



Portland International Jetport Noise Advisory Committee

1001 Westbrook Street, Portland, Maine 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
05/24/2012	5:30pm	6:32pm	9/18/2012	5:30pm	J. Dunfee	PWM

Attended By

- Ed Suslovic – Portland City Council / NAC Chair
- Jerry Angier – Greater Portland Chamber of Commerce
- Katherine Hughes – Air Carrier Station Manager
- Shaun Patten – FAA ATC
- Alan Livingston – South Portland City Council Rep
- Maggie Shaw – South Portland Rep
- Tom Ainsworth – Stroudwater Village Association Rep
- Cheryl Miner – Peaks Island Representative
- Maria Hannemann – Air Cargo Station Manager

Non-Attendees

- Jerry Morton – Western Promenade Rep
- Mike Foley – Westbrook City Council
- Phil Gagnon – Gorham City Council

Non-Member Attendees

- Sandy & Joan Beal – Stroudwater Resident
- Lee Harvey – South Portland Resident

PWM Representatives

- Paul Bradbury – Airport Director
- Scott Carr – Deputy Airport Director
- Jennifer Dunfee – Communications & Security Manager
- Brad Wallace – Operations Manager

Opening Remarks – Ed Suslovic – Portland City Council Member & NAC Chair

- Meeting was called to order by Ed Suslovic
- Sarah Lennon named as Cape Elizabeth Representative for Noise Advisory Committee.
- Motion to approve previous meeting’s minutes dated 2/16/12 was objected by Tom Ainsworth. As a point of order, Ainsworth requested that the minutes be approved excising the information that was provided in the minutes noted as the “POST MEETING INFORMATION UPDATE.” He further requested that information be added to this meeting’s minutes.
 - Motion to approve the minutes excising the above reference information was seconded and approved.

RNAV Procedures Update – Shaun Patten, FAA

- Provided update to the committee on the FAA’s progress of the RNAV procedures. Patten reported the FAA is on target with the roll out date of July 27, 2012.
 - An overview of the RNAV procedures call for four published procedures:
 - 2 Arrivals (Rwy 11 from the west and Rwy 29 from the east)
 - 2 Departures (Rwy 11 to the west and Rwy 29 to the east)
- Previous reports from FAA officials offered possibility of Radius-to-Fix (RF) Leg allowing an RNAV approach to Rwy 29, copying the path of the Harbor Visual Approach. However, since last meeting, FAA determined that the number of land obstructions make the requirements unachievable at this time.
- Maggie Shaw / South Portland Representative provided a NY Times article to the Committee which speaks to FAA’s satellite system use for efficient air traffic control. (see attached copy of article)
 - A request was made to post a link to the article on the Jetport’s website.

Committee Membership Update

- Sarah Lennon, representing Cape Elizabeth, has been named to the Committee.
- The Committee continues to look to Scarborough for interest in being a part of the NAC.

Airline Schedule Update

- Information passed to the committee regarding proposed schedules for the next few months.
- “...Discussion regarding the continuation of operations between 11:30 pm and 6:15 am led to a request for information reporting the percent of noncompliant flights. Tom Ainsworth requested that the minutes reflect an approximate “30% noncompliance” rate of flights.” (NAC Meeting Minutes 2/16/12)
 - POST 2/16/12 MEETING INFORMATION UPDATE: In response to Mr. Ainsworth’s statement from February 16th’s meeting regarding “30% noncompliance” rate of flights: On average, PWM has 37 arrivals and 37 departures totaling 74 commercial operations per day. Of those 74

operations, currently 9 flights are scheduled to occur during the time sensitive period between 11:30pm-6:15am which represents 12% of those flights. None of these flights are “noncompliant” as there is no regulation preventing those operations from occurring. The FAA partially disapproved the measure to monitor proposals for new scheduled operations under Section II, B.7. of the September 1990 FAA Record of Approval for PWM’s NCP as noted below:

