

# Portland International Airport (MAINE)

IATA/ICAO CODE: PWM/KPWM  
 CITY: Portland  
 STATE: ME  
 COUNTRY: USA

## AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Paul Bradbury  
 Title: Airport Director  
 Airport: Portland International Airport  
 Address: Portland International Airport  
 1001 Westbrook Street  
 Portland, ME 04102  
 Phone: +1 207 772-0690  
 +1 207 756 8355 Noise Hotline  
 Fax: +1 207 774 7740  
 Email: PHB@portlandmaine.gov  
 Airport Web Site: [www.portlandjetport.org](http://www.portlandjetport.org)

ELEVATION: 74 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11/29	7200	-	-	150
18/36	5001	-	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

## NOISE ABATEMENT PROCEDURES

Voluntarily limit use of Runway 18/36 by noise-critical aircraft unless crosswinds exceed 15 knots

- "Noise-critical" aircraft are those having Estimated Maximum A-weighted Sound Levels (from FAA Advisory Circular 36-3H) greater than 80 dBA
- Would limit many jets and loud turboprops, such as Lear 25s and FedEx Caravan 208s

Continue preferred use of:

- Runway 29 for early morning departures
- Runway 11 for late night arrivals
- "Harbor visual" approach for Runway 29 arrivals.

Retain voluntary 11 departure procedure and CASCO TWO SID for older technology aircraft. Update CASCO TWO SID in progress ([see diagram](#))

The Airport distributes on a regular basis Noise updates. These updates contain pertinent

information about airport noise. The updates are available on the website at <http://www.portlandjetport.org/noise.asp>

## **CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

## **AIRPORT CURFEWS - NONE**

## **PREFERENTIAL RUNWAYS**

See Noise Abatement Procedures.

## **OPERATING QUOTA - NONE**

## **ENGINE RUN-UP RESTRICTIONS**

### **Maintenance Run-Up Procedure**

- Must be preformed in the Maintenance Run-up Area and approved by the airport. (paved apron North of the 11 threshold) - Contact Airport Communication Center: 207 750 8310
- All run-ups will be logged by Airport Communication Center.
- Completed between 6 AM and 11 PM (Voluntary).
- Limited to 30 minutes unless otherwise authorized.
- Only one run-up at a time.
- Heading of 110 degrees or 245 degrees
- The program was implemented Jan 1, 2005. Since the programs implementation we have recorded 35 Maintenance Run-ups with zero complaints.

## **APU OPERATING RESTRICTIONS**

Limit operation of APU.

## **NOISE BUDGET RESTRICTIONS - NONE**

## **NOISE SURCHARGE - NONE**

## **NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

[Current FAA Approved Noise Compatibility Program Measures](#)

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	-	Used since the 1990s
Zoning Laws	-	Zoning laws are used in Portland.
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	-	>70 DNL - 0 >65 NDNL - few and will be 0

Airport Noise Contour Overlay Maps	2003	<a href="#">Noise Contour Map</a>
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	FAA AIP

9/22/2005 - FAA announced that Noise Exposure Maps for PWM are in compliance and is currently reviewing the airport's Part 150 Airport Noise Compatibility Program. FAA will be approve or disapprove the Part 150 by March 6, 2006.

NOISE MONITORING SYSTEM

Spring 2005 - Purchase of Noise Flight Track Monitoring System

FLIGHT TRACK MONITORING SYSTEM

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NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)