



**Portland International Jetport Noise Advisory Committee**  
 1001 Westbrook St, Portland, ME 04102

Date	Start	End	Next Meeting	Next Time	Prepared By	Company
05/26/2011	5:30pm	8:02pm	8/18/2011	5:30pm	J. Dunfee	PWM

**Attended By**

- E. Suslovic – Portland City Council
- M. Foley – Westbrook City Council
- A. Livingston – South Portland City Council Rep
- T. Ainsworth – Stroudwater Village Association Rep
- J. Angier – Greater Portland Chamber of Commerce
- B. – Air Carrier Station Manager
- G. Lavimoniere – FAA ATC
- M. Shaw – South Portland Rep
- J. Morton – Western Promenade Rep
- P. Gagnon – Gorham City Council

**Non-Attendees**

- T. Bohan – Peaks Island Rep
- D. Armstrong – Cape Elizabeth Rep
- M. Hannemann – Air Cargo Station Manager

**Non-Member Attendees**

- W. Duffy – South Portland
- M. Reuillard – South Portland
- D. LaGraffe – South Portland

**PWM Representatives**

- P. Bradbury – Director
- J. Dunfee – Security Manager
- B. Wallace – Operations Manager

**Opening Remarks- Councilor Suslovic, Chair**

Meeting called to order. Welcome announcements made, prior meeting’s minutes were amended for spelling correction and approved.

**Brooke – Airline Update**

- Advised the committee that Delta will be bringing a few late arrivals (11:30pm) as well as a 5:45am departure. The MD88 schedule has been pushed out to 6:50am departure for the next schedule period (through June).
- K. Hughes / United Expressed advised that they have a 5:35am departure scheduled for the winter months due to the need for connections and de-icing time.
  - Questions / concerns were raised regarding the after-the-fact reporting of airline schedules. Clarification was provided to the committee that, as an Advisory Committee, the Noise Committee does not have the power or authority to veto or prevent airline scheduling. However, in an effort to continue good communication and good neighbor relations, the airlines commit to advise the NAC of schedules to the best of their ability.

**Runway 36 Safety Area & Reconstruction Update**

- AIP Grant funding restrictions have curtailed the runway 36 Safety Area construction project.
- T. Ainsworth requested that PWM issue a press release for updates with respect to runway closures in order to keep the public informed.

**Gary Lavimoniere – FAA ATCT Update**

- G. Lavimoniere / FAA ATC Manager has been involved in airport meetings to assist in understanding the needs of the Jetport.
- ATC continues to remind pilots of noise sensitive runways and procedures.


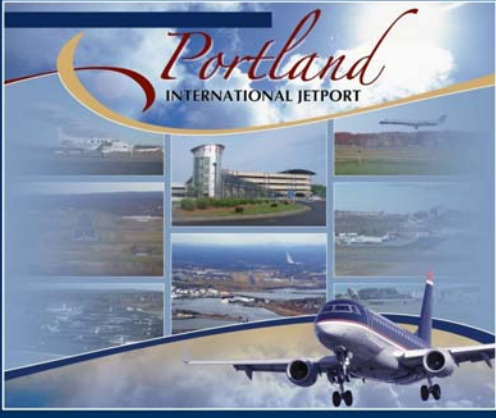
**Old Business**

- Committee Membership – P. Gagnon has joined the NAC on behalf of Gorham. PWM Is still awaiting response from Scarborough.

