

MEETING
#3

Robert L. Miller

From: Michael Musca [MMM@ci.portland.me.us]
Sent: Monday, June 10, 2002 4:45 PM
Subject: Airport Noise Meeting - June 18 at 6PM

** High Priority **
** Reply Requested by 6/11/2002 (Tuesday) **

To: Noise Advisory Committee, Neighborhood Association Presidents, Community Members
From: Michael Musca, Portland Jetport
Re: Airport Noise Meeting
Date: 10 June 2002

Please note that the airport noise meeting will be held on the following date:

Tuesday, June 18th at 6:00 pm in the Jetport terminal conference room (2nd floor).

We have been receiving calls regarding the noise meeting's originally scheduled date of tomorrow.

Apparently the word has not been received by all parties, so please respond to this email so that we know you've been notified.

Thank you.

Michael A. Musca, A.A.E.
Asst. Airport Manager
Portland Int'l Jetport
Portland, Maine
mmm@ci.portland.me.us - Email
www.portlandjetport.org - Web Page

Portland International Jetport FAR Part 150 Update

Part 150 Noise Advisory Committee Meeting

18 June 2002

Harris Miller Miller & Hanson Inc.

In association with:

Vanasse Hangen Brustlin, Inc.
Simat, Helliesen & Eichner, Inc.
Innovative Resource Group, Inc.

Site Selection Criteria



<http://www.hmmh.com/>

- **Distribute monitors in noise sensitive areas around the Jetport**
- **Obtain data for a variety of operations and aircraft types**
- **Incorporate suggestions from advisory committee**
- **Have a clear line-of-site to aircraft**
- **Choose locations with quiet background levels**



Monitoring Locations



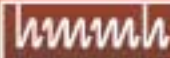
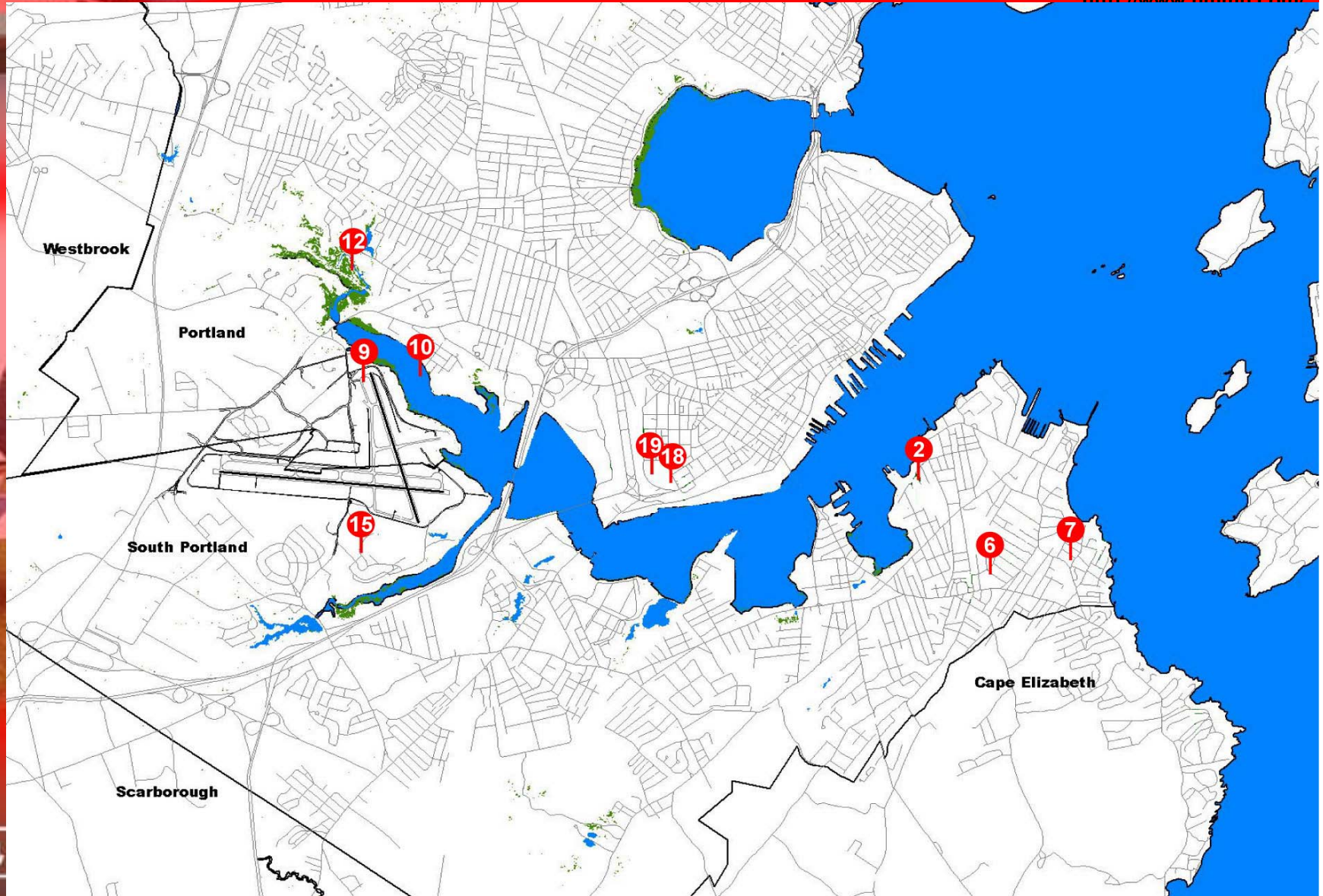
<http://www.hmmh.com/>

Site Number	Neighborhood	Address
2	Ferry Village	199 High Street
6	Willard	38 Bellevue Avenue
7	Willard	28 Henry Street
9	Stroudwater Village	1169 Westbrook Street
10		123 Fenway Street
12	Stroudwater Village	138 Stroudwater Road
15		Maine Youth Center
18	Western Promenade	75 Vaughan Street
19	Western Promedade	55 Bowdoin Street

