



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

Attended By	Absentees
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	PWM Representatives
	Paul Bradbury – Airport Director
Non-Member Attendees	Barry Brown - Deputy Director: Ops and Maintenance
Tom Ainsworth	Brad Wallace – Operations Manager
David Wakelin	
Joan Beal	
Mary Brett	
Harvey Lee	
Robert Whyte	
John Levesque	
(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.

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

“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

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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

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?



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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.

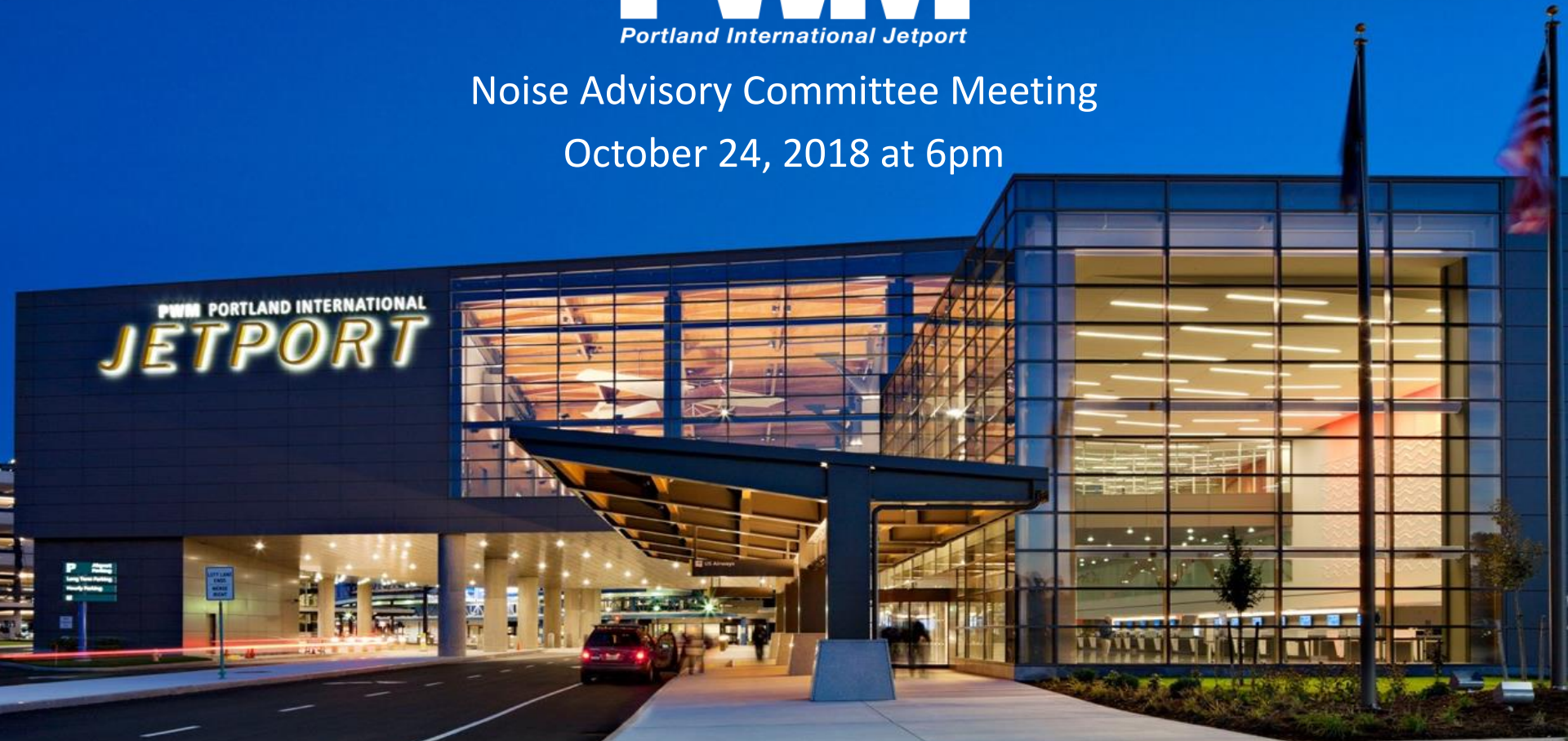
Mark and Barry noted that there were established procedures for pilots to follow during the times when an airfield is uncontrolled. It was also noted that the Jetport has a 24-hour Airport Operations presence on the field that performs inspections and monitors conditions even when the air traffic controllers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



Noise Advisory Committee Meeting
October 24, 2018 at 6pm



Agenda

1. Welcome / Introduction of Members
2. Opening Questions/ Public Comment (15 minutes)
3. Approval of Minutes
4. Jetport in the News / Updates
5. Noise Data & Jetport Statistics
6. Old Business:
 - A. FAA's Noise Annoyance Survey & Massport/FAA/MIT Study Update
 - B. Analysis of Mid-Day-Turns and the NCP Preference to a 11 RNAV Departure Vs. the Existing 29 Departure
7. New Business:
 - A. Winter Flight Schedule
 - B. Upcoming Construction Projects & Potential Impacts on Noise
 - C. RNP 29 Approach Procedure Update
 - D. Harbor Visual Approach – adding waypoints and suggested altitudes
9. Closing Questions / Public Comment
10. Next Meeting
11. Adjournment

NAC Membership:

Portland City Councilor (Chair) Brian Batson	Peaks Island Resident Representative Cheryl Miner
Stroudwater Village Association President or Designee Sandy Beal	President of Western Promenade or Designee Dr. Jeremy Morton
South Portland City Councilor or Representative Adrian Dowling	South Portland Resident Representative Patricia Whyte
Westbrook City Councilor or Representative Mike Foley	Cape Elizabeth Town Councilor or Representative Sara Lennon
Greater Portland Chamber of Commerce President or Designee Jerry Angier	FAA Air Traffic Control Manager Mark Collins
Air Cargo Station Manager Steve Dalzell	Signatory Airline Station Manager Katherine Hughes
Gorham Town Councilor or Representative Sherrie Benner	Scarborough Town Councilor or Representative Guy Gledhill

Opening Questions / Public Comment (15 minutes)

Please State Your Name & Address for the Record

Approval of April 26, 2018 Meeting Minutes



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Date	Start	End	Next Meeting	Next Time	Prepared By	Company
4/26/2018 (Revised 10/10/2018)	6:00pm	8:25pm	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:

- ASQ Award: "Portland Jetport named best North American airport serving under 2 million passengers."
- 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."
- Inland Technologies: "First in the nation to manufacture FAA approved deicing fluid from captured and recycled deicing fluid effluent."



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4. Noise Data / Operational Update/ Passenger Stats

- Paul shared that 2017 was an all time record for passengers at PWM, up 4.2% over 2016, which was also a record year.
- 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%.
- 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.
- The Jetport will be up 106,000 seats in the first six months of this year.
- 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.
- Councilor Batson asked if the Jetport is taking actions to prepare for the increase in passengers?
- In response to Councilor Batson's question, Paul shared that:
 - The Jetport is working through some staffing changes.
 - The Jetport is also working with TSA in an effort to obtain additional equipment & staffing.
 - The TSA Security checkpoint is now being opened earlier in the morning to begin processing passengers.
 - The Jetport is working with the City of Portland to appropriate some funds to assist with the increased passenger numbers.
- Mike Foley asked if the arrival of Frontier Airlines was a temporary move into the market.
- Paul replied that Frontier is testing the waters here initially, but we do expect additional growth.
- Reviewed changes in aircraft operations versus passengers from 2016 to 2017. The Jetport was up in both categories.
- The Jetport received 928 noise complaints during 2017. These complaints were placed from 6 different cities/towns, and were made by 67 individual callers.
- Over the course of 2017, the primary runway at the Jetport (Runway 11-29) was utilized 83% of the time.
- Wiggins/Fed Ex carrier aircraft utilized the primary runway at the Jetport (Runway 11-29) 57% of the time.

5. Old Business:

- Tightening guidance on Harbor Visual Approach:
 - 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.
 - 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.
 - 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.
 - 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:

- 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-tacking 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.
- Summer Flight Schedule:
 - 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.
 - Katherine Hughes spoke to how the schedule is established from the airline's perspective and how it impacts the Jetport.
 - 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?
 - Paul believes that we can do this and will share the results with all those in attendance.
- 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.
- 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.
- 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.
- 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.

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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.



Jetport in the News

JetBlue to end year-round daily Portland-to-New York service

The airline will stop its daily flights between Portland and New York City on Jan. 7 and resume the service after Memorial Day.

BY PETER MCGUIRE STAFF WRITER



Share



JetBlue will stop service between New York City and Portland after Jan. 7, 2019, and resume flights around Memorial Day. Associated Press/Reed Saxon

Starting in January, JetBlue will no longer offer year-round daily service between the Portland International Jetport and New York City.

The popular low-cost carrier will still fly daily between Portland and John F. Kennedy International Airport during the summer, the company said in a news release Tuesday.

"Portland is a customer-favorite destination and sees a strong surge in travel during the warmer months of the year," it said. "In response to customer travel patterns and demand, JetBlue will focus on providing the airline's award-winning service and a customer-friendly schedule during the summer travel season."

JetBlue will stop service to Portland after Jan. 7, 2019. Jetport officials expect service to resume

Frontier Airlines Announces New Service To Fort Myers And Tampa

August 8, 2018

Portland, Maine - Frontier Airlines announced today that it will start non-stop service from the Portland International Jetport to the Gulf Coast of Florida serving both Fort Myers and Tampa starting November 15, 2018. Frontier Airlines started service at PWM July 10 with service to Raleigh/Durham, North Carolina and Denver, Colorado. Non-Stop service to Orlando starts August 12.

"Frontier Airlines has been a great addition to our airline lineup" said Paul Bradbury, Airport Director. "We are pleased to see Frontier invest more into the Portland market and believe that both Tampa and Fort Myers will be popular amongst our travelers" he continued.

"The greater Portland community has embraced our Low Fares Done Right philosophy" said Richard Oliver, Spokesperson for Frontier Airlines. "We are proud to grow our commitment and bring even more low fares to the area, now with an additional two non-stop destinations. We appreciate the ongoing support of the airport and the community at large, and we're proud to serve Portland with some of the lowest fares in the industry and a great travel experience."

Frontier Airlines released the following schedule. Please consult flyfrontier.com for actual flight information on specific dates.

SERVICE TO/FROM FORT MYERS (RSW)

F9 2082 Depart RSW: 11:55am Arrive PWM: 3:10pm
F9 2081 Depart PWM: 4:00pm Arrive RSW: 7:43pm
Frequency: Monday, Friday
Service Starts: Nov. 16
Seasonal

SERVICE TO/FROM TAMPA (TPA)

F9 2202 Depart TPA: 6:08am Arrive PWM: 9:14am
F9 2203 Depart PWM: 10:05am Arrive TPA: 1:35pm
Frequency: Tuesday, Thursday, Sunday
Service Starts: Nov. 15
Seasonal

All flights are on sale now and can be purchased at www.flyfrontier.com.