## PWM Noise Stats – Jen Dunfee


- Reviewed the Preferred Morning Departures from Runway 29 / Late Night Arrivals to Runway 11.
- NA-1: There continues to be a need to work the FAA to move forward with the RNAV procedures. These RNAV procedures will provide the greatest noise relief for ALL neighborhoods surrounding the airport.
  - FAA has reported an increased commitment to bring these procedures to fruition.
  - The Jetport will invite the FAA to the next meeting to review the steps and receive an update on their progress.
- NA-2: Preferential runway usage for departures from Runway 11 and arrivals to Runway 29
  - Of the 7 subcategories, 5 are complete, 2 are in progress.
- NA-3: Reduce early left turns after takeoff from Rwy 29
- NA-4: FedEx operations
  - Maximize use of Rwy 29 for the B727.
  - FedEx reports that the B727 is phasing out and being replaced with the B757
  - Review of FedEx Runway usage
    - Wiggins Runway Usage Overview (see attached PowerPoint)
- NA-5: Preferential Runway Use
  - Commercial usage for 2010
    - 96% usage of 11/29 and 4% usage of 18/36
  - Review of draft Noise Abatement Posters for distribution
  - PWM plans to do the following to increase awareness of preferential runway usage
    - PWM will order 3 additional airfield noise abatement signs
    - PWM will enhance the Noise Information web page (FAQ's)
    - PWM will publish and distribute a Noise Abatement brochure/poster
    - PWM will advise pilots seeking badges of Noise Abatement policy
    - PWM will publish and distribute Real Estate noise abatement information
    - PWM will assist planning boards with noise compatibility planning
    - PWM will attend ATC meetings to discuss PWM Noise Abatement policy
- L-1 – PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible land use development.
  - PWM is preparing Real Estate, Homeowner, and Airport Zoning tips and will work with the real estate and planning entities to distribute this information.
- A-1 – Flight tracking system has been in place since 2006
- A-2- Initiate periodic calculations of Exposure metric
  - Training conducted May 2010.
- A-3- Establish engine run-up procedures.
  - Aircraft operators will request prior permission from PWM prior to engine run-up.
  - PWM established engine run-up procedures
- A-4 – Continue to work with FedEx and others to encourage conformance with Noise abatement
  - PWM continue to influence local representatives of any company operating Stage 2 or Stage 3 aircraft to use CASCO SID
    - Wiggins has provided letter of understanding that the use of runway 18/36 is a noise sensitive area and that they will comply with Air Traffic Control's instructions.
- A-5- Request BNAS to curtail practice at PWM – **DONE**
- A-6 - Continue meetings with Noise Advisory Committee
  - Noise Advisory Committee remains active and provides feedback to PWM on success of NCP update.
    - Noise abatement departure procedures
    - Preferential runway use program
    - Develop GPS RNAV procedures so that additional precision can be added to existing procedures
- A -7 – Attend Periodic Meetings of local homeowner associations
  - PWM visit homeowner associations at least annually
  - PWM has requested the assistance of the committee in determining when neighborhood meetings are scheduled.
  - South Portland has expressed an interest in hosting a meeting that will be open to the town. NAC Representatives from South Portland will work with PWM to coordinate that meeting.

- Complaints vs. callers (see attached PowerPoint)
- Calls per neighborhood (see attached PowerPoint)
- Representative T. Ainsworth of Stoudwater reports that his community has no faith in the complaint call process since data has not been maintained since the committee's inception going back twenty years.
- **New Business**
  - PWM Air Traffic Procedures SOP Changes
    - Trend analysis has shown increased operations during the 4-6pm hours of both arrivals and departures. PWM is working with Air Traffic Control to utilize similar noise abatement procedures currently in use during the early morning and late night operations in an effort to reduce noise in South Portland.
      - Proposal of additional noise abatement procedures during 4pm-6pm
      - Consider using the calm wind runway
      - Calm Wind Runway is runway 29
      - Adjust crosswind component limits from 5kt max to 10kt max
    - Increased use of CASCO III Standard Instrument Departure
      - Reduces noise impact of runway 11 departures for aircraft destined for westerly cities (Detroit, Chicago)
  - Communications Plan
    - Complaint Calls and Emails will continue to be logged.
    - Complaint Call Letters will include additional columns for Runway and Operation.
    - Continue communication with neighborhoods via website, email, meetings
- Action Items for Next Meeting
  - Review of exact legal status of the Noise Advisory Committee with respect to its policies and procedures that are applicable to the scheduling of flights.
- Next Meeting Scheduled: Thursday, August 18, 2011 @ 5:30pm

**NOISE ADVISORY COMMITTEE  
MEETING**

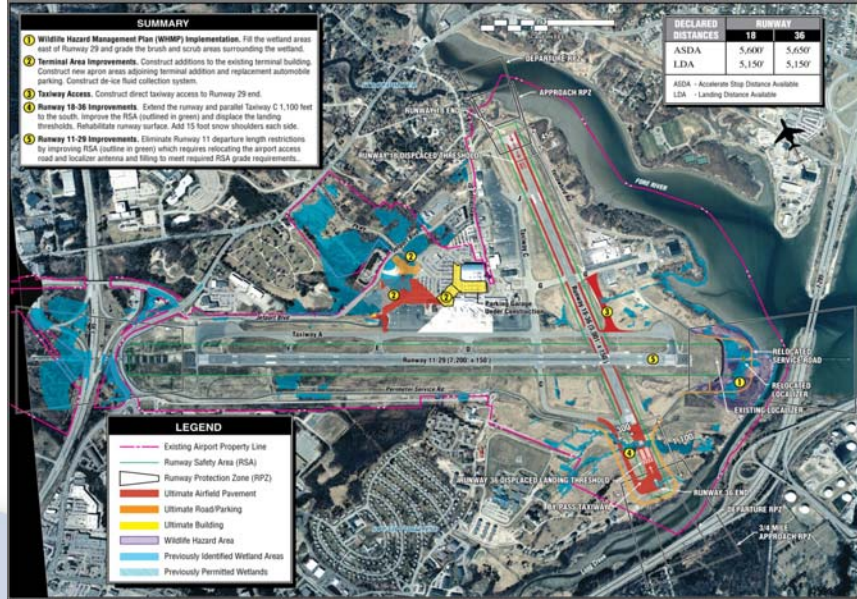
May 26, 2011  
5:30 pm – 7:00 pm  
Portland Jetport Main Conference Room