2002 Part 150 Monitoring Sites



<http://www.bmmb.com/>

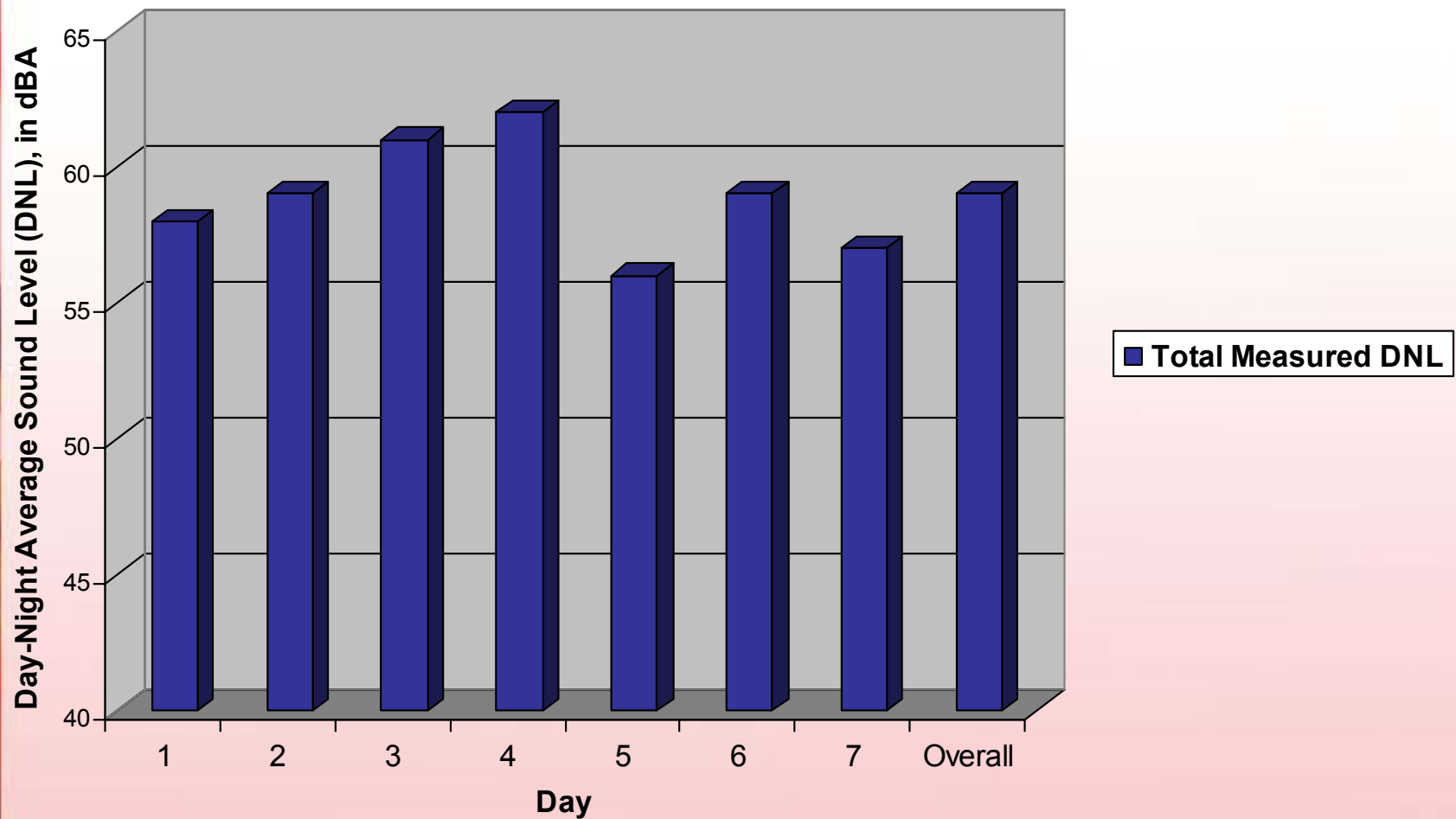


Monitoring Site #2, DNL Levels



<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 2
14,500' east of Runway 29, and 2000' north of extended centerline

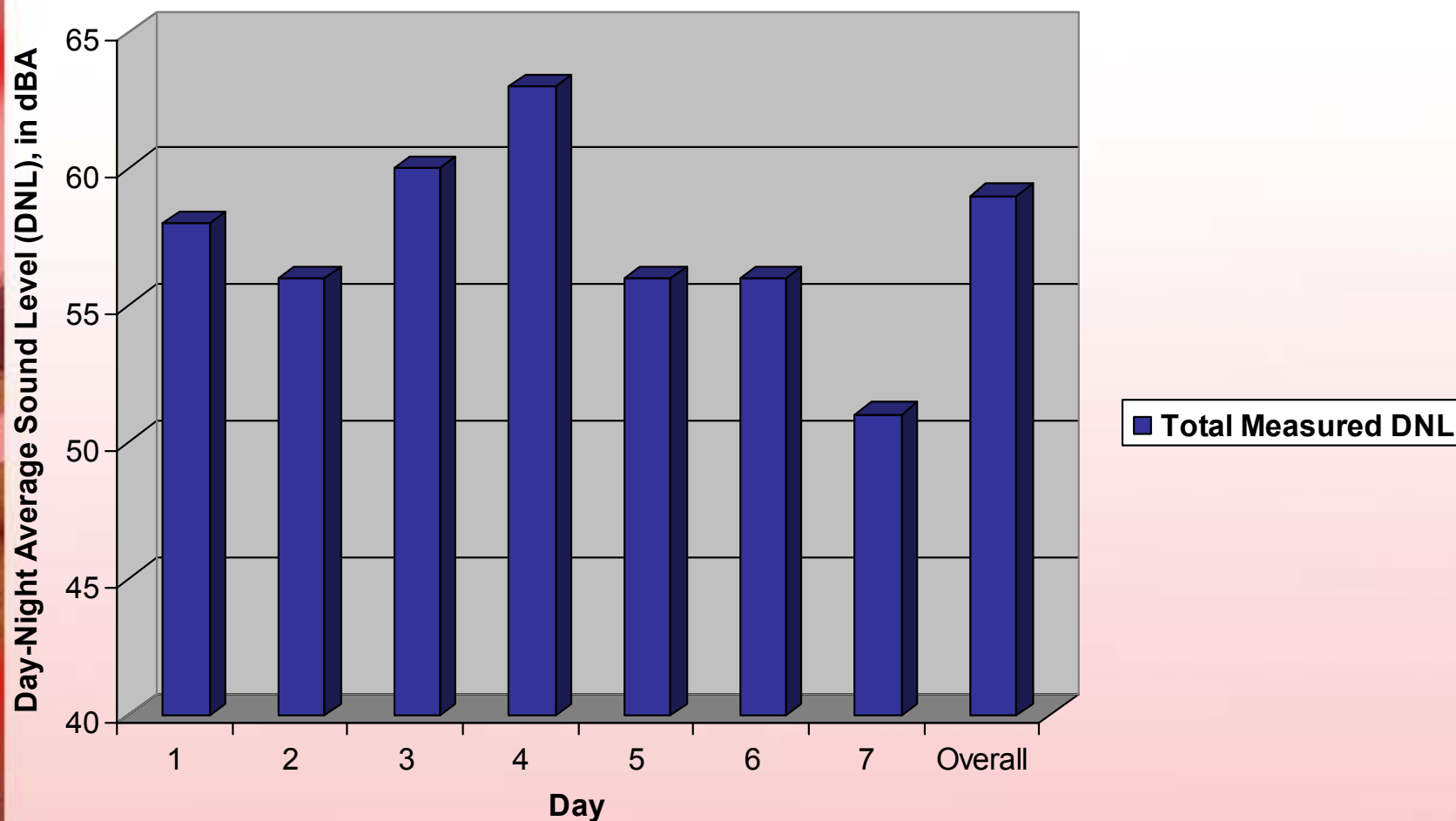


Monitoring Site #6, DNL Levels



<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 6
16,750' east of Runway 29, and 750' south of extended centerline