Frontier Airlines offers low fares, but adds fees for things such as seat selection, carry-ons and checked luggage. Detail of photo by Philip Pissman/Shutterstock.com

Jetport Operational Update

2018 Passenger Statistics

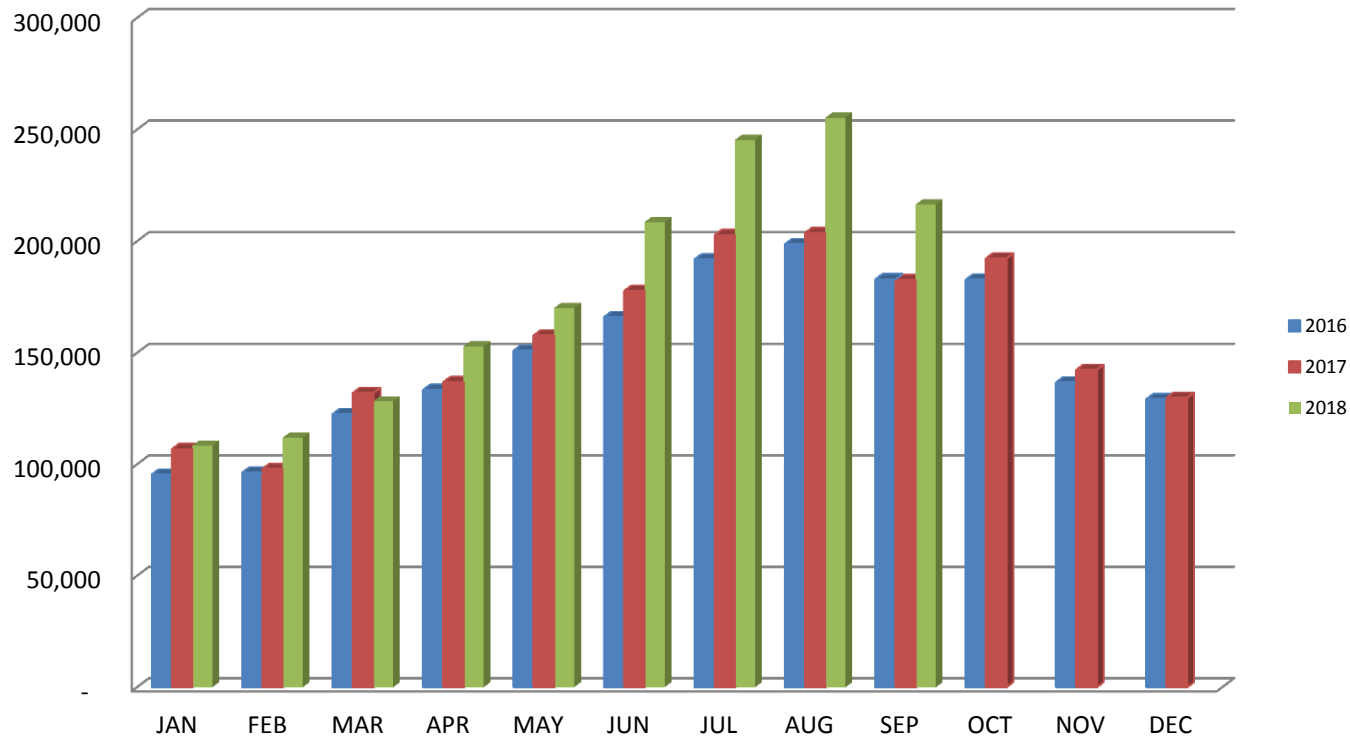
Total Passengers	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2017	106,791	97,883	131,997	136,876	157,801	177,697	202,678	203,670	182,591	192,258	142,335	129,636	1,862,213
2016	95,389	96,297	122,556	133,414	150,978	166,009	191,857	198,673	182,936	182,795	136,768	129,270	1,786,942
Change	11,402	1,586	9,441	3,462	6,823	11,688	10,821	4,997	(345)	9,463	5,567	366	75,271
%	12.0%	1.6%	7.7%	2.6%	4.5%	7.0%	5.6%	2.5%	-0.2%	5.2%	4.1%	0.3%	4.2%

Total Passengers	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP
2018	108,340	111,973	128,268	152,924	170,097	208,551	245,375	255,330	216,507
2017	106,791	97,883	131,997	136,876	157,801	177,697	202,678	203,670	182,591
Change	1,549	14,090	(3,729)	16,048	12,296	30,854	42,697	51,660	33,916
%	1.5%	14.4%	-2.8%	11.7%	7.8%	17.4%	21.1%	25.4%	18.6%

YTD 2018 total passengers are up
199,381 passengers or +14.3%

Jetport Operational Update

Portland Jetport Total Monthly Passengers



Jetport Operational Update

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2007	53,866	48,212	60,621	57,538	65,450	74,094	89,560	95,649	81,053	82,937	63,582	55,026	827,588
2008	56,664	60,370	66,374	69,202	68,930	80,279	95,995	104,597	79,513	82,629	60,431	57,681	882,665
2009	53,194	56,597	65,801	60,412	66,607	78,514	98,852	107,730	81,361	86,345	64,245	59,012	878,670
2010	54,572	52,300	64,097	68,263	67,812	77,122	91,115	101,234	78,666	81,631	63,434	54,952	855,198
2011	51,278	53,493	65,925	63,835	68,188	76,236	92,855	95,219	77,163	79,097	61,393	55,139	839,821
2012	49,310	51,971	60,574	64,041	68,543	74,159	87,503	92,742	77,661	76,475	58,972	54,103	816,054
2013	50,413	49,175	60,393	66,643	70,906	74,518	90,596	96,583	82,396	84,320	59,029	58,972	843,944
2014	48,818	48,770	64,414	65,873	69,448	75,085	88,763	96,224	82,881	85,388	58,365	60,012	844,041
2015	48,563	46,461	59,348	64,355	71,113	82,041	97,206	102,054	86,623	87,892	65,595	58,702	869,953
2016	49,982	48,897	61,051	66,309	72,695	79,392	95,454	100,668	92,260	94,762	68,821	65,138	895,429
2017	54,499	50,256	65,566	67,338	75,344	84,231	101,368	104,165	92,530	99,996	71,613	64,343	931,249
2018	56,272	57,672	62,490	77,423	81,816	100,961	122,194	130,339	110,634				799,801

Cap 18	82,705	72,913	85,473	95,466	104,825	125,797	143,457	148,580	132,357
LF 18	68%	79%	73%	81%	78%	80%	85%	88%	84%
Cap 17	73,119	66,549	80,951	87,196	95,767	107,219	117,668	119,089	113,508
LF 17	75%	76%	81%	77%	79%	79%	86%	87%	82%

