

Port of Portland
Meeting Location: Gresham City Hall, Gresham, Oregon
Citizen Noise Advisory Committee
October 9, 2008
Meeting Summary

CNAC Members in Attendance (Alpha Order by First Name)

Anne Holbert	Clark County	<input checked="" type="checkbox"/>
Beverly Bruender	Portland At-large	<input checked="" type="checkbox"/>
Dave Benfield	Clackamas County	<input checked="" type="checkbox"/>
Dick Goldie	Fairview/Troutdale/Wood Village	<input type="checkbox"/>
Erwin Bergman	City of Portland	<input checked="" type="checkbox"/>
Gary Kunz	Portland At-Large	<input checked="" type="checkbox"/>
Gary Thornton	City of Vancouver	<input checked="" type="checkbox"/>
Joe Smith	Multnomah County	<input checked="" type="checkbox"/>
Maryhelen Kincaid	City of Portland	<input checked="" type="checkbox"/>
Mike Yee	City of Vancouver	<input checked="" type="checkbox"/>
Paul Speer	City of Vancouver	<input checked="" type="checkbox"/>
Steve Kerman	Washington County	<input type="checkbox"/>
Vicki Thompson	City of Gresham	<input checked="" type="checkbox"/>

Port Staff in Attendance (Alpha Order by First Name)

Ava Frank	Noise Management Department	<input checked="" type="checkbox"/>
Chris Blair	Noise Management Department	<input checked="" type="checkbox"/>
Chris Corich	Long Range Planning and Noise Department	<input type="checkbox"/>
Debbie Bishop	Long Range Planning and Noise Department	<input checked="" type="checkbox"/>
Erica Muse	Noise Management Department	<input type="checkbox"/>
Gregg Maxwell	Noise Management Department	<input checked="" type="checkbox"/>
Jason Schwartz	Noise Management Department	<input checked="" type="checkbox"/>
Jerry Gerspach	Noise Management Department	<input checked="" type="checkbox"/>
Shannon Huggins	Noise Management and Community Affairs Departments	<input checked="" type="checkbox"/>

Speakers

Lise Glancy	Port of Portland
Bronwyn Buckle	City of Portland

Guests

Steve Schreiber	CFO, Port of Portland
Laura Schneider	FAA
Dennis Sandstrom	Port of Portland
Bronwyn Buckle	City of Portland

1 MEETING BEGAN AT 6:10 PM AND ENDED AT 8:15 PM ON OCTOBER 9, 2008.

2
3 **START OF MEETING/ANNOUNCEMENTS – MARYHELEN KINCAID**

4
5 Maryhelen opened the meeting by celebrating Erwin Bergman, who announced at the
6 September meeting that he would be attending his last CNAC meeting in October. She spoke
7 about Erwin's career on the CNAC and his contributions to both the committee and the Port as a
8 whole. She said he worked tirelessly on many issues and was the one who initiated discussions
9 with the Port about building a Ground Run-up Enclosure (GRE). His hard work and
10 determination continued until the Port decided it would be beneficial to the airport to build the
11 GRE. He continued to update CNAC on the progress of the GRE which included the
12 construction and completion stages of the facility.

13
14 Maryhelen went on to say that Erwin's resolve was highly admirable, as was his compassion for
15 his community and what he believed to be right for citizens of Portland. He always had an
16 opinion on numerous topics and did all he could to keep the committee members informed and
17 moving forward. Maryhelen thanked Erwin for all his work and dedication. She then turned the
18 floor over to Steve Schreiber, CFO of the Port of Portland.

19
20 Steve introduced himself again for those members who were new to the committee and didn't
21 know him. He shared both professional and personal stories about Erwin and his own working
22 relationship with him over the years. Steve identified several key issues where Erwin worked
23 alongside the Port, for which the outcomes were positive. He said that there were times when
24 the Port didn't always agree with Erwin, or Erwin with the Port, but in the end, there was always
25 mutual respect. Steve then presented gifts to Erwin from the Port in thanks for his many years
26 of work on the committee.