**AGENDA**

- 5:30 pm      Opening remarks –
  - Welcome New Committee Members
  - Airline update (early flights) – Beth Cramp
  - PWM Runway Safety Area 36 update
  - ATC update
- 5:45 pm      Old Business
  - Approval of prior meeting's minutes
  - Committee Membership Update
  - Steps to achieve GPS procedures
  - (NCP measures)
- 6:15 pm      Old Business (PWM Noise Statistics)
- 6:30 pm      New Business
  - PWM Air Traffic SOP Changes
  - Noise Abatement during 4-6pm
  - Communications Plan for Complaint Calls
- 7:00pm      Q&A

# Runway 36 Safety Area and Reconstruction Update



# Old Business - Approval of Prior Meeting Minutes



**PWI**  
Portland International Jetport

Meeting Minutes - Runway 36 Safety Area and Reconstruction Update

Meeting Date: 11/11/2014

Meeting Time: 10:00 AM

Meeting Location: Runway 36 Safety Area and Reconstruction Update

Meeting Agenda:

- 1. Approval of Runway 36 Safety Area and Reconstruction Update Meeting Minutes (11/11/2014)
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## NAC MEMBERSHIP



- The Chair shall be a Portland City Councilor – **Ed Suslovic**
- One resident of Peaks Island – Tom Bohan
- 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 – Dick Armstrong (designee)
- President of Stroudwater Village Association – Tom Ainsworth (designee)
- President of Western Prom Neighborhood Association – Jerry Morton
- The President of Greater Portland Chamber of Commerce – Jerry Angier (designee)
- One Signatory Airline Station manager – Chad Rosenstein
- The Federal Aviation Administration Tower Chief – **Gary Lavimoniere**
- An Air Carrier Cargo Station Manager – Maria Hannemann
- A Gorham Town Council Member – **Phil Gagnon**
- A Scarborough Town Council Member - tbd

## Steps to Achieve GPS Procedures



Jennifer

Spoke with Ed Green over at Boston ARTCC today and he communicated their subject matter experts have completed their initial review of the 2 proposed RNAV departure procedures and 2 arrival procedures. We are at a development spot now, where we have "draft" designs that are workable by both the tower and center, and I will begin to coordinate a meeting that will serve as the FORMAL kick off for the 18 STEP RNAV DESIGN process. I would expect that meeting to take place within 30-40 days given adjustments for everyone's schedules. In addition to invitations going out to the JETPORT, we will of course be inviting industry (PWM operators) and appropriate FAA lines of business including for example representatives from local Air Traffic and Boston Center, RNAV design, Flight Procedures, AWO (all weather office), Flight Standards, Environmental etc...

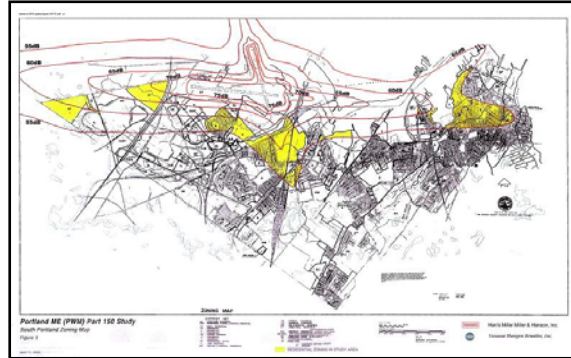
If you would care to make any recommendations or suggestions as to who you would like to see there on the part of industry, please let me know and please include an email address and phone contact if possible, and I should mention that these meetings are not open to the public. That said, I do not have any reservations about coming up and providing a briefing at one of your future NAC meetings like I did before, to give the latest update on things. Additionally, you had previously volunteered the use of one of your conference rooms, please let me know if this option would be available for the meeting place.

