

**Port of Portland
Citizen Noise Advisory Committee
August 13, 2009
Meeting Summary**

CNAC Members in Attendance (Alpha Order by First Name)

Anne Holbert	Clark County	<input checked="" type="checkbox"/>
Beverly Bruender	City of Portland (At-Large)	<input checked="" type="checkbox"/>
Dave Benfield	Clackamas County	<input checked="" type="checkbox"/>
Dick Goldie	Fairview/Troutdale/Wood Village	<input type="checkbox"/>
Gary Thornton	City of Vancouver	<input checked="" type="checkbox"/>
Joe Smith	Multnomah County	<input checked="" type="checkbox"/>
Kelly Sweeney	City of Portland	<input checked="" type="checkbox"/>
Koto Kishida	City of Portland	<input 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 (At-Large)	<input checked="" type="checkbox"/>
Steve Kerman	Washington County	<input checked="" type="checkbox"/>
Vicki Thompson	City of Gresham	<input checked="" type="checkbox"/>

Noise Management Staff in Attendance

Jason Schwartz	Noise Manager	<input checked="" type="checkbox"/>
Chris Blair	Noise Planner	<input checked="" type="checkbox"/>
Jerry Gerspach	Noise Analyst	<input checked="" type="checkbox"/>
Gregory Maxwell	Noise Analyst	<input checked="" type="checkbox"/>
Debbie Bishop	Administrative Coordinator	<input checked="" type="checkbox"/>

Other Port Staff and Visitors

Chris Corich	Manager, Long Range Planning and Noise
Chris White	Manager, Community Affairs
Steve Johnson	Manager, Media Relations Manager

1 **Meeting started at 6:00 pm**

2
3 **Review of the March Meeting Summary & Announcements – Maryhelen Kincaid**

4
5 Opening statements included CNAC Chair Maryhelen Kincaid requesting questions be held until
6 the end of each presentation. Additionally, she stated CNAC will be following the Portland City
7 Council rule which gives speakers three minutes per testimony statement. She indicated the
8 meeting will be recorded and reminded members to speak clearly and loudly. She also noted
9 CNAC members nor presenters, will respond to public comments during presentations. Instead,
10 discussion will take place during the Public Comment period. All comments made will be part
11 of the meeting record.

12
13 Maryhelen thanked everyone for their time and effort that went into making the August 1st fly
14 day a success. Special commendation was expressed toward the principal of the Helensview
15 High School who allowed CNAC to use school grounds for the Fly Day event.

16
17 Appreciation was also expressed to ORANG and the pilots who made the Fly Day possible.
18 Additional thanks were expressed to the FAA, Jason Schwartz and the Noise Department staff
19 who voluntarily gave up their Saturday to participate in the event.

20
21 **APPROVAL OF THE JUNE MEETING SUMMARY**

22
23 Motion to approve June meeting summary as written was made, seconded and passed.
24 Midway through the meeting, edits to the summary were made by Gary Thornton. Those edits
25 included: *Gary stated that he is concerned regarding how loud the noise is going to be and the*
26 *perception of what it may do to his neighborhood.* Gary wanted the summary corrected to read
27 “...what it may do to “this” [Vancouver] neighborhood.” Correction noted.

28
29 **CONTINUOUS DESCENT OVERHEAD APPROACH (CDA OH) TASK FORCE UPDATE – PAUL SPEER**

30
31 Paul Speer, chairperson of the CDA OH subcommittee explained the entire process began well
32 over a year ago and throughout that year, there were many individuals and organizations
33 involved whom he thanked for their time. He explained the purpose of the meeting tonight is
34 not to reach a final decision on the CDA OH but rather to discuss the issues, provide the noise
35 and flight track data analyses and answer CNAC members’ questions so the committee is
36 prepared to make a final recommendation at the September 10th CNAC meeting.

37
38 **OVERVIEW OF ORANG OPERATIONS AT PDX AND THE CDA OH – ORANG – MAJOR RICK MORRIS**

39
40 Major Morris gave a presentation about the CDA OH approach and the need for pilot
41 proficiency. He began by stating he was not going to be talking about the noise aspect of the
42 CDA nor will he be addressing why ORANG is based at PDX. He explained that ORANG training
43 hours have been reduced and that it is more cost effective to practice the procedure at PDX
44 versus flying to other areas of Oregon for the sole purpose of practicing this procedure. Finally,

45 Major Morris addressed the safety of the procedure, noting it is conducted at military bases
46 throughout the U.S. and around the world.

47
48 Major Morris began by asking the question “what is a CDA?” His explained it is a normal
49 military arrival procedure. There are some misconceptions that this is a “maneuver” however it
50 is not a “maneuver” but rather a common arrival procedure taught to all military pilots.
51 The overhead approach is used throughout the U.S. (and abroad), however, the “continuous
52 descent” component was specifically designed for use at PDX by Oregon Air National Guard
53 pilots. Additionally, it was designed to minimize community noise exposure while allowing
54 ORANG pilots to meet their training requirements.

55
56 Major Morris noted the maximum number of CDA OHs flown will depend on a number of
57 factors including time of day, day of the week (the current proposal is to limit the use of the
58 CDA OH to between the hours of 9AM-5PM, Monday through Friday only), weather conditions,
59 traffic flow (east vs. west), and air traffic volume.

60
61 CNAC member Joe Smith asked how much time it takes to divert and perform this procedure
62 over Redmond. Major Morris explained they only do low approaches only when practicing this
63 procedure in Redmond and are not allowed to do “touch and goes”. This is costly because it
64 takes too long (as much as 20 minutes of flight time) to descend from cruise altitude to the
65 airfield, to fly the procedure, then to re-ascend to cruise altitude enroute to PDX.