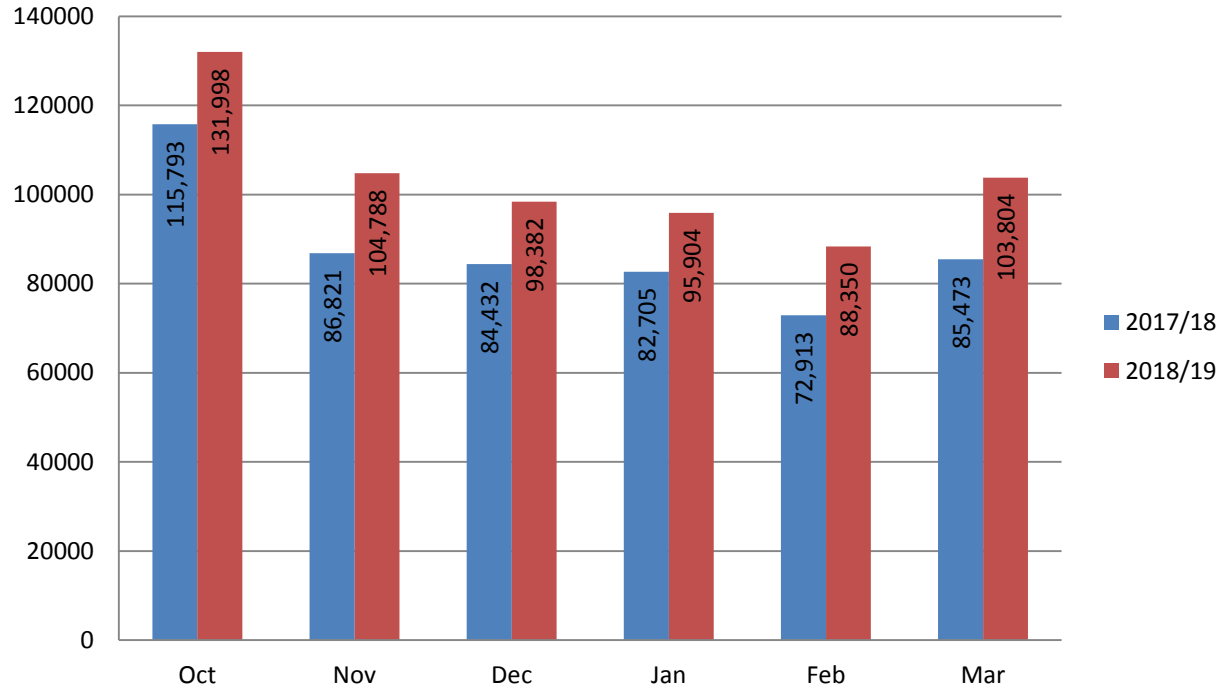


Record Month

Jetport Operational Update

Available Seats

Updated 10/7/2018



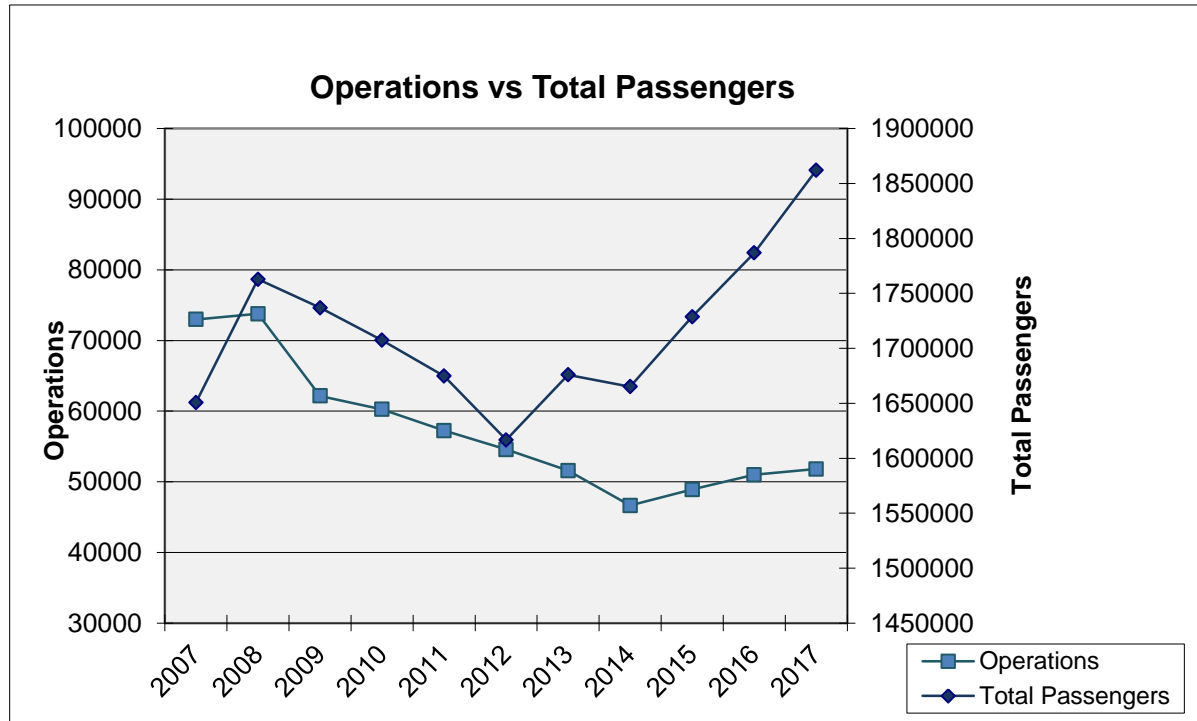
Outbound Capacity:
Up 95,089 seats or 18.0%
for this six month period.

Outbound Capacity with
JetBlue Announcement
(estimated reduction
24,500 seats):
Up 70,589 seats or
13.4% for this six month
period.

Jetport Operational Update

	Enplanements								Regional Market Share							
	PWM	MHT	BDL	BOS	BGR	PVD	BTU	Total	PWM	MHT	BDL	BOS	BGR	PVD	BTU	Total
2000	668,098	1,568,860	3,651,943	13,613,507	272,833	2,684,204	446,363	22,905,808	2.9%	6.8%	15.9%	59.4%	1.2%	11.7%	1.9%	100.0%
2001	625,591	1,599,062	3,416,243	11,739,553	254,678	2,751,762	509,031	20,895,920	3.0%	7.7%	16.3%	56.2%	1.2%	13.2%	2.4%	100.0%
2002	623,093	1,647,797	3,221,081	11,077,238	239,617	2,662,721	546,857	20,018,404	3.1%	8.2%	16.1%	55.3%	1.2%	13.3%	2.7%	100.0%
2003	625,267	1,776,347	3,098,556	11,087,799	302,547	2,553,584	546,452	19,990,552	3.1%	8.9%	15.5%	55.5%	1.5%	12.8%	2.7%	100.0%
2004	687,344	1,937,142	3,326,461	12,758,020	357,040	2,732,524	627,423	22,425,954	3.1%	8.6%	14.8%	56.9%	1.6%	12.2%	2.8%	100.0%
2005	734,295	2,149,035	3,617,453	13,214,923	433,816	2,846,002	690,641	23,686,165	3.1%	9.1%	15.3%	55.8%	1.8%	12.0%	2.9%	100.0%
2006	710,142	1,931,563	3,409,938	13,544,552	411,352	2,588,992	681,678	23,278,217	3.1%	8.3%	14.6%	58.2%	1.8%	11.1%	2.9%	100.0%
2007	819,995	1,920,911	3,231,374	13,783,297	346,688	2,499,677	703,186	23,305,128	3.5%	8.2%	13.9%	59.1%	1.5%	10.7%	3.0%	100.0%
2008	876,102	1,834,875	3,006,362	12,820,489	355,508	2,342,593	747,559	21,983,488	4.0%	8.3%	13.7%	58.3%	1.6%	10.7%	3.4%	100.0%
2009	871,291	1,578,349	2,626,873	12,566,797	388,681	2,153,168	700,592	20,885,751	4.2%	7.6%	12.6%	60.2%	1.9%	10.3%	3.4%	100.0%
2010	851,566	1,391,797	2,640,155	13,561,814	416,328	1,951,566	640,790	21,454,016	4.0%	6.5%	12.3%	63.2%	1.9%	9.1%	3.0%	100.0%
2011	833,005	1,342,308	2,772,315	14,180,730	391,597	1,920,699	636,019	22,076,673	3.8%	6.1%	12.6%	64.2%	1.8%	8.7%	2.9%	100.0%
2012	799,136	1,210,189	2,647,610	14,293,695	302,610	1,809,322	615,026	21,677,588	3.7%	5.6%	12.2%	65.9%	1.4%	8.3%	2.8%	100.0%
2013	836,942	1,190,082	2,681,181	14,810,153	315,319	1,884,830	606,503	22,325,010	3.7%	5.3%	12.0%	66.3%	1.4%	8.4%	2.7%	100.0%
2014	844,041	1,048,128	2,913,380	15,425,869	288,939	1,764,828	602,932	22,888,117	3.7%	4.6%	12.7%	67.4%	1.3%	7.7%	2.6%	100.0%
2015	869,953	1,042,987	2,969,794	16,680,910	239,609	1,786,599	594,034	24,183,886	3.6%	4.3%	12.3%	69.0%	1.0%	7.4%	2.5%	100.0%
2016	895,429	1,010,408	3,025,166	18,083,245	246,913	1,826,949	604,576	25,692,686	3.5%	3.9%	11.8%	70.4%	1.0%	7.1%	2.4%	100.0%
2017	931,249	986,554	3,214,976	19,145,096	275,399	1,969,966	591,556	27,114,796	3.4%	3.6%	11.9%	70.6%	1.0%	7.3%	2.2%	100.0%
Current Off High	35,820	(1,162,481)	(436,967)	1,061,851	(158,417)	(876,036)	(156,003)	1,422,110								
	4.0%	-54.1%	-12.0%	5.9%	-36.5%	-30.8%	-20.9%	5.5%								

Jetport Operational Update



2017 Totals

Total Operations 51,805 ↑

Total Passengers 1,862,213 ↑

2016 Totals

Total Operations 50,993 ↑

Total Passengers 1,786,942 ↑

2015 Totals

Total Operations 48,898 ↑ *

Total Passengers 1,728,746 ↑

2014 Totals

Total Operations 46,633 ↓

Total Passengers 1,665,209 ↓

*Number corrected to match FAA Air Traffic Activity System (ATADS)

Noise Data

Noise Reports vs Reporters

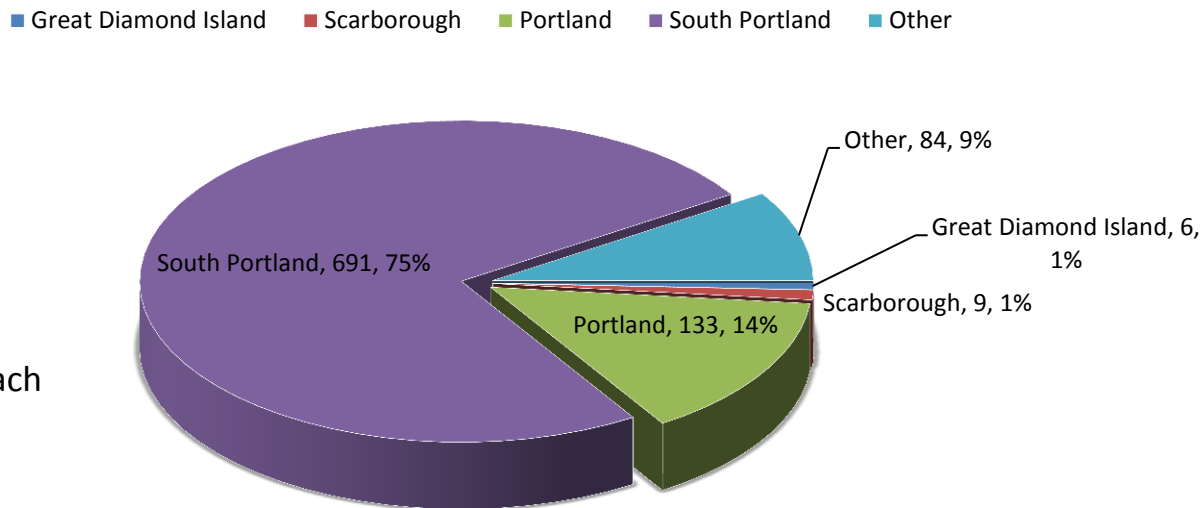
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2010	Report	14	17	16	39	19	2	42	93	20	4	2	1	269
	Reporter	2	4	2	2	2	2	16	16	5	1	2	1	55
2011	Report	0	0	2	24	165	160	289	299	89	18	6	1	1053
	Reporter	0	0	1	3	4	5	10	11	5	2	2	1	44
2012	Report	3	0	0	6	1	13	22	52	1	3	2	1	104
	Reporter	0	0	0	2	1	7	8	10	1	3	2	1	35
2013	Report	0	0	4	9	10	15	13	22	20	2	1	4	100
	Reporter	0	0	4	3	5	4	4	11	8	2	1	1	43
2014	Report	6	26	32	31	24	42	59	44	19	19	7	28	337
	Reporter	1	2	4	7	6	13	12	25	9	6	2	3	90
2015	Report	7	7	13	28	38	46	75	49	78	43	2	2	388
	Reporter	1	2	4	4	7	8	9	15	13	7	2	2	74
2016	Report	11	8	21	26	37	33	106	137	34	14	19	21	467
	Reporter	4	5	4	7	7	8	13	12	9	4	1	4	78
2017	Report	3	1	4	10	29	31	33	84	61	76	429	169	930
	Reporter	2	1	4	4	8	10	15	19	21	16	17	8	84
2018	Report	172	44	22	40	52	57	227	180	129				923
	Reporter	4	9	9	4	8	16	27	22	17				116

Noise Data

Noise **Reports** by
Neighborhood-
923 noise related
Complaints in 2018
to date.

