



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 Sept. 11, 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 checked="" type="checkbox"/>
Brad Robison	Clackamas County	<input checked="" type="checkbox"/>
Craig Walker	Clark County	<input checked="" type="checkbox"/>
Joe Smith	Multnomah County	<input checked="" type="checkbox"/>
Karen Meyer	At-Large (City of Maywood Park)	<input checked="" type="checkbox"/>
Kelly Sweeney	City of Portland	<input type="checkbox"/>
Laura Young	City of Portland, CNAC Vice Chair	<input type="checkbox"/>
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	<input checked="" type="checkbox"/>
Ron Schmidt	City of Portland	<input checked="" type="checkbox"/>
Mike Merchant	City of Vancouver	<input checked="" type="checkbox"/>
Mike Yee	City of Vancouver	<input checked="" type="checkbox"/>
Tina Penman	At Large (Port of Portland)	<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 checked="" type="checkbox"/>
Consultants and Guests in Attendance		
Francesca Patricolo	Voice Public Involvement	<input checked="" type="checkbox"/>
Maj. Tony Bierenkoven	Oregon Air National Guard	<input type="checkbox"/>
Members of the Public in Attendance		
Fred Hostetler	Former CNAC member, current HARE Vice Chair	<input checked="" type="checkbox"/>

Introductions and Adopt Minutes

Mark Clark called the meeting to order at 5:30 p.m. and asked if anyone had changes or additions for the previous meeting notes. If members find errors in the notes, they may send them to Jerry Gerspach.

Joe Smith questioned if the committee had quorum to approve the meeting notes. Mark Clark noted that the committee recently lost two members so the committee does have quorum.

Bob Braze motioned to approve the meeting notes.
 Brad Robinson seconded the motion.
 The motion passed unanimously.

Public Comment and Questions

There were no members of the public present.

Mark Clark mentioned that he thought there were going to be some members of the public present.

Craig Walker said he knew of a couple that said that they were going to try to come but he did not hear

anything after that. He said the couple lives near Hawkinson under the flight path for the Verizon shuttle and a few other miscellaneous flights. He said they complained about the flight traffic coming through their neighborhood so he sent them a note addressing some of their concerns and invited them to attend the meeting.

Mark Clark: If they do come in, we will adjust the agenda for them.

Update on membership

Phil Stenstrom told the committee that Vicki Thompson, whose term was set to expire in November, resigned her position early. He said she sent her resignation after the July CNAC meeting. Phil passed around a card that committee members signed to thank her for her service to the committee.

Joe Smith: How long has she been on CNAC?

Phil Stenstrom: Since 2002.

Joe Smith: That's what I thought. Twelve years, it seems to me that we ought to do something more than a card. She deserves something more formal than a card.

Phil Stenstrom: I invited her to come so that we could do something a little more formal and she said no.

Phil Stenstrom informed the committee that Kenya Williams resigned his position due to concentration on his thesis, though he is willing to serve as an informal soundscape expert for the committee. Phil passed around a card for committee members to sign for Kenya.

Bob Braze asked what type of CNAC position Kenya resigned from.

Phil Stenstrom: He is called an At Large member and the Port appoints those. In the past the Port has tried to fill the position with someone who provides geographic balancing. In Kenya's case, he provided special expertise around soundscape. There is some flexibility in who might be appointed to fill his position. Phil asked the committee to let him know if they know of anyone whom they think would be good CNAC members and said he would be happy to talk to potential candidates.

Bob Braze asked if the Port is recruiting to fill the positions.

Phil Stenstrom said the Port will recruit to fill Kenya's At-Large position and the City of Gresham will recruit to fill Vicki's position. The City of Gresham has started the recruitment process.

Phil Stenstrom also passed around a card for committee members to sign for Maryhelen Kincaid, who recently resigned her position to join the CAC.

ORANG Update

Phil Stenstrom noted that Maj. Tony Bierenkoven is out of town for work this week although he sent Phil advanced information about the September schedule. Phil said the information Tony provided included the following:

- During September the F-16s will be in town training with the Air National Guard and flying during the normal hours from September 9-12 and 15-19.
- They will have some night flying with takeoffs at 7:45 p.m. from September 22-25.

Jerry Gerspach: Are those F-15s or F-16s?

Phil Stenstrom: I think these are F-15s and F-16s doing it together, but I will check on that. The night flying is probably not the F-16s. Phil said he will also ask if F-15s and f-16s normally fly together or if it would be an anomaly.

- October 6-8 will have night flying takeoffs at 7:15 p.m.
- Everything else in October is expected to be pretty standard.

