



Citizen Noise Advisory Committee
 Advocacy for the Public - Advisory to the Port
 Portland International Airport (PDX)
 c/o Noise Management Department
 Port of Portland, PO Box 3529, Portland, Oregon 97208

Meeting Summary March 13, 2014

CNAC Members in Attendance (alpha order by first name)		
Beverly Bruender	At-Large (City of Portland)	<input type="checkbox"/>
Bob Braze	Washington County	<input type="checkbox"/>
Brad Robison	Clackamas County	<input type="checkbox"/>
Craig Walker	Clark County	<input checked="" type="checkbox"/>
Joe Smith	Multnomah County	<input checked="" type="checkbox"/>
Kenya Williams	At Large (Port of Portland)	<input checked="" type="checkbox"/>
Karen Meyer	At-Large (City of Maywood Park)	<input checked="" type="checkbox"/>
Kelly Sweeney	City of Portland	<input checked="" type="checkbox"/>
Laura Young	City of Portland	<input checked="" type="checkbox"/>
Mark Clark	Fairview/Troutdale/Wood Village	<input checked="" type="checkbox"/>
Maryhelen Kincaid	City of Portland, CNAC President	<input checked="" type="checkbox"/>
Mike Merchant	City of Vancouver	<input type="checkbox"/>
Mike Yee	City of Vancouver	<input checked="" type="checkbox"/>
Tina Penman	At Large (Port of Portland)	<input checked="" type="checkbox"/>
Vicki Thompson	City of Gresham	<input type="checkbox"/>
Technical Advisory Group (TAG) Members in Attendance		
Maj. Bill Kopp	Oregon Air National Guard	<input checked="" type="checkbox"/>
Staff Members in Attendance		
Phil Stenstrom	Port of Portland Noise Program Manager	<input checked="" type="checkbox"/>
Jerry Gerspach	Port of Portland Noise Management	<input checked="" type="checkbox"/>
Jason Schwartz	Port of Portland Noise Management	<input type="checkbox"/>
Consultants and Guests in Attendance		
Francesca Patricolo	Voice Public Involvement	<input checked="" type="checkbox"/>
Erwin Bergman	Cully Neighborhood/ PDX CAC member	<input checked="" type="checkbox"/>
Isaac Barrow		<input checked="" type="checkbox"/>

Ten out of 15 CNAC committee members were present, about a 67% attendance rate.

Welcome, Introductions, Announcements and Agenda Review

Maryhelen Kincaid called the meeting to order at 6:30 p.m. It is her last meeting serving as chair. Members went around the room and introduced themselves.

Jurisdictional presentation updates

Kelly Sweeny, Laura Young, and Maryhelen Kincaid gave a presentation to Portland City Council since the last CNAC meeting and it went very well. We had a very good presentation, Phil Stenstrom gave a good

overview of the Port and the Council seemed very receptive. Both Amanda Fritz and Nick Fish said they are very glad where CNAC is now and the collaborative effort attained with the Port and the community. Dan Saltzman's comments were interesting because he was the Commissioner that convened the Airport Issues Roundtable in 2004 or 2005 and that was in answer to a number of citizens who approached him because they were unhappy with how CNAC was operating at the time and a lot of citizen complaints weren't being heard. The roundtable met for a couple years and they were a contentious group. His comment was that he was thrilled where CNAC is now with the community and that there was information being given. Now it is a national model for citizen noise committees. We received a few interesting questions. Nick Fish lives in Grant Park neighborhood and he's hearing a lot of helicopters and wanted to know about those. Mayor Hales asked why they fly where they do and we talked about the FAA so we said we will see.

Craig Walker said the City Council presentation with the City of Vancouver went very well. Craig said it was a new City Council and they really did not have that many questions. The only question that came up was about departure altitude and we talked about how they stay over the river. We came right after a discussion about the oil trains. They appreciated us being there.

Mark Clark talked about the presentation for Wood Village. He loved the presentations. Our council usually has a lot of questions about presentations and they did interrupt us a couple of times to ask about Troutdale and ask about the small pilots learning to fly and complaints they have heard about training. T. Scott seemed a little bit confused trying to distinguish between single event sound level (SEL) noise impacts and the *average* day/night sound level (DNL). I thought I would get together with him and see if I could explain the difference between those two metrics, and also answer the question about why all arrivals can't stay over the river.