839 reports from recognized
contacts. This includes one call each
from:
Buxton,
Cousins Island, and
Falmouth

Calls



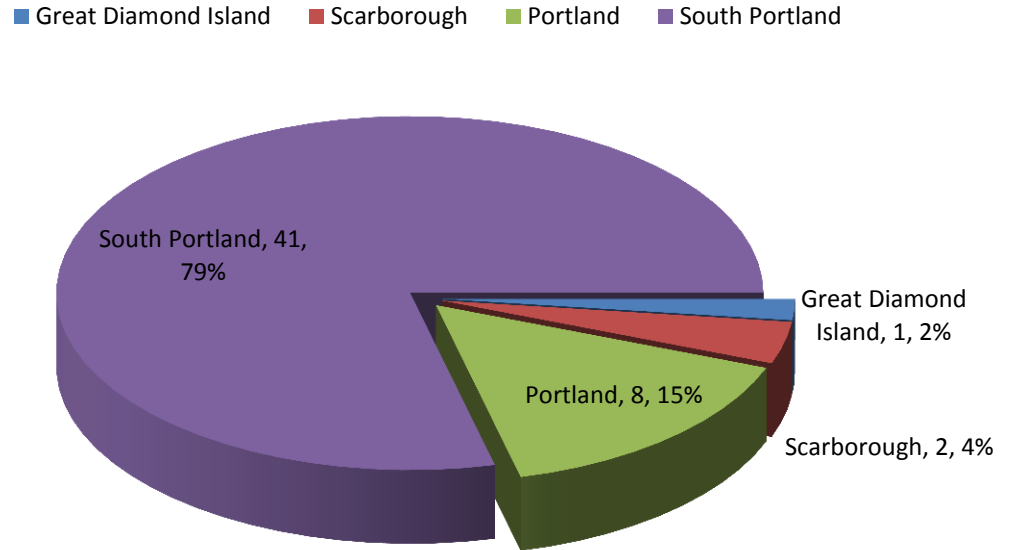
Noise Data

Noise **Reporters** by
Neighborhood –

55 Unique Callers in 2018
To date.

This includes one call each from:
Buxton,
Cousins Island, and
Falmouth

Callers



Noise Data: Primary Runway Usage – All Traffic from Jan-Sep 2018

PWM Runway Operations

	2018	January	February	March	April	May	June	July	August	September	October	November	December	Totals
11A		185	365	628	724	1159	1255	1769	1427	1489				9001
11D		484	710	681	895	1268	1410	2033	1288	1201				9970
18A		35	55	69	145	296	204	4	208	272				1288
18D		41	67	81	156	382	271	11	257	345				1611
29A		885	833	757	861	718	1008	1209	1301	738				8310
29D		517	471	886	691	537	764	986	1409	962				7223
36A		73	53	185	118	98	127	0	90	100				844
36D		66	52	210	127	111	142	9	98	103				918
Total		2286	2606	3497	3717	4569	5181	6021	6078	5210	0	0	0	39165
% Use of Primary Runway 2018		91%	91%	84%	85%	81%	86%	100%	89%	84%				88%
% Use of Primary Runway 2017		94%	95%	84%	84%	82%	90%	83%	76%	84%	86%	86%	93%	83%

Noise Data: FedEx / Wiggins Runway Usage

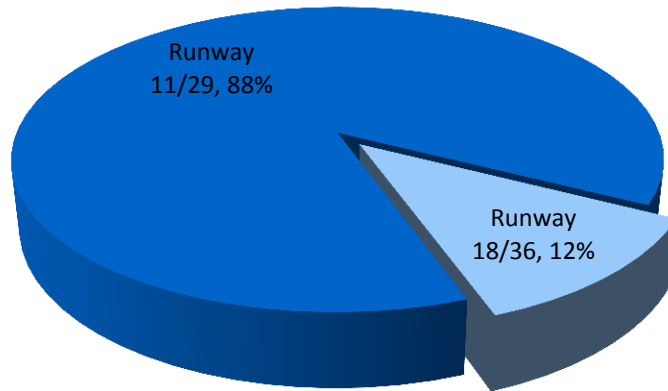


	2018 January	February	March	April	May	June	July	August	September	October	November	December	Totals
11A	11	10	15	8	17	12	28	22	16				139
11D	5	7	21	5	5	4	5	4	8				64
18A	10	42	18	23	32	4	0	12	36				177
18D	4	5	7	4	23	7	0	7	14				71
29A	50	40	41	28	15	25	30	32	16				277
29D	38	33	33	32	8	12	22	15	19				212
36A	16	12	28	13	15	10	0	4	14				112
36D	15	10	58	16	19	9	0	6	21				154
Total	149	159	221	129	134	83	85	102	144	0	0	0	1206
% Use of Primary Runway 2018	70%	57%	50%	57%	34%	64%	100%	72%	41%				57%
% Use of Primary Runway 2017	77%	82%	54%	51%	43%	63%	63%	47%	45%	43%	48%	72%	57%

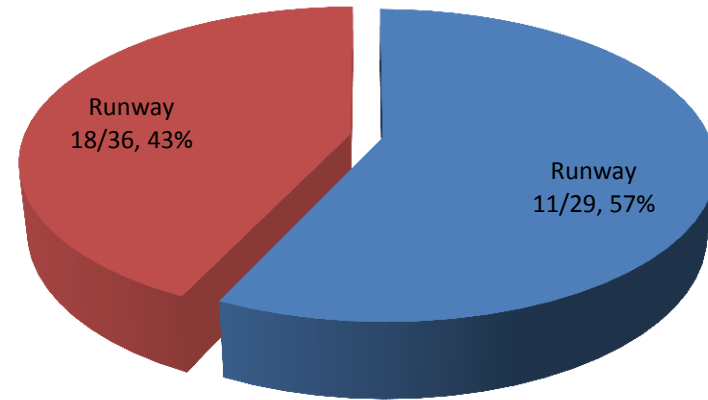
Data includes both Cessna Citation and Beech 99 aircraft operated by Wiggins

