

Aug. 10, 2020

To: Neighborhood Advisory Committee

From: Maine Medical Center

Dear members of the Neighborhood Advisory Committee,

MMC received more than 10 complaints regarding an afternoon flight on July 25, 2020. As described in the Sound Management Plan developed by MMC and the city of Portland, reaching this threshold triggered a review of that flight to explore whether it departed from approved flight paths and, if so, why.

LifeFlight of Maine provided MMC with this report, below. Please feel free to share it with your respective neighborhood groups. MMC will be posting this to www.mmc.org/modernization, as well.



To: Al Green, MHSA, PMP

Associate Vice President of Planning | MaineHealth

Re: Helipad at MMC Noise Complaints July 25th and July 28th.

I am following up on our recent discussions regarding helicopter operations and to MMC's request for information regarding the flights noted above. As requested by MMC we have looked at the two flights which generated a number of individual complaints. One on the afternoon of the 25th of July and one on the afternoon of the 28th of July.

In looking at the flight profiles with our pilots and aviation operator SevenBar Aviation both were anomalous to the agreed routing due to temperature and W/SW wind conditions. In both cases the approach took the aircraft over the Western Promenade over the west end neighborhoods and into the pad. The safety of operations is the single most important objective and it is possible to unfortunately incur anomalous operations despite best efforts.

In reviewing these two flights specifically:

High temperatures often create high density altitude conditions that can have an adverse effect on helicopter performance. It is imperative on high temperature days that the pilot be cautious when operating near maximum gross weight or maximum Category A operating weight and that they avoid, when taking off or landing, any wind condition that is other than a 12 to 3 o'clock relative to the nose of the aircraft while on final approach. In high Density Altitude (DA) condition it is best practice to have a stabilized approach established (constant smooth deceleration and descent) for 800 to 1000 ft of straight in final approach. Pilots must choose the longest possible into the wind approach course to avoid any abrupt maneuvering of the aircraft at low speeds on high DA days to ensure the safety of the approach and to maintain positive control and single engine flyaway capability.

Both of these flights followed this modification to our normal operating procedures based on safety of operations. We work very hard to be as good neighbors as we can be while transporting patients to MMC. As we have shared the pilots are always working to follow the established flight paths but simultaneously are working to not perform steep bank turns in positioning to the helipad which require increased engine power, time of landing, and create additional noise.

For background since the new pads opened on 11 December 2019 until 31 July 2020 there have been 327 helicopter patient flight operations into and from MMC. In the same time period, we have also transported 87 patients by ground and 46 patients by fixed wing into and from MMC.

Please let me know if you need further information as regards these two flights.

T. Judge , Executive Director