- “...The measure is disapproved insofar as it may appear to grant the NAC authority, on behalf of the City, to delay access through extended negotiations or to force airlines to agree to meet unspecified noise standards. The measure is disapproved insofar as it may appear to grant the City blanket authority to approve or disapprove nighttime operations based on unspecified standards. FAA approval of monitoring and review by the NAC does not extend to actions of the part of the City Council to accept or deny proposed service based on recommendations of the NAC. Until such time as the City adopts a reasonable, nondiscriminatory use restriction obtains FAA approval of a proposed use restriction in a revision to the NCP, the City should permit unrestricted access in accordance with the assurances set forth in its grant agreements.”
- The issue of schedule proposals and their review continues to be a topic of debate within the committee. In this as well as previous meetings, the Chair has restated the Committee’s position on this issue and its inability to prevent airlines from scheduling flights during the period of 11:30 pm to 6:15 am in accordance with the 1990 FAA Part 150 Study Record of Approval.
- Katherine Hughes / Delta Airlines reported that she is working with the other airline managers and their chief pilots to incorporate PWM’s Noise Abatement Guidelines into their individual Standard Operating Procedures. Hughes further indicated that not all SOPs are the same.

PWM Noise Statistics – Jennifer Dunfee

- Reviewed PWM Noise Statistics for First Quarter 2012 (see attached presentation)
- Paul Bradbury, Airport Director, reported to the Committee that the vendor that provides the data PWM collects for these reports has raised its rates beyond PWM’s budgeted allotment. Bradbury committed that PWM is pursuing alternative vendors to provide this service. He hopes to have replacement software in place soon.

Crosswind Runway Construction Update – Brad Wallace

- Runway 18/36 was closed as of April 16, 2012 as construction of Runway 36 Safety Area continues. It is scheduled to be closed through September 2012.
- Runway 11/29 will be closed during the hours of 12:30am–5:45am from June 4th through August 17th to facilitate intersection construction of the runways.
- Wallace confirmed this construction work is NOT intended to extend the usable length of the runway 18/36, nor is it an effort to make 18/36 available for larger aircraft. This construction project is in response to US Congress’ mandate to improve Runway Safety Areas by 2015. Wallace further stated that PWM’s primary runway 11/29 is already compliant with FAA’s requirements and runway 11/29 will continue to be PWM’s primary runway for commercial operations.
- There was a request from the committee to keep the community informed of the construction project schedule via website updates, press releases, etc.

Community Outreach Sessions

- Part of the Jetport’s Noise Compatibility Program includes continued attendance at neighborhood meetings. The Jetport looks to the Noise Advisory Committee to inform the Jetport when those meetings are held.
- Ed Suslovic, NAC Chair, recommended that PWM host another community meeting in South Portland following the implementation of the RNAV procedures. Suslovic further stated that PWM would be happy to provide a meeting for the Peaks Island community as well. Cheryl Miner will coordinate.

Announcements

- FedEx is sponsoring a plane pull to benefit MS Society on June 9, 2012.
- Maine Aviation will be sponsoring a “suitcase party” in September to benefit Camp Sunshine.

Next Meeting Scheduled: TUESDAY, September 18, 2012 @ 5:30pm

NOISE ADVISORY COMMITTEE



May 24, 2012
5:30 pm – 7:00 pm
Portland Jetport Main Conference Room

AGENDA

- Approval of Minutes
- Old Business
 - RNAV Procedures Update
 - Noise Advisory Committee Membership Update
 - Airline Schedule Update
 - First Quarter 2012 - Flight Statistics
 - Crosswind Runway Project Update
 - Community Outreach Sessions
- Public Comment
- Next Meeting Tentative Date: **August 23, 2012 @ 5:30pm**
- Adjournment

OLD BUSINESS - COMMITTEE MEMBERSHIP UPDATE



- The Chair shall be a Portland City Councilor – Ed Suslovic
- A Resident of Peaks Island – Cheryl Miner
- A Westbrook City Councilor – Michael Foley
- A South Portland City Councilor – Alan Livingston
- A Resident of South Portland – Margaret Shaw
- A Cape Elizabeth Town Council member – **SARA LENNON**
- President of Stroudwater Village Association – Tom Ainsworth (designee)
- President of Western Prom Neighborhood Association – Jerry Morton
- President of Portland Chamber of Commerce – Jerry Angier (designee)
- One Signatory Airline Station manager – Katherine Hughes
- Federal Aviation Administration Tower Chief – Gary Lavimoniere
- An Air Carrier Cargo Station Manager – Maria Hannemann

