframe. They were:

David Wakelin, South Portland, noted that he was encouraged to hear about the new (RNP) approach. He also made it known that if there is any way the public can help speed this process up or add a positive reinforcement; he would like to help and would like to be constructive in moving forward.

Tom Ainsworth, Portland/Stroudwater, wished to reiterate his opening comment and asked what the Jetport was going to do to reign in the airline operations to better meet with the noted hours in the NCP. He asked that if possible, we hire a Jetport compliance officer to work with City, ATC, and airlines to oversee the hiring of more noise help. He also would like to ask that the airlines come to the Jetport to see how their noise impacts the local neighborhood.

Paul noted that the NCP is a “voluntary program” and the Jetport does not have “teeth” to force any compliance with the early and late hour scheduled operations. He did note that we can speak with the airline network planners to see if there is some room to move these hours. He then deferred to Katherine Hughes, airline representative, who noted that the route planners are trying to maximize revenue. She noted that while she and the committee might like an 8:00AM departure, it simply is not functional for the airlines when they are trying to feed a national and global system of passenger movement. She also noted that she has asked the Delta planners to review and consider the schedules here in PWM.

Paul also noted that the airlines plan their schedules with some “padding” built into them. In the winter here at PWM, where our deicing operation is constrained, he noted that the airlines schedule an earlier departure to account for the extra time needed to depart. Paul noted that we are actively building an expanded deicing pad that will help with this problem.

Paul noted that the Jetport continues to add additional staffing, but that our greatest need right now is our snow removal and maintenance teams. Our goal is to get to a 12-hour snow removal rotation to improve safety. He also noted that we may be able to use the upcoming Safety Officer to cover some of the noise duties mentioned by Mr. Ainsworth. He also noted that we may eventually be able to use the Operations Supervisors to assist with these details.

Craig Brett, South Portland, mentioned that there has been a lot of discussion in South Portland about the noise issues over the past year. He asked specifically, what the process was, for making sure that airplanes comply with the noise preferential runway usage during those hours when the ATCT is closed.

Mark Collins noted that as part of the closing procedures at the end of the night, the controllers will look at the winds. If less than 10 knots, they’ll use Runway 11. More than 10 knots, they



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select Runway 29. If the winds are calm, they select Runway 11 for the overnight arrivals and set the ILS accordingly.

Mark went on to share that 40% of the Nation's delays overall, stem from traffic trying to get out of New York City. This summer, the FAA started to give priority to New York departures in an effort to alleviate some of that delay. As a result, all other traffic including PWM had to hold planes longer in some cases, resulting in some "later than usual departures."

Mary Brett, South Portland, acknowledged that Mark Collins was very dedicated to the creation of an RNP arrival and wanted to know who she should be contacting to help push this process along. She then asked if Chellie Pingree or the Portland City Council would be appropriate.

Mark Collins felt that Susan Collins would be better than Chellie Pingree due to her participation in certain committees, but asked that Mary let the process work on its own first. He asked to give the process six months, in order to allow the first contacts to make an effort before we go over their heads.

Mary then asked Mark how many controllers were employed by the PWM ATC, and if the ATC team speaks to each other to discuss training, noise issues, policies, etc.

Mark shared that depending on the time, there are 25 to 30 controllers working at the Tower, with approximately seven of them in training at any time. He also noted that his team trains routinely and they spend a lot of time talking through noise and traffic issues. He noted that it is a constant struggle to balance these issues against good service and safety, but he is very aware of the noise-related implications and works with the team continuously. He also noted that they will often call out to pilots and invite them to the Tower for discussions that further training.

Mary asked how Fed Ex chose a runway for their morning arrival when the Tower was still closed. She also wanted to know if the decision to use Runway 29 was based upon their parking area once on the ground.

Mark noted that Runway 11 is a quicker/more efficient taxi for Fed Ex if the decision were solely based on final parking area. He felt that the real driving issue is usually the fact that Fed Ex is trying to come in to PWM while everyone else is trying to get out. In the past, we used to be able to launch some aircraft and then "build a hole" to bring Fed Ex in, but due to more stringent standards at the national level, we usually cannot build in the window like we used to and therefore cannot have them land against out-going traffic.

Sandy Beal, Stroudwater/Portland, asked for additional information on Sea Coast Helicopters operating out of PWM.

Paul noted that Sea Coast is not based here and runs their operation through NEA. They do not operate on a schedule, but are more of an "as scheduled" operation. Paul noted that all of these helicopters work through NEA and he does not have a feel for how successful they were this season or if they intend to continue their operations next season.

Tom Ainsworth noted that the helicopters did not fly the predefined helicopter routes that were identified in the NCP.

Patricia Whyte asked that since the airlines are moving towards earlier operations, has there been action to open the tower sooner?



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

Mark noted that this could be a double-edged sword because a tower opening earlier is an invitation to the airlines to schedule earlier departures.

Patricia then asked how the aircraft decided which runway to use during those hours when the ATCT was closed.

Mark and Barry noted that there were established procedures for pilots to follow during the times when an airfield is uncontrolled. It was also noted that the Jetport has a 24-hour Airport Operations presence on the field that performs inspections and monitors conditions even when the air traffic controllers are gone for the evening.

**9. Closing:**

Paul recommended that the next meeting date to be scheduled for Thursday, April 25, 2019. Councilor Batson made a motion to adjourn. This motion was then seconded and passed by the committee. The meeting adjourned at 8:05PM.