

APPENDIX G: FINAL PUBLIC HEARING

Portland International Jetport FAR Part 150 Noise Compatibility Program Update

Public Hearing
13 July 2004

Harris Miller Miller & Hanson Inc.

In association with:

Vanasse Hangen Brustlin, Inc.
Simat, Helliesen & Eichner, Inc.

What is Federal Aviation Regulation (FAR) Part 150?



- ✈ **Two principal technical elements:**
 - Noise Exposure Map (“NEM”), initially determined in compliance by the FAA, March 1990
 - Noise Compatibility Program (“NCP”) approved by the FAA, July 1990

- ✈ **City of Portland has voluntarily elected to update these**



- **Implement a public involvement program**
- **Define baseline operations, land use, and noise incompatibilities**
- **Update existing and 5-year forecast noise exposure maps**
- **Evaluate current noise abatement program**
- **Evaluate new operational and land use alternatives**
- **Recommend new measures**
- **Submit documentation to FAA for review**

11 Noise Advisory Committee meetings

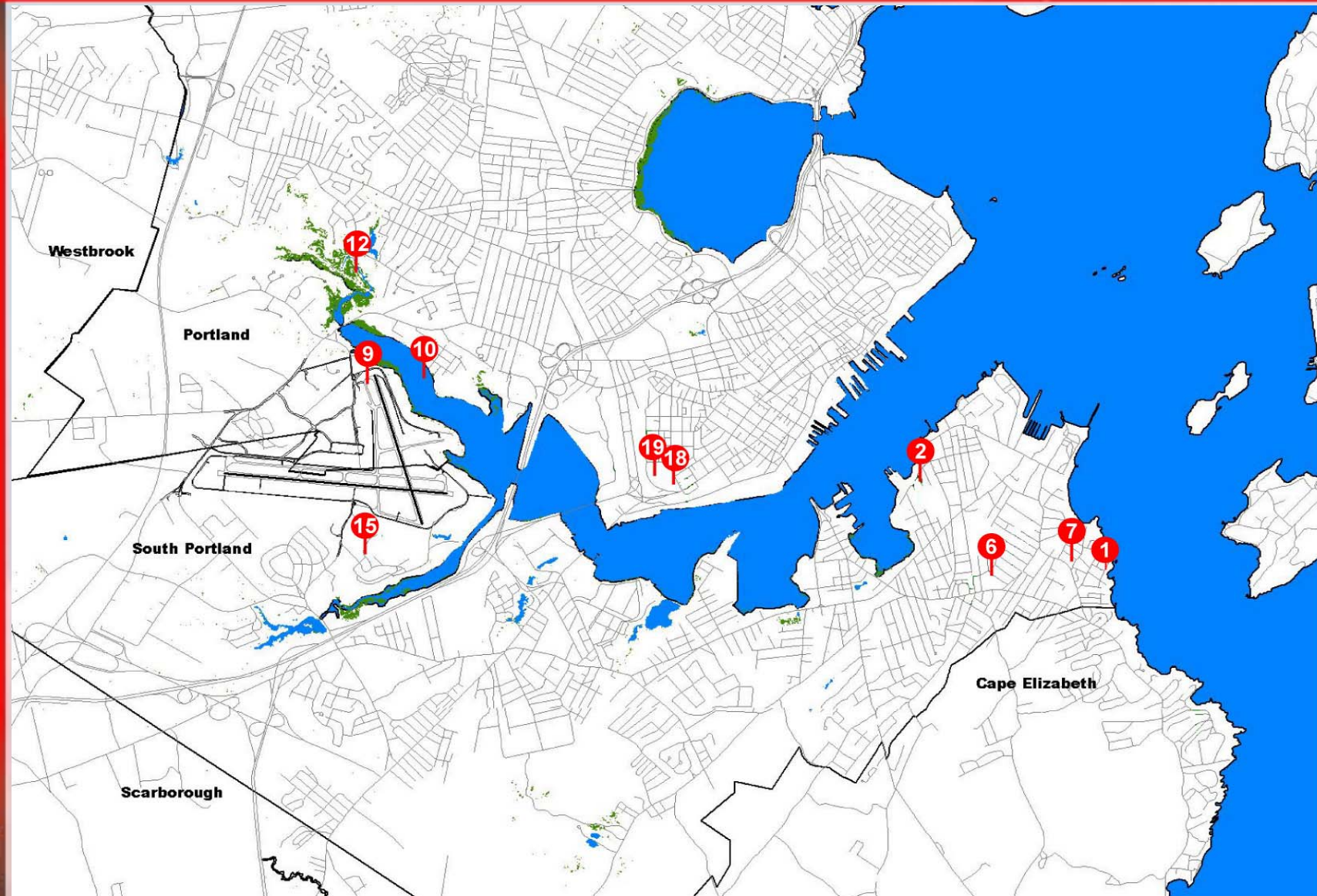
- Airport staff
- Elected officials
- Neighborhood Association Representatives
- FAA Air Traffic Control Tower and Regional Office representatives
- Consultant team

 **Web postings:** www.portlandjetport.org/noise.asp

 **Public Workshop: May 12, 2003**

 **Public Hearing: July 13, 2004**

Noise Measurements: 10 Locations

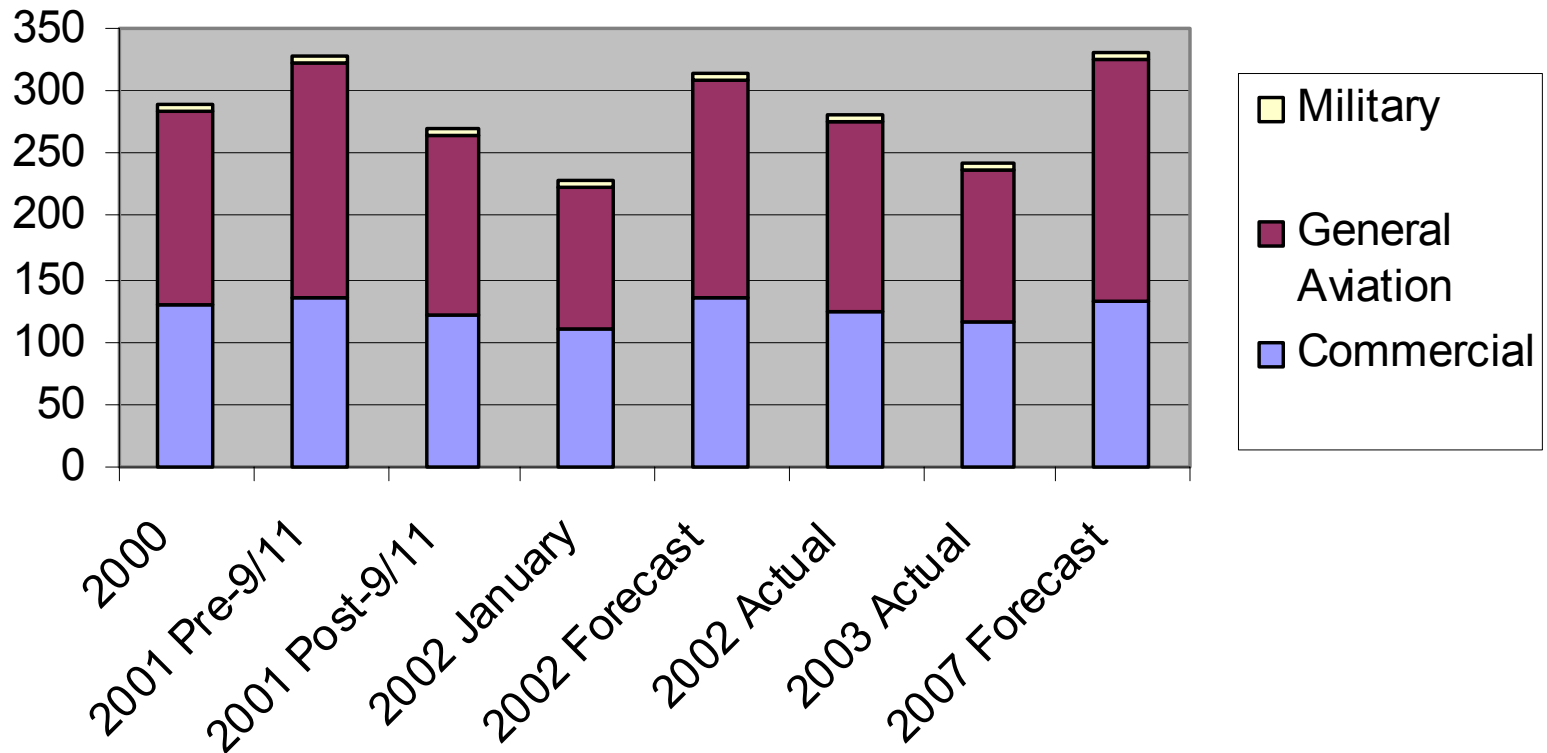


Noise Measurements: Summary of Findings

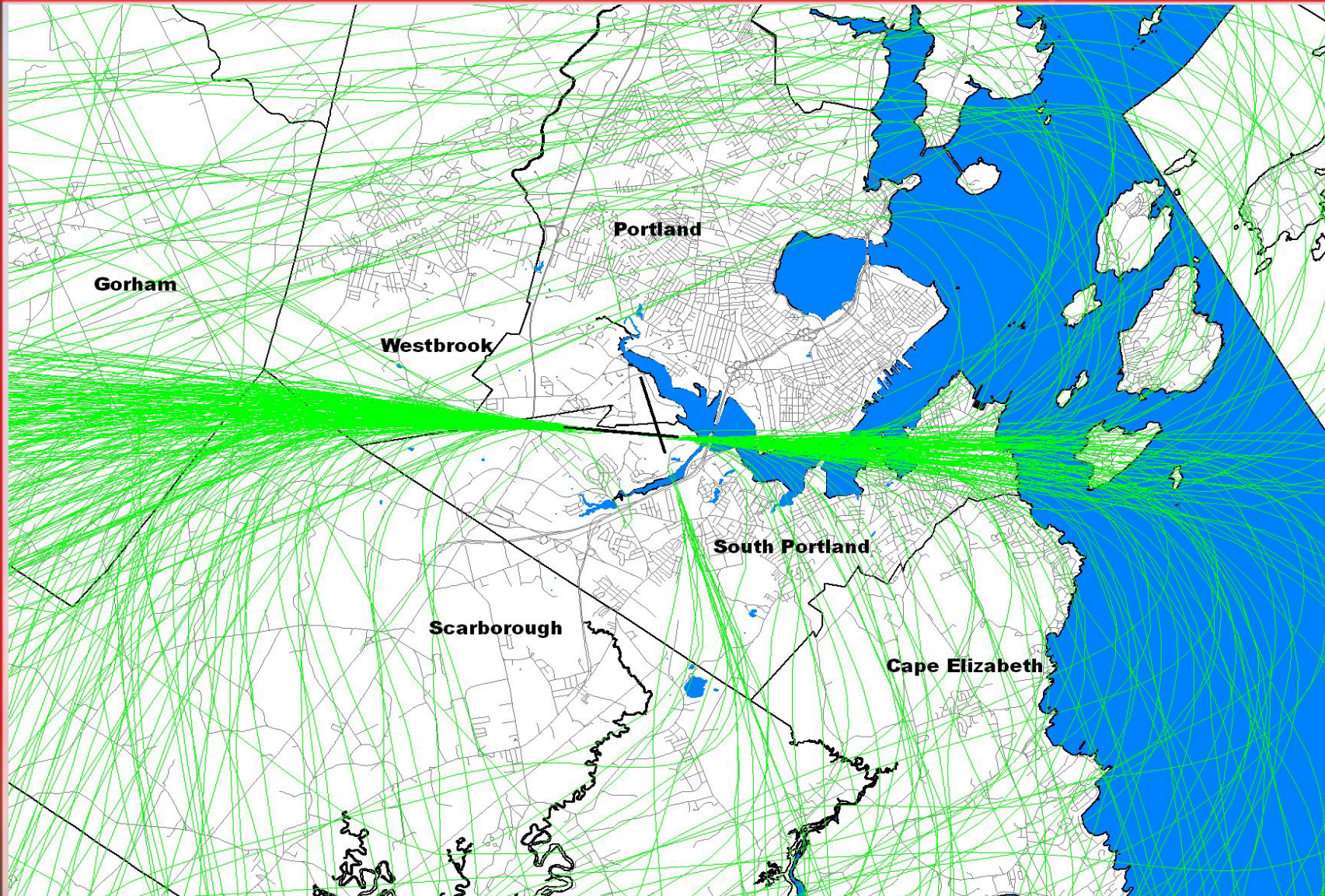
- ✈ **Cumulative noise exposure levels (Day-Night Average Sound Levels, DNL) were generally less than FAA guidelines for significant noise impact**
- ✈ **Highest noise exposure levels occurred in Stroudwater Village and at the Maine Youth Center**
- ✈ **The loudest single events occurred in Ferry Village and Willard (S. Portland) and along the Western Prom**
- ✈ **The loudest single events were typically caused by “hushkitted” Federal Express 727 and Northwest DC9-30 aircraft**