Noise Data: Total Runway Usage, January through September 2018

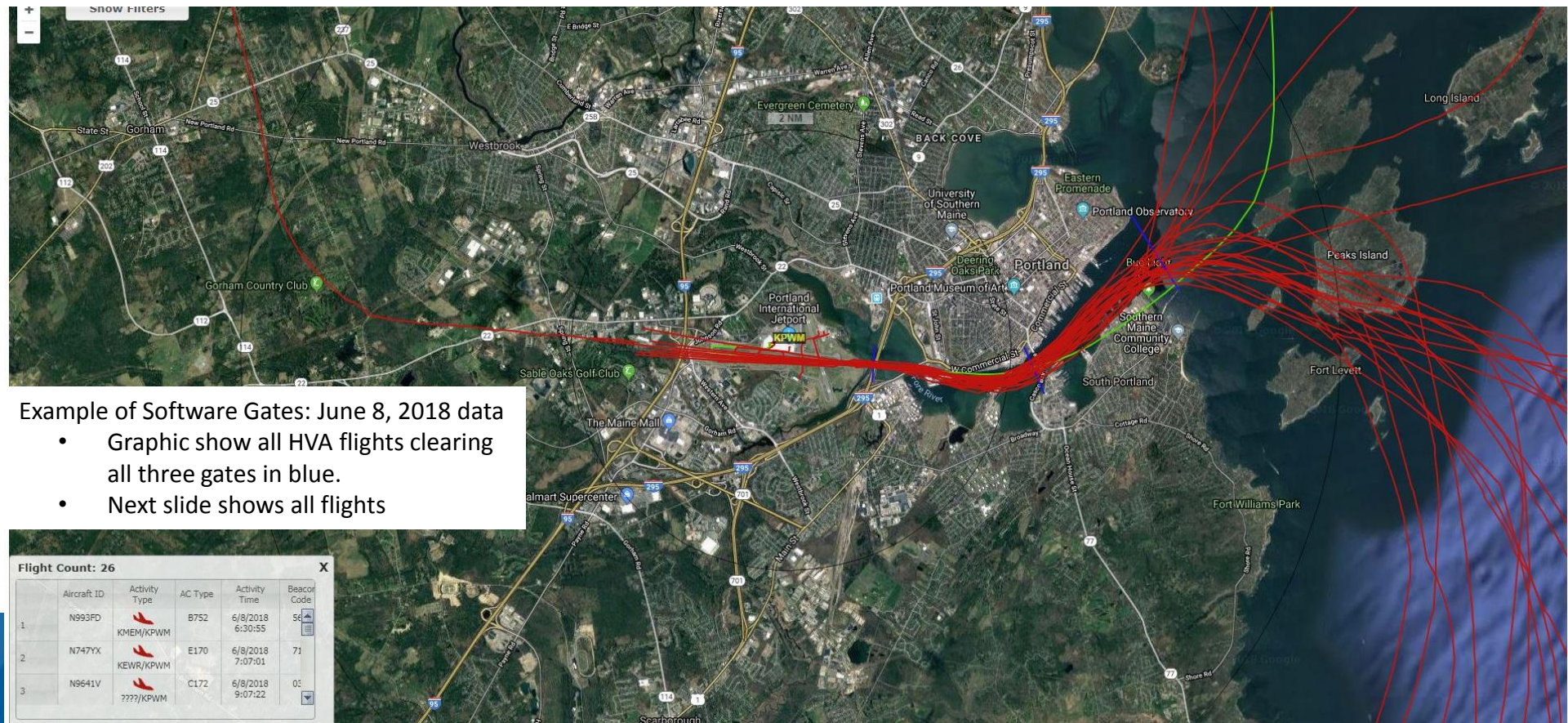
Total Runway Usage



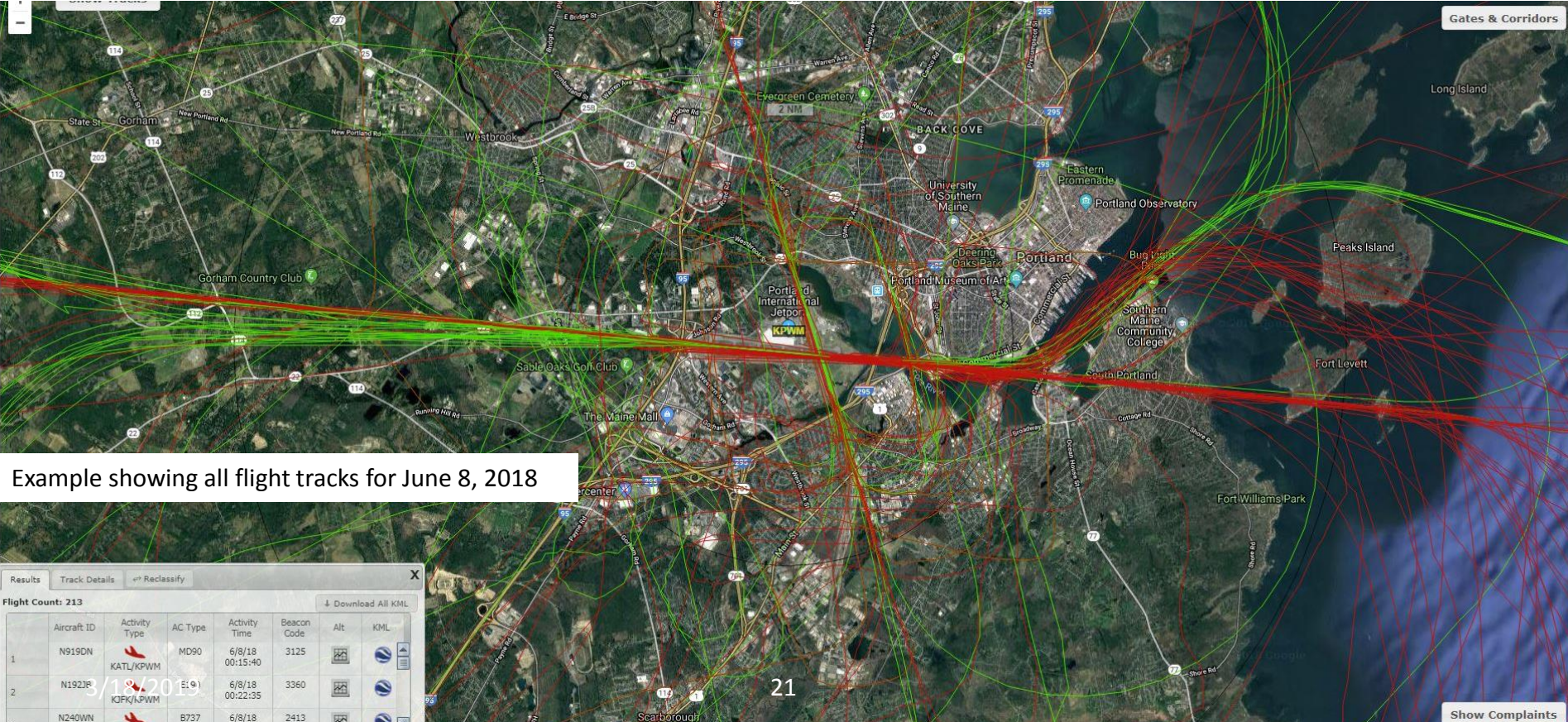
Wiggins Runway Usage



Harbor Visual Approach Usage



Harbor Visual Approach Usage



Harbor Visual Approach Usage

Example of raw data:
Month of June

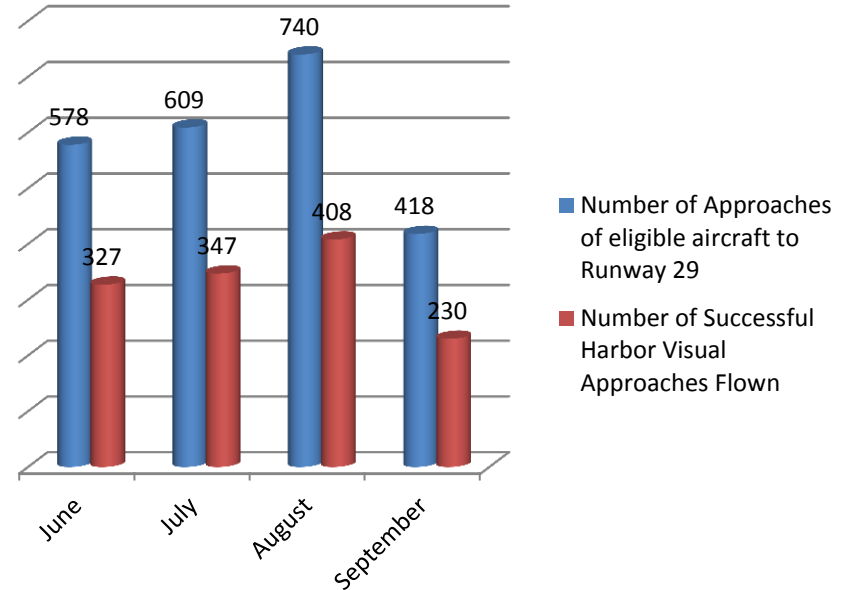
For Consideration and improvement:

- Doesn't account for weather
- Doesn't account for pilot's choice
- Doesn't account for other aircraft traffic in the area

Date	Sunrise/Sunset	IFR/VFR	Number of Jet Approaches to Rwy 29	Number of Harbor Visual Approaches (Successfully passed through all three gates)	Percentage of Harbor Visual Approaches (Successfully passed through all three gates)
6/1/2018	0502-2015		3	0	0.00%
6/2/2018	0501-2016		16	9	56.25%
6/3/2018	0501-2017		0	0	#DIV/0!
6/4/2018	0501-2018		0	0	#DIV/0!
6/5/2018	0500-2018		10	0	0.00%
6/6/2018	0500-2019		0	0	#DIV/0!
6/7/2018	0500-2020		0	0	#DIV/0!
6/8/2018	0459-2020		31	20	64.52%
6/9/2018	0459-2021		35	20	57.14%
6/10/2018	0459-2021		19	11	57.89%
6/11/2018	0459-2022		1	0	0.00%
6/12/2018	0459-2022		49	37	75.51%
6/13/2018	0458-2023		19	10	52.63%
6/14/2018	0458-2023		41	21	51.22%
6/15/2018	0458-2024		33	14	42.42%
6/16/2018	0458-2024		36	29	80.56%
6/17/2018	0458-2025		1	1	100.00%
6/18/2018	0459-2025		40	26	65.00%
6/19/2018	0459-2025		36	5	13.89%
6/20/2018	0459-2025		22	19	86.36%
6/21/2018	0459-2026		24	11	45.83%
6/22/2018	0459-2026		1	1	100.00%
6/23/2018	0500-2026		8	4	50.00%
6/24/2018	0500-2026		19	15	78.95%
6/25/2018	0500-2026		5	0	0.00%
6/26/2018	0501-2026		25	18	72.00%
6/27/2018	0501-2026		42	34	80.95%
6/28/2018	0501-2026		24	0	0.00%
6/29/2018	0502-2026		28	17	60.71%
6/30/2018	0502-2026		10	5	50.00%

Harbor Visual Approach Usage

2018	June	July	August	September
Number of Approaches of eligible aircraft to Runway 29	578	609	740	418
Number of Successful Harbor Visual Approaches Flown	327	347	408	230
Percentage of Successful Harbor Visual Approaches	57%	57%	55%	55%



Old Business: FAA Noise Annoyance Survey & Massport/FAA/MIT Study

Updates:

- Noise Annoyance study is not currently planned for release in the near term by the FAA.
- Airlines have concerns over the proposed reduction in take-off speed and steeper departure angles noted in the Massport/FAA/MIT Study.

FAA's Noise Annoyance Study - Questions and Answers

Source: Airports Council International – North America (ACI-NA)

What is being done?

The FAA is conducting research (through an experienced contractor) to better understand the impacts of aviation noise on the community, specifically annoyance due to aviation noise. This research will provide data for the development of a new dose-response curve (a dose-response curve is a graphic representation of the relationship between an exposure and an impact).

Why is FAA undertaking this study?

The FAA is embarking on this research because despite the huge decrease in the number of people exposed to significant aircraft noise (i.e. DNL 65 dB or higher), opposition to and challenges regarding aircraft noise have not decreased. In addition, current policy is based on data that are almost 40 years old. This survey will provide updated data that could be used to re-evaluate the use of DNL 65 dB as the threshold of significant noise impact.

What will happen when the study is completed?

The survey results and noise exposure values are meant to update the dose-response curve between noise exposure and a resulting impact on the communities in the vicinity of airports. In this case, the dose-response curve will show noise level, expressed in Day-Night Average Sound Level (DNL), and annoyance, expressed in Percent Highly Annoyed (%HA). Based on these results, the FAA will determine what actions are appropriate. For example, the FAA may pursue additional research, it may pursue a policy update, or it may not do either.

How many airport communities will be surveyed?

The survey will be administered in communities around twenty U.S. airports. The selected airports represent over half of the people exposed to DNL 65 dB in the U.S., and just under half of people exposed to DNL 55 dB as of 2013.

How is the survey being implemented?

The survey will be conducted by mail. Some of those responding to the mail survey will be given an opportunity to participate in a longer (about 20 minute) telephone survey.

How were the 20 airports chosen?

The airports were chosen to reflect a variety of characteristics (such as size, geographic location, climatic zone, operational characteristics, etc.) using a statistical method called "balanced sampling".

How many people will be surveyed around each airport?

A statistically significant number of people in each 5 dB band between DNL 50 dB and DNL 70 dB will be surveyed. The goal of the survey is to capture approximately 12,000 total responses from members of the airport community affected by aircraft noise.

How will the people to be surveyed be chosen?

Individuals within each 5 dB band will be chosen randomly for participation in the survey.

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<https://www.wsj.com/articles/new-antidote-for-noisy-airports-15242084>

THE MIDDLE SEAT

A New Antidote for Noisy Airports: Slower Planes

The solution could make a big difference for neighbors plugging their ears in Boston and other cities



Urban airports like Boston's Logan thought they had solved noise issues with quieter planes. Now complaints pour in from suburbs 10 to 15 miles away because new navigation routes have created relentless noise for some homeowners. PHOTO: ALAMY



By

Scott McCartney

March 7, 2018 8:39 a.m. ET

Boston

An MIT scientist has discovered a simple way to battle the airplane noise that's become a major nuisance in several cities: Slow the planes down.

It turns out engines aren't the major culprit anymore. New airplanes are much quieter. It's the "whoosh" that big airplanes make racing through the air. Computer models suggest slowing departures by 30 knots—about 35 miles an hour—would reduce noise on the ground significantly.

Your flight will last a few seconds longer, and airlines will burn a few more gallons of fuel. But "hundreds of thousands of people would get some reduction and for tens of thousands, it would go from problematic to not problematic," says John Hansman, an aeronautics professor and

Old Business: Massport/FAA/MIT Study

Updates:

Part of what prompted the study was the concentration of flights due to the implementation of the 33L RNAV SID Procedure. This impact is shown graphically to the right.