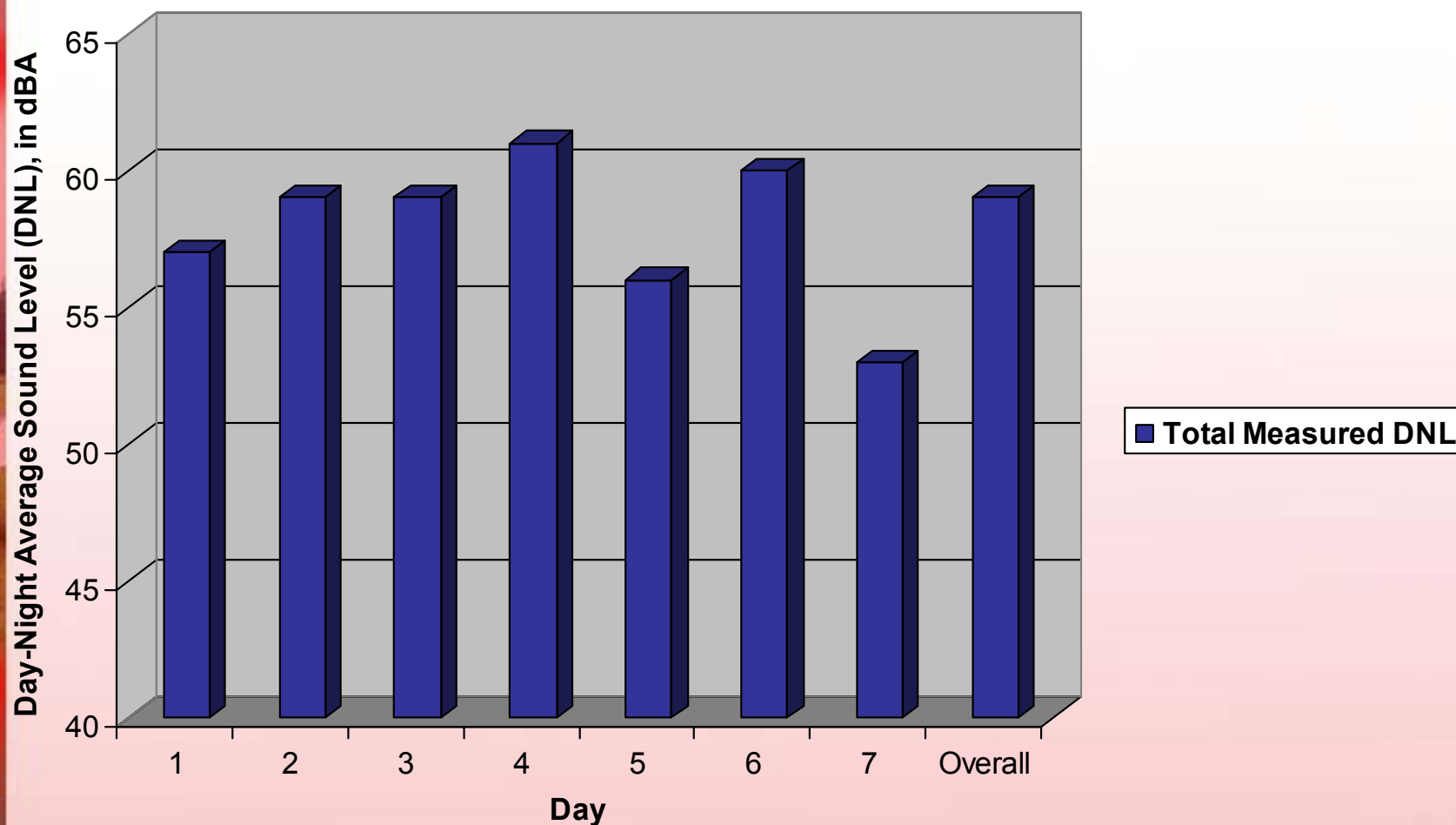


Monitoring Site #7, DNL Levels

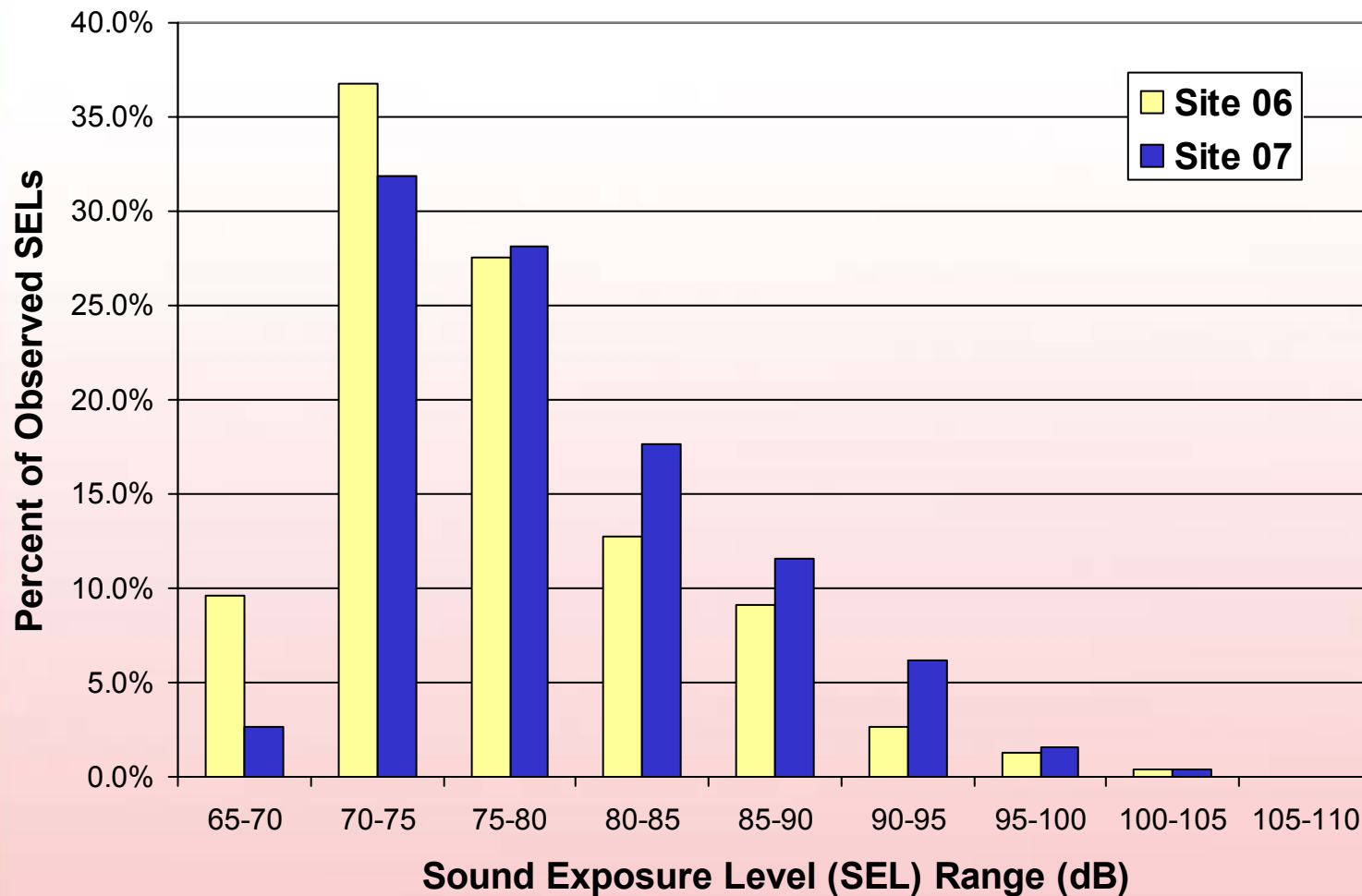


<http://www.hmmh.com/>

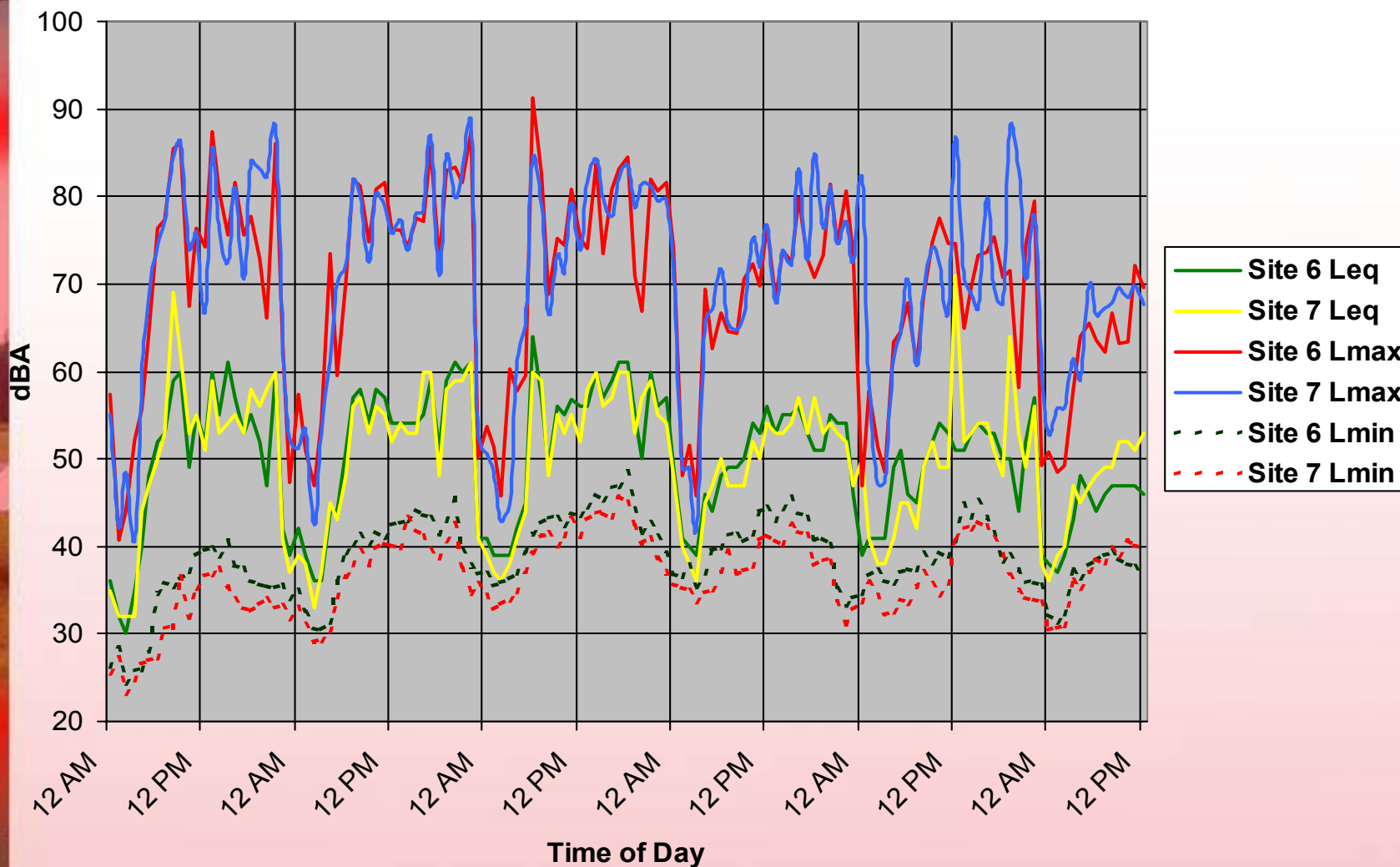
Portland International Jetport Part 150: Site 7
19,500' east of Runway 29, on extended centerline