Noise Modeling: Activity Levels for 2002 and 2007

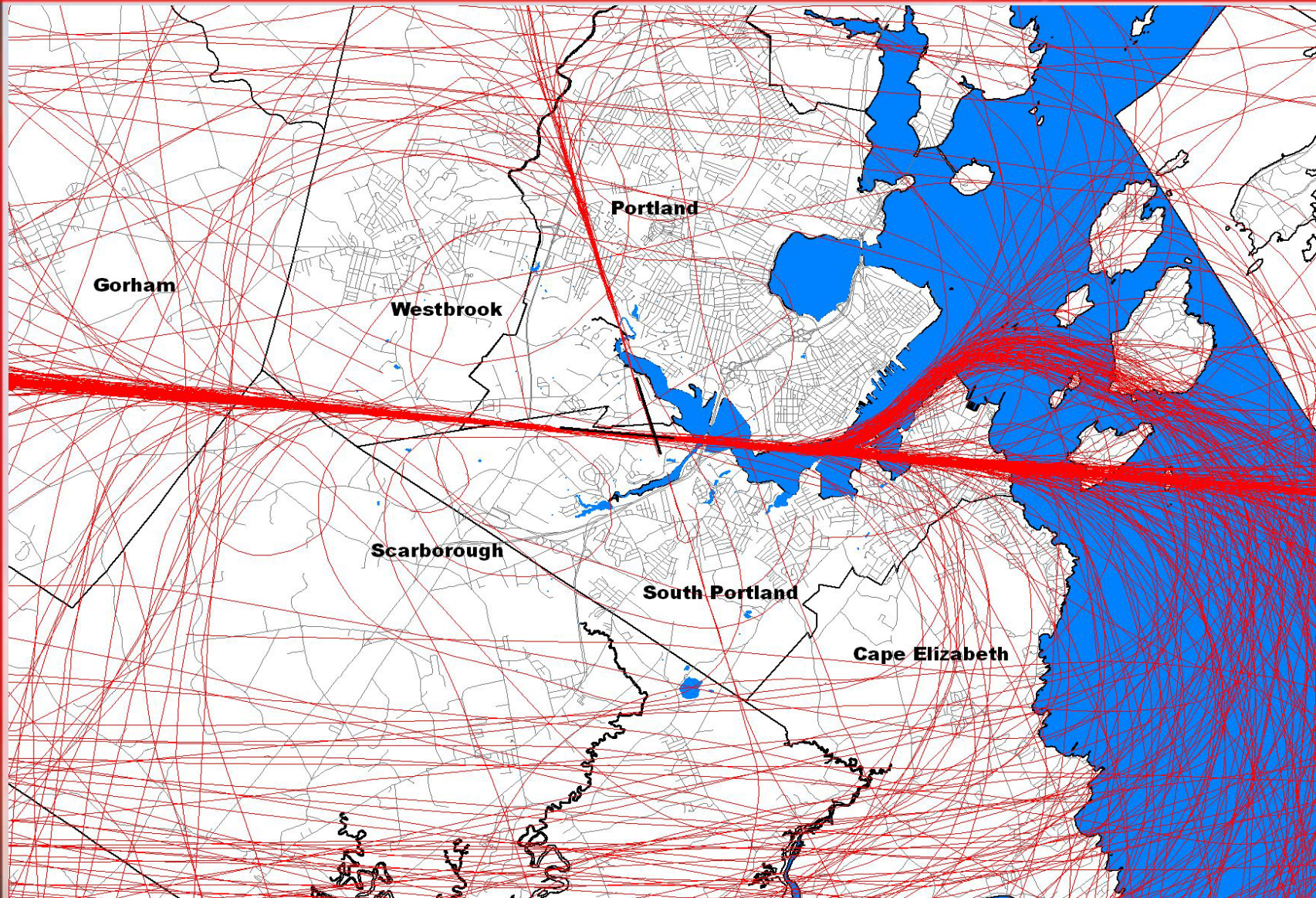
Average Daily Operations



Noise Modeling: Radar Data for Jet Departures



Noise Modeling: Radar Data for Jet Arrivals



Continuing Problems Identified by Noise Advisory Committee



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

Group	Problem	Number of Votes
Air Traffic Control/Procedures	Low Flights Over Neighborhoods	6
Controllable by Operator/Airlines	Federal Express Flights	6
Controllable by Operator/Airlines	Times of Arrivals and Departures (10pm-7am)	6
Controllable by Operator/Airlines	Old Equipment	5
Air Traffic Control/Procedures	Lack of Formal Noise Abatement Program	4
Air Traffic Control/Procedures	Flights Over Islands and Cape Elizabeth	3
Air Traffic Control/Procedures	Short Cuts on Harbor Visual Approach and Departures by Problem Aircraft	3
Air Traffic Control/Procedures	Compliance with Procedures	2
Communication/Education	Lack of Consequences	2
Controllable by Operator/Airlines	Military Operations	2
Air Traffic Control/Procedures	Aircraft Profiles (Routes and Altitudes)	1
Air Traffic Control/Procedures	Inadequate Fanning	1
Air Traffic Control/Procedures	Lack of Use of Harbor Visual Approach During Hours of Darkness	1
Air Traffic Control/Procedures	Safety	1
Communication/Education	Lack of Public Understanding	1
Communication/Education	Management Attitude	1
Controllable by Operator/Airlines	Stakeholder Ambivalence	1
Land Use	Lack of Control of Airport and Residential Development	1
Political and Economic Issues	Lights on 295	1
Political and Economic Issues	Trying to do too many things at Airport (GA, Passenger, Cargo)	1
Air Traffic Control/Procedures	Lack of Use of Preferential Runway	
Communication/Education	Evaluation of Complaints	
Controllable by Operator/Airlines	Delayed Arrivals	
Controllable by Operator/Airlines	Runups -- PreFlight and Maintenance	
Controllable by Operator/Airlines	Seasonal Use of Airport	
Controllable by Operator/Airlines	Use of Thrust Reverse	
Controllable by Operator/Airlines	Vibration	
Land Use	Building Codes	
Land Use	Downtown Airport (location)	
Land Use	On Airport Trucking Facility	
Land Use	Zoning	
Miscellaneous	Health Issues	
Miscellaneous	Lack of Criteria to Judge Effectiveness	
Miscellaneous	Noise Impacts from Unique Topography	
Miscellaneous	Weather	
Political and Economic Issues	Funding for Solutions	
Political and Economic Issues	Impact on Property Values	
Political and Economic Issues	Lack of Contract Review	
Political and Economic Issues	Lack of Political Control	

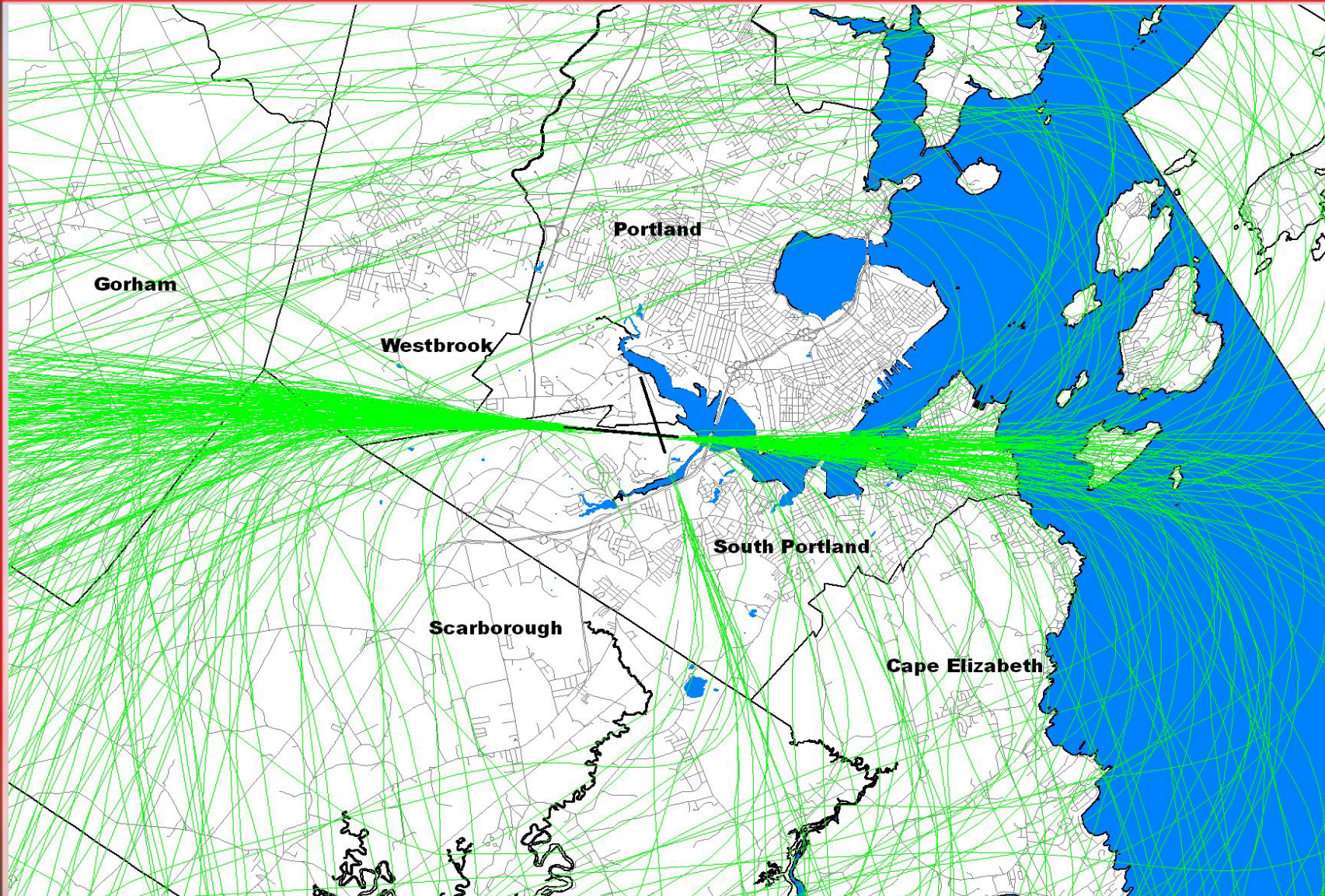


➔ Operational measures

For takeoffs from Runway 11:

- FAA should increase use of the CASCO TWO DEPARTURE clearance whenever Portland Tower is operational; clearance should be followed to 3,000 feet MSL
- Jetport staff should publish a voluntary noise abatement departure procedure using GPS waypoints to guide aircraft out the Fore River, similar to the CASCO TWO but more precise
- If and when a flight track monitoring system is acquired (see below), Jetport staff should evaluate radar traces to determine whether modifications to the CASCO TWO or the voluntary departure procedure are warranted

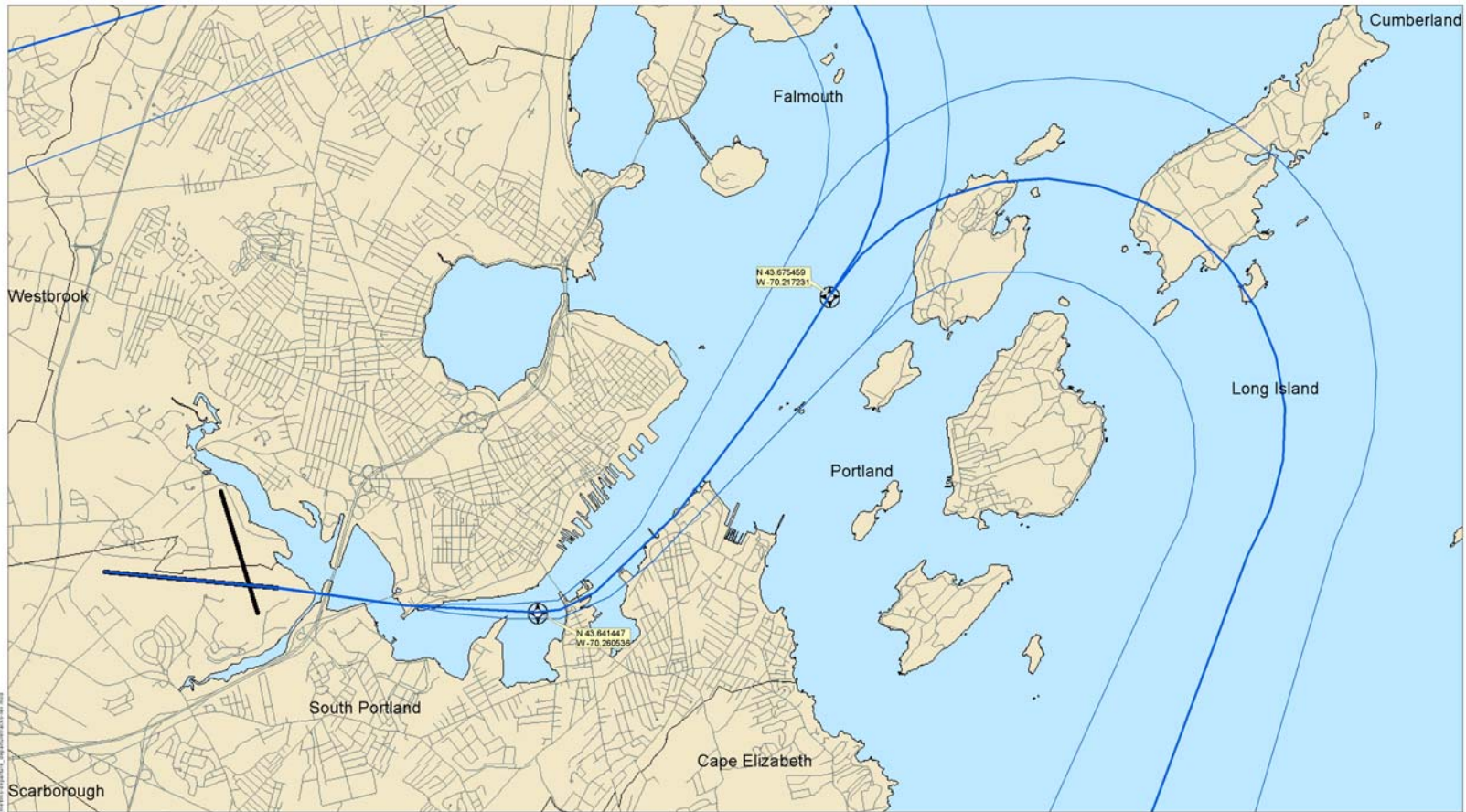
Noise Modeling: Radar Data for Jet Departures