Advisory Members Pending Council Approval

- A Gorham Town Council Member – Phil Gagnon
- A Scarborough Town Council Member - **TBD**

OLD BUSINESS - AIRLINE SCHEDULE UPDATE



Date: 6/4/2012						Carrier: All		Airport: PWM									
ARRIVALS						DEPARTURES											
Origin	Sys. Car.	Flight	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Flight	Aircraft	Seats						
5:00 AM Number of Flights 0						5:00 AM Number of Flights 4											
						5:30 AM	IAD	UA	3363	ER4	50						
						5:45 AM	BWI	FL	734	717	117						
						5:55 AM	EWR	UA	4165	ERJ	48						
						5:57 AM	ORD	UA	5952	ERJ	48						
6:00 AM Number of Flights 0						6:00 AM Number of Flights 6											
						6:00 AM	DCA	US	3157	E75	06						
						6:00 AM	JFK	B6	601	E90	100						
						6:00 AM	LGA	DL	6189	CR7	66						
						6:00 AM	YYZ	AC	7447	BDH	18						
LGA	DL	6186	CR7	66	11:44 PM												
Destinations 13			Number of Flights 41			Seats 2,863			Destinations 13			Number of Flights 41			Seats 2,863		
Date: 7/9/2012						Carrier: All		Airport: PWM									
ARRIVALS						DEPARTURES											
Origin	Sys. Car.	Flight	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Flight	Aircraft	Seats						
5:00 AM Number of Flights 0						5:00 AM Number of Flights 3											
						5:30 AM	IAD	UA	3432	ER4	50						
						5:45 AM	BWI	FL	734	717	117						
						5:52 AM	ORD	UA	5929	ERJ	48						
6:00 AM Number of Flights 0						6:00 AM Number of Flights 6											
						6:00 AM	DCA	US	3157	E75	06						
						6:00 AM	JFK	B6	601	E90	100						
						6:00 AM	LGA	DL	713	319	126						
						6:00 AM	YYZ	AC	7447	BDH	18						
						6:12 AM	EWR	UA	4160	ERJ	48						
LGA	DL	750	319	126	11:35 PM												
IAD	UA	3360	ER4	50	11:42 PM												
Destinations 13			Number of Flights 47			Seats 3,387			Destinations 13			Number of Flights 47			Seats 3,387		