Comparison of SELs, Sites 6 and 7



Noise Level Comparisons Site 6 and Site 7

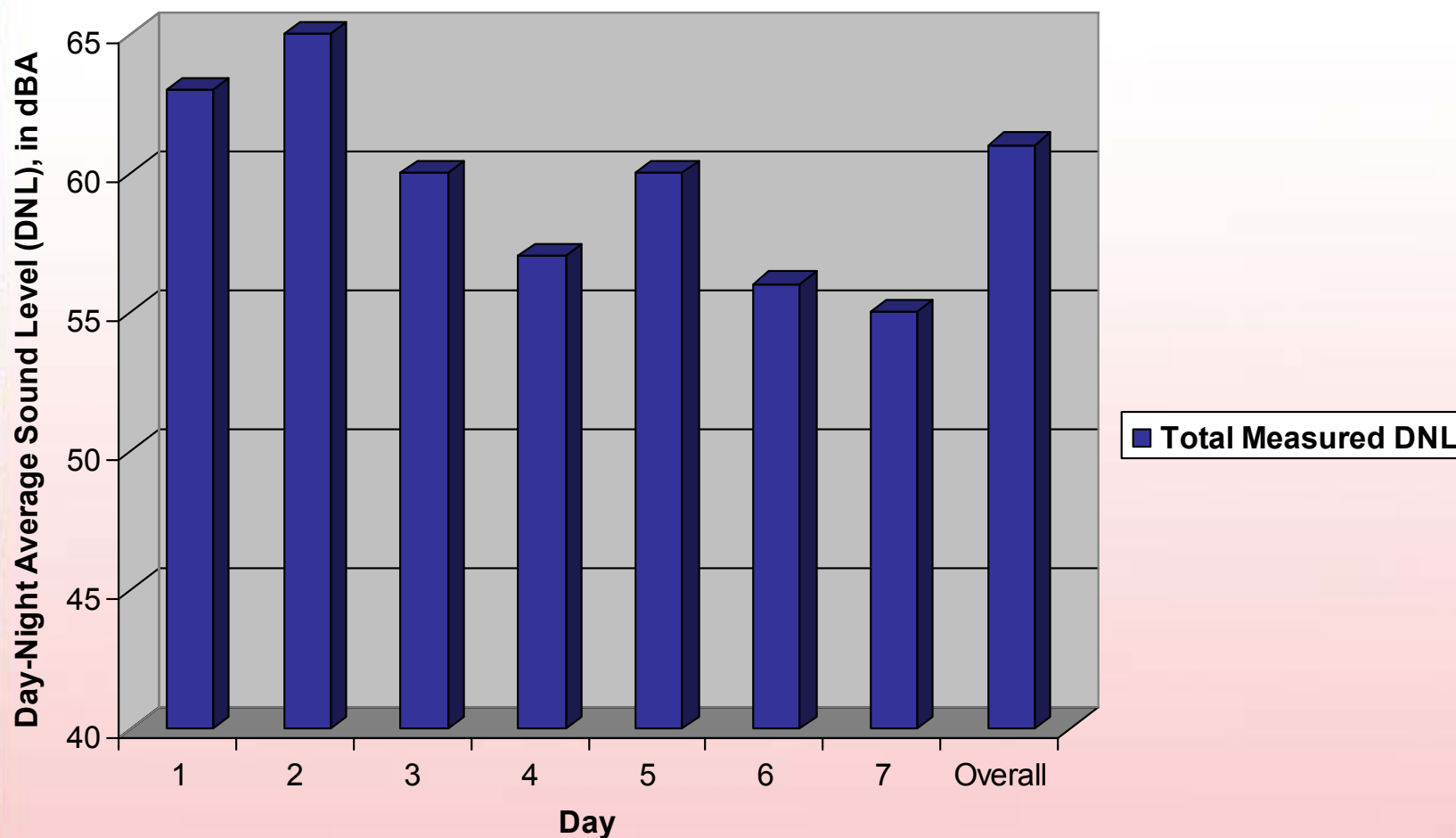


Monitoring Site #9, DNL Levels



<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 9
750' north of Runway 18, and 250' east of centerline