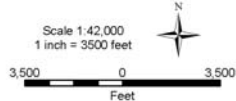
Voluntary Noise Abatement Procedure for Runway 11



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



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Representative FMS/RNAV Departure Procedure and Modeled Flight Tracks with Normal Dispersion (39%, 24%, 6.5%)



New Recommendations -- Operational Measures, continued



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

For takeoffs from Runway 11, continued:

- When the FAA moratorium on new FMS procedures is lifted, Jetport staff should request that FAA upgrade the voluntary departure procedure to an FMS/RNAV procedure
- If and when the new FMS/RNAV procedure is approved, Boston Center should issue the new clearance to all nighttime departures whenever Portland Tower is closed
- Jetport staff should demand that users of Stage 2 aircraft, as well as Federal Express, Airborne Express, Northwest Airlines, and other users of re-certified or loud Stage 3 aircraft request and accept the CASCO TWO DEPARTURE, or fly the voluntary noise abatement departure at all times



New Recommendations – Operational Measures, continued

For takeoffs from Runway 29:

- Jetport staff should publish a voluntary noise abatement departure procedure using GPS waypoints to guide aircraft on runway heading to 5 NM or 3,000 feet MSL whichever comes first

For all re-certified Stage 3 aircraft:

- Jetport staff should work with Portland Tower and operators of re-certified Stage 3 aircraft to
 - (a) Maximize use of Runway 29 for takeoff**
 - (b) If Runway 29 is unavailable for takeoff, maximize the use of Runway 11 for landing**
 - (c) Avoid use of Runway 18/36 except when the crosswind or tailwind component of the wind exceeds the operating limit for the aircraft**
- The need for expedited ground time is not an acceptable reason to use Runway 18/36

New Recommendations – Operational Measures, continued

Preferential Runway Use:

- Modify Portland Tower operating procedure to reflect FAA Headquarters' less stringent weather conditions for use of preferred runways (20 knot crosswinds, 5 knot tailwinds)
- More flexible crosswind and tailwind limitations would allow greater use of Runway 11 for landing and Runway 29 for takeoff, also potentially reducing traffic on 18/36
- Jetport staff should work with operators of all Stage 2 corporate jets, all re-certified Stage 3 corporate jets, and all aircraft operating between 10:00 p.m. and 7:00 a.m. to avoid use of Runway 18/36 whenever wind and weather conditions permit



Land use measure:

- Jetport staff should coordinate efforts with municipalities to reduce incompatible land development through measures that help minimize future impacts. For example:
 - (a) Encouraging noise notifications on subdivision plans
 - (b) Encouraging building code revisions



PWM
PORTLAND
INTERNATIONAL JETPORT
PORTLAND, MAINE

New Recommendations -- Administrative Measures

Administrative measures:

- Portland International Jetport should acquire a Flight Track Monitoring System (FTMS)
- Jetport staff should utilize the FTMS to
 - (a) develop flight corridors to be used for monitoring conformance with operational measures
 - (b) compute EXP(posure) metric to assess changes in fleet noise
- Jetport staff should require prior permission for engine run-ups of more than 5 minutes and 70% power and should maintain a log of all requested operations
- All run-ups are to be conducted at the Runway 11 run-up pad on preferred headings as close to 110° or 345° as feasible
- Jetport staff should request USAF and USN flying units to curtail practice instrument approaches

New Recommendations -- Administrative Measures, continued

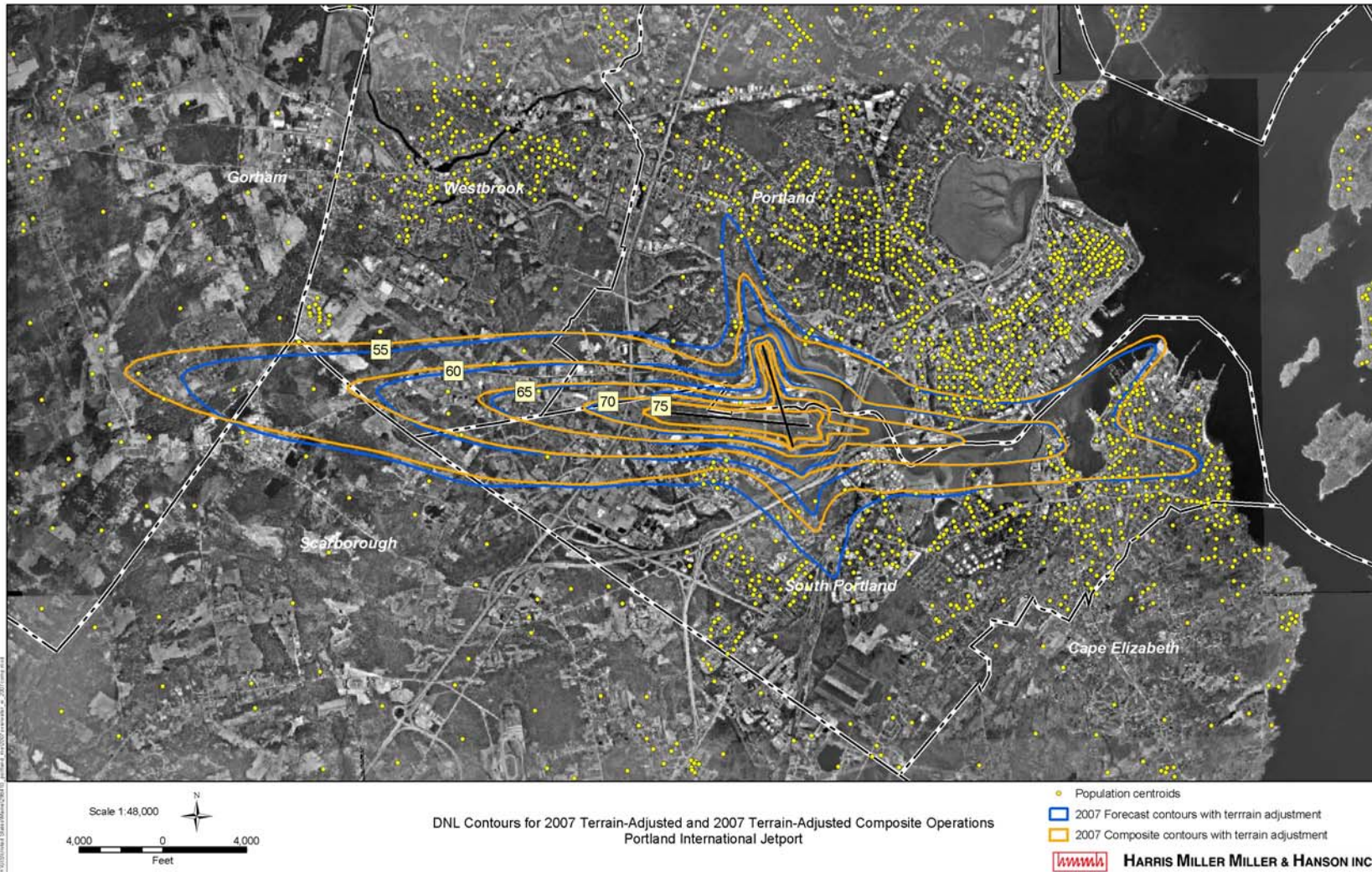


<http://www.hmmh.com/>

- Continue meetings with Noise Advisory Committee
- Provide periodic updates of conformance with operational measures using flight track plots and other FTMS data
- Attend period meetings of local homeowner associations
- Publish an annual review of the Noise Compatibility Program's effectiveness
- Publish a Jeppesen insert for pilots
- Continue to update the Jetport's web site with noise-related information of interest to the general public



Effects of New Measures on 2007 Forecast Noise Exposure



Reductions in Noise Exposed Population



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

Portland International Jetport Population Counts within DNL Increments					
	DNL 55-60	DNL 60-65	DNL 65-70	DNL above 70	Total
Baseline Conditions:					
2002 Baseline, terrain adjusted	5,702	125	226	0	6,053
2007 Forecast, terrain adjusted	5,699	788	40	186	6,713
With Abatement Measures:					
2007 with New NCP, terrain adjusted	5,414	395	226	0	6,035
Net Improvement:	-285	-393	186	-186	-678

- ✈ **Take public comments**
- ✈ **Integrate comments into final report**
- ✈ **Complete Noise Exposure Map and Noise Compatibility Program checklists and submit document to FAA for review/approval**
- ✈ **Submit FAA-approved Noise Compatibility Program measures to Portland and South Portland City Council for implementation**

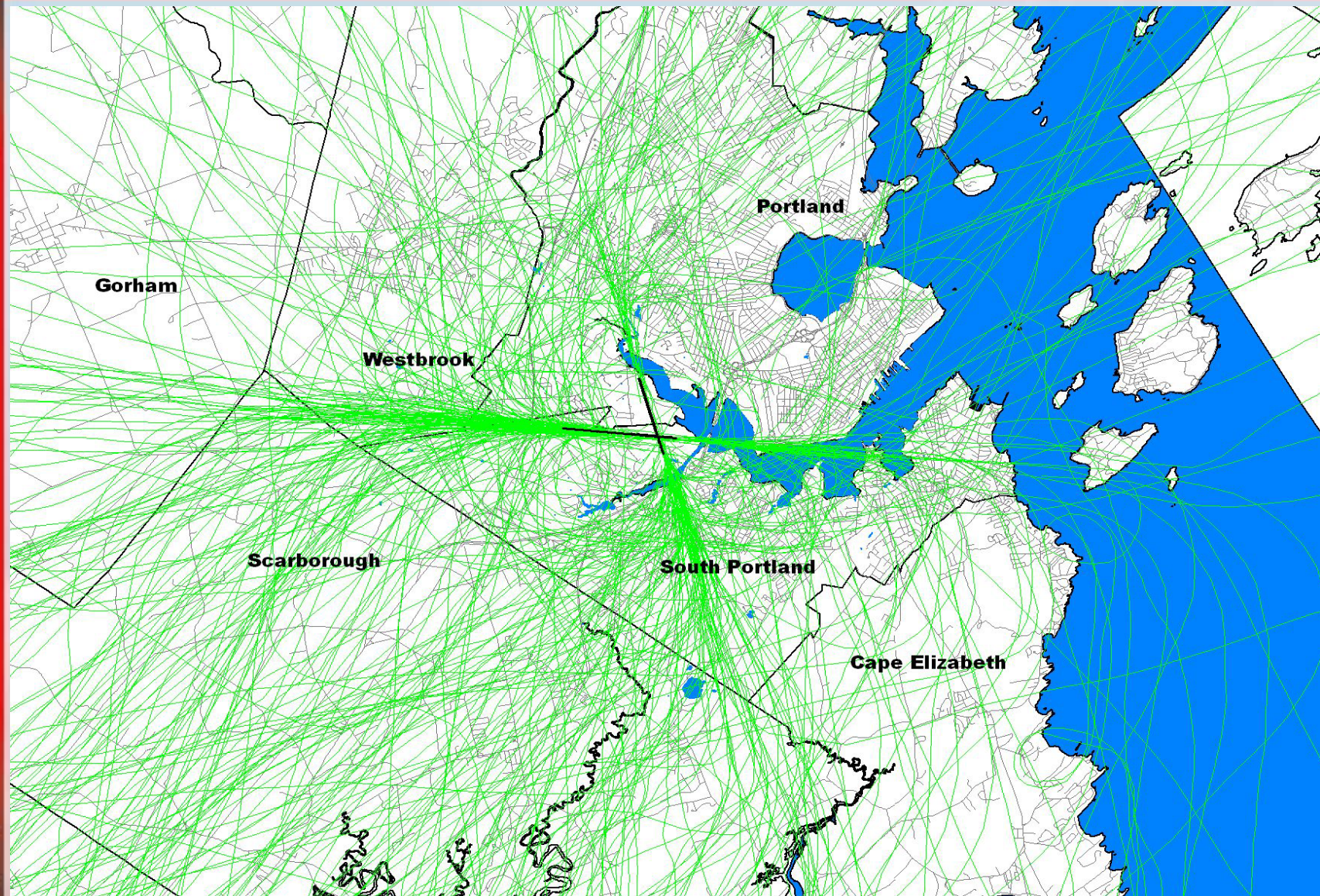
Comments?