Craig Walker: I'm doing some follow-up with Vancouver and someone was interested in some portable monitoring so I will be working to get something together.

Phil Stenstrom: I think the jurisdictions really heard that the committee is working very hard to hear from their constituents, get their message out there, and be active in the community and they got insight and appreciated that they aren't receiving the 1,700 complaints from that one person that Jerry's getting. It was a job well done.

Public Comment and Questions

There were no members of the public present.

Ameriflight/ Triangle Aviation Relocation

Phil provided copies of an issue briefing about an issue that came up in PDX CAC and was referred to CNAC. At the time there was a specific request from Erwin Bergman, that Ameriflight, which is known as Triangle Aviation, is going to move from their existing location on the air base to a location a little bit East. Erwin said at the PDX CAC meeting that this would create noise in excess of three decibels and they would be pure tones and he requested they use the GRE. Staff went through a series of steps to understand what was happening and I had our team do some GIS and spatial analysis. The findings were that the move doesn't look like it's going to generate more noise. It would probably create less noise for probably 600 people based on our noise analysis. We went back and noted that the noise model we used doesn't include buildings as well, that would additionally serve to attenuate any noise that would generate. Based on those findings, the recommendation in this briefing says that I don't propose that we do anything additional and that I don't think we need to pursue getting Ameriflight to use the GRE.

Maryhelen gave a background introduction for Erwin Bergman. He was an original member of CNAC before it had the CNAC acronym.

Erwin provided background on the Noise Abatement Advisory Committee (the predecessor of CNAC). At the last CAC in January, he had been advised that Ameriflight would relocate and he was concerned that this move would impact his neighborhood and East of Cully. Where they were moving was right next to the GRE. The noise impacts of the GRE had bothered him and he had made many complaints over time. He told Vince Granato, the Port Director, that he found out about this relocation after the fact that the deal was already sealed and in Airport Futures we had more than once advised that we would like to have a say early enough that input could be useful. He was bothered by Ameriflight run-ups which create a pure tone, which means that the State of Oregon regulates the tone.

The thing that I have a problem with the study is that it assumes that the area is impacted by noise from Columbia Highway but it is way down in a hole and the noise does not come up to the residential area so that assumption is wrong so that would lower the ambient to a greater distance between the noise run-up and the run-up and that would establish that there is a violation or annoyance between that and the

ambient.

Erwin suggested that Ameriflight back up the aircraft up to the North side of the hush house so that a tall enough wall will reflect the sound and take care of the noise issue to the South. Also another similar barrier or wall would also be sufficient.

Kenya Williams: Do you know the exact frequency of that pure tone?

Erwin Bergman: That pure tone has two parts: 225 Hertz and 250 Hertz

Joe Smith: Erwin, I assume you've looked at the geography.

Erwin Bergman: Yes, and I've found that it's not South, it's basically in an East-West direction, which is why I've found that the 3db increase is not the case anymore.

Joe Smith asked a question about taxiing.

Mike Yee expressed concerns about moving the noise impacts to another area. The response was that ultimately it would not.

Phil Stenstrom summarized the action for the committee that as Ameriflight gets further into the design/ build phase, to really consider and think about that building orientation to maximize the noise abatement of that structure. After talking with Ameriflight, they can't really tow in and use their mechanics to move aircraft on the ramp. They need to already be oriented to the structure and it would work.

Phil Stenstrom introduced Isaac Barrow from the Port. Isaac is working on the final design of the Ameriflight building and he discussed the current design. He asked for guidance to pass on to Ameriflight.

Joe Smith made a motion that CNAC go on record as encouraging Ameriflight as they design their new structures, to the extent possible, to design it in such a way to attenuate the noise effect of aircraft run-ups using the available technology without being economically prohibitive.

Mark Clark seconded the motion.

The motion passed unanimously and the committee thanked Erwin for coming and bringing the issue to their attention.

ORANG Update

Major Bill Kopp is the Chief of Safety for the Oregon Air National Guard and noted everything has been situation normal.