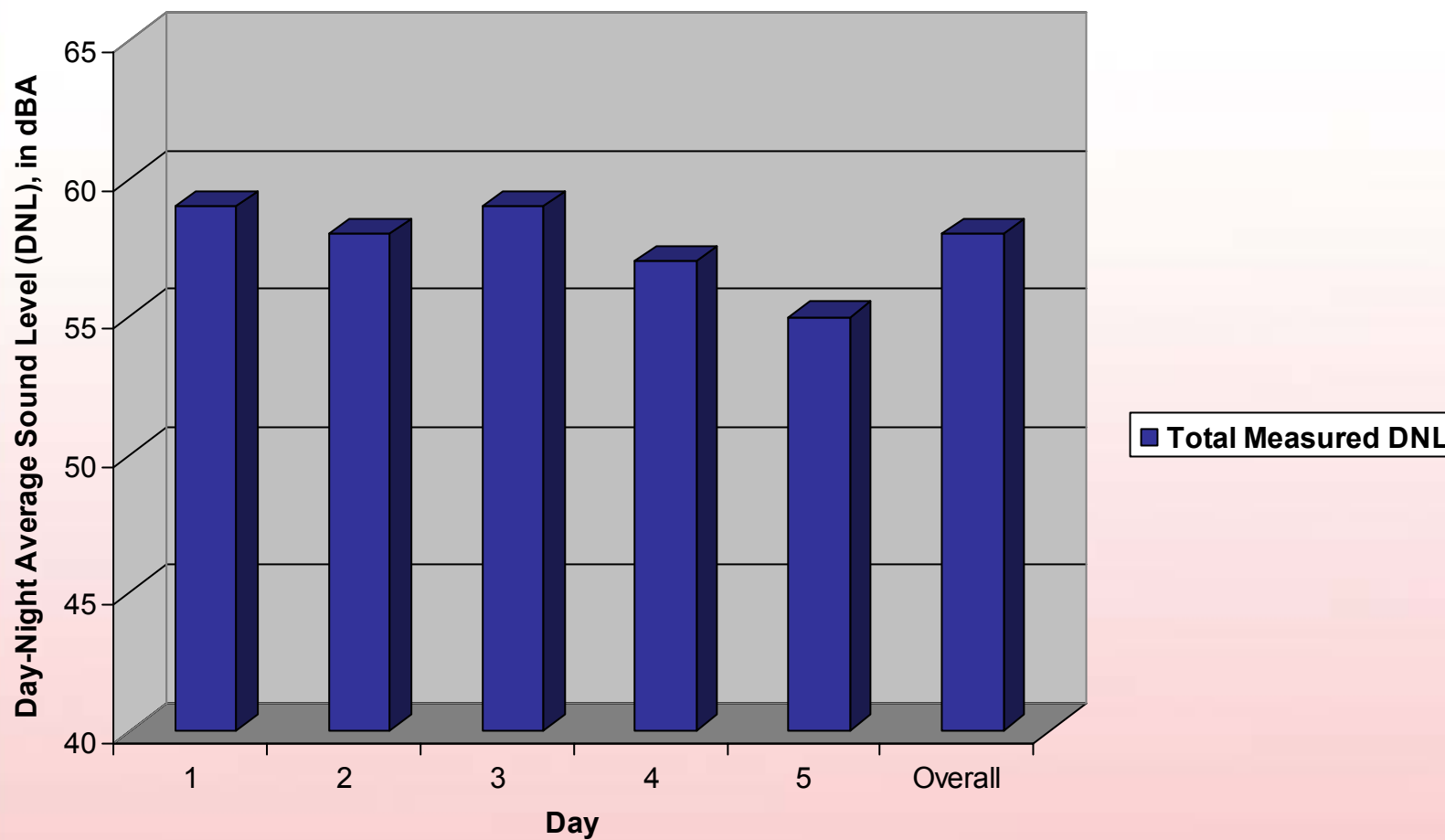


Monitoring Site #10, DNL Levels



<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 10
1,750' east of Runway 18, abeam Runway end

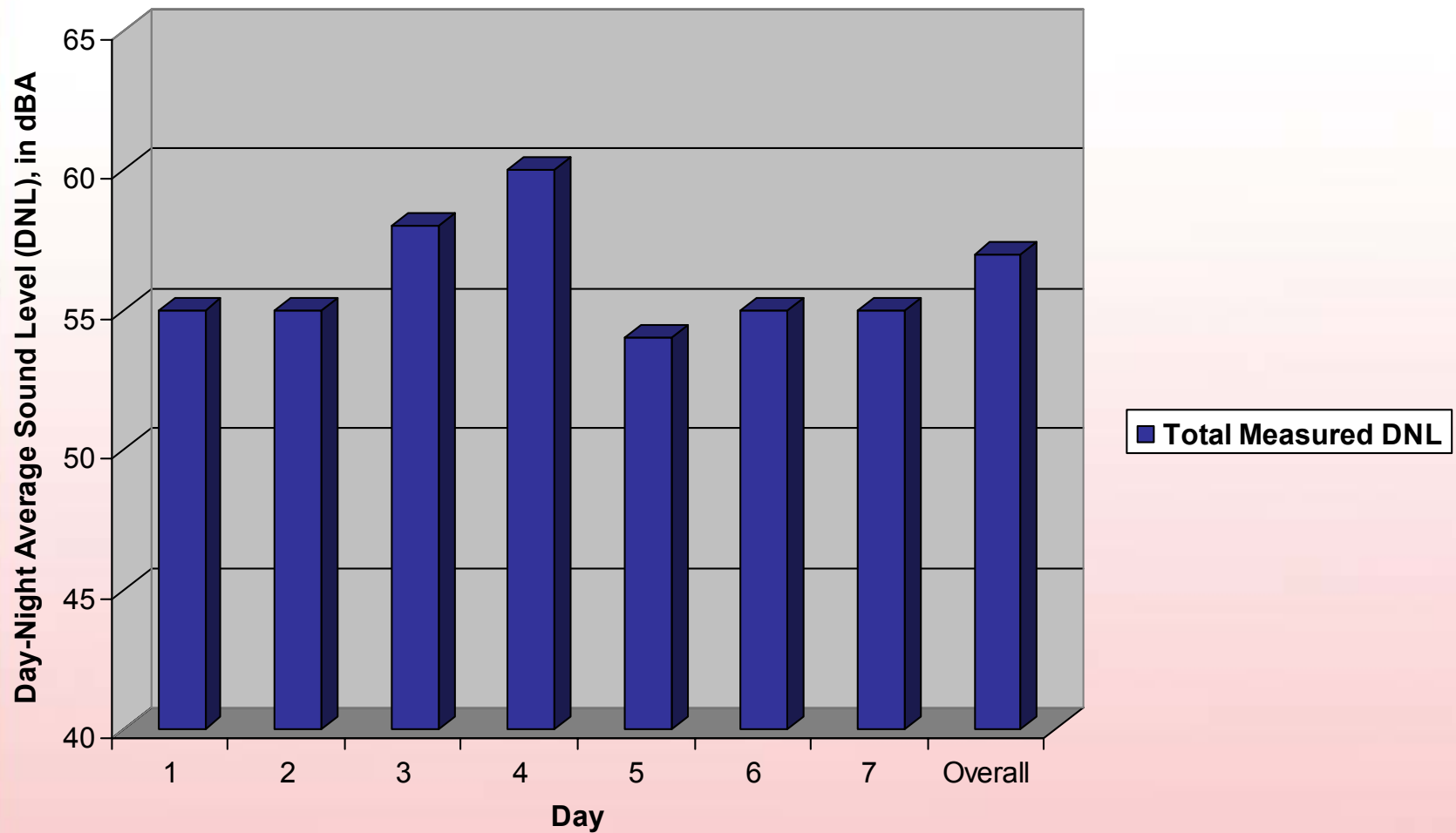


Monitoring Site #12, DNL Levels



<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 12
3,000' north of Runway 18 on extended centerline