Phil Stenstrom said there was a functional check flight on September 3 at 12:30 p.m., which meant an afterburner takeoff to a max climb. They are very loud. The noise office believes they heard one specific complaint about it.

Bob Braze asked if the Portland airport will stage aircraft for the Airshow in Hillsboro.

Jerry Gerspach responded that it is usually the case.

Mark Clark reminded the committee to check their email to take advantage of the opportunity for free tickets to the International Airshow in Hillsboro.

Joe Smith: When is the Airshow?

Mark Clark: Friday the 19th of September.

Phil will find out the status of the CNAC airshow tickets and send a note out to the committee.

Phil Stenstrom said at the next CNAC meeting, when Maj. Tony Bierenkoven will be present, they will present some additional ORANG questions and answers for general committee discussion.

During this agenda item, a member of the public arrived. Phil asked him if he would like to introduce himself. Fred Hostetler, former CNAC member and current Hillsboro Airport Roundtable Exchange (HARE) Vice Chair, introduced himself to the committee and said he was just there to observe. The committee welcomed him.

Bi-Monthly Complaint Report

Jerry Gerspach: The numbers are a little bit lower than the last few months. Our top complainer did not submit any complaints. Jerry reminded the committee that the PDX numbers include complaints that were not assigned a specific airport (law enforcement, media helicopters, etc.). For this reporting period there were 235 total complaints submitted by 98 individuals.

Craig Walker asked where the new top complaint submitter is from.

Jerry Gerspach: This person is from the Wilkes neighborhood, 181st-148th and Sandy Blvd. on the eastside of the airport. The second top complainer has been calling for a long time and is from the Cully neighborhood. The third top complainer is from the Russell neighborhood.

Jerry showed the complaint numbers both with the top three complainers and without the top three complainers. Wilkes and Cully remained at the top of the list but Russell was no longer on the list. Jerry noted that the numbers looked typical for this time of year.

Joe Smith: What was the complaint in the Pearl?

Jerry Gerspach: It concerned helicopter activity.

Bradley Robinson asked what the Wilkes Neighborhood complaints were about.

Jerry Gerspach: It is a new phenomenon for new residents in the Wilkes area. The operations that generate most of the complaints from Wilkes are jet arrivals to runway to the south parallel runway (28L) during the summer. The south parallel runway was closed for reconstruction and maintenance during most of the summer in 2011-2013 and the noise impacts were greatly reduced. Now that the south runway is fully operational the noise complaints have resumed.

Joe Smith asked about the Cedar Hills complaint.

Jerry Gerspach noted it is a man in CPO 1 in Beaverton who receives several overflights from both PDX and HIO. He usually doesn't specify a single event, but complains about the frequency of overflights.

Members commented about Corbett, which is close to 1,000 feet elevation.

Jerry Gerspach: In the early CNAC days, we used to have a couple members from Corbett because of the noise issues there.

Mike Yee asked about aircraft noise in impacts in the Camas area and the committee discussed the locations of Camas and Prune Hill on the map.

Joe Smith asked what kinds of complaints were made from an industrial location near St. Johns.

Jerry Gerspach said it was a helicopter complaint by a business.

Mark Clark asked what kinds of complaints were made by a location at the top of the map.

Jerry Gerspach said it is from the Salmon Creek area, which is in the flight path for arrivals to runways 10R/L.

Craig Walker noted that certain individuals who complained directly to him about their noise issues did not appear on the map. He speculated it is because they did not formally file complaints to the Port Noise Office.

Joe Smith asked if Prune Hill complaints count for PDX or Troutdale.

Jerry Gerspach: Usually PDX. Sometimes Troutdale traffic will generate complaints up there.

The committee discussed locations of individual complaints on the map, identifying geographic areas and flight paths.

Jerry Gerspach said the noise alerts that went out since the last reporting period were all military related.

Jerry Gerspach showed a PowerPoint slide depicting how complaints come to the office. He said it was something Joe Smith asked about at the last meeting. He said there are essentially four different ways that individuals may submit complaints, including email, a web form that automatically sends it to the PDX Noise Office, a web track form, and by phone. He said most individuals are calling in their complaints, but the sum of all electronic complaints nearly equal the number of calls.

Jerry Gerspach said noise complaints for military operations have gone up since last year and he showed noise complaint number comparisons between last year and this year for the months of July and August. He said military jet arrivals and departures, west jet departures, and law enforcement were the top reasons for complaints over the last couple of months.