I will keep you updated as we move along.

Best

Jon

Jon T Harris  
Mission Support Services  
PBN Integration Group, A JV-1400  
603.881.1300

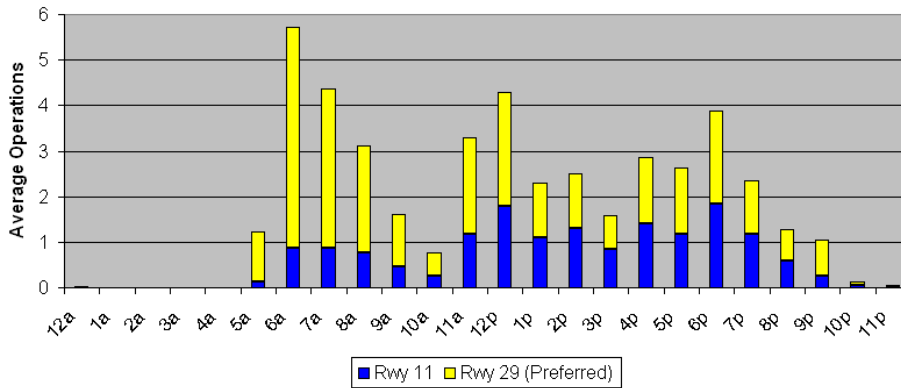


The Noise Advisory Committee reviews noise abatement projects, provides input for the implementation of the current Noise Compatibility Plan, develops ideas and recommends proposals for consideration in future airport noise plans, participates on advisory committees involved in long-range airport facilities and capital improvement planning, and promotes citizen understanding of airport noise issues.

- **NA-1: GPS flight procedures update:**
  - October 2009 - PWM RNAV procedure Final Draft Design complete
  - November 2009 – PWM RNAV procedure aviation stakeholders meeting (45 – 60 days feedback to FAA)
  - December/January 2009 – FAA receives PWM RNAV procedure comments
  - February 17, 2010 – FAA scheduled PWM stakeholders meeting (email update from FAA)
  - June 3, 2010 – FAA Target publication date (postponed until ??)
  - STAR arrival procedure – Draft is in process (waiting for PWM ATC comments back prior to forwarding to Boston Center. PWM ATC will have arrival/departures reviewed by DATE).
  - September 2010 - Arrival/departure procedures draft form (waiting for Pilot stakeholders meeting to be scheduled)

- **NA-2:** Increase pm depart from Rwy 11 & am arrivals to Rwy 29 over Fore river (See Slide 6)
  - **(1)** ATC assign CASCO SID departure and instruct aircraft assigned CASCO SID to fly 060 degree heading until 3,000 MSL - **DONE**
  - **(2)** If ATC determines significant delays result, ATC will assign CASCO SID to Stage 2 and Stage 3 aircraft
    - UPDATE: Stage 2 discontinued and Stage 3 aircraft are NOT assigned CASCO SID –
  - **(3)** PWM publishes a departure procedure using GPS and follows CASCO SID
    - UPDATE: PWM is in process working with FAA/ATC – (postponed from June 3 until September. Postponed )
  - **(4)** PWM evaluated CASCO SID to see if keeps majority of aircraft over Fore River. (PWM advises to extend or shorten turn points) - **DONE**
  - **(5)** PWM develops RNAV SID as instrument overlay to voluntary procedure.
    - UPDATE: PWM is in process working with FAA/ATC – (postponed)

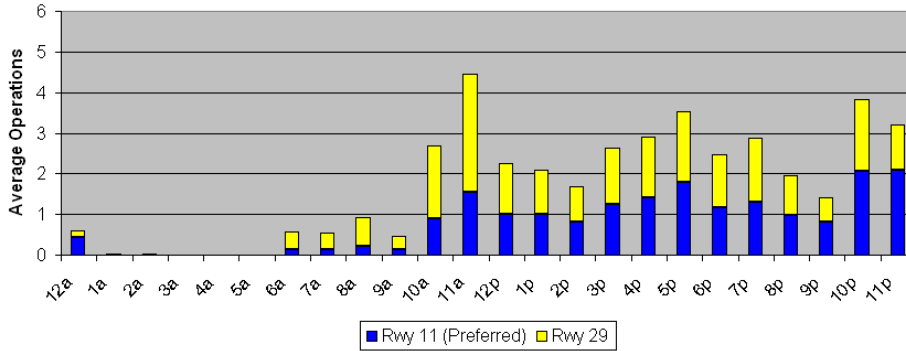
**Preferred Morning Departures from Runway 29**  
**First Quarter 2011**  
**Average Departures Per Hour**



