



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

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
10/29/2020	6:00PM	8:30PM	5/20/2021 Tentative	6:00PM	A. Cyr P. Bradbury	PWM

Attended By	Absentees
Tae Chong - Portland City Council/NAC Chair	Penny Jordan - Cape Elizabeth Town Councilor
Mike Foley – Mayor Westbrook	David Wakelin - South Portland Representative
John Levesque - South Portland Rep (Acting)	Jerry Morton – Western Promenade Rep
Katherine Hughes – Air Carrier Station Manager Rep	Jerry Angier – Greater Portland Chamber of Commerce
Guy Gledhill - Scarborough Representative	
Jennifer Lavanture - Peaks Island Rep	
Steve Dalzell - FedEx	PWM Representatives
Tom Ainsworth - Stroudwater Portland	Paul Bradbury – Airport Director
Deqa Dhalac - South Portland City Council	Zachary Briggs - Customer Experience Manager
Lee Pratt - Gorham Town Councilor	Tim Reid - Airport Operations Manager
Shaun Patten - FAA ATC	Aaron Cyr - Airport Operations Supervisor
	Markus Donahoe – Airport Lead Operations Supervisor
Non-Member Attendees	Non-Member Attendees
Ralph Nicosia-Rusin - FAA Airports	Triss Critchfield
Reggie Davis - FAA	Chris Cox
Ken Knopp - FAA	Kathleen Bergen
Mark Collins – FAA ATC	Steven Brown
Robert Corp	Julie Shane
Fred Somers	Deborah Napier
Lynn Heinemann	Anne Corvi
Randy Schaeffer	Steve Fielding
Karen Goff	Carl Newton
Lorna Christian	Vicki Flanagan
Karen Friedman	Chris Cox



1. Welcome

- a. Committee Chair and Portland City Councilor Tae Chong and Airport Director Paul Bradbury welcomed the Committee and community members to the meeting. NAC members in attendance introduced themselves and the communities they represent on the Committee.
- b. As part of the introductions Paul Bradbury introduced Ken Knopp, FAA New England Deputy Regional Administrator, who discussed FAA's continued commitment to engage with Noise Advisory Committees. He noted the FAA will be adding a new community involvement webpage for the Portland International Jetport on the FAA.gov website. This will be a great resource for people to find current information and capture noise mitigation successes.
- c. Councilor Chong then recognized and congratulated Paul Bradbury, Airport Director, for being nationally recognized as Small Airport Director of the Year by [Airport Experience News](#).

2. Opening Questions / Public comment

- a. Councilor Chong opened public comment following Portland City Council rules with a three minute limit.
- b. John Levesque stated that David Wakelin could not attend the meeting, but he wanted it noted it appears to us, in South Portland, that the number of planes overflying us on direct arrival to Runway 29 has increased substantially over the last 2-3 months despite the fact that total landings have declined due to the pandemic. Can this be? We often get 6-8 planes in a row in the middle of the day, even when the HVA is available. (Over flight of the Loveitts field neighborhood). John continued with his own comment noting there seems to be a new trend starting over the past few months with planes departing over eastern South Portland and Cape Elizabeth. Could this be addressed by the Jetport.
- c. Randy Schaeffer from Peaks Island and Chair of Peaks Island Council thanked Paul and PWM staff for participating in the Peaks Island meeting on October 15, 2020 that had 45 participants. Stated the ultimate goal was getting the flight paths over the island removed. Looking forward to working with the Jetport to get through this changed.
- d. Jennifer Lavanture read a comment from Pat O'Conner, a Peaks Island resident. Peaks Island is now dealing with a historically unprecedented onslaught of aircraft noise with the recent addition of the new RNAV. The island has always been a quiet place and that is precisely why many of us bought homes there. It's important to understand that while we all have sympathy for the folks in South Portland who are



subjected to significant aircraft noise, the plights of residents cannot be compared. Folks in South Portland purchased their homes knowing they were under a flight path. On Peaks, a new flight path has been installed over an area that has been quiet for decades. I respectfully request that this RNAV be moved further north to align with the stated aim of the NAC - to make safe decisions that impact the fewest number of people possible. Furthermore, I request that the committee recommend that other airlines be discouraged from using the RNAV developed by Southwest and that all airlines be encouraged to use the HVA with waypoints when available.

- e. Seeing no further requests for comment Public comment was closed by Councilor Chong. Councilor Chong then provided the opportunity for staff to address the comments.
- f. Paul Bradbury noted many of the public comments raised will be addressed later in the agenda and that staff would review and compare flight tracks to determine if there has actually been an increase in flights arriving on Runway 29 directly over South Portland as noted by Mr. Wakelin. Mr. Bradbury noted that macro data and the dramatic reduction in flights due to the pandemic suggest this is not the case, but Jetport staff will confirm by reviewing the flight tracks. The data will be circulated to all committee members and posted on the Jetport noise abatement web page. Councilor Chong noted that flights have increased since the lowest levels in April and May and many of us including his neighborhood to the north of the Jetport became accustomed to this low level and it was a shock when flights resumed.