Phil Stenstrom asked CNAC how they prefer depiction of the complaints by neighborhood data. One graph showed all complaints by neighborhood and the other showed the complaints by neighborhood minus the complaints from the top three complainers. The second graph was produced in reaction to CNAC discussion at the last meeting in which members had concerns about the data being skewed by unusually high numbers of complaints chronically coming from just a few individuals.

Mike Yee: I like to see both side by side.

Joe Smith suggested that the graph not show complaints from individuals who have complained ten times or more because it skews the data. He said there were three of them this time.

Brad Robinson: I think pulling the top three is okay but I think taking out double digits would go too far.

Mark Clark: How much time does it take to make the extra graph?

Jerry Gerspach: About thirty minutes.

Bob Braze: I just wonder what the drama is on the phone when you get them, are they heartfelt complaints?

Jerry Gerspach said most are genuine, heartfelt complaints –even from those who call often.

Bob Braze said that when he worked for the FAA, he heard a lot of complaints and he was touched by how genuine and heartfelt they often were.

Jerry Gerspach said he thinks it can be really confusing for people who are not in the aviation industry to understand some of the issues around flight paths that lead to noise.

Craig Walker suggested the Noise Office continue to show the committee two graphs: one with all complaints by neighborhood, and one that removes the complaints made by the top three complainers. He suggested that if there is a natural break in the data at two or four complainers instead of three, that the Noise Office use discretion to graph what would make the most sense. Committee members agreed.

Mark Clark commented that the neighborhood names and number of complaints are not illustrated on the map.

Phil Stenstrom said a stacked graph would be perfect but the Noise Office system does not have that functionality.

Bob Braze: Are you able to stack the map overlays up month to month to see if the complaints are from the same person?

Phil Stenstrom: It would be like our annual analysis. Yes, we do. A lot of recurring pattern with the location analysis.

Fly Quiet report format

Jason Schwartz: The purpose of today's presentation is to update CNAC on the Fly Quiet Reporting template and to demonstrate how CNAC input's input was incorporated. We expect this will be an evolving program and we will expand it as we get feedback from industry and community stakeholders including CNAC, regarding new things we should measure. All of the current elements were discussed at the November meeting.

Jason Schwartz reported on four measures: (1) how precisely centered over the river the flight paths were on departures, (2) how precisely departures met flight path goals, (3) early-turn monitoring for arrivals and departures, , and (4) RNAV and RNP departure and arrival use.

Jason began with an overview of noise preferential arrival routing. He showed a PowerPoint slide and said white lines depicted the preferred corridor within which aircraft should remain on arrival..

Jason Schwartz: Ideally, we want flights to turn-in west of Vancouver Lake and/or west of the confluence.

Jason showed another slide and said it shows how the Port is monitoring and reporting performance on airline jet departure precision. He said the green line depicts the ideal route for flights. He said that the Port, rather than focusing on what is technologically possible, is now using the width of the river as the preferred "corridor" for operations within the Fly Quiet program. He said this is a change made after receiving CNAC and community input. Jason said that aircraft may not be able to remain over the river 100% of the time, but the Port will encourage the airlines and air traffic controllers to do this as much as possible.

He said each year the Port will try to use the same graphics and he invited the committee to let him know if there is a better way to show them the data.

Joe Smith commented that it is very impressive how many flights flew on track between each of the penetration gates. He asked if some airlines are noticeably better or worse at flying on track.

Jason Schwartz responded that there is some variance however airlines that are that using RNAV are the most precise.

Joe Smith: So Alaska is doing very well.

Jason Schwartz: Yes, they are doing very well. Even the worst-performing airlines (in terms of Fly Quiet metrics) are still doing quite well.

Craig Walker asked a question about why some flights are not hitting the penetration gates.

Jason Schwartz: I'd say the majority is probably a combination of air traffic control and pilot technique if they are not using RNAV.

Mike Yee: Could it be weather?

Jason Schwartz: Yes.

Phil Stenstrom: We haven't had much time to do the analysis so in December we will be able to do that.

Jason Schwartz said January and February were primarily in an East flow where there is a wider penetration gate and performance was pretty good. Then it changed to West flow where the penetration gate is an extremely narrower target. He said that the target is invisible to the controllers and if the pilots do not have RNAV, the controllers direct them using vectoring which is not as precise as RNAV. They are trying to mimic the RNAV departure but if they are off by even a few meters, from the gate, it is not counted as hitting the target.

Bob Braze: Headings aren't necessarily corrected for wind drift but tracks are. A pilot can actually give their computer a track and fly that track but if a controller tells a pilot to take a heading, it takes the FMS

system offline.

Jason Schwartz: Wouldn't you need to be flying an RNAV departure though to have that track available in the FMS?

Bob Braze: Yeah, you'd need to have it programmed into the flight system and the computer would know what that is.

