
Helicopter Pad Relocation Noise Studies

1 message

Jean Fraser <jf@portlandmaine.gov>

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To: "Alexander M. Green" <AGreen@mmc.org>, Will Conway
<wconway@sebagotechnics.com>

Cc: "O'Brien, Stuart" <sgo@portlandmaine.gov>, "Barhydt, Barbara"
<bab@portlandmaine.gov>

AI

I appreciate that the recent Memo (attached 1-2-18) summarizes the outcome of the recent noise studies, but as noted in the PB Memo we would like to document the data comparing helicopter sound levels currently at a given location compared to what they are predicted to be (at the same location) with the relocated helipad, especially given the likely increase in the numbers of flights.

While I appreciate that the Russell Acoustics, LLC May 2017 sound study (attached) used the same locations as the original study, it does not include this data for all of these locations.

Could you please send the recent data that shows the ambient, helicopter sound (based on the current helicopter pad location), and predicted helicopter sound (new location, main pad) for each of the nine CP locations so that we can see the data that underpins the submitted summary. Could you please send that data in a table linked to the plan of the locations.

Also I have a couple questions having looked at the studies conducted in 2004/2005 and the associated reviewer comments:

- The original study conducted by consultants for MMC in 2004 (by Resource Systems Engineering) noted that the location of the helipad on the top of the employee garage was beneficial regarding noise as this location would "...enable the existing and proposed buildings to block sound propagation to noise sensitive areas to the west and south." Could you ask your consultants to advise as to whether relocation of the helipad (albeit higher) out from "behind" those buildings will increase sound levels in different community locations than were studied in 2004.
- The City's sound consultant at that time (2004) noted that the direction the helicopter was facing when on the pad could make a significant difference in the sound levels nearby. Could you please confirm that the orientation of the helicopter on the relocated pad will be the same as for the current pad.