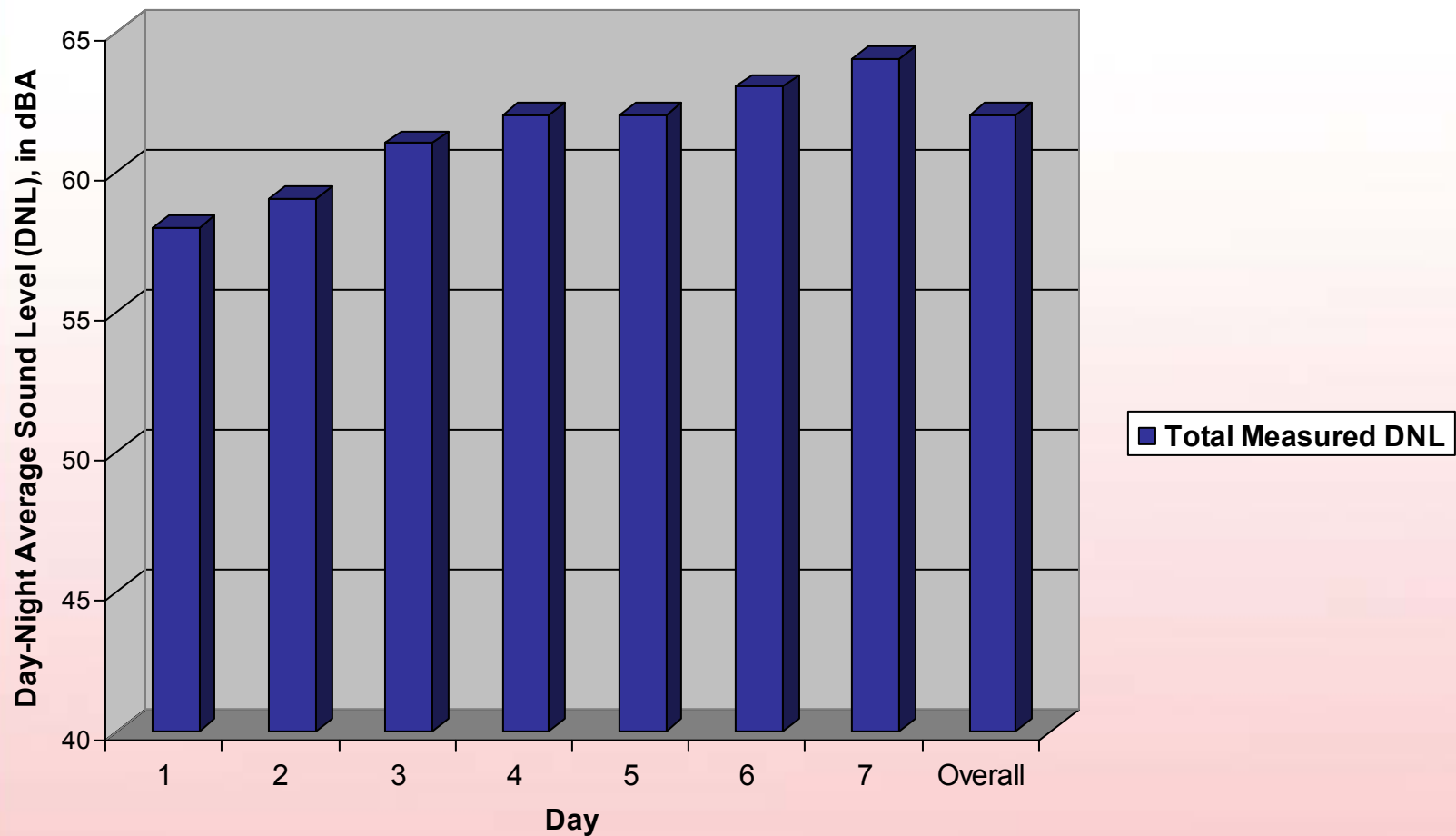


Monitoring Site #15, DNL Levels



<http://www.hmmh.com/>

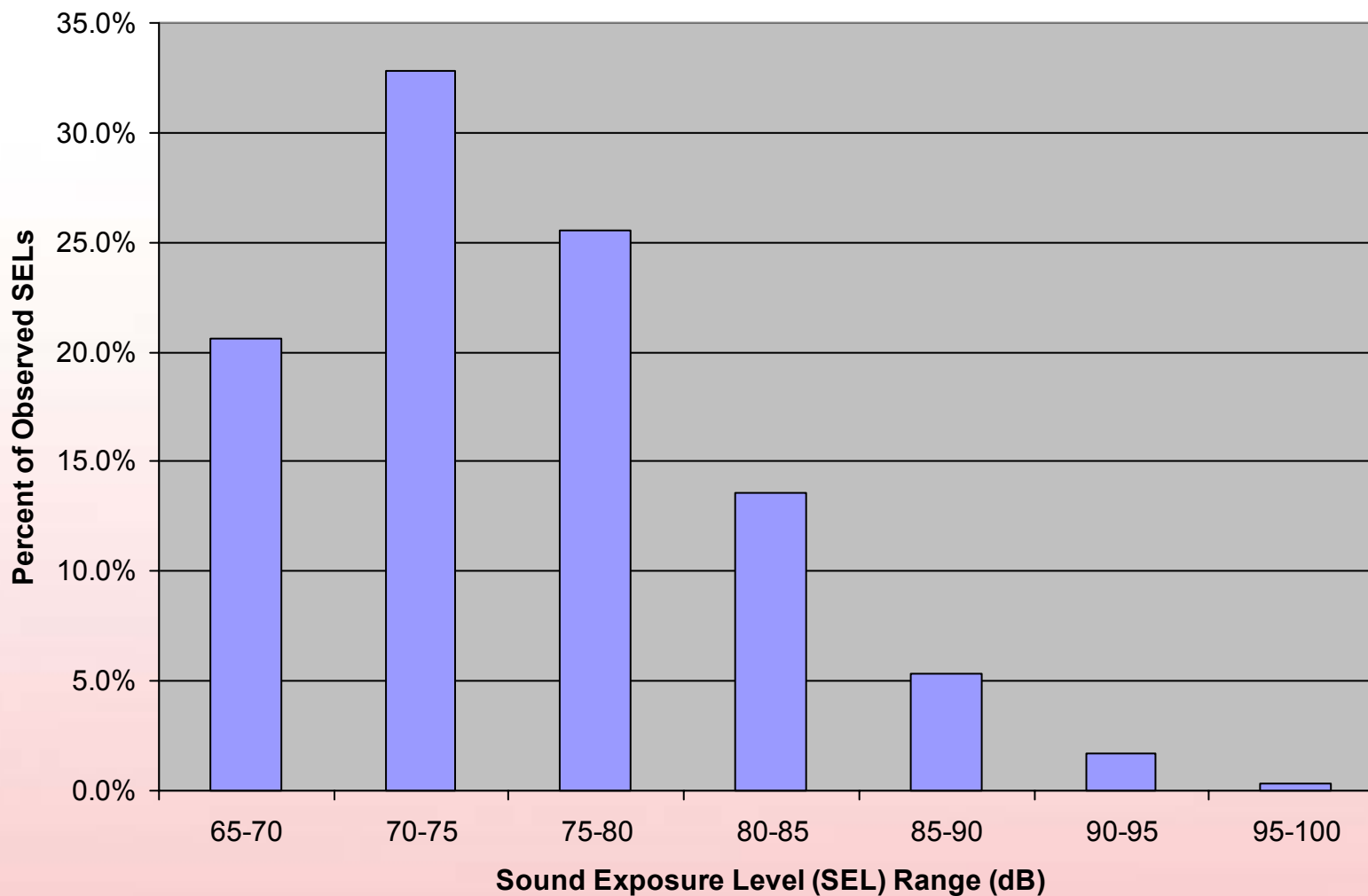
Portland International Jetport Part 150: Site 15
1,500' west of Runway 36, approximately abeam Runway end