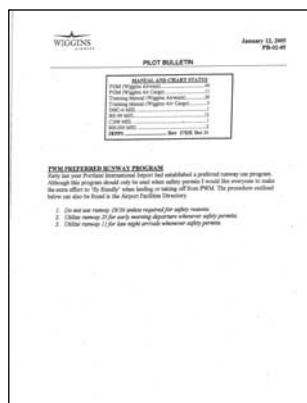


### Preferred Late Night Arrivals to Runway 11 First Quarter 2011

Average Arrivals Per Hour



- > (6) PWM works with FedEx to demand their support to request and accept CASCO SID - **DONE**
- > (7) ATC will initiate design of GPS-based RNAV STAR to Rwy 29 (instrument overlay to the Harbor Visual approach). **DONE**



- **NA-3-** Reduce early left turns after takeoff from Rwy 29
  - **(8)** PWM publish a voluntary noise abatement departure procedure in order to keep aircraft on a straight-out departure heading until 5 nm from take off.
    - UPDATE: ATC confirmed SOP states “shall maintain heading until reaching 3k ft”
    - Also confirmed that is unlikely that an acft would reach 3k ft before 5nm
- **NA-4-** FedEx Ops (see Slide 10)
  - **(9)** PWM staff, FedEx, & ATC work to increase use of CASCO SIDs.
    - Maximize 727 ops using 29 departures - **DONE**
    - If Rwy 29 unavailable, for take-off, maximize use of Rwy11 for landing - **DONE**
    - If departures from Rwy 11 are necessary, use CASCO SID for all 727 ops - **DONE**
    - No 727 should use Rwy 18-36 for landing or take-off except in emergencies - **DONE**



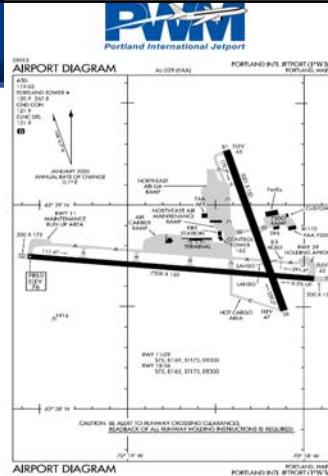
	2008		2009		2010		Jan - Apr 2011	
	Operations	Percent	Operations	Percent	Operations	Percent	Operations	Percent
Rwy 18/36	453	26%	688	35%	526	24%	127	19%
Rwy 11/29	1274	74%	1306	55%	1623	76%	559	82%

- **NA-5-** Preferential runway use of 11/29 over 18/36. (see Slide12)
  - **(10)** ATC should change SOP PWM 7110.4 to be consistent with national standards –
    - **UPDATE** – ATC has updated SOP to be consistent with National Standards - **DONE**
  - **(11) PWM will publicize use of Rwy 11-29 through informational meetings, brochures, airfield signs, posters in flight planning,ops rooms and follow-up with operators- In Process**
    - PWM will order 3 additional airfield noise abatement signs (installed – photo's next slide)
    - PWM will enhance the Noise Information web page (FAQ's)
    - PWM will publish and distribute a Noise Abatement brochure/poster
    - PWM will advise pilots seeking badges of Noise Abatement policy
    - PWM will publish and distribute Real Estate noise abatement tips
    - PWM will assist planning boards with noise compatibility planning (working with GIS department to include noise contours and Part 77 surfaces in City's public access GIS system)
    - PWM will attend ATC meetings to discuss PWM Noise Abatement policy