66
67 Major Morris also responded to a question by an unidentified audience member regarding the
68 CDA procedure being done during the winter months and explained the procedure would likely
69 not be used since the procedure is designed for west flow only, adding it would not be flown at
70 night.

71
72 **NOISE DATA ANALYSES AND STAKEHOLDER INPUT – JASON SCHWARTZ**

73
74 Based on community input, CNAC requested the Port and ORANG set up a “Fly Day” in August
75 to allow members of CNAC, elected officials and the general public to observe and provide
76 comment regarding the CDA OH and the associated noise exposure. ORANG representative,
77 Major Rick Morris was on-site to answer questions and gave a presentation about the CDA OH
78 approach. CNAC members were also on-hand to answer questions and collect public comment.
79 Noise monitoring was conducted at Helensview High school and a secondary location; 60th and
80 Ainsworth in Portland. Additionally, a Port staff “observer” was located on the top floor of the
81 PDX Parking Garage to monitor and record the CDA OH operations.

82
83 Graphics were shown depicting the flights tracks of the CDA overhead approaches.
84 Representations were displayed in 2-D showing the overflights relative to the residential
85 neighborhoods and in 3-D showing the altitudes during the approaches.

86
87 Noise data was also presented. A noise level example chart was then presented which depicted
88 the differences (in decibel level) among from various common noise sources. For example,

89 normal conversation decibel levels are between 60 – 65 dBA. The maximum noise level
90 associated with the F15s on the Fly Day were approximately 72 – 73 dBA and only for a few
91 seconds.

92
93 The final item the Noise Department was asked to provide were comments from attendees of
94 the event.

95
96 **PUBLIC COMMENT AND Q&A – MARYHELEN KINCAID**

97
98 Cully Resident Jerry Fuerstenau noted Cully was depicted by ORANG as a “No Fly Zone” north of
99 Columbia Blvd.; especially on the Fly Day. However, he indicated aircraft are flying a lot further
100 south over his home based on his line of vision. Radar tracks show there were indeed flights
101 south of Columbia Blvd. Lt. Col. Jeff Hwang (also in attendance at the meeting) stated he had
102 personally created the no-fly slide to show the area to which he is referring. Pilots are
103 instructed to avoid overflight of the residential communities to the extent possible. The radar
104 data showed there was indeed one flight that did fly farther south than desired. He further
105 explained there may be occasions where pilots may drift to the south, however, he expects
106 with practice pilots will become more proficient and able to fly the procedure with more
107 precision, staying further north and ideally outside of residential areas and out of the no fly
108 zone. Major Morris added there may be times when the flights cross Columbia Blvd., but he
109 stated with proficiency and practice, staying north of Columbia Blvd., will be more the norm.

110
111 Community resident “Stacy from Concordia”: Her concern is about aircraft noise in general.
112 The noise from the aircraft interrupts her life and she is unhappy about it. She had a letter
113 from Alison Stoll which was shared with CNAC regarding the disapproval by her neighborhood
114 residents regarding the overall noise of the aircraft from PDX. She (Stacy) said the military is a
115 good thing for the country, but wants the noise to go away. Copies of the Alison Stoll letter
116 were provided to CNAC.

117
118 Community resident Karen Meyer (residing near 96th & Prescott): Asked about the overhead
119 pattern and the turns. She asked if there is anything that can be done to move the noise to the
120 northernmost point so as not to be a disturbance to the neighborhoods. Lt. Col. Hwang
121 explained why the turn radius is flown to remain as close as possible to PDX and minimize noise
122 to the community.

123
124 Cully Resident Kathy Fuerstenau read a statement to the committee. A copy of the statement is
125 attached as part of the record.

126
127 A resident whose name was not recorded made a comment about the increase in operations
128 over her community due to the north runway closure. Details about the NREX project were
129 explained and Port staff noted the closure was temporary, but acknowledged there has been an
130 increase in crosswind runway use and over flights in several communities around PDX.

131 Resident Bill Collins stated the Port of Portland website doesn’t provide enough information
132 about the NREX project including information about changes in runway use and flight patterns.

133 He further advised he subscribes to Noise Alerts but these too, do not provide adequate detail
134 related to projects and impacts.

135
136 Paul Speer asked for noise measurements for the standard F-15 arrivals that overfly east county
137 and neighborhoods east of PDX. Jason indicated he would provide this information.

138
139 Paul Van Orden, Noise Officer for the City of Portland, asked for clarification on number of
140 potential CDAOH procedures. He clarified the interpretation of the City's Title 18 code was
141 based on DNL measurements and not single events (as were used to analyze the noise impacts
142 associated with the CDA OH.)

143
144 **NEIGHBORHOOD REPORTS, AIRPORT NOISE REPORT, OTHER NEWS**

145
146 Kelly Sweeney handed out an updated spreadsheet/calendar of neighborhood visits. He
147 encouraged everyone to review the information and let either Maryhelen or Jason know if
148 they would be attending any of the upcoming neighborhood meetings.

149
150 Maryhelen shared the article about the Truckee/Tahoe airport and their efforts to obtain a
151 flight tracking system for noise management. She told CNAC members she had two recent
152 articles regarding Noise and health issues that she would email to anyone interested.

153
154 **A MOTION WAS MADE TO ADJOURN THE MEETING, MOTION SECONDED, PASSED. MEETING ADJOURNED AT 8:08.**
155

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 also be obtained by contacting the Noise Management Department at (503)460-4543 or (800) 547-8411 ext 4543.