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<https://www.wsj.com/articles/new-artificially-for-noisy-airports-152420884>

THE MIDDLE SEAT
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Urban airports like Boston's Logan thought they had slowed noise issues with quieter planes. Now complaints pour in from suburbs 10 to 15 miles away because new navigation routes have created relentless noise for some homeowners. PHOTO: ALAMY

By

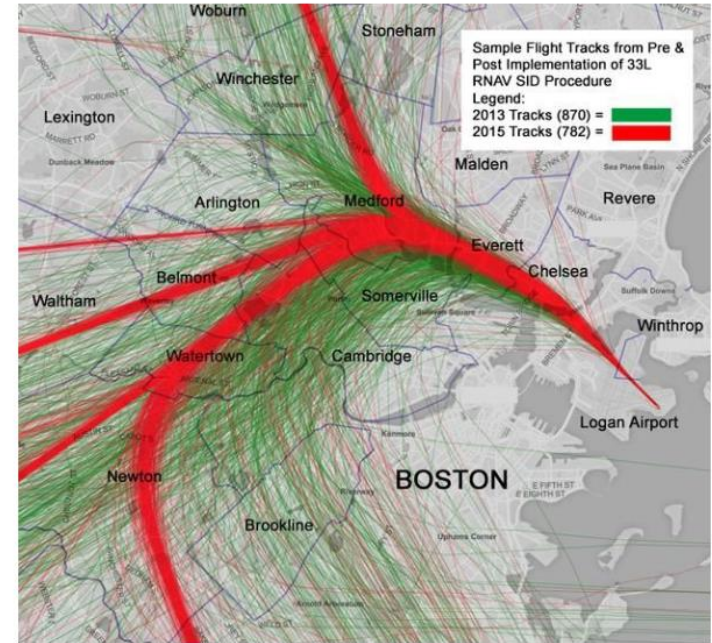
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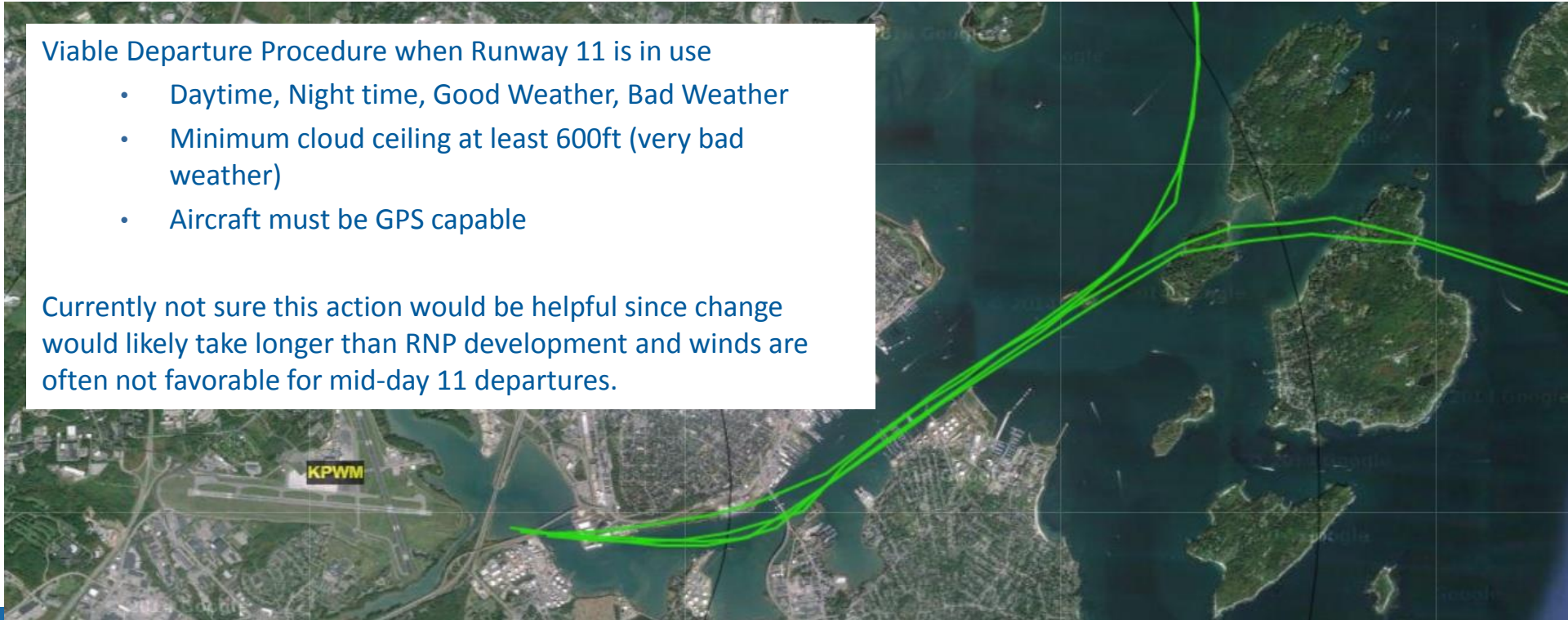
A community group mapped Boston Logan Airport flights departing to the northwest from 2013 (in green) and 2015 (in red), after the FAA began using new routes. Precision navigation concentrates planes over certain neighborhoods, creating new noise issues. (Data source: Massport) PHOTO: KENT JOHNSON

Old Business: Discussion/Analysis of Changing NCP Preference to 11 Departures Mid-Day to take advantage of RNAV

Viable Departure Procedure when Runway 11 is in use

- Daytime, Night time, Good Weather, Bad Weather
- Minimum cloud ceiling at least 600ft (very bad weather)
- Aircraft must be GPS capable

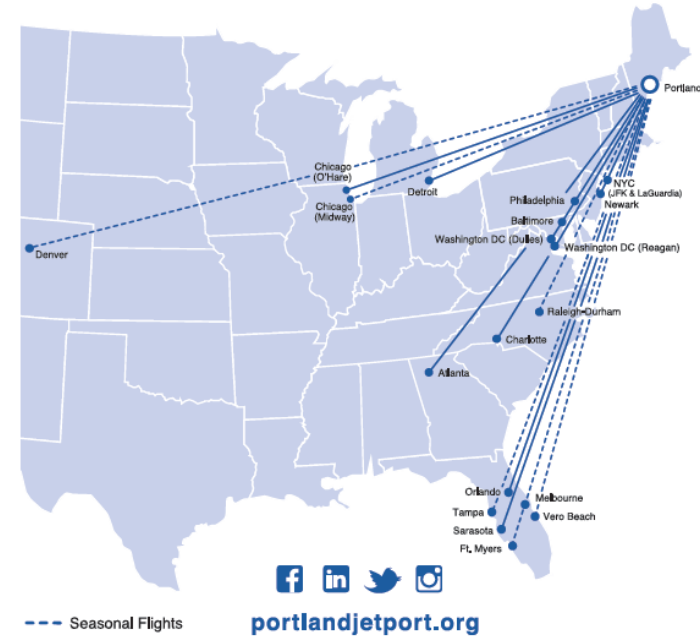
Currently not sure this action would be helpful since change would likely take longer than RNP development and winds are often not favorable for mid-day 11 departures.



New Business: Winter Airline Schedule October – April 2019

PWM will continue to report to the Committee changes in the airline schedule that occur during noise sensitive hours 10pm-7am according to the FAA Day Night Average Sound Level (DNL) calculations.

PWM Noise Sensitive hours according to the Record of Approval is 11:30 p.m. – 6:15 a.m.



New Business: Flight Schedule October 2018 – April 2019

Departures DNL 2200 - 0700 (Record of Approval 2330-0615)

Travel Month	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019
Dep Time	Flights	Flights	Flights	Flights	Flights	Flights	Flights
TOTAL Flights	297	299	235	227	229	283	270
Flights/day	9.6	10.0	7.6	7.3	8.2	9.1	9.0

Arrivals DNL 2200-0700 (Record of Approval 2330-0615)

Travel Month	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019
Arr Time	Flights	Flights	Flights	Flights	Flights	Flights	Flights
TOTAL Flights	266	275	252	282	246	263	262
Flights/day	8.6	9.2	8.1	9.1	8.8	8.5	8.7

New Business: Flight Schedule October 2018 – April 2019

Departures DNL 2200 - 0700 (Record of Approval 2330-0615)								Arrivals DNL 2200-0700 (Record of Approval 2330-0615)																
Travel Month	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	Travel Month	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019									
Dep Time	Flights	Flights	Flights	Flights	Flights	Flights	Flights	Arr Time	Flights	Flights	Flights	Flights	Flights	Flights	Flights									
0505		2	2					2202		1		18	10		25	2321		4						
0515		5	7	1				2204	4	18	12	5				2323	25	21						
0519			3					2206	27	2						2326					27	28	1	
0523				26	13			2209	31	3		25	28	61	35	2329			1	1				
0524		23						2214		1						2330	4	1	7	3				3
0525				5	6			2217				4	1			2335	2	1	1					3
0526		1						2218				27	28	1		2337	18	1						
0528		23	18					2220				22	22	1		2338							25	26
0530	28	15	15	6	19	32	30	2224	3	24						2339				11	6			
0533			11	4				2225			10					2340	4	29	21	25	23	1		
0535	24	3	3	1		34	9	2226		18	1					2342	5	25	17					
0536	4	29	30	7				2231		3						2343				5	23	11		
0537	26	3						2234		4	17					2344	26	2						
0538	31	3						2235		1						2345	4	30	1	1	13	26	26	
0539	3							2239			10	5	15	31	30	2349						24	30	
0540	25	24	7	19	20	45	35	2240				26	13			2350	1	3	21	4				
0545				1			17	2241					11	4		2354			3					
0547		22	15	22	11			2242					2	2		2355	20	2						29
0550	5	3	3	1			25	2243		26	18					2357	1							
0555	4				1	4	30	2247		4	17					2358		4	18					
0557		22						2248			3					2359	25	2				30	1	
0600	90	65	85	61	71	99	61	2249		1						0005		5	7	1				
0601	44	6						2252					2	1		0007								
0603						24	30	2254	26	3						0009	4	29	19					
0605	3						3	2255				3	4	1		0010						4	1	
0610	5							2256		3	7					0015		2	2	6				
0615				22	23	1		2257	2							0020								
0629					15	7		2258	3							0023						17	5	
0633						24	30	2300	4				1			0025								17
0635		4	18					2305		1	3	1				0211		1						
0640				22	22	1		2314			1													
0700	5	46	18	29	28	12		2315			1	3												
								2316			7	2												
TOTAL Flights	297	299	235	227	229	283	270	2317				22	11	24	30	TOTAL Flights	266	275	252	282	246	263	262	
Flights/day	9.6	10.0	7.6	7.3	8.2	9.1	9.0	2320				22	23	9	1	Flights/day	8.6	9.2	8.1	9.1	8.8	8.5	8.7	