Sound Exposure Levels (SEL), Site 15



<http://www.hmmh.com/>

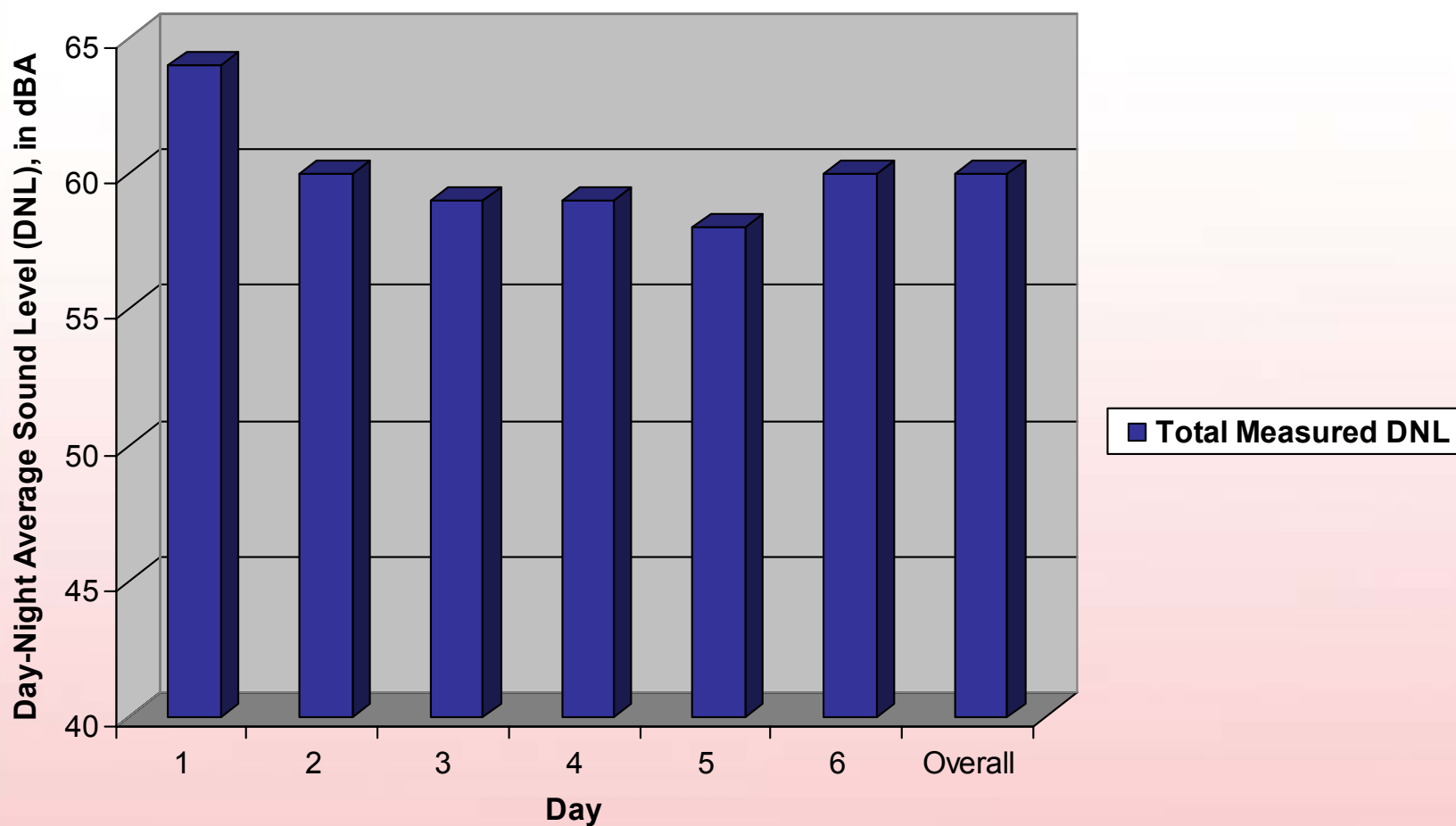


Monitoring Site #18, DNL Levels



<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 18
7,000' east of Runway 29, 1,250' north of extended centerline