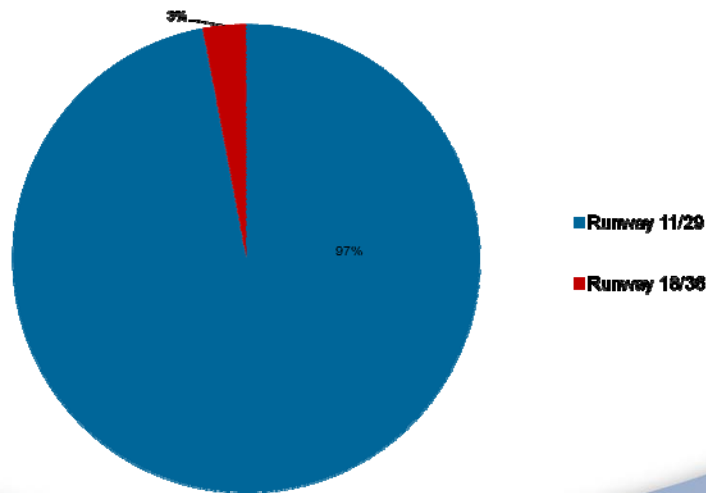
OLD BUSINESS - AIRLINE SCHEDULE UPDATE



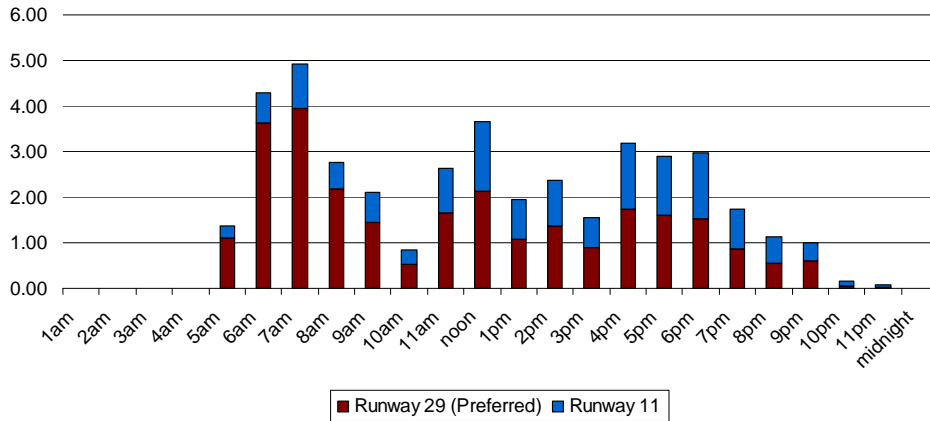
Date: 8/6/2012						Carrier: All		Airport: PWM									
ARRIVALS						DEPARTURES											
Origin	Sys. Car.	Flight	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Flight	Aircraft	Seats						
5:00 AM Number of Flights 0						5:00 AM Number of Flights 3											
				0		5:30 AM	IAD	UA	3432	ER4	50						
						5:45 AM	BWI	FL	734	717	117						
						5:52 AM	ORD	UA	5929	ERJ	48						
6:00 AM Number of Flights 0						6:00 AM Number of Flights 6											
				0		6:00 AM	DCA	US	3157	E75	86						
						6:00 AM	JFK	B6	601	E90	100						
						6:00 AM	LGA	DL	520	319	126						
						6:00 AM	YYZ	AC	7447	BEH	18						
						6:12 AM	EWR	UA	4297	ERJ	48						
ATL	DL	704	M88	142	11:33 PM												
LGA	DL	519	319	126	11:40 PM												
IAD	UA	3360	ER4	50	11:42 PM												
DTW	DL	4267	CRJ	50	11:43 PM												
Destinations 13			Number of Flights 46			Seats 3,417			Destinations 13			Number of Flights 46			Seats 3,421		

Date: 9/10/2012						Carrier: All		Airport: PWM									
ARRIVALS						DEPARTURES											
Origin	Sys. Car.	Flight	Aircraft	Seats	Arr. Time	Dep. Time	Dest	Sys. Car.	Flight	Aircraft	Seats						
5:00 AM Number of Flights 0						5:00 AM Number of Flights 2											
				0		5:35 AM	IAD	UA	3432	ER4	50						
						5:50 AM	BWI	FL	395	73G	137						
6:00 AM Number of Flights 0						6:00 AM Number of Flights 7											
				0		6:00 AM	DCA	US	3157	E75	86						
						6:00 AM	JFK	B6	601	E90	100						
						6:00 AM	LGA	DL	3046	CR7	70						
						6:00 AM	YYZ	AC	7447	BEH	18						
						6:03 AM	EWR	UA	4951	DH4	74						
LGA	DL	3045	CR7	70	11:40 PM												
Destinations 13			Number of Flights 40			Seats 3,037			Destinations 13			Number of Flights 41			Seats 3,155		