Noise Abatement Bookmark

**RWY 18/36 IS A  
NOISE SENSITIVE RUNWAY  
BE A GOOD NEIGHBOR  
USE RWY 11/29**

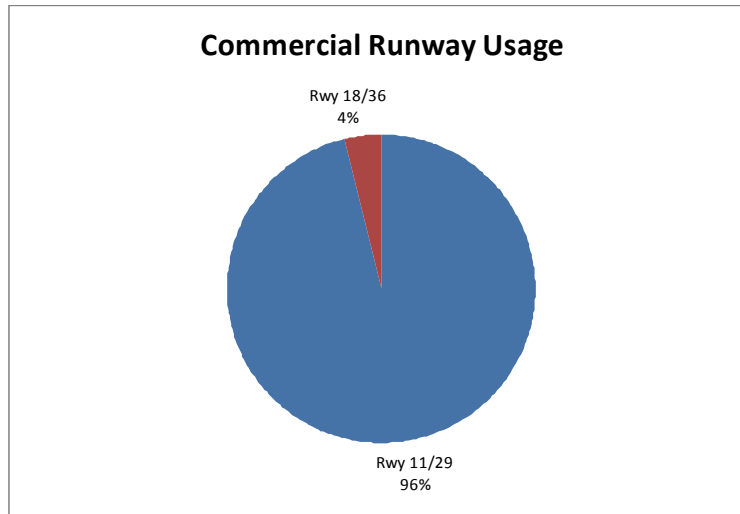


**AIRPORT REMARKS:** Attended 1100-0300Z. For fuel after hours, call 207-775-5635 or 207-774-6318. Deer and wildlife occasionally on and in/ovt arpt especially during hours of darkness; seagulls on and in/ovt arpt especially during IFR weather conditions. Act in emergencies between 0500-1045Z call 207-874-2576. Taxiway A east of Rwy 18-36 CLOSED to B-747 C-5 and C-141 a/c. No touch and go lgs during snow removal. PAEW adjacent to rwy's n/gts, ground vehicles monitor 120.9 when twr clsd. Rwy 11 touchdown, midfield and rollout visual range avbl. Rwy 29 touchdown, midfield and rollout visual range avbl. Maintenance run-ups Rwy 11 run-up area only. **Prior to any run-ups, or for noise abatement information, ctc the arpt com center on freq 129.95 or call 207-756-8310.** Rwy 11 touchdown zone lgs unavailable when twr is clsd. Rwy 11 ALSF-II becomes SSALR when twr is clsd. When twr clsd, Rwy 11-29 HIRL and centerline lgs and MIRL Rwy 18-36 preset on med intensity only. ACTIVATE MALSR Rwy 29 and REIL Rwy 18 and Rwy 36—CTAF. GA Customs/Immigration facility located at ESDP ramp. Flight Notification Service (AFUCS) available.

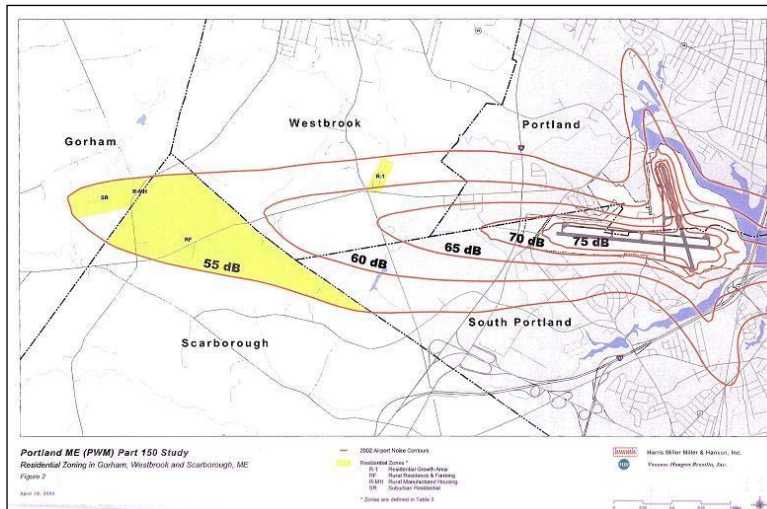
PREFERENTIAL COMMERCIAL RUNWAY USAGE Jan - Apr 2011



Commercial Runway Usage



- **L-1** – PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
- **(12)** PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
- **UPDATE** – PWM is preparing Real Estate, Homeowner, and Airport Zoning tips and will work with the real estate and planning entities to distribute this information. (working with GIS department to include noise contours and Part 77 surfaces in City's public access GIS system)



**PWM ACTION ITEMS – Administrative Measures 1, 2, 3, 4, & 5**



- **A-1- New flight track monitoring system – DONE**
- **A-2- Initiate periodic calculations of Exposure metric**
  - This will help determine when the NEM and the NCP need to be updated to address section 150.23. PWM purchased FAA's INM noise modeling software and attended training May 5 – 7. Next step is to download FAA's radar tracks into the INM database. Next meeting educational segment will be on the INM system.
- **A-3- Establish engine run-up procedures.**
  - **(15) Aircraft operators will request prior permission from PWM prior to engine run-up.**
    - **UPDATE: PWM established engine run-up procedures - DONE**
- **A-4 – Continue to work with FedEx and others to encourage conformance with Noise abatement**
  - **(16) PWM continue to influence local representatives of any company operating Stage 2 or Stage 3 aircraft:**
    - to use CASCO SID – **DONE AND ONGOING**
    - Follow preferential use guidance – **DONE** (See Slide 9)
    - Comply with run-up procedures - **DONE**
- **A-5- Request BNAS to curtail practice at PWM – DONE**