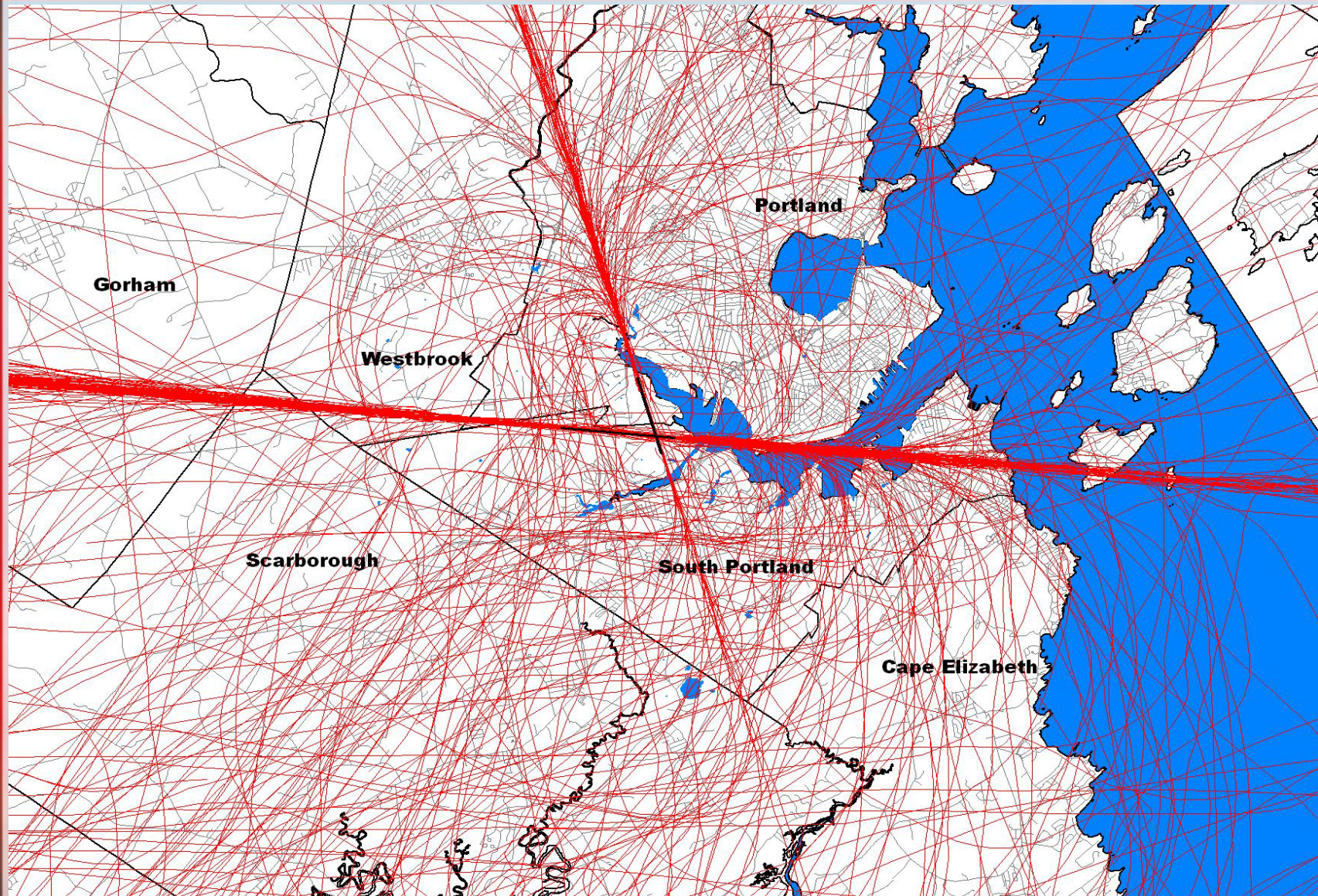
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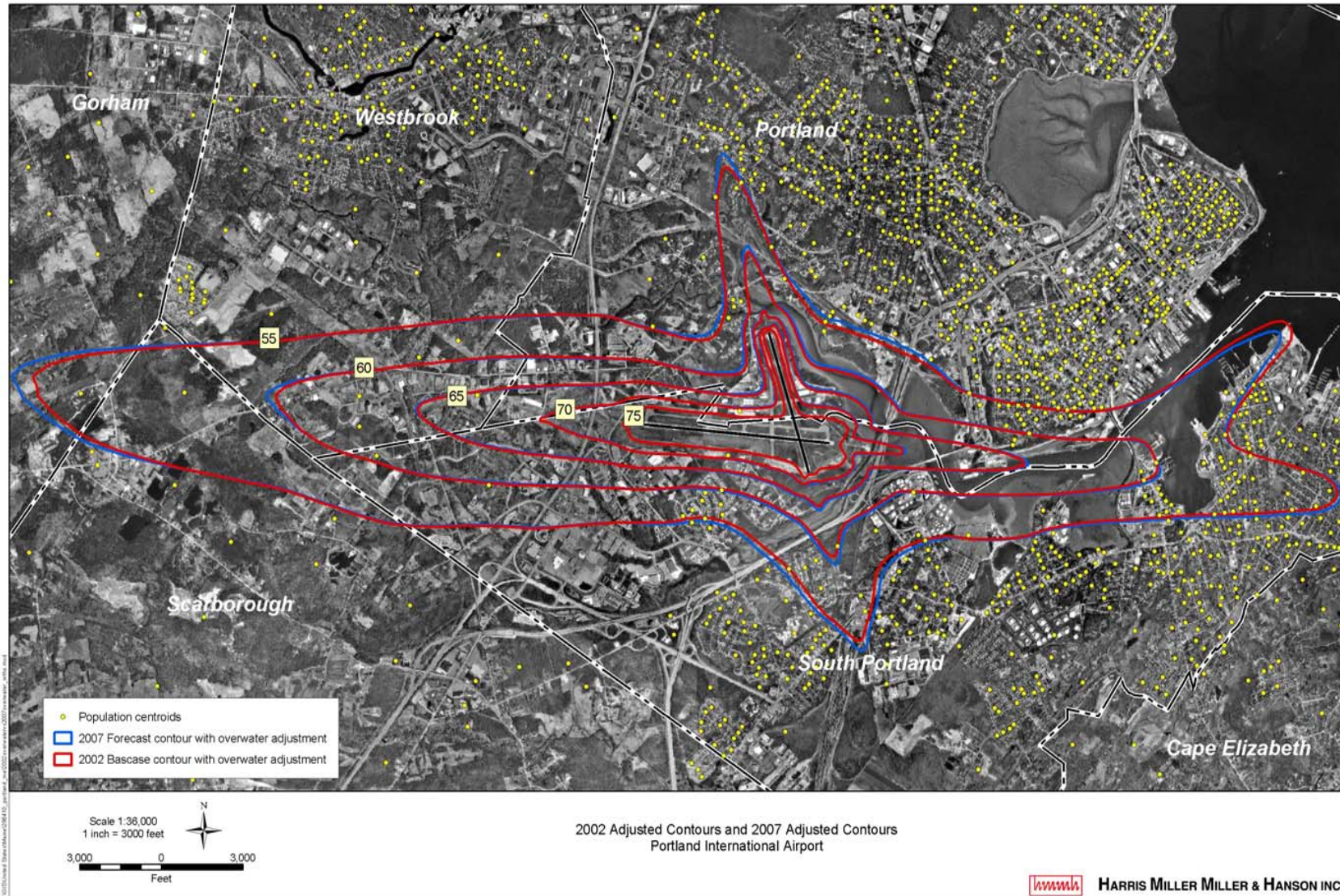
Noise Modeling: Radar Data for Propeller Departures



Noise Modeling: Radar Data for Propeller Arrivals



Baseline Noise Exposure: 2002 (red) and 2007 (blue)



Previously-Approved Noise Compatibility Measures

1. **Noise Barrier at the Approach end of Runway 18**
2. **Hush house on the East End of the Airport Property**
3. **Preferential Use of Runway 29**
4. **Preferential Arrival Route**
5. **Runway 11 Preferential Departure Routes**
6. **Use of FAA Advisory Circulars (AC) 91-53 Noise Abatement Departure Profiles**
7. **Monitor Proposals for New Scheduled Operations Between 11:30 pm and 6:15 am**
8. **Noise Abatement Committee Review of Implementation**
9. **Quantitative Review of Changes in Noise Exposure**

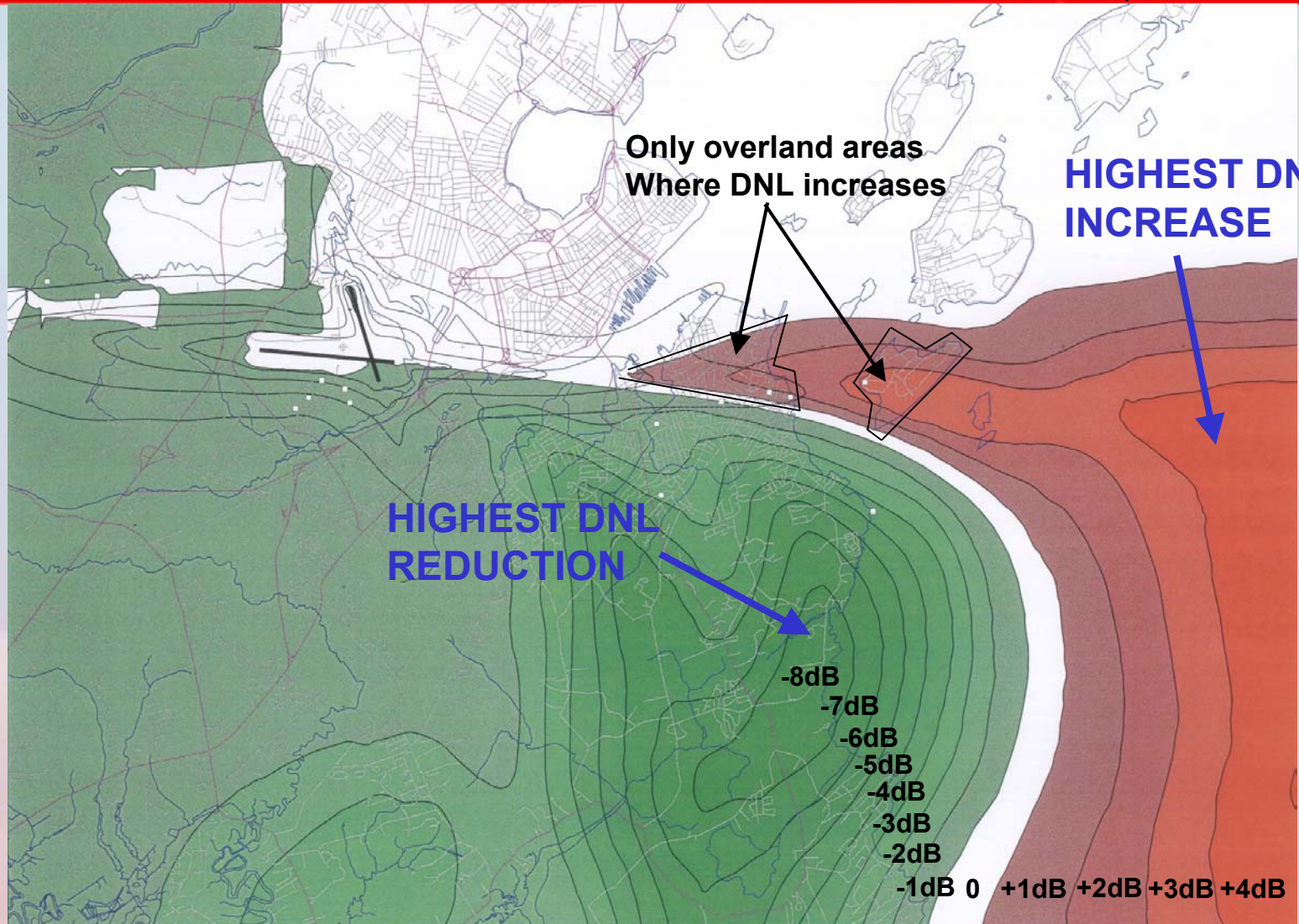
Previously-Approved Noise Compatibility Measures, cont.



