

## Memorandum Maine Medical Center

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To: Members of the City of Portland Planning Board  
From: Jeff Sanders, Chief Operating Officer, MMC  
Date: January 2, 2018  
Re: MMC Heliport

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Thank you for the opportunity to present to you on Tuesday January 23, 2018 about the East Tower and Visitor Garage projects at Maine Medical Center. The projects include space for 64 private universal patient rooms and 225 parking spaces and a relocated helipad. There were several questions during the meeting about the relocated helipad that were answered during the meeting but that I would like to summarize in this memo.

1. Question: Is there an expected increase in helicopter traffic?  
Answer: Maine Medical Center expects an increase in flights over the next five years. The Federal Aviation Administration application that was submitted as part of MMC's site plan application materials included an error. Rather than monthly volume, annual volume was provided. There are 450 flights per year today and MMC expects volume to grow to 750 per year in five years. An updated copy of the FAA application will be submitted to the Planning Authority.
2. Question: Why are there 2 helipads with different sizes?  
Answer: The primary helipad is the larger of the two helipads and is designed to accommodate United States Coast Guard and military aircraft which on rare instances transport patients into MMC. The larger pad is the same size as the existing pad. The second pad will be used only as necessary for a second aircraft in bound if there is already a helicopter on the primary pad. Two-three times per month there are concurrent flights into MMC that require the landed aircraft to depart from MMC and relocate to the airport and then return to pick up the medical crew and equipment with the second aircraft having to do the same relocation to and from the airport. Most noise complaints received by MMC are tied to these multiple repositions to the airport which incurs two additional overflights of the neighborhood for each patient flight.
3. Question: Why is there an additional route shown for use in high winds?  
Answer: The approaches and departures to the helipad are the same as current. The pilot in command always has the final decision on approach and departure paths to maintain safety. The added approach is to maintain safety in certain wind conditions and codifies the planned route for non-normal wind conditions. Based on years of use, we expect that the standard approach and departures will continue to be the normal operation.
4. Question: How different is the sound profile going to be with the new helipad location?  
Answer: MMC and LifeFlight had an aviation sound study conducted in preparation for the submission to the City. The sound study used exactly the same test locations as the previous studies for the initial helipad. The study concluded with the exception of two test sites immediately adjacent to the hospital campus that the new sound profile will essentially be similar to the current helipads. It is also important to note that the new helipads will be almost 100' higher than the current helipad and the structures of the buildings will reflect sound up both of which will also mitigate the sound.
5. Question: Will the helipads continue to be solely used for patients and how is access to the helipads controlled?

Answer: Helipad use is solely for critically ill and injured patients being transferred in and out of MMC. The MMC helipad is in Class B airspace which requires all aircraft to be under positive control from the Approach Control at the Jetport. In addition, all use of the helipad is coordinated through LifeFlight MedComm which along with MMC Regional Emergency Management Information System (REMIS) coordinates landing and departures of the medical helicopters from LifeFlight, DHART (Dartmouth Hitchcock), Boston MedFlight, and the USCG / Military.

Maine Medical Center submits these answers in writing so that they may be easily shared with other interested parties.