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**PWM ACTION ITEMS – Administrative Measures 6 & 7**



- **A-6 - Continue meetings with Noise Advisory Committee**
  - **(18) Noise Advisory Committee remains active and provides feedback to PWM on success of NCP update. – DONE AND ONGOING**
    - Noise abatement departure procedures
    - Preferential runway use program
    - Develop GPS RNAV procedures so that additional precision can be added to existing procedures
- **A -7 – Attend Periodic Meetings of local homeowner associations**
  - **(19) PWM visit homeowner associations at least annually**
    - **PWM recommends the NAC submit a calendar of upcoming homeowner association meetings to PWM at the quarterly NAC meetings.**

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**PWM ACTION ITEMS – CONTINUOUS ACTION REQUIRED**



- PWM will publicize use of Rwy 11-29 through informational meetings, brochures, airfield signs, posters in flight planning.ops rooms and follow-up with operators- In Process
  - PWM will maintain the Noise Information web page (FAQ's)
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**PWM ACTION ITEMS – CONTINUOUS ACTION REQUIRED**



- PWM management will coordinate efforts with the City of Portland and the City of South Portland, and the communities of Westbrook, Scarborough, and Stroudwater to reduce incompatible and use development.
  - PWM needs to be involved with local land use decisions that can encroach on its operation or in other ways affect its development. PWM will encourage noise notifications on subdivision plans, encourage building code revisions, and other low-level efforts to help assure that PWM minimizes its future impacts on its neighbors.
- PWM will continue meetings with Noise Advisory Committee
- PWM will attend Periodic Meetings of local homeowner associations at least annually

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## NOISE ADVISORY COMMITTEE ACTION ITEMS



- Present PWM a calendar of upcoming neighborhood meetings quarterly
- Assist in land-use compliance issues
- Contact the real estate agencies to incorporate deed covenants about noise
- Attend NAC meetings
- Review PWM's Noise Abatement Program periodically for substantial changes or updates to conditions.

## PWM NOISE STATISTICS

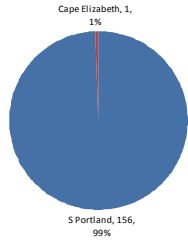


### Calls vs Callers

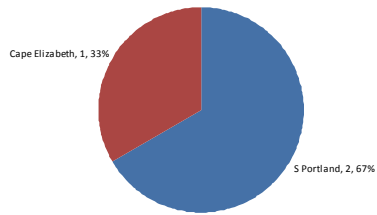
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>2008</b>	<b>Calls</b>	30	33	69	105	108	76	80	97	62	49	42	36
	<b>Callers</b>	4	4	5	3	4	16	14	10	7	8	5	6
<b>2009</b>	<b>Calls</b>	20	41	18	49	61	63	100	132	72	43	38	43
	<b>Callers</b>	4	7	5	9	12	14	16	13	12	6	4	5
<b>2010</b>	<b>Calls</b>	14	17	16	39	19	2	42	93	20	4	2	1
	<b>Callers</b>	2	4	2	2	2	2	16	16	5	1	2	1
<b>2011</b>	<b>Calls</b>	0	0	2	24	130							
	<b>Callers</b>	0	0	1	3	3							