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

- 10. Re-computation of Contours with Changes in Airport Layout or Operation**
- 11. Minimum Time Interval Between Preparation of New Noise Contours**
- 12. Land Acquisition and Relocation**
- 13. Soundproofing**
- 14. Easement Acquisition**
- 15. Airport Zoning Overlay District**
- 16. Easement Acquisition – As Part of Proposed New Development**
- 17. Real Estate Disclosure**
- 18. Undeveloped Land Acquisition**

Identified and Evaluated Alternatives: 2007 Forecast without Early Turns



HIGHEST DNL REDUCTION

**Only overland areas
Where DNL increases**

HIGHEST DNL INCREASE

-8dB
-7dB
-6dB
-5dB
-4dB
-3dB
-2dB
-1dB 0 +1dB +2dB +3dB +4dB

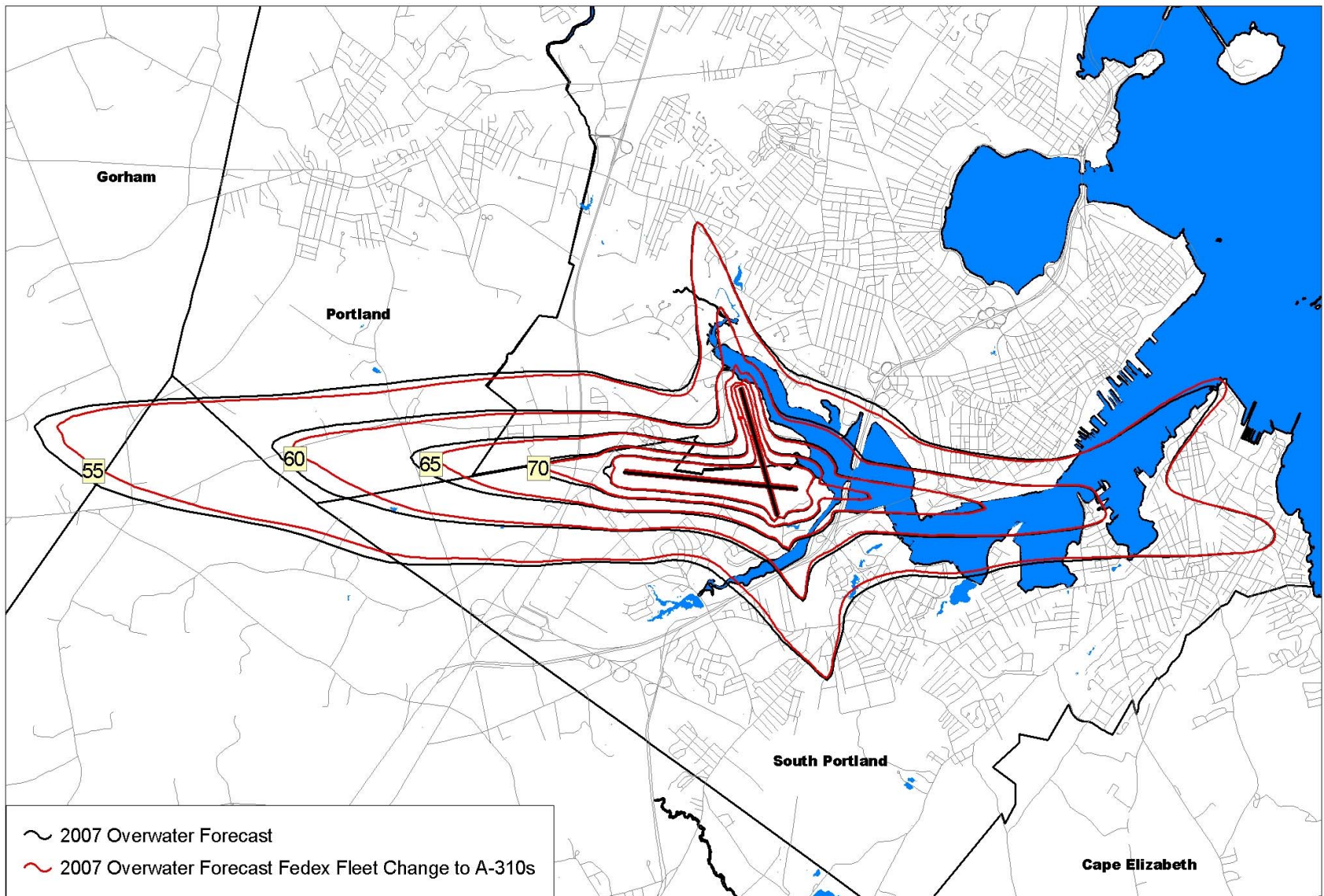
INM 6.0c	17-Mar-03	14:18	DNL	-8.0	-7.0	-6.0	-5.0	-4.0	-3.0	-2.0	-1.0	0.0	1.0	2.0	3.0	4.0	5.0
OVERWATER_PWM_150_V60C_SDY\dif	high		sq.mi	339.02	337.50	334.88	330.61	324.29	318.12	308.99	292.15	134.87	31.18	21.71	12.19	5.24	0.08
Grid Size	5.00	nmi	color	[Color scale from green to red]													



Identified and Evaluated Alternatives: 2007 Forecast with FedEx Fleet Upgrade



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



Changes in Noise at Specific Points: FedEx Fleet Upgrade

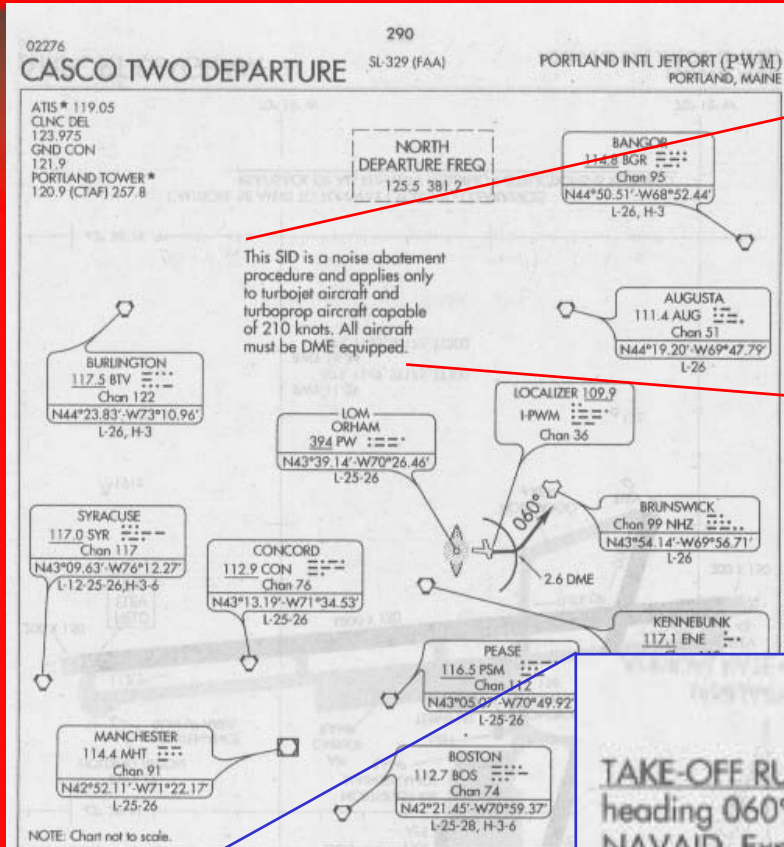


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COMPARISON OF DNL AND SEL NOISE METRICS FOR DIFFERENT MITIGATION MEASURES							
Area	Site No.	DNL for 2007			Maximum SEL for 2007		
		Baseline	FedEx A-310s	Change in DNL	Baseline	FedEx A-310s	Change in SEL
Westbrook	33	57.2	56.4	-0.8	102.0	101.1	-0.9
Stroudwater	12	60.0	60.0	0.0	105.2	105.2	0.0
Western Promenade	18	57.5	57.1	-0.4	104.6	103.9	-0.7
Ferry Village	27	55.4	55.6	0.2	100.2	100.2	0.0
Peaks Island	36	46.5	46.2	-0.3	92.0	91.7	-0.3
Fort Williams Park	37	44.1	43.8	-0.3	91.1	90.6	-0.5
Cape Elizabeth	29	46.3	46.1	-0.2	93.7	93.5	-0.2
Courtland Court	38	65.9	65.1	-0.8	111.6	110.7	-0.9



Identified and Evaluated Alternatives: Use of the CASCO TWO Departure



This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots. All aircraft must be DME equipped.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Fly runway heading to I-PWM 2.6 DME, then turn left heading 060° maintain 3000 feet. Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitude/flight level 5 minutes after departure.

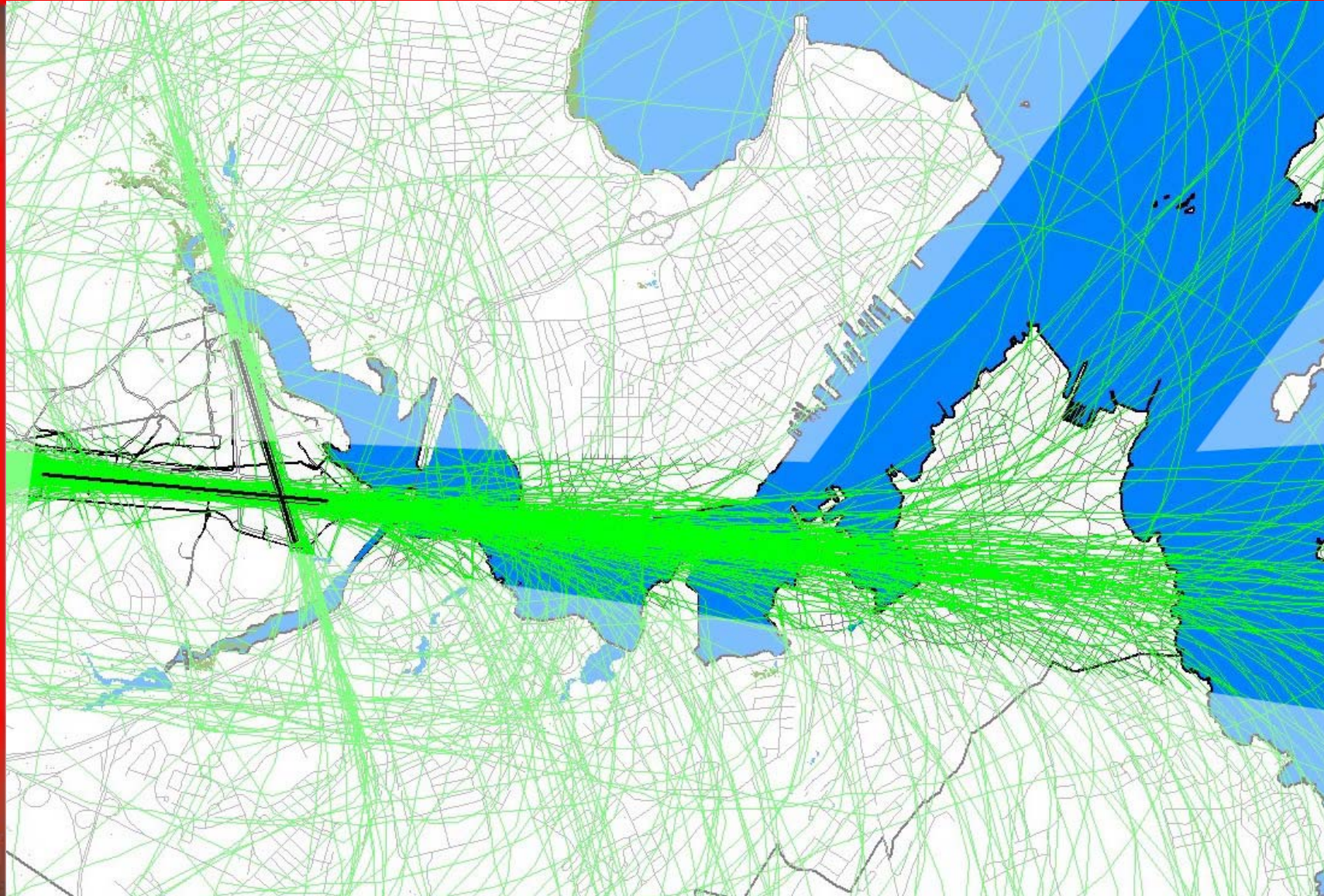
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Fly runway heading to I-PWM 2.6 DME, then turn left heading 060° maintain 3000 feet. Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.



Observed Minimal Use of Existing Noise Abatement Departure Route



Interim Setbacks on Desirable Alternatives

New FMS/RNAV Procedures:

- FAA moratorium continues indefinitely on new GPS-based published instrument procedures; new procedures can only incorporate GPS navigation if they are voluntary

Federal Express:

- Has indicated that there is insufficient cargo volume to justify changing to a quieter aircraft type

Increased Glide Slope angle:

- FAA has rejected PWM's request for 3.5 degree glide slope to Runway 29

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**LEGAL ADVERTISEMENT
PORTLAND PUBLIC SCHOOLS
PORTLAND, MAINE**

**NOTICE TO BIDDERS
ASBESTOS REMOVAL
SERVICES
RFP # 01-05**

Sealed bids will be received at the Portland Public School's Business Office attention: Mr. Randy Stewart, Director of Business Services, Portland Public Schools, 331 Veranda Street, Portland, Maine 04103 until 3:00 p.m., Thursday, June 10, 2004 at which time and place they will be publicly opened and read to furnish:

Additional Asbestos Abatement at the Presumpscot School

A site investigation and pre-bid meeting will be held at the Presumpscot School, 69 Presumpscot Street, Portland, Maine at 3:30 p.m. Thursday, June 3, 2004. Please meet at the front entrance. Specifications and proposal forms will be available and provided at the pre-bid meeting as specified above. The award is subject to the availability of funds and the work can not start before July 1, 2004 and must be completed by August 6, 2004.

Additional information related to this project can be obtained from the Facilities Engineer, Mr. Douglas Sherwood at 207-874-8126 or the Project Designer, Mark P. Coleman, Environmental Safety & Hygiene Associates, Inc. at 207-854-2711.

1594194

**LEGAL ADVERTISEMENT
PUBLIC NOTICE OF
INTENT TO FILE**

Please take notice that Marcou Construction Co., Inc., 15 Holmes Rd., Dunbarton, NH 03046, 603-774-6511 intends to file an Air Emission License application with the Maine Department of Environmental Protection (DEP) pursuant to the provisions of 38 M.R.S.A., Section 590 on 05/24/04. The application is for a portable aggregate processing plant at 737 Spring St., Westbrook. According to Department regulations, interested parties must be publicly notified, written comments invited, and if justified, an opportunity for public hearing given. A request for a public hearing or for the Board of Environmental Protection to assume jurisdiction must be received by the Department in writing, no later than 20 days after the application is accepted by the Department as complete for processing. The application and supporting documentation will be available for review at the Bureau of Air Quality (BAQ) DEP offices in Augusta, (207) 287-2437, during normal working hours. A copy of the application and supporting documentation will also be available at the municipal office in Westbrook, Maine. Written public comments may be sent to Mark Roberts at the Bureau of Air Quality, State House Station #17, Augusta, Maine 04333.