The 19th is when we will get back to our normal flying 6-turn-6 with normal 8:45 a.m. and 12:30 p.m. takeoffs. In April our UTA weekend will be the 5th and 6th and we will be doing flying those days. On the 6th the times will be 9:00 a.m. and 1:00 p.m. take-offs. The week of the 14th will have night flying with 4:00 p.m. and 8:00 p.m. take-offs that week except for Friday we will be back with 1:00 p.m. take-offs. That's the only week of night flying, the rest is strictly 6-turn-6. We have a small deployment for a medical group and that will begin on the 24th but we will have C-17's and C-5's that will be arriving the 24th and 25th and they will be departing on the 25th and 26th with expected return dates from 1-3 of April where they will be returning from Alaska after bringing up equipment. Those will be middle of the day arrivals and departures.

Phil Stenstrom asked for the meanings of 6-turn-6 and uta.

Maj. Kopp: Six airplanes take off in the first round and six airplanes taking off on the second go. UTA stands for Unit Training Assembly where we come in and do our guard for the weekend and our bases go from 300 people to 1,000 people for our exercises.

Phil Stenstrom asked about night flying in the winter so that pilots could get it out of the way a little earlier.

Maj. Kopp noted that it is hard on the pilots too.

Laura Young: Asked if pilots are trained in noise protocol.

Maj. Kopp explained who gets trained with their noise protocol and how. Pilots receive a noise protocol training and it is a 60 PowerPoint slide brief.

CNAC Annual Elections

Phil Stenstrom introduced the elections.

Maryhelen Kincaid said that it is someone else's opportunity to take over as chair. She has served for 6 years and would like to give another person the opportunity.

Laura Young said that if there weren't anyone else who wanted to take the step forward, she could continue as Vice Chair, however she offered to have another committee member step up for the opportunity to take over.

Mark Clark nominated himself for the Chair position. He has always had a love for the subject through the Air Force. Mark Clark served in Airport Futures for a few years. It's been 2 ½ years that he has served on the committee. He's not an expert at all though he loves to learn. With my City Council background, I think I could really keep the meetings going and really be there for the public.

Joe Smith: How much has Laura been around when you were doing Chair duties?

Maryhelen Kincaid: It's been different between different Vice Chair/ Chair relationships.

Joe Smith noted that he thinks that perhaps the Vice Chair should be generally prepped for becoming the Chair.

Laura Young responded that she is heavily involved in committees in her neighborhood already and is not particularly interested in being Chair because she does not want to commit more time.

Joe Smith: If Laura were elected, would she serve?

Laura Young: Yes.

Joe Smith nominated Laura Young for Chair.

Maryhelen Kincaid: Laura was always there, but she is quite busy. Ten to 12 hours a month as chair is accurate and it's a big commitment.

Laura Young endorsed Mark Clark for Chair.

Joe Smith endorsed Kelly Sweeney.

Laura Young endorsed Kelly Sweeney as well.

Kelly Sweeney thanked Joe and Laura for the endorsements, though he did not accept them because he is committed to his health and his work with Parkinson's disease.

Mark Clark noted that Kelly Sweeney would also be his first choice.

Laura Young agreed.

Joe Smith moved that Laura Young be elected as Vice Chair and Mark Clark be elected to Chair.

Karen Meyer seconded the motion.

All approved.

Maryhelen Kincaid presented Mark Clark with a wooden model plane that was passed down to her from the prior chair.



ANR Report summary

There was no ANR Report for now and they will also need to defer on the presentation about a noise symposium to Palm Springs.

Joe Smith brought up a British study that was in the ANR about noise effect on students. It is something he would like to hear more about.

Phil Stenstrom asked if they should do a presentation.

It is something Joe Smith mentioned he would like to learn more about.

A brief discussion ensued about noise monitors at the airport.

Phil Stenstrom said he will find out about where the noise monitors are at the airport.

Noise Manager Update

Phil Stenstrom asked the committee to send him jokes to use for the meetings. Phil noted the success of the council presentations and the presentation to the Cully Association of Neighbors. He thanked Laura Young for her work in making it happen. He said that they had no particular noise issues at the moment. Phil mentioned that the noise symposium was a success.