27
28 The next speaker was Laura Schneider, of the FAA. Laura thanked Erwin for his years of public
29 service as well as the enormous amount of time he gave to causes in which he believed. Erwin
30 often didn't agree with the FAA, but it was always a respectful disagreement. Laura stated she
31 didn't know anyone else who gives as much as Erwin and she said she truly appreciated all his
32 work and dedication.

33
34 Other CNAC members paid tribute to Erwin as well. Erwin spoke next, thanking the committee
35 for time well spent and the fact that he had many pleasant experiences while working on the
36 committee. He stated he was "leaving with sadness in my heart, but I think the time has come
37 to move on..." He further stated that he is passionate about his work and his approach may
38 sometimes be rough, but he learned as a child that life was not always pleasant.

39
40 Erwin spoke for several more minutes relating several stories about his experiences working
41 with the Port – concluding by thanking CNAC for the tribute to him.

42
43 **REVIEW AND APPROVAL OF SEPTEMBER MEETING SUMMARY – MARYHELEN KINCAID**

44
45 Erwin Bergman objected to the verbiage on line 50 which reads "...Continuous Decent
46 Approach." He preferred the verbiage be changed to "Overhead Approach."

47
48 Erwin further objected to the lack of verbatim reporting of an objection that was authored by the
49 Cully Neighborhood Association in their monthly meeting summary which reflects a "unanimous
50 vote" against the "overhead approach" pattern to be flown by the ORANG.

51 For clarification, Erwin's main objections to the September meeting summary are:

- 52
53
54
55
56
57
58
59
60
- Referring to the Continuous Decent Approach as a Continuous Decent Approach. He wants it referred to as an Overhead Approach.
 - The fact that there was not a verbatim duplication of the Cully Neighborhood Association Meeting Minutes section on “Livability” reflecting a unanimous vote against the Continuous Decent Approach.
 - The fact that the Port is moving resultant noise from this Approach from industrial land to residential land areas.

61 Since the September meeting, the Port has received a copy (in its entirety) of the September 9,
62 2008 Cully Association of Neighborhood Meeting summary. Below is an exact duplication of the
63 section referring to their objection to the CDA:
64

65 “**Livability** – Erwin Bergman advised that an overhead approach/break flight
66 pattern is being proposed to enable the military to train F-15 pilots. Flights would
67 occur three times daily from 9 am – 5 pm in groups usually around 4-6 planes.
68 Currently F-15 flights are made over industrial use land areas. The change of
69 flight pattern would greatly heighten the noise impact on residents of Cully and
70 other northeast Portland neighborhoods. Therefore by unanimous vote the Cully
71 Association of Neighbors voted as follows. “CAN strongly objects to proposed
72 changed flight patterns—designated “overhead approach/break”—because of
73 increased noise and public safety risk. We are very disappointed that this issue
74 was not publically raised by the PDX airport with the neighborhood.” Erwin will
75 present our motion to the Citizen Noise Advisory Committee at their Thursday
76 monthly meeting.”
77

78 ***The above paragraph is an exact duplication from the Cully Neighborhood***
79 ***Association Meeting summary of September 9, 2008. This paragraph will be***
80 ***added to the September 9, 2008 CNAC meeting summary per the request of Erwin***
81 ***Bergman.***
82

83 Erwin continued his discussion about the September meeting summary calling attention to lines
84 59 – 62. He stated he was not aware of the fact ORANG had been granted a six month trial
85 period for the testing of the Continuous Decent Approach. He was unaware that the six month
86 period was in effect as of the September meeting, having misunderstood previous
87 correspondence on this subject and not being available to talk by phone with noise
88 management staff during their polling for levels of support by CNAC members which took place
89 in August. (Erwin was out of town.) Erwin identified what he believed to be several CDA flights
90 that have taken place since the September meeting and stated that one of the flights left
91 “several new cracks in the walls” of one of the Cully neighborhood resident’s home.
92