1591897

**Fax it!
791-6910**

**Portland Press Herald
Maine Sunday Telegram**

LEGAL ADVERTISEMENT

The Maine Workers' Compensation Board of Directors has scheduled a 9:30 a.m. Business Meeting on Tuesday, June 1 at its Central Office in Augusta (located in the AMHI Complex, Deering Building, Room 170) and a 5:00 p.m. Business Meeting and 7:00 p.m. Public Forum on Tuesday, June 15 at its Caribou regional office (located at One Vaughn Place, 43 Hatch Drive). This schedule is subject to change. For further information, please call (207) 287-7096.

1593134

**LEGAL ADVERTISEMENT
CITY OF PORTLAND, MAINE
Notice to Bidders**

Sealed bids, addressed to Purchasing, Room 103, City Hall, 389 Congress Street, Portland, Maine 04101, and endorsed on the outside of the envelope with the name of the Proposer, Bid Name and Bid number will be received until 3:00 pm, Tuesday, June 15, 2004, at which time they will be publicly opened, for:

**Provide Heating Oil
- Peaks Island
Bid #:8504**

Proposal forms are available at the Purchasing Office, and may be requested by calling 874-8654 or via e-mail mgo@portlandmaine.gov

1592751

**LEGAL ADVERTISEMENT
PUBLIC HEARING NOTICE
CITY OF PORTLAND**

The City of Portland has completed an update of the Part 150 Noise Compatibility Study for Portland International Jetport. The final draft document is available for public review at The Portland International Jetport. Please Call Jeff Bourk at 874-8877.

The Public Hearing is being held to provide an opportunity for the public to comment on the Part 150 Noise Compatibility study being submitted to the FAA for Approval

The Public Hearing will be held on July 13, 2004 at 6:00 p.m. at the Double Tree Hotel.

1592277

**LEGAL ADVERTISEMENT
TOWN OF CUMBERLAND
NOTICE OF SALE OF
USED EQUIPMENT
SALE WILL BE BY
SEALED BID ONLY**

All items may be inspected at the Cumberland Highway Garage, Drowne Road, Cumberland Center, Maine from 7AM - 3PM weekdays. All items offered on an as is, where is, basis. It will be the responsibility of the successful bidder on each item to effect its removal. The items include: 1961 Gallion grader, Stetco catch basin cleaner, 1985 Toro Greensmaster 300, 1991 Toro Reelmaster 233-D, Honda 400EX ATV, 1992 Ford Crown Victoria, 1971 Case skid steer, Jacobsen C-10 turf tractor and a 1942 International fire engine.

Bids must be submitted in a sealed envelope and plainly marked "BID - USED EQUIPMENT". All bids shall be received by 2PM Thursday, June 24, 2004 at which time they will be publicly opened and read. For more information and bid forms contact the Public Works Department at 829-2220.

Adam Ogden
Cumberland Public Works
Director

1594417

LEGAL ADVERTISEMENT

**PUBLIC NOTICE OF
INTENT TO FILE**

Please take notice that Congress Federal Trust, C/o Finard & Co., One Monument Sq., Suite 200, Portland, ME intends to file an Air Emission License application with the Maine Department of Environmental Protection (DEP) pursuant to the provisions of 38 M.R.S.A., Section 590 on June 1, 2004. The application is for normal boiler operation at One Monument Sq. According to Department regulations, interested parties must be publicly notified, written comments invited, and if justified, an opportunity for public hearing given. A request for a public hearing or for the Board of Environmental Protection to assume jurisdiction must be received by the Department, in writing, no later than 20 days after the application is accepted by the Department as complete for processing. The application and supporting documentation will be available for review at the Bureau of Air Quality (BAQ) DEP offices in Augusta, (207) 287-2437, during normal working hours. A copy of the application and supporting documentation will also be available at the municipal office in Portland, Maine. Written public comments may be sent to Marc Cone at the Bureau of Air Quality, State House Station #17, Augusta, Maine 04333.

1507705

**LEGAL ADVERTISEMENT
PUBLIC NOTICE OF
INTENT TO FILE**

Please take notice that Sabre Corporation, Hawthorne Road, Box 134, South Casco, ME 04077 (Phone: (207) 655-3831) intends to file an Air Emission License application with the Maine Department of Environmental Protection (DEP) pursuant to the provisions of 38 M.R.S.A., Section 590 on or about June 1, 2004. The application is for the renewal of a Part 70 License that was initially issued on 12/7/99 allowing the operation of a fiberglass and composites boat building process at Hawthorne Road in Raymond, ME 04077, in addition to the boat building process. Sabre operates oil fired boilers which are considered insignificant under Maine DEP Chapter 140 due to their relatively small individual heat input capacity ratings. According to Department regulations, interested parties must be publicly notified, written comments invited, and if justified, an opportunity for public hearing given. A request for a public hearing or for the Board of Environmental Protection to assume jurisdiction must be received by the Department, in writing, no later than 20 days after the application is accepted by the Department as complete for processing. The application and supporting documentation will be available for review at the Bureau of Air Quality (BAQ) DEP offices in Augusta, (207) 287-2437, during normal working hours. A copy of the application and supporting documentation will also be available at the municipal office in Raymond, Maine. Written public comments may be sent to Edwin Cousins at the Bureau of Air Quality, State House Station #17, Augusta, Maine 04333.

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LEGAL ADVERTISEMENTS

ADVERTISEMENT

L. 2003, c. the Complementary Team at on June conference the Maine Bureau of ices, 442 Drive, 4:30 p.m. establish- Department's Mem- public who erve the welcome. no oppor- tial public uring the e public written o Cheryl issioner's tment of ces, # 11 Station, 14333, 1623602

esbite: classified.com

LEGAL ADVERTISEMENT

Invitation to Bid on School Transportation Services
 5 year contract to begin July 1, 2005
 17 school buses/
 14 regular daily routes
 3 elementary schools
 1 secondary school
 1 special transport
 For Bid Specifications -
 Contact:
 School Union #74
 767 Main Street 14
 Damariscotta, ME 05543
 Tel: (207) 563-3045
 Fax: (207) 563-8276
 Bids Close July 26, 2004
 1623486

LEGAL ADVERTISEMENT

The Maine Workers' Compensation Board of Directors has scheduled a 9-30 a.m. Business Meeting on Tuesday July 6 and Tuesday July 20 at its Central Office in Augusta (located in the AMHI Complex, Deering Building, Room 17C). This schedule is subject to change. For further information, please call (207) 287-7096. 1623472

LEGAL ADVERTISEMENT

PUBLIC NOTICE OF INTENT TO FILE

Please take notice that Long Creek Youth Development Center, 675 Westbrook Street, South Portland, Maine 04106, (207) 822-2600 intends to file an Air Emission License application with the Maine Department of Environmental Protection (DEP) pursuant to the provisions of 38 M.R.S.A., Section 590 on June 23, 2004. The application is for Renewal of Air Emission License #A-321-71-E-R at So. Portland, Maine 04106. According to Department regulations, interested parties must be publicly notified, written comments invited, and if justified, an opportunity for public hearing given. A request for a public hearing or for the Board of Environmental Protection to assume jurisdiction must be received by the Department, in writing, no later than 20 days after the application is accepted by the Department as complete for processing. The application and supporting documentation will be available for review at the Bureau of Air Quality (BAQ) DEP offices in Augusta, (207) 287-2437, during normal working hours. A copy of the application and supporting documentation will also be available at the municipal office in So. Portland, Maine. Written public comments may be sent to Edwin L. Cousins at the Bureau of Air Quality, State House Station #17, Augusta, Maine 04333, 1623714

Visit Our Website!
www.maineclassified.com

LEGAL ADVERTISEMENT

PUBLIC NOTICE OF INTENT TO FILE

Please take notice that Scarborough High School, 20 Gorham Road, Scarborough, Maine, Norm Justice, Facilities Manager, 207-883-7766 intends to file an Air Emission License application with the Maine Department of Environmental Protection (DEP) pursuant to the provisions of 38 M.R.S.A., Section 590 on June 30, 2004. The application is for installation of 2 New boilers for Scarborough High School Additions & Renovations at 20 Gorham Road, Scarborough, Maine. According to Department regulations, interested parties must be publicly notified, written comments invited, and if justified, an opportunity for public hearing given. A request for a public hearing or for the Board of Environmental Protection to assume jurisdiction must be received by the Department, in writing, no later than 20 days after the application is accepted by the Department as complete for processing. The application and supporting documentation will be available for review at the Bureau of Air Quality (BAQ) DEP offices in Augusta, (207) 287-2437, during normal working hours. A copy of the application and supporting documentation will also be available at the municipal office in Scarborough, Maine. Written public comments may be sent to Marc Conne at the Bureau of Air Quality, State House Station #17, Augusta, Maine 04333, 1623710

LEGAL ADVERTISEMENT

PUBLIC HEARING NOTICE CITY OF PORTLAND

The City of Portland has completed an update of the Part 150 Noise Compatibility Study for Portland International Jetport. The final draft document is available for public review at:
 Portland Public Library:
 Maine Branch
 Burbank Branch
 Munjoy Hill Branch
 Peaks Island Branch
 Reiche Branch
 Riverton Branch
 South Portland Public Library
 Cape Elizabeth Public Library
 Westbrook Public Library
 Portland International Jetport
 Airport Managers Office
 The Public Hearing is being held to provide an opportunity for the public to comment on the Part 150 Noise Compatibility Study being submitted to the FAA for Approval. The Public Hearing will be held on July 13, 2004 at 6:00 p.m. at the Double Tree Hotel. 1623586

Fax it!
 791-6910

Portland Press Herald
 Maine Sunday Telegram
 What Maine reads.

LEGAL ADVERTISEMENT

MSAD #6 Wide Area Network (WAN) Upgrade BID

MSAD #6 is seeking bids to upgrade their Fiber-Optic Wide-Area Network with new switching technology. The goal is to upgrade the backbones only to gigabit between locations, add layer-3 switching, and prepare for emerging technologies in the future. Specifications may be picked up at the Superintendent's Office located on Rt. 4A in Bar Mills, Maine or call the MSAD #6 Business Office at (207) 929-9146.

All bids must be received at the Office of the Superintendent, P.O. Box 38, Bar Mills, ME 04004, prior to 9:00 a.m. Thursday, July 15, 2004 at which time they will be opened. Bids must be submitted in a sealed envelope and clearly marked "Wide Area Network (WAN) Upgrade BID".

MSAD #6 Board of Directors reserves the right to reject any and all bids. 1623622

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Legal Advertising

LEGAL ADVERTISEMENT

Living Memorial Garden Request for Submission of Bids State House and Capitol Park Commission

The State House and Capitol Park Commission is requesting bids from landscaping professionals for landscaping activities associated with the establishment of a Living Memorial Garden in the Capitol Park in Augusta, Maine. The project will involve substantial site preparation and improvements, including earthwork and paving, and the planting of trees, shrubs and lawns in strict accordance with landscaping plans and designs approved by the State House and Capitol Park Commission. The State House and Capitol Park Commission is established by law to provide for the preservation and development of the aesthetic and historical integrity of the State House and Capitol Park and the development and maintenance of a living memorial garden in Capitol Park.

The successful bidder will be a professional landscaper with a demonstrated record of excellence in the performance of landscaping activities and an understanding of the quality and importance of landscape design and detail in public parks and areas of historical significance.

Persons interested in submitting a bid for this project may request a copy of the bid form, bidding instructions and landscape drawings from:

State House and Capitol Park Commission
 C/o David Boulter, Executive Director
 Maine Legislative Council
 115 State House Station
 Augusta, Maine 04333-0115
 (207) 287-1615
 (207) 287-1621 (FAX)

Completed final bid packages must be received by the Office of the Executive Director no later than 5:00 P.M. on Friday, July 23 2004. 1614798

Legal Advertising

Legal Advertising

LEGAL ADVERTISEMENT

STATE OF MAINE KENNEBEC COUNTY, ss
 MAINE DISTRICT COURT Augustus, Maine - Civil Action Docket No. RE-03-120
 CITIFINANCIAL, INC. v. Kathryn J. Tatarcyk
ORDER OF NOTICE BY PUBLICATION

By virtue of a Power of Sale contained in a certain mortgage deed given to Citifi Financial, Inc. now of 7467 New Ridge Road, Suite 222, Lanover, Maryland, a corporation organized and existing under the laws of Maryland, by Kathryn J. Tatarcyk, formerly of 16 Columbia Street, Augusta, Maine, dated August 28, 2001 and recorded in the Kennebec County Registry of Deeds at Book 6615, Page 266, the present holder of said mortgage, pursuant to and in execution of said power for breach of conditions of said mortgage deed, and for the purpose of foreclosing the same, has brought an action for foreclosure at Maine District Court, which holds sessions at 145 State Street in the City of Augusta, County of Kennebec, Maine, Docket No. RE-03-120. This action may affect property and/or credit of the Defendant.

If appearing that no personal service has been made on the Defendant, Kathryn J. Tatarcyk, it has been ordered by the Court to allow for service by publication. This advertisement must be published once a week for three successive weeks in a designated newspaper of general circulation in Kennebec County, where the action is pending. A copy of the attached Order shall also be mailed to the Defendant, at the Defendant's last known address, and will include this advertisement as published.