3. Approval of Minutes for the May 20, 2020 Meeting

- a. Jennifer Lavanture made a motion to approve the May 20, 2020 meeting minutes. The motion was seconded by Deqa Dhalac. A roll call vote was held: Tae Chong, yes; Deqa Dhalac, yes; Mike Foley, yes; Steve Dalzell, yes; Lee Pratt, yes; Jennifer Lavanture, yes; Shaun Patten, yes; Katherine Hughes, yes; and Guy Gledhill, yes.

4. Jetport Operating Statistics: Passenger volumes, capacity, operations, and COVID Impact

- a. Paul Bradbury presented slides on Jetport Data.
 - i. Mr. Bradbury stated numbers are still down. Lowest day was down 97% in April. PWM outperformed the nationally average in July as Maine's quarantine requirement was lifted on NY, NJ, and CT. The Jetport dipped against the nation in September when school started. Currently, weekends are busiest and a sign that leisure traffic not business is driving the numbers. PWM is now trending with the national average as we close October with passenger volumes at the Jetport down 61.1% from 2019 levels for the week ending October 24, 2020. Passenger enplanements (boardings) in September were down 68.8% from 2019 levels. We currently project total passengers



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will be down 64% in 2020, and operations (aircraft takeoffs and landings) will be down 34% in 2020 from 2019 levels.

- ii. Mr. Bradbury noted outbound capacity (the number of seats for sale out of the Jetport) is down 648,444 seats from the original pre-pandemic volume scheduled by our airline partners for 2020. Airlines are still waiting to see if there is another round of federal stimulus and have not yet finalized December 2020 capacity. It is expected this capacity will drop significantly once the schedule is set.

5. Noise Data: January through September 2020 noise report tabulations

- a. Zach Briggs presented slides on noise reports through September 2020. The Jetport is still collecting data from all three forms of filing, so no matter which way residents are filing complaints, they are being factored into the data. For January through September there have been 220 callers filing 1,081 noise reports. Peaks Island residents are being separated from Portland residents in order to collect more detailed information. The 1,081 noise reports were filed by 114 “unique” callers since January 1, 2020.
- b. Mr. Briggs then reviewed the runway use data provided in the presentation packet. Throughout 2020 there was a significant impact on the flight paths and use of Rwy 11/29 due to construction closures that shut down Rwy 18/36 from mid-June through October.
- c. Paul Bradbury asked if there were any questions on the topics discussed. Councilor Chong did not hear any and approved the meeting to move forward.

6. Old Business

- a. Review and discussion of the RNAV Visual (special) Approach to Runway 29 which commenced operation by Southwest on May 21, 2020.
 - i. Paul Bradbury discussed the RNAV Visual (special) that has been developed by Southwest, which currently is only available for use by Southwest. At this time Southwest only has four daily flights, so this is the maximum number that could use this approach at this time. In November Southwest is reducing to three daily flights. Shaun Patten, FAA PWM Acting Air Traffic Control Manager, added that other airlines could sign up for this approach; however, there have not been any do so yet. Mr. Patten also added the FAA would be made aware if any other airlines were to sign up for the RNAV Visual.
 - ii. Mr. Bradbury then took questions on the RNAV Visual special. There was one question asked by Jennifer Lavanture:
 - iii. Jennifer Lavanture asked if it was possible to explore the idea of moving the flight path north so it would not clip the island. Reggie Davis with the FAA responded by stating he had a conversation with Southwest Airlines and they



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could not move the flight path any further north due to “criteria failure”. He added that it could be due to bank angles or other factors.