93 Noise Manager Jason Schwartz attempted to explain how the six month test period came to be
94 and the fact that CNAC had, indeed, been polled regarding their preferences regarding whether
95 or not the test should be allowed. Extensive discussion continued with, hopefully, the
96 clarification of all issues related to the CDA.
97

98 Other requests regarding the meeting summaries came from Vicki Thompson who asks that the
99 date and start time of the meetings be identified in each meeting summary for clarification.
100

101 Finally, Maryhelen Kincaid asked the summary be corrected on line 88 where it reads "...Airport
102 Futures representatives attended the North Portland Neighborhood Association...." The correct
103 title of this group should be "North Portland Neighborhood Chairs Group."

104
105 A motion was made to accept the September meeting summary with identified corrections. The
106 motion was seconded and passed.

107
108 **AIRPORT FUTURES UPDATE – ONGOING PUBLIC INVOLVEMENT – LISE GLANCY, PORT OF PORTLAND**
109 **AND BRONWYN BUCKLE, CITY OF PORTLAND**

110
111 Lise and Bronwyn gave an update on Airport Futures public involvement that included:
112

- 113 • Ongoing Strategy
- 114 • Possible Issues to be Addressed by Ongoing PDX Committee
- 115 • Benefits of Ongoing PDX Committee
- 116 • Threshold Questions
- 117 • Policy/Design Considerations for Ongoing Committee
- 118 • Development Timeline
- 119 • Possible Models
- 120 • Possible Scenarios – Relationship to CNAC
- 121 • Next Steps

122
123 Paul Speer stated that, "perhaps there could be an 'umbrella group;' I'd hate to see the Port lose
124 the body of knowledge assembled in CNAC." Fred Stovel (member of public in audience)
125 referred to LAX, which has two bodies that have a letter of agreement about how they'll interact.
126 He suggested the Port make sure the public has the opportunity to participate before decisions
127 are made. Joe Smith suggested that the Port be sure they establish the level of authority the
128 group will have, and who has authority, right up front, to avoid unrealistic expectations. It was a
129 very informative presentation and well received by all. CNAC looks forward to the next update
130 on the Airport Futures project.

131
132 **ICBEN UPDATE – JOE SMITH**

133
134 Joe gave a report on the ICBEN conference he attended explaining that this particular
135 conference has been held every five years since its inception in 1968. He distributed a copy of
136 the program for "ICBEN 2008 – The 9th Congress of the International Commission on the
137 Biological Effects of Noise" to the committee. Joe said that it was "very much an international
138 committee." He learned there is a lot more research going on in the area of the affects of noise
139 on humans outside of the United States.

140
141 Joe offered to email pages of studies, posters or abstracts of interest to members that he
142 obtained at the conference. He said the entire report is over 800 pages which was why he
143 offered to send the pages via email. Joe warned that many of the reports are very technical in
144 nature.

145
146 **RNAV UPDATE – GREGG MAXWELL**

147
148 Gregg Maxwell gave further clarification on the RNAV procedure by presenting a slide show
149 which demonstrated the course of aircraft during departure and how they "link" into the RNAV.
150 His presentation covered the following:

151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169

- RNAV departure procedures
- LAVAA ONE Departure
- MINNE ONE Departure
- Why RNAV has greater precision than the VOR technology
- Why there is greater predictability for operators & air traffic control
- How it reduces community noise impacts

CNAC members discussed the presentation and revisited the CDA topic. Jason clarified that the six month testing period for the procedure had not yet begun and that members would be updated with the progress of the testing. Because the hour was late, and there being no further discussion, a motion was made to adjourn the meeting. Motion was seconded and meeting adjourned.

Meeting summaries and information about CNAC and the Noise Management Department are available on the Port of Portland webpage at www.portofportland.com. Copies of materials referenced at the meeting or in the meeting summaries may be obtained by contacting the Noise Management Department at (503)460-4073 or (800) 547-8411 ext 4073.