IMPORTANT NOTICE TO KATHRYN TATARCYK: If YOU wish to oppose this lawsuit, you or your Attorney must prepare and serve a written Answer to the complaint within Twenty (20) days from the day you receive this Notice. You or your Attorney must serve the Answer, by delivering a copy of it in person or by mail to the Plaintiff's Attorney or the Plaintiff whose name and address appear. You or your Attorney must also file the original answer with the Court by mailing it to the following address: Clerk of District Court, Kathy Jones, Augusta District Court, 145 State Street, Augusta, Maine, 04330 before, or within a reasonable time after, you receive this notice.

IMPORTANT WARNING: If you fail to serve an answer within the time stated above or if, after you answer you fail to appear at any time the Court notifies you to do so, a judgment by default may be entered against you in your absence for the money, damages or other relief demanded in the Complaint. If this occurs, your employer may be ordered to pay part of your wages to the Plaintiff or your personal property, including bank accounts and your real estate may be taken to satisfy the judgment. If you intend to oppose this lawsuit do not fail to answer within the required time.

If you believe the Plaintiff is not entitled to all or part of the claim set forth in the Complaint or if you believe you have a claim of your own against the Plaintiff, the Defendant should talk to a lawyer. If you feel you cannot pay a fee to a lawyer, you may ask the Clerk of the Court for information as to places where you may seek legal assistance.

Attorney for Plaintiff: Alexander S. Buchanan, Esquire Jordan, Maynard & Parodi PLLC 40 E. Pearl Street, Nashua, NH 03060 1623505

LEGAL ADVERTISEMENT

QUEST FOR BIDS FOR #2 Heating oil Diesel fuel Propane gas

thern Maine Schools Consortium ing proposals for a fixed price for #2 oil for the 2004-05 fiscal year commencing July 2004 through June 30, 2005. Consortium also is accepting separate bids for fixed prices for diesel fuel and propane gas.

Consortium consists of the following:
 Administrative District #60 (North Kennebec, Berwick, and Lebanon)
 Administrative District #35 (South Kennebec and Eliot)
 School Department
 School Department of South Berwick
 of Kittery

total annual usage for the Consortium follows:
 10 gallons -- #2 heating oil
 10 gallons -- diesel fuel
 10 gallons -- propane gas

Consortium will hold an informational meeting at 10:00 a.m. on Tuesday, July 6 at the office of the Superintendent of Schools, Kittery Town Hall located at 200 Rogers, Kittery, Maine. Specifications and bid package will be available at the office. Interested bidders may obtain a specifications at the Office of the Superintendent of Schools in Kittery, or by calling office @ 207-439-6819.

written bids for each of the 3 products due at the Superintendent of Schools Office in Kittery not later than 12:00 noon on Tuesday, July 20. Bids will not be opened electronically.

thern Maine Schools Consortium has the right to accept and/or reject any bids, including the low bid, for reasons deemed to be in the best interest of the Consortium.

Fax 781-229-7939



FAR Part 150 Public Hearing

Doubletree Hotel, Portland, ME

6:00 p.m. Tuesday, July 13, 2004

Maint. 11-Com

Name	Affiliation	Address (Home or Office)
DAVID P. SILK		1187 Westbrook St PMW dsilko)
JEAN HEATH	WILLARD NEIGHBORHOOD ASSOC	8 Everett Ave So Portland
Tom Ainsworth	Stroudwater	12 Garrison St. Portland 04102
DICK ARMSTRONG	CAPE ELIZABETH	5 Ironclad Rd. C.E.
HAROLD A. CLUGH	STATE REP. - Searsville	5 Otis Woods Rd. (CARBORNGHT, ME 04004) haclough@juno.com
Linda Beaman	magor, So Portland	293 Sawyer St. So Portland
MAIIVE Beecher	SP City Council	1359 Highland Ave. S. Portland
Guy Boudreau	So. PORTLAND RES.	293 SAWYER ST. So. PORTLAND
Mike Rosenbauer	United Express	MICHAEL.ROSENBAUER@AIRWIS.COM
PETER ANDERSON	CAPE ELIZABETH	45 FOREST ROAD, C.E.
PAMELA V ANDERSON	CAPE ELIZABETH RES.	45 FOREST ROAD, C.E.
Roseann McConnell	PORTLAND	18 Kent St. Portland
David Chadbourne	Portland	18 Kent St. Portland
Patricia Bernard		13 Lassell St Portland
JOHN MORAN		seahawker01@netscape.net
DONNA WILLIAMS	Neighbor of airport	8 S Machugone St Portland 04102
Heidi Beam	Willard Beach	hbeam@fgml-law.com
Walter N. Rumery	Stroudwater	wrumery@maine-rr.com
WALTER N. RUMERY	STROUDWATER	" " "
CONSTANCE Bloomfield	WEST END	cbloomfi@maine-rr.com
William McFarlane	Portland/Westend	McFar-w@ " " "
James McNeil	News 8 WMTW	jmcneil@wmtw.com
Carry Smith	News 8 WMTW	csmith@bondorn.edu

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JUL 13 2004

HARRIS MILLER
MILLER HANSON INC.

**Portland International Jetport
Public Hearing**

Portland, Maine

Comments and Questions

July 13, 2004

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Comments and Statements from the
Portland International Jetport
Public Hearing
July 13, 2004

1 Paul Ferguson from the Loveitt's Field Homeowners'
2 Association in South Portland: We've noticed the remarkable
3 success of using the river route particularly on inbound
4 flights under VFR conditions, and you've indicated here that
5 the voluntary departure routes are well on their way towards
6 at least presentation. Do you have any estimate as to when
7 that may become an FAA-approved route?

8
9 Constance Bloomfield from the West End: I have a
10 question about the 2007 projections. I was surprised that in
11 fact they only approximated what the 2001 pre-9/11 flights
12 were in number of average daily flights, and I don't
13 understand that given all the expansion that's been going on
14 at the airport with runways, parking lots, roadways,
15 everything else. It seems to me that you're setting up for a
16 lot more flights, so maybe you could answer that.

17
18 Harold Lough, representing part of Gorham and part of
19 Scarborough in the Maine Legislature: I received some calls
20 from constituents in Gorham today, and they were concerned
21 about what's written in the paper with respect to the
22 westerly takeoffs going over the Gorham area and less
23 populated areas of Gorham. And as you know, there are fewer
24 and fewer of these less-populated areas anywhere to the west.
25 And the concerns that we have is that there will be an

1 increase in traffic and an increase in noise, and I'm looking
2 for some assurance on behalf of those constituents that there
3 will be noise abatement. And if there is an increase in
4 traffic, there will be programs that will keep the noise down
5 at least to the level it is now or lower.

6
7 Pat Bernard, Westgate Area: May I just bring up
8 something that when you were talking that struck me funny?
9 Since 9/11 you don't know who flies around in the air around
10 us?

11 But if he has it [software], why waste tax money? Why
12 don't you just share it?

13 It just seemed like a strange comment when you made that.
14 But what really brought me here is, I have to say that since
15 1990 living out by Westgate, the noise levels have improved.
16 And what I was concerned of with the increased traffic and
17 stuff is that you were going to start spreading out the
18 noise, but it looks you're keeping it compressed. What I'd
19 like to know is are you doing something about the time of the
20 noisy events. It seems like it's louder at night. These
21 run-ups that you're talking about, are you going to do
22 something about restricting the times of days they can do
23 that? And is it noisier at night because they shut off the
24 tower, and these jets have to come in a different way than
25 they are coming in during the day?

1 But some cities prevent trucks from coming into their
2 communities during the daytime, why wouldn't we be able to do
3 the same thing?

4 Can we request an extra person to keep the tower open
5 longer if it's going to keep it quieter?

6
7 Donna Williams: I also live near Westgate.
8 However, I live over by Capisic Pond, and I'm not quite clear
9 after listening to the presentation as to what the impact is
10 going to be on my neighborhood. I understood what you said
11 about Gorham and areas further to the west, and the planes
12 will be at a higher elevation, but what about those areas
13 west of the airport close to the airport. As the crow flies,
14 I am right next door, so I'm interested in these changes
15 you're proposing and what impact they're going to have on my
16 neighborhood.

17 So there will be less noise in my neighborhood you think?

18

19 Steven Scharf: I live the Parkside neighborhood,
20 which isn't really affected by all of this, but I just wanted
21 to make a couple of comments about some things you said. The
22 first comment is the charge that pays for all of this is a
23 tax on the passengers, so it is a tax and that is paid with
24 tax dollars. I think the airport administration should
25 remember that, that it is a tax, and that it's not just your

1 money to play with. Separately, you made a comment, as part
2 of your presentation, you talked about land use and that you
3 spoke to the planning offices of the various communities
4 around Portland and asked them about modifying their zoning
5 to accommodate the airport. And I find that sort of specious
6 even for you to think that - these are mature, developed
7 communities, and I don't quite understand what you thought
8 they would be able to. Are you suggesting that the Western
9 Prom be torn down and turned into fields? And - but, that's
10 what you implied, and I just want more explanation as to what
11 you thought land use-wise should happen around the airport.
12 And also understanding that the airport actually doesn't pay
13 any taxes to either Portland or South Portland, because they
14 are a government-owned property, and if we were to sell it to
15 a private corporation and let a private corporation run the
16 airport, then they would actually pay taxes to the local
17 communities. That tax could come out of the passenger
18 facility charge, but I'm being told that that can't happen.
19 But it's just an idea that I've thrown out there.

20

21 David Silk: I live in Stroudwater. A couple of
22 comments on the land use issue. I think it would be helpful
23 as part of your long-term planning and looking at funding
24 requests if one of the things you do is include some money to
25 perhaps put together model provisions that you'd like the

1 planners to incorporate in their zoning provisions, because
2 my sense is unless you do something like that, something like
3 that won't get off the ball. And also include some money for
4 abatement procedures if you are dealing with areas that - the
5 term has been used - that generally the noise levels meet the
6 FAA guidelines. I assume there is exceptions to that,
7 because of using the word 'generally.' And one of the
8 questions I have is where does the existing noise level
9 exceed the FAA guidelines, and under the present FAA
10 guidelines, will it continue to exceed those guidelines with
11 what you've proposed? I've got a couple of other comments as
12 well. I also would like to know a bit more about what
13 voluntary means. In our neighborhood, FedEx has been
14 notoriously - just has not complied with any voluntary
15 measures to date. I understand that 80 percent of the noise
16 complaints generated approximately are due to FedEx
17 operations. My neighbors can go out at 7:30 every night,
18 even if the wind is blowing in the wrong direction, you can
19 hear FedEx come in. You say 'hear comes FedEx' twice a day.
20 It doesn't matter what the weather condition is, and my
21 understanding in the last 10 years, FedEx has essentially
22 thumbed their noses at everyone who has tried to get them to
23 be responsible and deal with the issue. And I would like to
24 know what makes you think FedEx is going to actually change
25 their tune, and that goes to the heart of what voluntary is.

1 Another comment is I understand that the former National
2 Airport in D.C., which is the Reagan Airport now, while it
3 may be open 24/7 it has significant flight restrictions on
4 commercial operations at night. I don't know what the actual
5 timeframe is, but I think there are airports - I'm not saying
6 Portland is going to go in that direction - but I think there
7 are situations. We have an urban airport where there are
8 some limitations imposed due to the conditions at night. I
9 don't know whether that's because voluntary efforts of
10 ensuring compliance with commercial operators didn't get
11 anywhere or what happened there. But it may be just
12 political, it happened to be D.C., and people in Georgetown
13 wanted to make sure they could sleep at night. But a couple
14 of other comments as well.

15 The last question was just on the flight track monitoring
16 system. I think it's imperative that you find a way to fund
17 that and have it, because I've made calls and the people in
18 Stroudwater Village - I spoke to Tom Ainsworth who had to
19 leave. We've made many calls, and either the line is not
20 being manned, or you say maybe we'll do the best we can. No
21 complaints with you all, but ... It's very difficult, and to
22 me, if you're going to have a voluntary compliance system,
23 there has to some method of accountability. And unless you
24 can identify what I use the word 'culprits' where again, we
25 all understand weather conditions and that the captain of the

1 ship has to make the call of what's safe for the passengers.
2 No doubt about that, but we all can know of instances where
3 we look up and know the wind is out of the northwest, and
4 you're wondering why they're using the short runway at 7:00
5 at night. There doesn't appear to be any reason for it, and
6 when you call, you never get a meaningful response. So those
7 are the comments and questions. I'm sorry I threw them all
8 out at once.

9
10 Jean Heath: I represent the Willard Neighborhood
11 Association at the Noise Committee meetings for about the
12 past four years, so I know how much hard work has gone into
13 this, and I am optimistic about the changes that are going to
14 be made, especially with this software that will make the
15 airlines accountable. The concern I have since I was on the
16 Committee before 9/11 is that the summer of 2000 and 2001 are
17 pretty much the noise level and the operation level that was
18 reached in those two years are what motivated this study in
19 the first place. And then 9/11 happened and everything
20 changed. And all the regional jets started coming in and it
21 got a lot quieter. Now I see the airlines are starting to
22 regain their footing, and you project that operations will
23 start to come back to the levels that it was before, and I
24 think that what our neighborhood is concerned with is that
25 when those levels come back, are those jets going to come

1 back too? Or is regional jets now the way the airlines are
2 going to be doing business?

3

4 Julia Brown: I live in the West End, and at the
5 outset I apologize. I have not been involved in this issue
6 at all, and I know that people have been for a long time, so
7 forgive my ignorance on some of these questions. And I also
8 missed the first half of your presentation for which I
9 apologize. But as I understand it, is it fair to say that
10 part of what's being proposed here is to funnel a greater
11 percentage of the inbound and outbound traffic along the Fore
12 River and out over the harbor?