**OLD BUSINESS - FIRST QUARTER 2012
PREFERENTIAL RUNWAY USAGE - COMMERCIAL OPERATIONS**

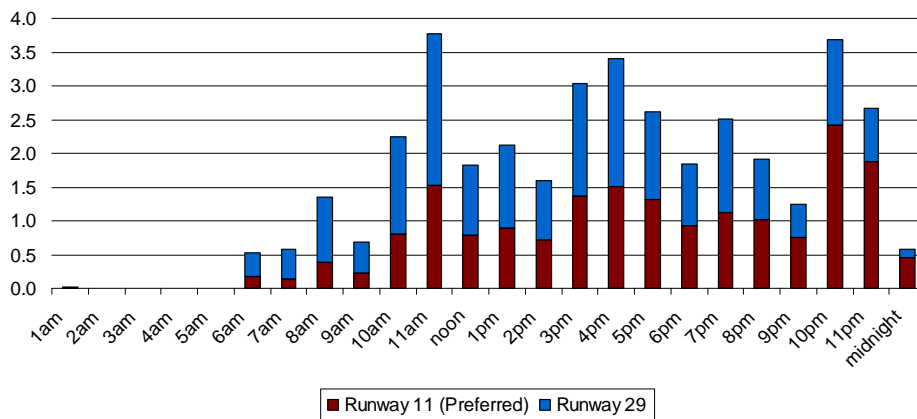


Preferred Early Morning Departures First Quarter 2012



NOTE: The FAA DNL sensitive time period is between 10pm and 7am

Preferred Late Night Arrivals First Quarter 2012



NOTE: The FAA DNL sensitive time period is between 10pm and 7am

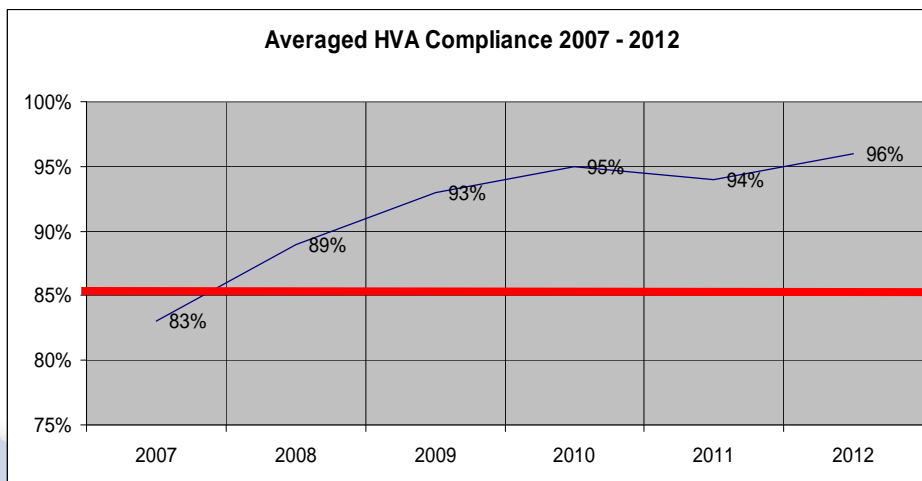
OLD BUSINESS – FIRST QUARTER 2012
FLIGHT STATS - FEDERAL EXPRESS / WIGGINS RUNWAY USAGE



		Operations	Percent
2008	Rwy 18/36	453	26%
	Rwy 11/29	1274	74%
2009	Rwy 18/36	688	35%
	Rwy 11/29	1306	65%
2010	Rwy 18/36	526	24%
	Rwy 11/29	1623	76%
2011	Rwy 18/36	562	20%
	Rwy 11/29	2202	80%
2012	Rwy 18/36	62	12%
	Rwy 11/29	474	88%



OLD BUSINESS – FIRST QUARTER 2012
HVA COMPLIANCE



OLD BUSINESS – FIRST QUARTER 2012
CALLS VS CALLERS



Calls vs Callers

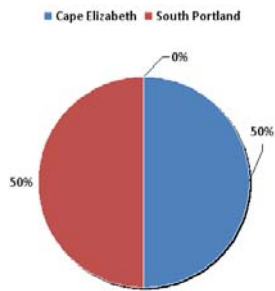
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2008	Calls	30	33	69	105	108	76	80	97	62	49	42	36
	Callers	4	4	5	3	4	16	14	10	7	8	5	6
2009	Calls	20	41	18	49	61	63	100	132	72	43	38	43
	Callers	4	7	5	9	12	14	16	13	12	6	4	5
2010	Calls	14	17	16	39	19	2	42	93	20	4	2	1
	Callers	2	4	2	2	2	2	16	16	5	1	2	1
2011	Calls	0	0	2	24	165	160	289	299	89	18	6	1
	Callers	0	0	1	3	4	5	10	11	5	2	2	1
2012	Calls	3	0	0									
	Callers	0	0	0									