New Business: Flight Schedule October 2018

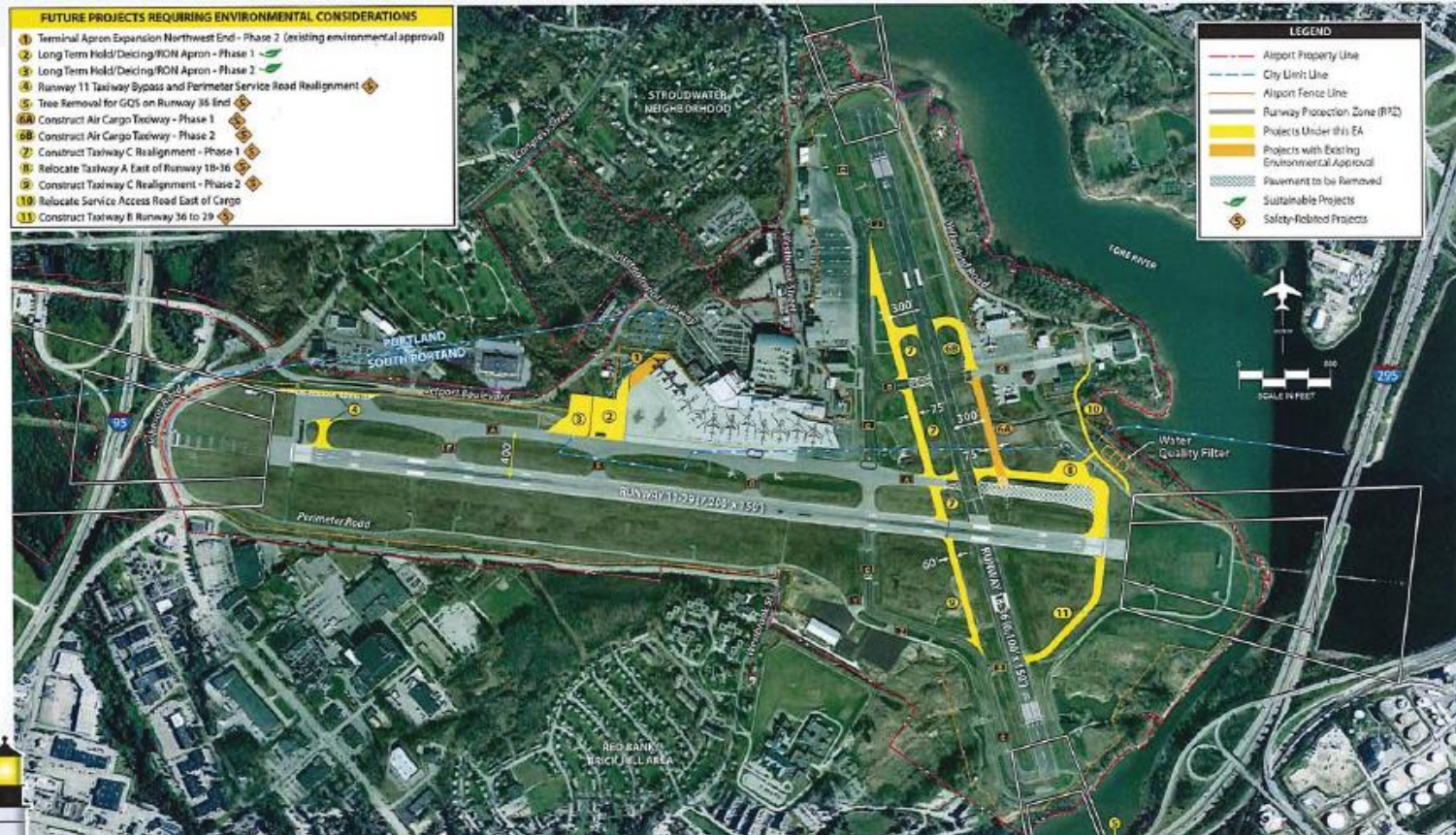
Schedule Daily Bank Structure Report for Passenger (Air - All) flights from PWM for travel on October 17, 2018

Seats	Equip	Mkt AI	Flight	Stops	Orig	Dep Time	Hub Time	Arr Time	Dest	Stops	Mkt AI	Flight	Equip	Seats
100	E90	B6	108	0	JFK	2303	0023							
							0530	0649	JFK	0	B6	2807	E90	100
							0535	0710	BWI	0	WN	2244	73W	143
							0537	0714	PHL	0	AA	4856	ER4	50
							0538	0749	DTW	0	DL	3637	CR9	76
							0540	0721	IAD	0	UA	6097	CR7	70
							0600	0725	EWR	0	UA	2341	738	166
							0600	0729	JFK	0	DL	5483	CR9	76
							0600	0851	ATL	0	DL	1249	M90	158
							0601	0750	DCA	0	AA	4564	E75	76
							0601	0829	CLT	0	AA	752	319	128
76	CR9	DL	3640	0	DTW	2012	2206							
128	319	AA	897	0	CLT	1959	2209							
50	ER4	AA	4791	0	PHL	2119	2254							
76	CR9	DL	5386	0	JFK	2200	2323							
70	CR7	UA	6319	0	IAD	2200	2337							
76	E75	AA	4615	0	DCA	2210	2344							
143	73W	WN	1393	0	BWI	2230	2355							
158	M90	DL	2230	0	ATL	2125	2359							

New Business: Flight Schedule October 2018 vs October 2017

Travel Period		Oct 2018			Oct 2017			Diff			Percent Diff		
Aircraft Family	Aircraft Type	Flights	Seats	ASMs	Flights	Seats	ASMs	Flights	Seats	ASMs	Flights	Seats	ASMs
Canadair CRJ	CRJ-200	9	450	547,200	9	423	514,368	0	27	32,832	0.0%	6.4%	6.4%
Canadair CRJ	CRJ-200	7	350	425,600	9	423	514,368	(2)	(73)	(88,768)	(22.2%)	(17.3%)	(17.3%)
Canadair CRJ	CRJ-200	5	250	328,250	9	423	555,399	(4)	(173)	(227,149)	(44.4%)	(40.9%)	(40.9%)
Canadair CRJ	CRJ-700	3	210	275,730	0	0	0	3	210	275,730			
Canadair CRJ	CRJ-200	8	400	495,200	0	0	0	8	400	495,200			
Canadair CRJ	CRJ-700	0	0	0	7	490	170,030	(7)	(490)	(170,030)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ-200	5	250	328,250	9	423	555,399	(4)	(173)	(227,149)	(44.4%)	(40.9%)	(40.9%)
Canadair CRJ	CRJ-700	3	210	275,730	0	0	0	3	210	275,730			
								(66)	(5,016)	(1,830,840)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ	3	150	74,100	0	0	0	3	150	74,100			
Canadair CRJ	CRJ-200	0	0	0	64	3,200	1,580,800	(64)	(3,200)	(1,580,800)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ	2	100	90,000	0	0	0	2	100	90,000			
Canadair CRJ	CRJ-200	0	0	0	24	1,200	1,080,000	(24)	(1,200)	(1,080,000)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ-200	0	0	0	77	3,850	1,405,250	(77)	(3,850)	(1,405,250)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ	3	150	74,100	0	0	0	3	150	74,100			
Canadair CRJ	CRJ-200	0	0	0	88	4,400	2,173,600	(88)	(4,400)	(2,173,600)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ	2	100	90,000	0	0	0	2	100	90,000			
Canadair CRJ	CRJ-200	0	0	0	1	50	45,000	(1)	(50)	(45,000)	(100.0%)	(100.0%)	(100.0%)
Canadair CRJ	CRJ-200	0	0	0	77	3,850	1,405,250	(77)	(3,850)	(1,405,250)	(100.0%)	(100.0%)	(100.0%)
TOTAL		3,008	264,117	152,335,344	2,774	231,535	124,271,622	234	32,582	28,063,722	8.4%	14.1%	22.6%

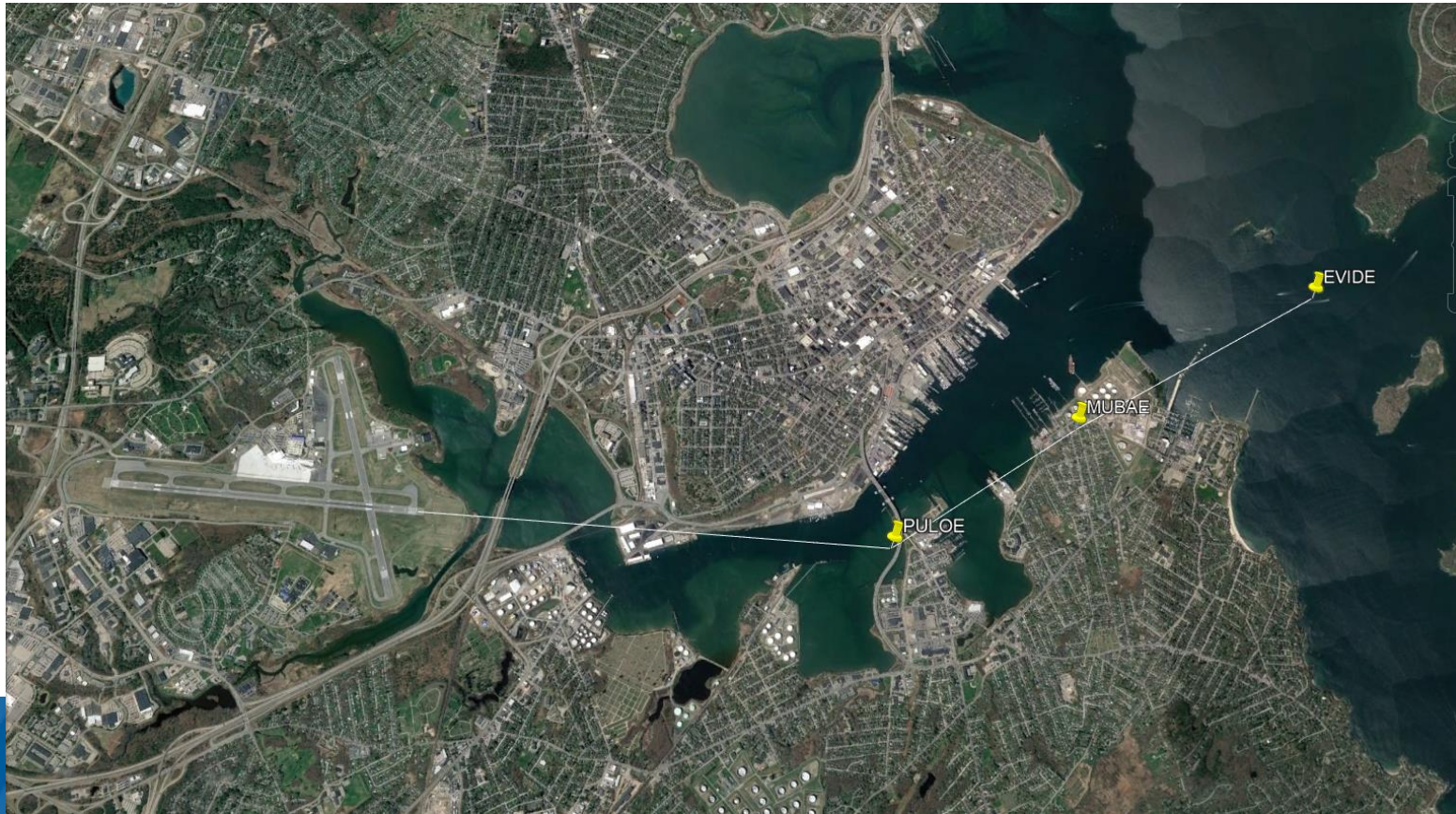
**Are planned for 2019
construction season.**