- iv. Mr. Bradbury added he is still hoping to explore the possibility of an RNP approach in the future. However, these are not currently put in place for noise abatement procedures. Reggie Davis with the FAA concluded by stating he is willing to work with Southwest as much as possible, but they do not design procedures for noise abatement, they design them for safety. Jennifer Lavanture voiced concern if the RNAV Visual special is adopted by other airlines and eventually is stated as the preferred approach over the HVA then the HVA would basically become non-existent and Peaks Island would have all flights arriving over the island on the RNAV Visual special.
 - v. John Levesque asked what the benefit to Southwest Airlines would be to promote the RNAV special to other airlines. Shaun Patten responded that it was not in the interest of the FAA to promote the RNAV special as it is strictly the business of Southwest and therefore could not comment directly on what a benefit may be. However, he did state that it improves overall safety and therefore would be a benefit to other airlines. Katherine Hughes added that she could not speak on behalf of Southwest Airlines as a Delta Air Lines representative. Paul Bradbury noted the airlines work together on many areas of common interest including on safety, public outreach, and airport relations and believes promotion of the RNAV visual falls well within these categories.
 - vi. Lastly, John Levesque noted that there has been an increase in flights flying directly over the Loveitts Field area and was wondering if there was an explanation as to why? Paul Bradbury responded that it was most likely due to the weather conditions, which could have forced the aircraft to do a straight in ILS approach to Rwy 29. Additionally it was noted that air traffic including smaller general aviation aircraft in the area could result in the need for air traffic to use a straight in approach to maintain separation between aircraft. This was an issue this summer with the closure of Rwy 18/36.
- b. Update on Harbor Visual Approach (HVA) with GPS waypoints and suggested altitudes.
- i. Paul Bradbury presented this agenda item. He noted due to the pandemic the implementation of adding way points to the HVA has been put on hold until July 15, 2021, which was confirmed by Shaun Patten. Even when the HVA has waypoints, it will still be a daylight only approach with weather minimums. Shaun Patten stated that this will increase the precision of the HVA and drastically reduce the number of flights that are clipping Peaks Island.



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- ii. Paul Bradbury asked if there were any comments or questions on this section and Zach Briggs confirmed there were none.

7. New Business

- a. HVA preference over the RNAV Visual (special): Peaks Island requests the NAC issue a recommendation for the HVA with GPS waypoints and suggested altitudes be the preferred approach to Runway 29 when available (ceiling greater than 3,000 feet, visibility greater than 4 miles, daylight hours)
 - i. Paul Bradbury opened this item by noting Peaks Island community members were concerned over comments made at the last NAC meeting that the RNAV Visual special would be the preferred approach to Rwy 29. Councilor Chong raised the question on if there would be a significant difference in the noise level if the aircraft are slightly over water as compared to flying over the island. Paul Bradbury responded by stating that there would be a significant noise reduction if the pilots followed the over the water waypoints on the HVA. Mr. Bradbury added that as it is already, there is nobody in the greater Portland area that is within the FAA's 65 dB DNL noise level.
 - ii. John Levesque wanted clarification of why Peaks Island was pushing so hard for the RNAV Visual special to be adjusted, by which Jennifer Lavanture spoke for the Peaks Island community stating that with the current flight path the residents on the north end of the island are slammed with noise. If the flight path was strictly over water it would benefit the entire community as a whole.
 - iii. Jennifer Lavanture made a motion for the NAC to recommend the HVA with GPS waypoints and suggested altitudes be the preferred approach to Rwy 29 when available. Councilor Chong seconded the motion and opened the floor for discussion.
 - iv. Mr. Bradbury asked if there were any further questions.
 - v. Lee Pratt asked what the negative would be to having an approach that was completely over water. Paul Bradbury responded that he did not see any negative to this type of approach.
 - vi. At this time roll was called: Councilor Chong, yes; Tom Ainsworth, yes; Mike Foley, yes; Steve Dalzell, yes; Lee Pratt, yes; Jennifer Lavanture, yes; Shaun Patten, abstain; Katherine Hughes, yes; and Guy Gledhill, yes.
- b. Review of current and planned flight schedules from October 2020 through April 2021 during the noise sensitive hours from 10:00 pm – 7:00 am.
 - i. Paul Bradbury discussed the upcoming schedules which were presented in the meeting packet. The average number of departures during noise



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sensitive times for November and December 2020 is 5 and 7 respectively. November 2020 departures during noise sensitive times are down 39.2% from November 2020. The average number of arrivals during noise sensitive hours for November and December is 3 and 6 respectively. This is down from 7 average daily arrivals during noise sensitive hours in 2019.

- c. Review of runway use data and how noise preferences impact runway use.
 - i. At this time Zach Briggs presented slides on noise reporting data and upgrades to the Vector Public Portal.
 - ii. Zach Briggs stated that data was taken from Vector during the busiest week of noise complaints throughout the year. It was found that during this week 64% of arrivals/departures were compliant with the Noise Compatibility program. He went further and discussed different data that showed when the HVA was not available due to weather or time of day. Mr. Briggs also went into detail on the impact of the runway closures the airport was having due to construction throughout the year. With certain runways closed, aircraft were forced to arrive/depart on available runways and were not able to follow noise preferences. Mr. Briggs reiterated the positive impact GPS waypoints will have on the accuracy of the current HVA.
 - iii. At this time Mr. Ainsworth asked if Wiggins and CSA could request Rwy 11/29 for arrival/departures. Steve Dalzell with FedEx stated that safety had to be considered before noise. Mr. Ainsworth agreed that he would never want to jeopardize safety, but would like to hear some feedback on if the primary runway could be used more often.
- d. Update on the Jetport's online flight tracking and noise complaint portal: More information on each flight (airline, aircraft type, altitude, & flight #) and schedule for implementation
 - i. Mr. Briggs stated that the airport was working with Vector to get as much information as possible available to the public in Vector. There are going to be updates to the public portal to include altitudes, flight number, operation type, and aircraft type. Community members can expect by quarter one 2021 to have this rollout started. This will be done in two phases with phase one containing the new updates stated above and phase two allowing users to store information such as name, address, and phone number which it will automatically fill, making the overall experience easier.
 - ii. Tom Ainsworth noted that the new updates will not include a feature that allows users to see if there are unexpected runway closures and stated that would be helpful when filing a complaint. Mr. Ainsworth also would like to have more frequent call backs when submitting noise complaints. Zach Briggs