Phil asked if everyone received the invitation to the ePort site and he passed around help instructions to the ePort site. No one received an invitation to the ePort site.

Phil will make sure everyone receives their invitation to the ePort site. He will talk to the help desk. Phil will bring a laptop to the planning meeting in case anyone wants to go over it there one-on-one to identify and try to resolve issues.

The Triennial Airport Emergency Exercise will be on May 15th sometime between 8 a.m. and 6 p.m. and the location is somewhere around the airfield. If you would like, there are opportunities to volunteer and the roles are:

- Observer
- Volunteer – Registration table, Emergency Operations Center or Family Center
- Actor

Phil cautioned the committee about signing up for some of the acting because it can be emotional and very realistic.

Jerry Gerspach: I signed up to be a volunteer last year and the hardest part was being in the Family Reception Room because it was very real.

Mike Yee asked if Phil could send an email with the roles.

Phil will send an email out with the roles for the Triennial Airport Emergency Exercise.

Maryhelen Kincaid asked about May 9th Noise 101.

Phil Stenstrom responded that everyone on the committee will get an invitation and the date is Friday, May 9th in one of the St. Helen's rooms for a five-hour introduction to noise training by consultant Steve Alverson from ESA, who is one of the leading experts in the country. The training will probably start around 9 a.m.

Maryhelen Kincaid: Will this be open to neighborhood boards?

Phil Stenstrom: Kind of. It is by invitation only and he is building the invitation list. The inner circle of the list is CNAC, HARE, and PDX CAC and then there are a couple other concentric circles until they fill the room to capacity. The other circles include jurisdictional folks, city and planning staff and key community individuals. If members know of someone that they would like to add to the list, please let Phil know, however please do not publicize it as open to anyone.

Tina Penman: Do you know if it is going to be highly technical?

Phil Stenstrom: It will be a general introduction to noise, noise law, history, and policy and he will stay at a high level.

Karen Meyer said that she would recommend attending because it really deepens the knowledge of what we are doing here.

Mark Clark: Is that the day after our next meeting?

Phil Stenstrom: It is. There will be a continental breakfast and a lunch provided.

Bi-Monthly Noise Complaint Report

Jerry Gerspach presented a Noise Management Update in a PowerPoint presentation. He gave an overview of the noise report and then focused on the Portland area. He started out with the total number of complaints for the period.

We are doing things a little bit different now for how we post and record our complaints. We had several tier three noise complaint submitters. The Port has connected with these individuals and tried to see what they could do, but they continue to leave us with 50 to 100 complaints a day. We wouldn't necessarily post them into ANOMS. We would keep a paper record of their complaints and keep them in a separate file just because those numbers were not helping us understand the issues they were trying to pull out of the overall noise reporting. Our complaint entry procedure has changed as of January 1st of this year, now each person that contacts the noise office during the same day will have their complaint(s) entered into ANOMS.

If one person submits 100 complaints in a day, and all of them concern the same type of activity (flying over home or flying too low, etc.) there will be one complaint entry that includes all 100 events. If the 100 complaints include three separate operational issues (runup noise and low flying planes and circling helicopters) then three separate entries, including the number of supporting examples for each, would be entered into ANOMS.

Jerry Gerspach: For this reporting period one person submitted 92% of the complaints.

Mike Yee: Have you ever asked him to come to the meetings?

Jerry Gerspach explained that the Port had reached out to him several times in the past few years.

Maryhelen Kincaid said the Portland City Council did not believe it when I told them how many complaints some people make. She asked if the planes flying too late or too low [which are what the largest complaint submitter indicated as his concerns].

Jerry Gerspach said that when he researches these operations the aircraft are in compliance with standard operating procedures.

Major Kopp explained a military directive for height and time. I am flying only the speed, height, and

time that we are required to. We are graded on it. If it is violated, it is immediately addressed in our debrief. So these are not likely F-15.

Craig Walker: What percentage of complaints are military vs. air cargo?

Phil Stenstrom: Not many are military, maybe five or six in a month. Cargo planes get the majority of the complaints because they fly low.

Kenya Williams: So you don't actually talk to this person [the highest complaint submitter] or do you just get an email?

Jerry Gerspach: No, I've talked to him half a dozen times recently and we have agreed that I will send him emails confirming that we have received his complaints.