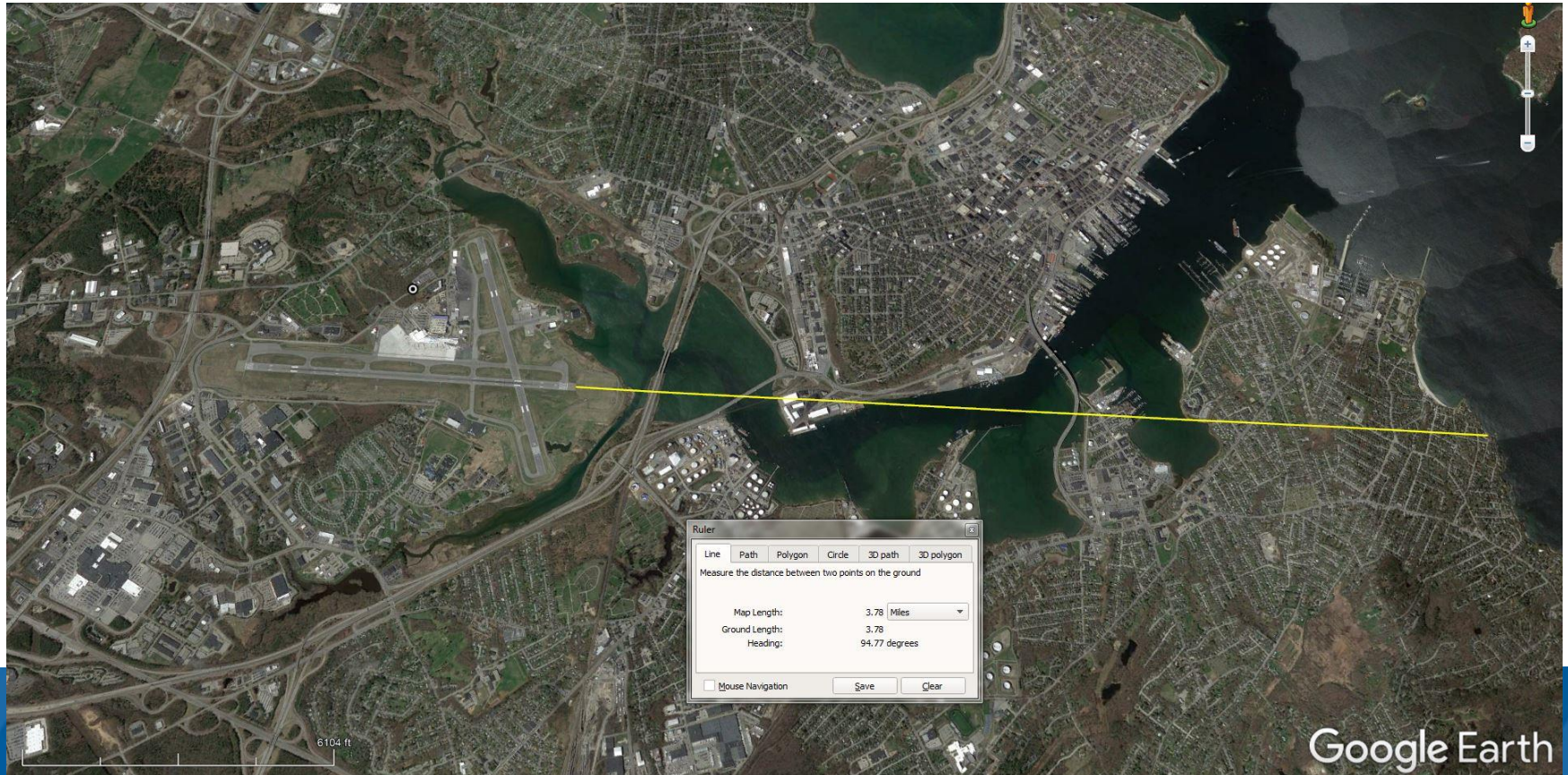
New Business: RNP 29 Approach Procedure Update

RNP 29 Approach:

This is an image for one of PDX (Portland, Oregon) RNP's currently available overlaid as a PWM 29 approach. The logic is that we should expect this (at a minimum) could be accomplished. Although not perfect this is far improved over a straight-in 29 approach.

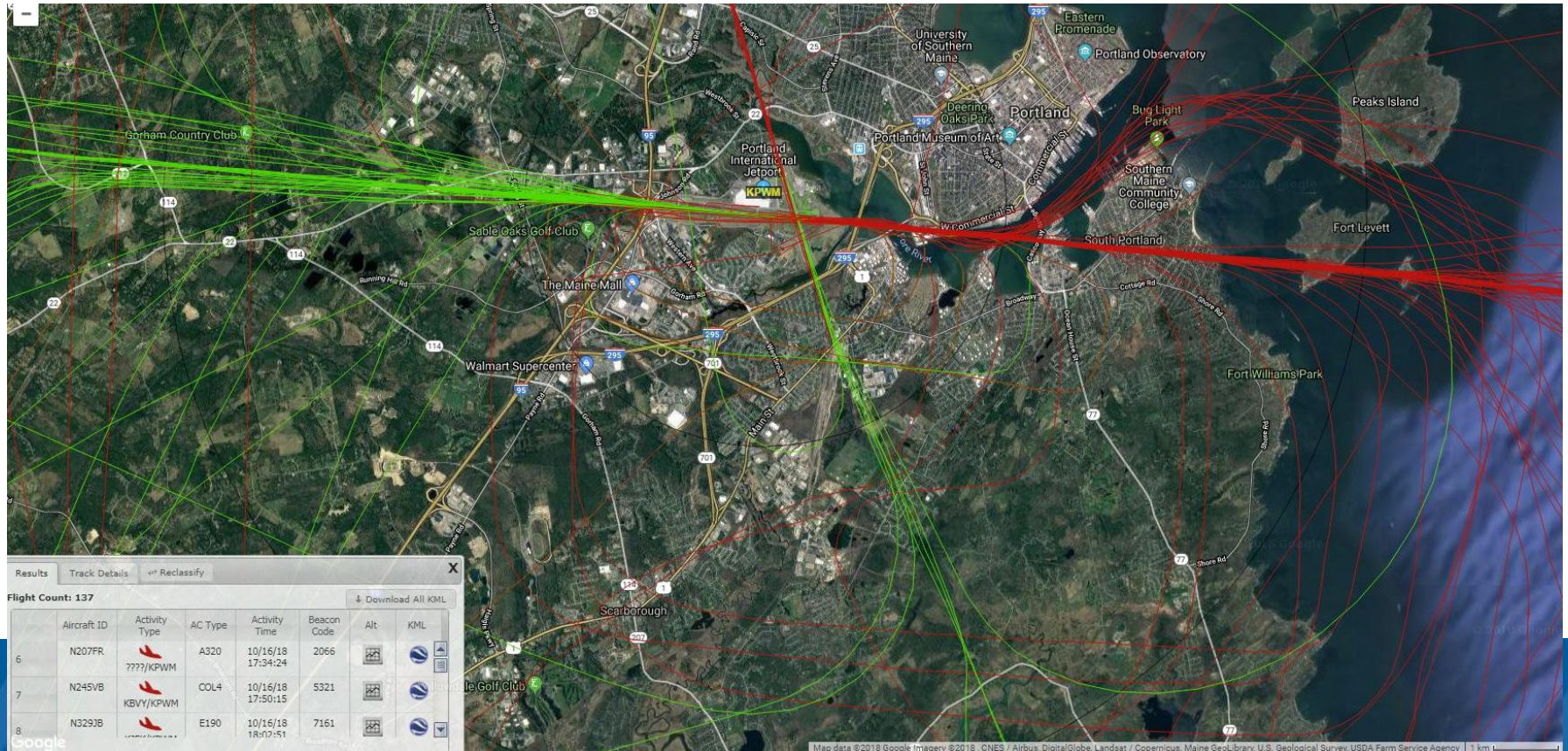


New Business: RNP 29 Approach Procedure Update



New Business: RNP 29 Approach Procedure Update

Flight Tracks October 16-17, 2018 (24 hrs)

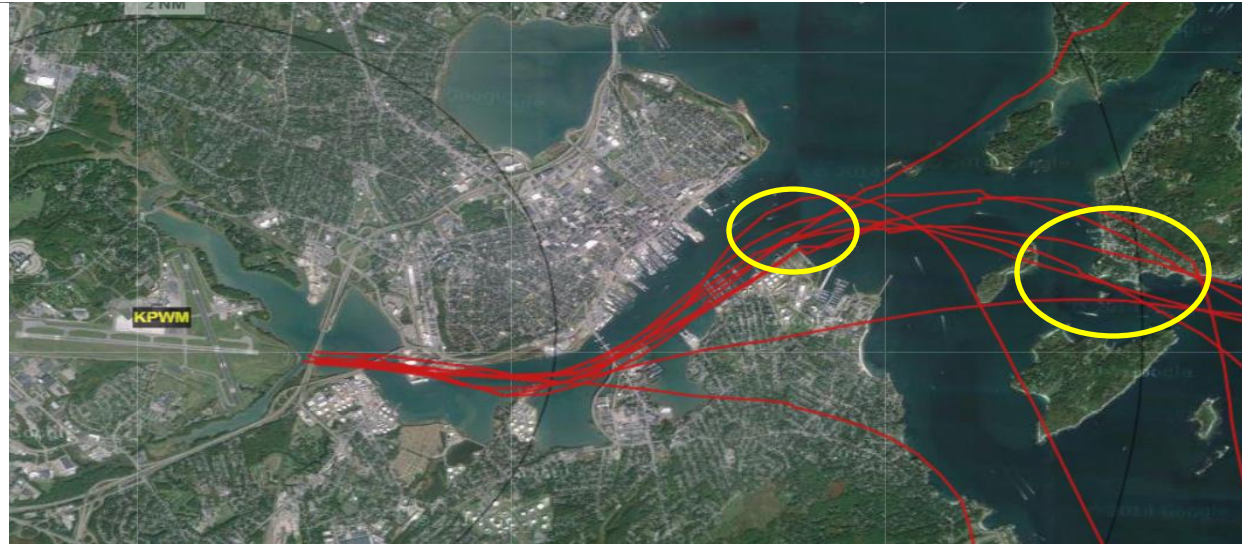


New Business: Adding waypoints and suggested altitudes to Harbor Visual

Harbor Visual Approach

- Arrivals only
- Daylight Hours Only
- More Restrictive than regular Visual Flight Rules (VFR)
 - Cloud ceiling greater than 3000ft
 - Visibility greater than 4 miles
 - Requires Radar (Cumberland)
 - Jet Aircraft Only

ATCT requested fly-by waypoints and suggested altitudes be established for the HVA on August 23, 2018.



Questions / Public Comment

Please State Your Name & Address for the Record

Next Meeting Date

Proposed Thursday, April 25, 2019



Thank you!