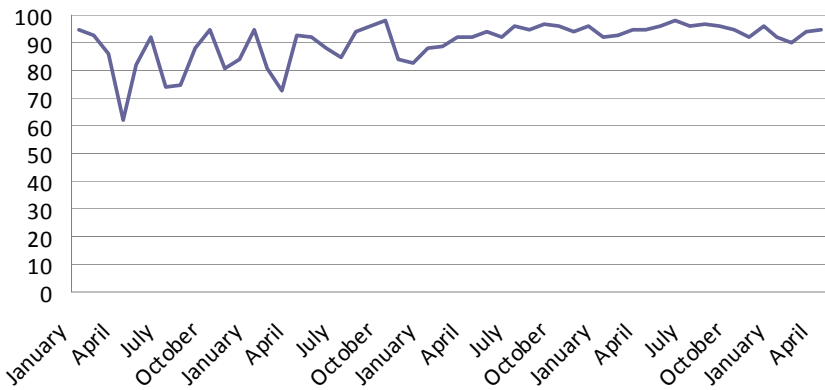
Calls per Neighborhood

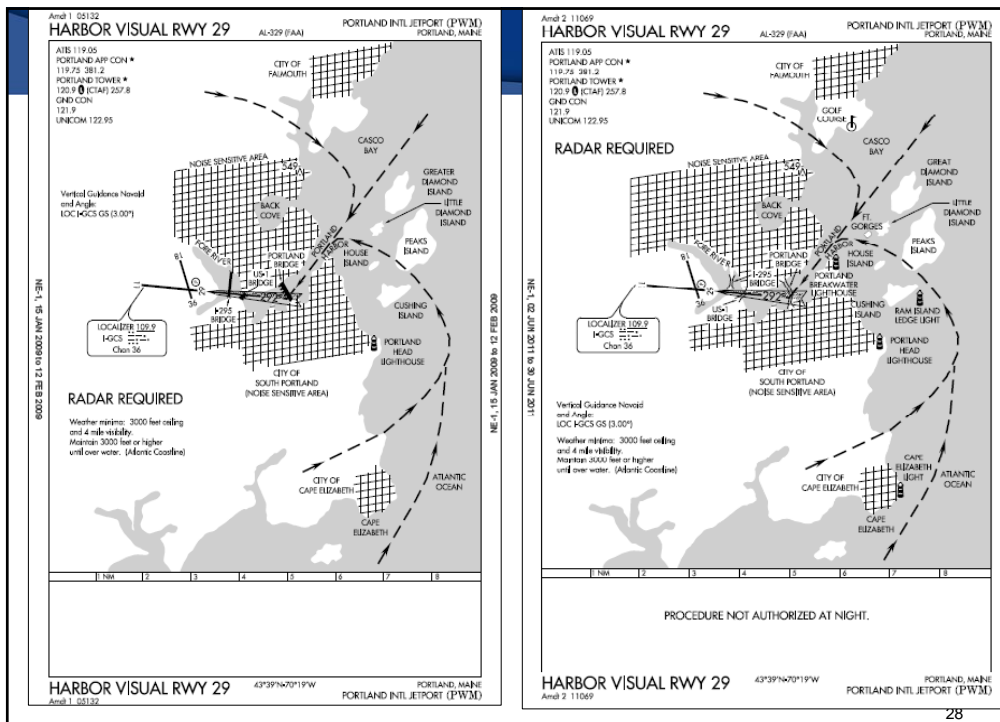


Callers per Neighborhood



HVA Compliance 2007-2011





**PWM**  
Portland International Jetport

### Air Traffic Control SOP Update

- Increased use of CASCO III Standard Instrument Departure
  - Reduces noise impact of runway 11 departures for aircraft destined for westerly cities (Detroit, Chicago)
- Proposal of additional noise abatement procedures during 4pm-6pm
  - Consider using the calm wind runway
  - Calm Wind Runway is runway 29
  - Adjust crosswind component limits from 5kt max to 10kt max

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- Issues
  - Calls made to complaint line
  - Convenience keys for website
  - Noise website proposal
  - Response plan for complaint calls
    - 1.
    - 2.
    - 3.



Date Time	Airline Name	Aircraft Type	Flight Number	Runway	Operation
5/1/2011 19:23	AIR WISCONSIN AIRLINES Corp.	CRJ2	AW4090	29	Arrival
5/1/2011 20:30	AIR WISCONSIN AIRLINES Corp.	CRJ2	AW4090	29	Departure
5/2/2011 08:28	AIR WISCONSIN AIRLINES Corp.	CRJ2	AW3836	29	Arrival
5/2/2011 09:17	AIR WISCONSIN AIRLINES Corp.	CRJ2	AW3835	29	Departure
5/2/2011 09:25	AIR WISCONSIN AIRLINES Corp.	CRJ2	AW3576	29	Arrival

## UPCOMING NOISE EVENTS



- PWM Static Display Air Show
  - June 11-12, 2011
    - Runway 18/36 closed as of Friday 6/10 – exhibition aircraft expected to arrive midday Friday and depart Sunday afternoon.
    - Prop Snapper's RC Scale Modeled Aircraft to operate on the north end of runway 18 on Sat / Sun.
- Parent's Weekend – Summer Camp
  - Mid / End of July

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**THANK YOU**

**Next Meeting: August ??**

5:30 pm – 7:00 pm

Portland Jetport Main Conference Room

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