Avg Calls by Month	13	18	21	54	88	75	128	155	61	29	22	20
Avg Callers by Month	2	3	3	4	6	9	14	13	7	4	3	3

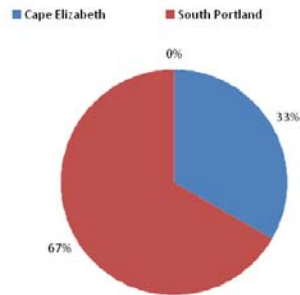
OLD BUSINESS – FIRST QUARTER 2012
CALLS AND CALLERS PER NEIGHBORHOOD



Calls Per Neighborhood



Callers Per Neighborhood



OLD BUSINESS – RSA IMPROVEMENT PROJECT UPDATE

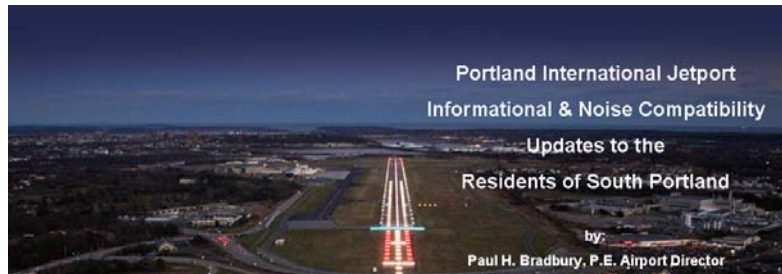


- Runway 18/36 Closed as of 4/16/2012 – expected closure until October 2012
- Earthwork, demolition, and drainage improvements are currently under way

OLD BUSINESS – RSA IMPROVEMENT PROJECT UPDATE



- Part of PWM's Noise Compatibility Plan
- Notify PWM of community meeting dates and times so we may attend



- FEDEX Plane Pull Fundraiser for MS – Saturday, June 9 @ 10am
- Camper's weekend – typically last weekend in June, July, August



NOISE ADVISORY COMMITTEE



THANK YOU

Next Meeting: **TUESDAY, September 18, 2012 @ 5:30pm**

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April 3, 2012

A Satellite System That Could End Circling Above the Airport

By JAD MOUAWAD

SEATTLE — Capt. Mike Adams demonstrated what the future will look like at the nation's airports as he pulled back on the throttles of his Boeing 737 flight simulator, setting the engines on idle to glide smoothly from his cruising altitude all the way down to the runway.

Starting in June, that's exactly what actual Alaska Airlines flights will be doing when the airline begins testing the use of satellite technology to land at Seattle-Tacoma International Airport — all in the hope of saving fuel and reducing delays.

Alaska Airlines, one of the nation's smallest airlines, has taken some of the biggest steps in adopting a technology that allows its planes to navigate Alaska's hazardous terrain, weaving through narrow valleys and mountain peaks, and land at remote airports in some of the worst imaginable weather. Now it wants to demonstrate that technology at big, busy airports, said Captain Adams, the airline's chief technical pilot.

Planes using the new technology will cut 30 miles from their approach to the airport by taking a more direct path to the runway. They will no longer need to circle overhead awaiting clearance to land. And pilots will not have to push and pull at the throttles — in effect, repeatedly stepping on the gas, then coasting — to maintain the altitude assigned by air traffic controllers as they begin a stairlike descent. For passengers, landing will feel more like coming down a slide.

"This makes much better use of the airspace," Captain Adams said. "It improves efficiency and reduces congestion. That's the holy grail we're all aiming for."

The Seattle experiment is one of the first extensive applications of satellite technology after years of planning and political wrangling in Washington.

Replacing the radar-based air traffic control system, which the nation's airports have relied on since the 1940s, is an enormous and expensive undertaking. By one official government estimate, the price tag could reach \$42 billion by 2025.

But the agency in charge of the program, the Federal Aviation Administration, has been

hamstrung by political infighting that deprived it of a stable budget for five years. Congress finally approved a four-year budget for the agency in February, including \$1 billion a year for the program, called the [Next Generation Air Transportation System](#), or NextGen.