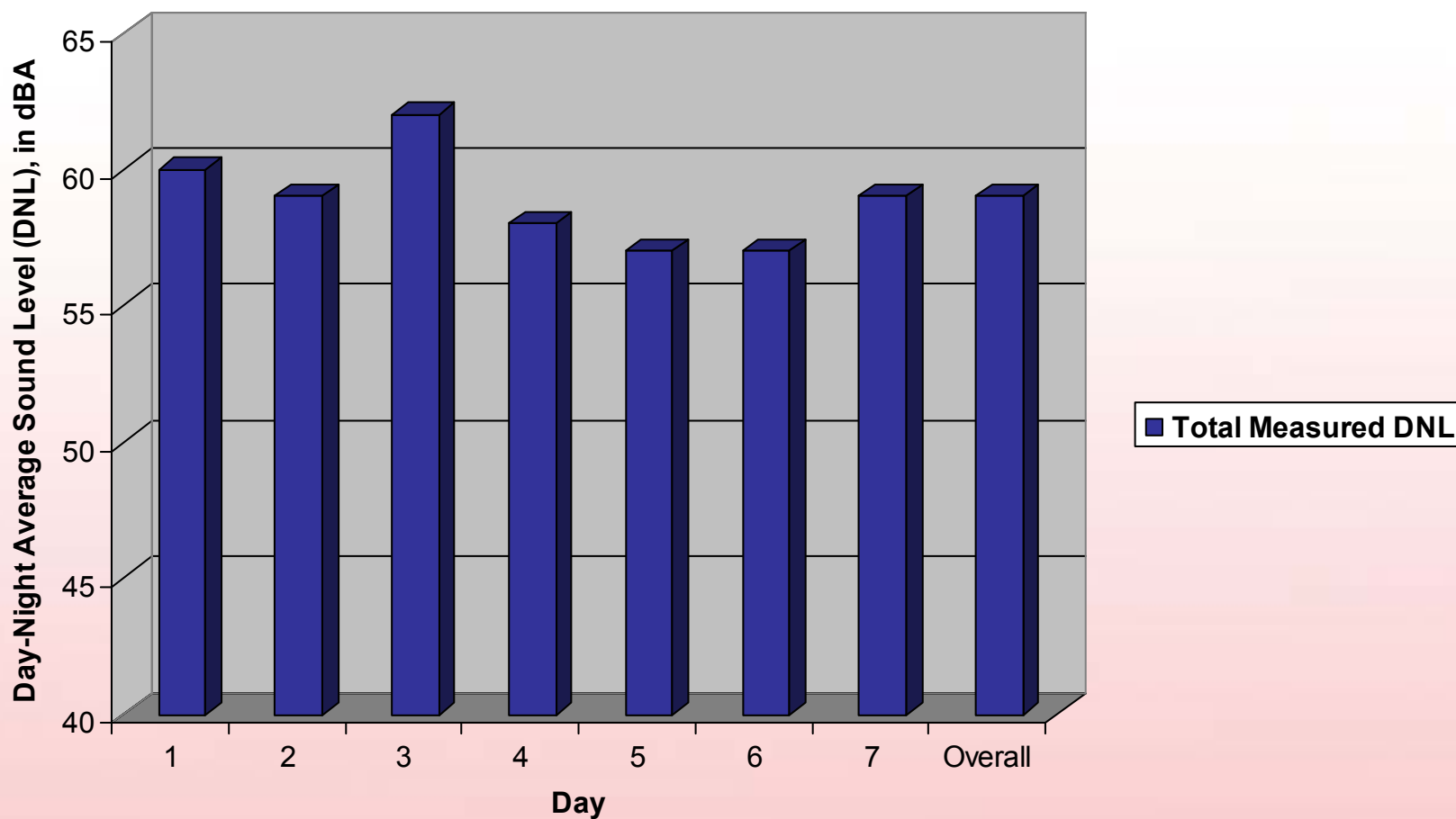


Monitoring Site #19, DNL Levels

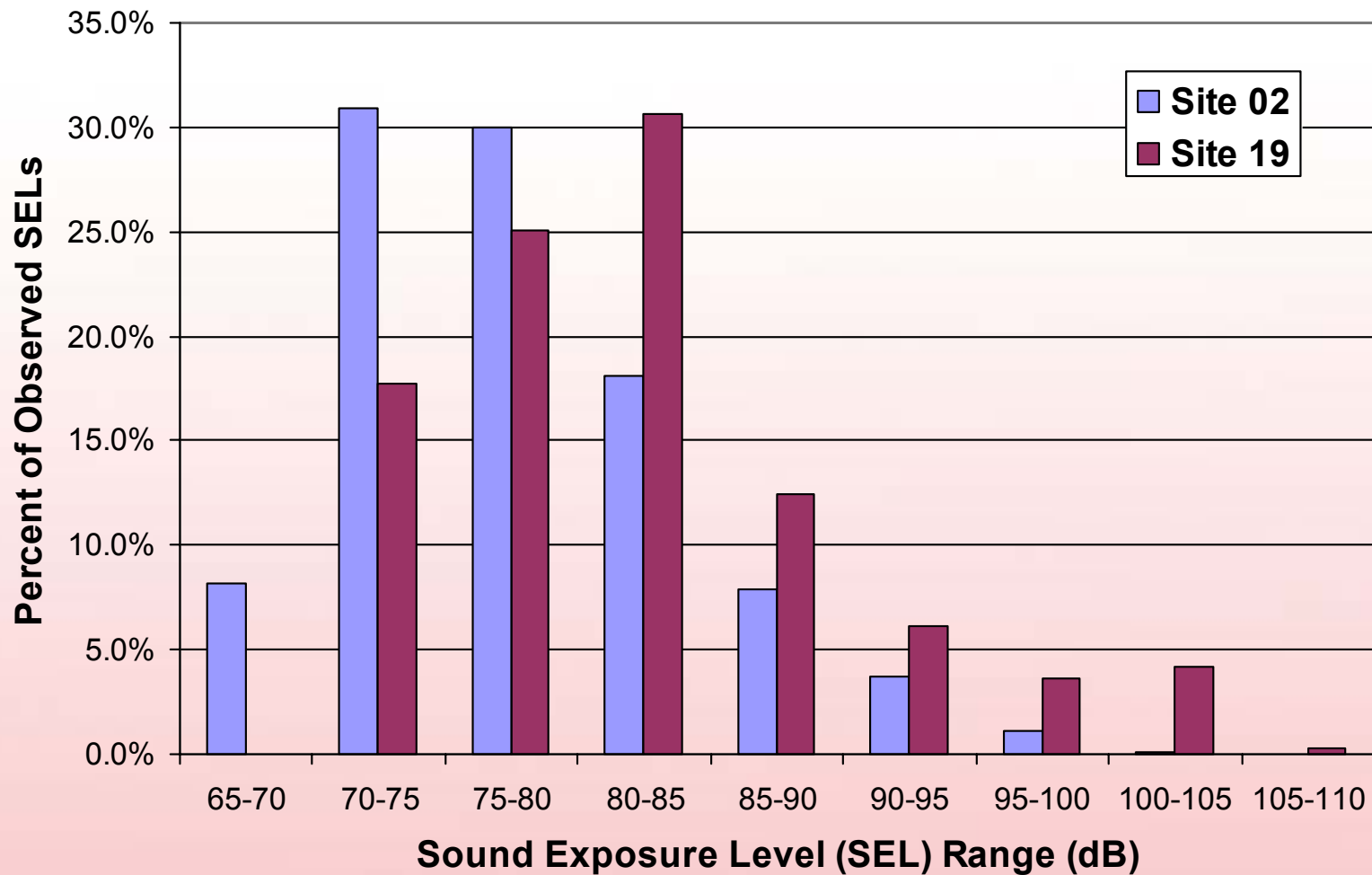


<http://www.hmmh.com/>

Portland International Jetport Part 150: Site 19
6,500' east of Runway 29, 1,500' north of extended centerline



Comparison of SELs, Sites 2 and 19



Comparisons of Current Measurements to 1988 Study



<http://www.hmmh.com/>

Current Location	Current Measured DNL Values	Prior Modeled DNL Values	Δ
#6: 38 Bellevue Street	59 dB	66 dB	-7 dB
#9: 1169 Westbrook Street	61 dB	59 dB	+2 dB
#12: 138 Stroudwater Road	57 dB	56 dB	+1 dB
#19: 55 Bowdoin Street	59 dB	70 dB	-11 dB
#15: Maine Youth Center	62 dB	65 dB	-3 dB



**Portland International Jetport Part 150 Noise Advisory Committee
Meeting 3
June 18, 2002
6:00PM
Portland Jetport
Conference Room**

I. Introductions

The meeting began at 6:05pm with 23 people present.

Name:	Organization Represented:
Edchen Ferguson	Loveitt's Field Home Owners Association
Paul Ferguson	Loveitt's Field Home Owners Association
Jeff Monroe	PDOT, Transportation Director
Cyrus Hagge	Western Prom Association
John O'Dea	Portland Resident
Matt Marks	Resident
Ed Green	FAA PWM Tower
Richard Doucette	FAA New England Region
John Silva	FAA New England Region
Bruce Grieco	Ferry Village Neighborhood Association
Tom Ainsworth	Stroudwater Village Association
Anne Pringle	Western Prom Neighborhood Association
Michael Musca	PWM, Assistant Airport Manager
Jeff Schultes	PWM, Airport Manager
Linda Boudreau	South Portland City Council
Paul Ouellette	83 Noyse Street, Portland
Dan Tipton	Danforth Cove, South Portland
Dick Armstrong	10 Surf Road, Cape Elizabeth
Mylan Cohen	19 Surf Road, Cape Elizabeth
Joseph Calise	15 Surf Road, Cape Elizabeth
Nathan Smith	City of Portland, City Council, Chair Noise Committee
Becky Haines	HMMH
Bob Miller	HMMH

II. Discussion of Preliminary Data from Noise Monitoring Program

B.Miller presented preliminary data from the noise monitoring program and led a discussion.

M.Musca summarized the Press Event at site 2 (Kathy Latendresse, Ferry Village, South Portland) on May 22. Television, radio and print media were in attendance along with HMMH and PWM staff.

B.Miller: Discussion of day night average sound levels (DNL) at various sites. Each DNL bar (on charts) is significantly affected by a single loud event. Loudest events of longest duration will have most influence on DNL. Stress and health affects are unproven in DNL levels below 65 dB. Night runway construction may affect DNL at individual sites, but many aircraft may just operate on the other runway. DNL will be used in conjunction with other metrics when looking at mitigation.

J.Silva: Many social research studies done in conjunction with DNL levels. There is a predictable relationship between the percent of people in a group highly annoyed by a certain level.

J.Schultes: Monitoring began prior to construction.

Committee Member: The bottom line is annoyance and determining what levels are appropriate to address. Numbers don't matter, what does is annoyance. Specific times of concern are early morning and late night (10:00 pm).

B.Miller: Looking forward, focus will be on creating contours and mitigating options.

III. Next Meeting

The next Noise Advisory Committee meeting is scheduled for August 27, 2002 at 6 p.m. in the Portland International Jetport Conference Room.