Kenya Williams: Have you done anything to extend him an olive branch? Perhaps offer to give them a tour of the airport to show him what we do?

Jerry Gerspach: Usually with a new person, we will offer them a meeting, perhaps contact with a CNAC person, I'll invite them to come in and see my research so that they can get an idea of where the planes are all over the city. He does not seem to be interested in participating any more than submitting complaints.

Maryhelen Kincaid explained some of the outreach strategies she has used to help people understand more noise perspective.

Tina Penman: Have residents ever sought medical attention or sued?

Jerry Gerspach: Yes, there have been lawsuits. There was a big legal battle related to the Hillsboro airport.

Committee members voiced that they liked the new complaint reporting.

Mark Clark: We are basically below average in complaints.

Jerry Gerspach: No, we are way above. Jerry pointed out how to read the graph. The only two noise alerts that were posted were from the military and I don't believe we had any related complaints.

Laura Young: My neighborhood is particularly vocal and I get a lot of questions about the military flight routes. How easy is it to get outside of ½ mile of the red [flight area]?

Major Kopp: It is very difficult to get outside of the ½ mile flight area?

Joe Smith: Have we had an abnormal amount of West wind this winter?

Major Kopp: Yes.

Maryhelen Kincaid: It would be interesting to talk about wind direction issues at the planning meeting. We used to get reports about which direction the take offs were and we were able to tell people in the community the reasons why take offs were from different directions because of the wind. It was useful.

Maryhelen Kincaid asked Major Kopp if someone keeps track of the number of overhead approaches because she gets asked about it sometimes.

Major Kopp: The problem is that only flight logbooks track overheads. The numbers would be skewed if I said that there were a particular number of overheads at PDX. He explained the complication of reporting based on overheads. Not all flights come back to the base so they are not actually overhead though they are technically counted as such.

Joe Smith noted that the military flights are the least of the problem.

Karen Meyer: I hear them once or twice a month, which is hardly ever.

Craig Walker: I think people are not used to seeing aircraft access the runways at the angle of CDA approach.

CNAC Annual Planning meeting

Maryhelen Kincaid reminded the committee that Doug Zenn will facilitate again this year so that we can all participate. We are going to come up with a tentative agenda but I wanted to know if anyone had anything specific that they want to talk about at the planning meeting. One of the things we are going to talk about is reporting, lay out a plan for the kinds of things that we can do to assist Phil. My question is why do we really need a planning meeting? What is the real purpose when Phil makes out the work plan and we should advise him on those things. If he brings to the planning meeting what his plans are and we can react and respond to it that might be helpful. The other topic we will talk on is outreach. Kenya is going to do an icebreaker.

Joe Smith: We were specifically asked to look at the mission statement and there are two things I think we need to change. One is that we need to change the language about meeting monthly and another thing is about TAG language, which should be obsolete.

Tina Penman: Will not be at the meeting on the 29th. I looked at the mission statement and it is missing two words that I think CNAC should consider potentially including in the mission statement and those are education and advocacy. I think there should be a header or footer on the charter to show when it was last revised.

Maryhelen Kincaid: I had talked to Paul Van Orden and we talked about having a joint meeting and it might be postponed. He has put in a budget request to do noise mapping for the whole city. If you agree, we could send a letter to Paul Van Orden in support for his noise mapping.

Maryhelen Kincaid will circulate a letter in support of noise mapping and we could sign it.

Tina Penman: I think that's powerful. I also think power in numbers is good so if we had the opportunity to send it individually that would be great too.

Phil Stenstrom announced the planning meeting starts at 9 a.m. on March 29th in the Chinook Room on the 8th floor of the Port of Portland Headquarters.

Phil Stenstrom: If you have other suggestions for the mission statement please send them to me.

Action items and Suggestions

Joe Smith made an announcement about a new radio station XRAY 91.1 that will have music and talk. He will be talking on Tuesday mornings.

Meeting adjourned.

Next Meeting	May 8, 2014 / 5:30 p.m. – 8:30 p.m. Portland International Airport Terminal Building St. Helen's "B" Conference Room 7100 NE Airport Way, Portland (Located at PDX)
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