The program has already confronted trouble. A [government audit](#) found in February that half of the 30 critical contracts needed to build the new system were delayed, and more than a third were over budget.

And the airlines complain that the F.A.A. has been slow to create new landing procedures that make the most use of satellite guidance. It takes five to 10 years to create these procedures because of lengthy environmental and noise impact studies, and the difficulty of coordinating flights in busy airspaces. The F.A.A. is now trying to speed up that process to three years.

The agency has approved tests using satellite-guided landings at Phoenix Sky Harbor International Airport, and experiments are planned this year in Washington, Atlanta, Dallas and Charlotte, N.C. Delta Air Lines, Southwest Airlines, JetBlue and American Airlines have been trying out aspects of satellite navigation.

Given the expected growth in air traffic in the next decades, airlines and regulators say there is an urgent need to modernize the existing air traffic control system. The F.A.A. projects that the number of planes flown by domestic airlines will double in the next two decades, while the number of domestic passengers will reach 1 billion by 2024, up from about 732 million this year. Much of that growth will be concentrated in the biggest airports, most of which are already congested, particularly at peak hours.

Radar has proved to be reliable over the years. But air traffic controllers can be sure of the precise location of the planes they are directing only when their radar sweeps once every six seconds. To make up for that uncertainty, controllers keep wide buffers between flights. Satellite technology will eventually change that equation and allow planes to fly much closer to one another because they will broadcast their locations with more accuracy.

In effect, airports could increase capacity without building more runways because more planes could take off and land every hour.

For airlines, more efficient approaches and landings could mean significant fuel savings. The F.A.A. projected that airlines using Hartsfield-Jackson International Airport in Atlanta, one of the world's busiest, would fly 1.2 million fewer miles each year, saving as much as 2.9 million gallons of fuel a year and allowing 10 more planes an hour to take off.

But NextGen has also been slowed by disagreements between the airlines and federal regulators over which would pay the bill. Equipping a single plane with a GPS system can cost

more than \$340,000. That quickly adds up for airlines with hundreds of planes in their fleet, and with no immediate payoff for the upgrade. (New planes have the technology, but older models must be retrofitted.)

That is the sort of logjam that the Seattle experiment is seeking to break. It will use something called Required Navigation Performance, or R.N.P., which is like GPS in cars. The difference is that the plane's autopilot feature can guarantee that the flight will stay precisely on course, from takeoff to landing, even in bad weather or turbulence.

"Today's planes are a lot smarter than a lot of the equipment on the ground," said Sherry Carbary, the vice president of Boeing Flight Services. Alaska Airlines has used satellite navigation for its planes since 1996 in Juneau, where bad weather had often forced flights to be canceled or diverted to Anchorage.

The airline has spent \$40 million in the last decade on both technology and pilot training. But it estimated the technology is saving \$15 million to \$20 million a year in allowing takeoffs and landings that would have been impossible before.

The shift from radar to satellite navigation is similar to the move from analog to digital television, said Captain Adams, the Alaska Airlines pilot, and will allow more information to be shared through digital channels in the future.

Airplanes, for instance, may be able to share weather conditions they encounter during flight, including wind speeds or even turbulence, and automatically relay that information to other planes. The data is currently recorded by each plane but is not shared.

In the future, another step could be to manage the timing of landings. A plane taking off from Los Angeles, for instance, would be given a precise landing time in Seattle. Its flight computer would then manage the best speed, altitude and flight path to ensure that the plane landed on time.

"The benefits of R.N.P. can be applied elsewhere than just Alaska," Captain Adams said. "The tools we use today for terrain can be used anywhere in the world to ease traffic congestion."

This article has been revised to reflect the following correction:

Correction: April 7, 2012

A picture caption on Wednesday with an article about the testing of satellite technology to help streamline airplane landings described incorrectly some equipment shown. The heads-up display in front of the pilot in the photograph is used for landing under conditions of limited visibility; it is not

7/16/2012

A Satellite System That Could End Circl...

related to the GPS used in the satellite-guided landings.