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responded that there were two to three staff members working on noise data and that anytime a user requests a call back, they are getting a callback. Mr. Briggs added that it is essential to leave your phone number and email address so the airport can follow up with the community member.

- e. Online noise complaint report entry and examples
 - i. Mr. Briggs provided a brief review of properly completed noise complaint report entries and why it is important to provide the information.
- f. Airfield construction planned in 2021: Construct Air Cargo Taxiway & Taxiway A East – Phase 1
 - i. Paul Bradbury provided a brief summary of the upcoming construction starting next year which will include a new taxiway alpha to the east of runway 18/36. This will be done to ensure this section of the taxiway is out of the ILS critical area and take care of the wingtip restriction on this section of pavement. Additionally, this new taxiway will allow for the future connection of a new air cargo taxiway connecting the air cargo apron to taxiway A. This will eliminate two runway crossings for aircraft at the air cargo apron that will be departing Rwy 29.
 - ii. Councilor Chong then opened the meeting for questions by the Committee.
 - iii. Jennifer Lavanture asked if it would be possible for Vector to consolidate the number of “operation type” options when filing a complaint. Mr. Briggs said this is something the airport will reach out to Vector for a solution.
 - iv. Councilor Chong asked if all of the complaints were similar or if the complaints differed in anyway and were they unique? He noted at the National League of Cities workshop on airport noise they gave the classic example of one caller making the same complaint 10,000 times in one year which skewed the number. Paul Bradbury answered stating that we do have some “frequent flyers” that log all flights over their house vs. others that are more concerned with an unusual flight path or deviation.

8. Closing Questions / Public Comment

- a. Triss Critchfield advised that it can be tricky to find the link to the public portal from the website. Paul Bradbury noted that the best way to quickly access the portal would be to save it as a bookmark. Ms. Critchfield’s second point was that there was a lot of discussion on the Peaks Island issues, but not many on the issues South Portland was having with flights going directly over the neighborhoods. Mr. Bradbury went into detail on the different factors that could have caused this, mainly weather. The HVA as a visual approach requires a ceiling greater than 3,000 feet and visibility greater than 4 mile in order to be flown. Shaun Patten added that aircraft separation could have been a reason why on a clear beautiful day aircraft could be flying a straight in approach.



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- b. Lynn Heinemann from Peaks Island added that noise has been impacting the island more now than it ever has. She believes that there are more than four flights a day going over the island.
- c. Julie Shane asked if it was possible to see the wind direction on any given day so users would know whether the HVA was available or not. Paul Bradbury responded that the airport is trying to make the METARs easily accessible, but residents could also call the ATIS phone number to listen to the current weather conditions. Shaun Patten provided the phone number for automated weather (AWOS) 207-874-7914 and the Automatic Terminal Information Service (ATIS) 207-775-1039 which provides weather and other current aviation information for PWM. Julie Shane also asked if GA traffic could be directed over South Portland rather than commercial traffic. Shaun Patten stated that it is a first come first serve basis and different aircraft speeds would not make that feasible.
- d. Councilor Chong asked if there has been a nationwide increase in noise complaints due to COVID. Ken Knopp, FAA, stated that yes, there has been an increase and it is likely due to people working from home.
- e. Paul Bradbury asked if there were any further questions. There were no further questions at this time.

9. Next Meeting: Proposed for Thursday, May 20, 2021

- a. There were no objections to this date.

10. Adjournment

- a. Councilor Chong summarized the meeting noting the NAC recommended making the HVA with GPS waypoints the preferred approach to runway 29 (will this have an impact on Southwest?), finding more information with regards to Wiggins/CSA requesting to use runway 11/29, and providing data to South Portland on the number of Rwy 29 straight in arrivals compared to last year.
- b. Paul Bradbury stated he will provide these updates to the Committee once available.
- c. Motion to adjourn was made by Mayor Foley and seconded by Jennifer Lavanture. Roll call: Councilor Chong, yes; Councilor Dhalac, yes; Mike Foley, yes; Steve Dalzell, yes; Lee Pratt, yes; Shaun Patten, yes; and Guy Gledhill, yes.
- d. Meeting adjourned.