13 I appreciate that, but I mean, I think it's safe to say
14 that a larger percent of the traffic will now be using that
15 Casco 2 ... no?

16 And on the projections on the future impacts, and I
17 confess I didn't entirely follow this table, but are you
18 assuming that there's going to be greater compliance with
19 pilots staying over the water? What are your sort of
20 assumptions going forward in terms of looking at noise
21 impacts in the future?

22 No, I appreciate that. What I was trying to get at is
23 what are your assumptions in the report in terms of noise
24 level expectations? For example, in 2007 what are you
25 assuming with respect to percentage compliance with staying

1 over the water as opposed to the early left-hand turn?

2 Thanks. That's helpful.

3

4 Wade McFarland: Also West End. I'm told by my
5 travel agent - and I travel most heavily in and out of
6 Portland Jetport, so I'm a heavy user. But actually one of
7 the questions I've got is really (inaudible) on this, and
8 that is that flight pattern could actually direct a bit more
9 noise into Portland proper without some altitude guidelines.
10 And you really didn't talk about what the expectations for
11 particularly the flight path vertically. Because as you
12 mentioned, in the West End we're not under planes, we're
13 practically right off their wing tips, and the engine noise
14 comes pretty much sideways at the West End. The next
15 question I am reflecting is concerning how much more of this
16 noise actually (inaudible) is going to just move from South
17 Portland to Portland. I think a lot of the questions have
18 said implicitly, are you moving noise really into our
19 neighborhood, either Gorham or South Portland or in Portland
20 itself, so maybe you could address that.

21

22 Peter Anderson from Cape Elizabeth: I came here
23 thinking that my issue, which is the dispersion, as you call
24 it, is sort of an ancillary issue. But I think it really
25 gets to the heart of the matter, because as this woman

1 pointed out, you use the term voluntary quite a bit. It
2 seems like - first of all, I'm shocked that you don't have in
3 fact the software to know which planes are going where when.
4 And I would say let us know how we can help you get it,
5 because I'm all for it. But that brings down the point to
6 one thing, which is once you have the software, it sure
7 sounds like you don't have any recourse to keep those planes
8 where you want them, unless the FAA can speak to that. But
9 it sounds like it's more about FAA and pilot control as to
10 where those planes go, and perhaps you can let us know how we
11 can help address that issue as well to see that there is more
12 local control, or as you use the term 'mandatory access
13 provisions' for the airport. Because all the sound comes
14 down to where the planes are, and if you can't keep the
15 planes where you're projecting them or want them, the pilots
16 are turning early and you have no recourse to that to keep
17 the sound levels where you project them to be in your study.

18 So for instance, when you look at those maps from a
19 distance you can see the red and the blue strips where most
20 of the approaches and departures take place. When you get up
21 close you see there are actually quite a few tracks that are
22 not on those approach and departure lines. So I guess my
23 question is those pilots that are taking those tracks are the
24 ones that are probably causing a lot of the problems and are
25 the phone calls that are made to the Jetport, many of which

1 are not answered. But when we call when you have your
2 software and you can call up the tail number and say that was
3 FedEx or that was US Air or Northwest, what recourse do you
4 have to make them comply with the approach or departure you
5 want them to take?

6 I have personally called the Jetport several times
7 having large jet aircraft pass directly over my house in Cape
8 Elizabeth, which is far south of that instrument approach.
9 They were so low I could see the rivets on the sheet metal.
10 They were below 1,000 feet. Both (arriving and departing).

11 Obviously I can't tell you the exact altitude, but what
12 I would tell you is that it is extremely close to the point
13 where I can make out individual panels on the - it was
14 extremely low. My windows were shaking. I don't want to
15 make this a personal issue. I think there is a broader issue
16 here, which is whether it's flying over Cape Elizabeth or
17 over the Western Prom or turning early while taking off to
18 the west. The point is where the planes are. Are they where
19 you want them? And more importantly, with regards to the
20 study, are they where you're projecting they're going to be
21 when you take your sound pressure readings? You had talked
22 about - I think a compliance rate of 30 percent was used for
23 your study, which is a low number for a goal, but my point is
24 why can't it be higher? Is there a way that we could ensure
25 that you have higher compliance?

1
2 Anne Pringle: I have been on this Committee
3 representing the Western Prom Neighborhood Association. I've
4 lived in my house for 30 years. I served on the City Council
5 for four years and dealt with noise issues for a long time.
6 And I want to say that this has been a very frustrating
7 experience in many ways, but a learning experience, and I'm
8 going to go out on a limb and say that I personally feel that
9 even though some of these procedures are voluntary, we're
10 going to try to move them toward mandatory with the
11 assistance of John Silva of the FAA. We've been very
12 fortunate, and I've been impressed that John has been at, I
13 think, almost every one of our meetings, and I consider him
14 now an ally of this community in dealing with our problem.
15 Jeff Bourque is our new assistant manager, and it's like
16 night and day, his attitude toward helping us resolve this
17 problem. I think speaking for myself and I think some others
18 on the Committee, we really felt we were being stonewalled
19 and, you know, sort of put off in what our concerns were.
20 And we have a new Tower Manager, Doug Booth, who has, I
21 think, put in a lot more energy to be more directive to the
22 pilots and how we want them to follow routes. We were told
23 in our research that this tower previously had been very
24 pilot-friendly, oh you want to go that way, okay, and I don't
25 believe Doug is allowing that anymore, and I think we're

1 going to see the results of that. So I'll go out on a limb
2 and I'll say that because of what we've generated in working
3 with these three guys, and Bob Miller, who's been our very
4 able consultant, that we are going to make progress on this.
5 And now that I've gone out on a limb, gentlemen, I'm sure
6 you're going to work very hard to make sure we make the
7 progress.

8 It takes vigilance, and this flight-tracking system is
9 absolutely essential. We have got to get that purchase made,
10 and our organization is going to be meeting tomorrow night.
11 We're going to hopefully agree to send a letter to the City
12 Council asking them to move this forward quickly. I do want
13 to thank two other gentlemen. One is now-Mayor Smith, who
14 was the Chair of this Committee until he assumed the office
15 of Mayor, and Councilor Cohen who has been his able
16 successor. And as somebody has said previously, almost
17 immediately when he heard the FedEx concerns and problems
18 wrote a very firm letter to FedEx, and we are finally getting
19 something more out of FedEx than we got before, which was a
20 total brushoff. And they are a number one culprit who has
21 absolutely got to be brought under control, and I'm hoping
22 again with this stellar cast of partners that we're going to
23 make progress. So thank you.

24

25

Edchen Ferguson, Loveitt's Field, South Portland: I

1 also have been attending all of the meetings as we have gone
2 forward over the past two, three years. I will have to say,
3 Anne, that I found the airport personnel very responsive, the
4 ones that have left and been replaced. I found them
5 responsive, and the people in our neighborhoods found them
6 responsive. We live on the very dark green ... no further over
7 to the east ... thank you. I think what you are referring to
8 when you refer to the lines coming around Cape Elizabeth is
9 the fanning, and the fanning took place after the last study.
10 And that has been a tremendous help to us in our
11 neighborhood, because before the last study, everything went
12 on that green line, and we got it all. Now we find a lot of
13 flights that are fanned. They're fanned very carefully so
14 that you don't have any dark green areas going over Cape
15 Elizabeth, but you do have some flights that go over Cape
16 Elizabeth. So I think that's what he was referring to.

17 We all hope so [that the fanning will continue] in my
18 neighborhood.

19

20 Unidentified speaker: I've commented before on the
21 remarkable progress that you've made, particularly with the
22 river exits and the river entrances, and we more than
23 appreciate that. It's made a significant difference to us.
24 I did want to make one comment about the military planes. It
25 seems to me those happen, what is it 400 or some odd flights

1 a year, and you're projecting it to be the same. I see no
2 real reason to send letters to the Air Force or the Navy to
3 reduce or to have them change any needs for training.
4 Training for the military, as far as I'm concerned as a
5 former Air Force officer, is vital, and it should continue to
6 be so. If the Portland Airport is one where they found
7 training is beneficial for their Air Reserve or their weekend
8 training, and that's usually when most of it happens, then I
9 think that's certainly appropriate. I've seen the KC-97's go
10 over and the P-2V's. Usually they come over the ILS direct
11 in approach. Usually they do it during clear weather when
12 the river route is used by the commercial pilots, and it's
13 strictly for the use of training for touch-and-go's, and I
14 think that should be continued if the Air Force and the Navy
15 think that it is appropriate. I don't think a letter to
16 either one of the services is necessary. Thank you.

17

18 Robert Hains: 20-odd years West End resident, and
19 I've discovered that I'm on the north approach to the north-
20 south now, so I have a question. Is any of the noise study
21 also being done and abatement being done on the north-south
22 runway as well as the east-west runway? First question.

23 I realize that. Many of your smaller jets and your prop
24 jet commercials come north to south, it appears. Hardly any
25 takeoffs to the north, so it seems. Comments or questions.

1 It looks like your approach control is very tight in looking
2 at your mapping. Maybe it's because of fanning, but it looks
3 like there is absolutely no departure control in Portland
4 once an aircraft lifts off, because they fan everywhere and
5 some are very tight to the end of the runway when they make
6 their initial turn. And I know other people have asked the
7 question from a little different standpoint, but will some of
8 that be tightened up? You had a visual where you had a point
9 out in the river and then a point out at the mouth of the
10 river that you lit upon. Yes, that one. You implied that
11 they would be straight out until they hit the first turn
12 point, which would be just west of the Casco Bay Bridge. Is
13 that going to be a fairly hard and fast rule, because it will
14 change some of the fanning on the map if it is? And you
15 can't please everybody, but it may make some difference.
16 I'll make this comment. From when I lived in the West End, I
17 was three streets off the river - Commercial Street, the top
18 of the hill was Danforth Street, and my backyard overlooked
19 Danforth Street though I was the third street in. And
20 airplane noise, I got very used to it because there's so much
21 of it that's just background, or did not seem that bad. Now
22 as you get closer to the Western Prom, it gets tighter.
23 There are occasions when somebody will break off the normal
24 flight path, and this gentleman was referring to a plane
25 1,000 feet above you, almost seems accurate, because windows

1 will shake and doors will rattle. And I can remember one
2 night many years ago when somebody got out over the spine of
3 the peninsula ... well, maybe even prior to FedEx. But I think
4 WCSH was still up on the top floor of the hotel. There was
5 an evening talk show, and the fellow hit the floor because he
6 thought something was coming through the roof. So it does
7 happen on occasion, and I realize that you guys try to keep
8 them fairly tight, but will there be some more departure
9 control than appears to be taking place now? Thank you.

10 Because your second point on the jet would only be what
11 8,000 feet by the time you get out there or higher?

12 The higher they are, the less the noise.

13 Why can't they be climbing out? What is the reason a
14 ceiling of 3,000 feet on a takeoff from a ...

15 If you don't have any conflicting traffic here like they
16 do in some areas where departure control is very tightly
17 controlled, this is approach. The higher they are the less
18 the impact of the noise, especially if they're still at 110
19 percent of power at takeoff.

20

21 David Silk: This is just kind of a hypothetical
22 question. If we're here ten years from now, and you have a
23 commercial carrier like FedEx, but it might be FedEx, who has
24 over ten years basically said our pilots get to choose. And
25 you have this software system installed, and it's clear that

1 weather conditions that most people would say didn't dictate
2 that they had to choose that particular runway, at what
3 point, if any point, can the FAA help out to - voluntarily or
4 through some mechanism - say, hey look, it's important that
5 all things being equal we see some effort to comply with the
6 noise abatement procedure that's been implemented. And if
7 you see a routine pattern where for no apparent reason
8 justifiable to weather reason or whatever, that the carrier
9 is routinely not making an effort to comply with voluntary
10 standards, can the FAA do anything with respect to that
11 particular entity? That's my question. So, if in ten years
12 from now we look at this, is there anything that can be done
13 if you have that information?

14 My assumption is that it's before they make the
15 clearance. My understanding is that if FedEx is coming in
16 they can choose which runway they want to take, and once they
17 make the choice they have to obviously comply with the
18 clearance standards. I understand that. I'm going back to
19 when they make the choice.

20 My point is that there has been a track record, at least
21 in my neighborhood's view, that with respect to FedEx, they
22 don't care. And so I understand that most pilots, I think,
23 would react the way you did, but at least the track record,
24 and maybe it's going to change and I know you've written a
25 letter, and I can guarantee that there were many letters

1 written ...

2 And I'm hopeful. My understanding is in the past FedEx
3 has said they would comply and haven't, so it's not a
4 question that you haven't done what you should have done. My
5 sense is that there was a study done in 1990 that identified
6 these concerns, and that over the years FedEx has made
7 certain representations. They've said certain things, and
8 the reality is that it just hasn't happened. So maybe it is
9 at the pilot level, I understand. My question is, and I
10 understand the answer to the question from an FAA perspective
11 - there's nothing we can do about it, it's not a traffic
12 issue, it's not a safety issue. It's more of a local issue
13 if you have an issue on long-term leases or things like that
14 with FedEx. And at some point if they don't want to be a
15 good tenant or something like that, then you have something ...
16 (inaudible).

17 My point is that it just seems absurd if you have
18 someone who is routinely ... (inaudible).

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C E R T I F I C A T E

I hereby certify that this is a true and accurate transcript question and comment portion of the hearing that has been electronically recorded in this matter on the aforementioned date.

Lori

Dorr

Transcr

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