Jason Schwartz: We have those for jets; we just don't have those for turboprops.

Craig Walker: That would be a good question for the FAA then, are the controllers taking that into consideration when they give out a heading?

Jason Schwartz: They don't. It is a standard public procedure and based on the design, it is not available to non-jet aircraft

Bob Braze: Historically if you run parallel runways, you're going to get a lot of intrusions because if one flight is ahead of another and the other is flying a track, they can drift and lose separation of parallel runways. The controllers will cover themselves by filing a violation against the pilot flying the heading. If you're talking about RNAV, you're talking about accuracy where as a controller is a person making a judgment call.

Jason Schwartz said airline jet departure early turn performance is about when flights turn. He said the Port wants them to turn after the confluence when departing to the west

Craig Walker: How does the 5,000-foot elevation for the turnout factor into that?

Jason Schwartz: We designed the penetration gates to account for minimum altitude as well.

Jason said the early turns are more of an issue and the noise complaints for early turns are from further out from the airport.

Joe Smith: You can assume what flow it is but not necessarily which runway.

Jason Schwartz: True.

Bob Braze: In the ATC game its "get 'em out of your airspace." Controllers try to get them out of their airspace to reduce their workload. Center airspace is not that high above us.

Jason Schwartz: I can look to the data and address the issues with the tower if pilots or controllers seem to be trying to "cut corners." At our tower, concern for noise is really a part of the culture from the management level on down. We have amazing support from the tower on this, we are very fortunate.

Mike Yee: Are arrivals much quieter than departures?

Jason Schwartz: Acoustically it is irrelevant if it is right above you, it is relative to your own experience.

Karen Meyer said she used a decibel meter application on her iPhone on a flight she took recently. She said it was louder climbing in altitude than it was during initial takeoff.

Karen Meyer: Once it got to cruising, it quieted down.

Joe Smith: That is because you get airflow noise as well as engine noise.

Mike Yee asked the reason why some flights do not use RNAV.

Jason Schwartz: It's hard to know.

Bob Braze: If it is hard to meet the min requirement of that departure, they might not use it.

Brad Robinson: Isn't it more fuel efficient to use RNAV?

Jason Schwartz: Yes.

Phil Stenstrom: Kudos to Jason, the data has been excruciatingly difficult to get a hold of and analyze. Other industry folks have been struggling with how they track RNP and RNAV because there are no good

tracking metrics available. Jason has built inside our ANON's noise system, our own proprietary way to be able to track these things and a lot of other industry folks have expressed interest in that.

Mike Yee: This is really meaningful data.

Other members concurred.

Break

Committee members took a ten-minute break.

CNAC Chair update

Mark Clark said there were three CNAC members who attended the ORANG tour that took place since the last CNAC meeting.

Mark Clark: It was awesome.

Karen Meyer: I'm really glad I went. It's the second time I went.

Mark Clark: We asked them the most questions about the armament.

Mark Clark said CNAC had a cancellation of their guest speaker for the meeting.

Craig Walker: We will have him in March.

Mark Clark explained that the FAA is seeking comments on an NAC proposal to implement CatEx2 with possible options.

Mark Clark: Unfortunately their deadline was three days ago.

Phil Stenstrom: There is a new date, which is October 17 for comments.

Mark Clark reviewed sections in the proposal that describe the three main items that the FAA is considering.

Joe Smith: Ultimately it is a question of how they will define noise. You have a smaller number of people who hear more decibels or more people who hear fewer decibels.

Mark Clark showed a BridgeNet photo illustrating one day's noise concentration data from October 2013. He said it illustrates how flight patterns will look under RNAV.

Mike Yee: It would concentrate the noise over some of the area.

Mark Clark: And it would eliminate the lines all over the map, they would be in fewer routes.

Mike Yee: Where does BridgeNet get their data?

Mark Clark: From the FAA.

Mike Yee: It seems like just playing with numbers.

Phil Stenstrom: I have a bit of context that might be helpful. The reason the FAA is asking for public comment is because Congress in the Reauthorization Act made them speed up NextGen and get the implementation going. They were directed to find some ways to do that. In the analysis of why it hasn't been going as fast as they wanted, they found it was the environmental assessment elements that were slowing it down. They came up with CatEx2 as a way to expedite the environmental review. When they were trying to decide the significance of the noise impacts, the FAA kicked that question over to an industry group (the RTCA) for ideas. RTCA proposed the net noise reduction method as a way to do this calculation of whether there is an impact or not. The Port might submit comments on this. We haven't decided yet within our Noise Office. Separately, CNAC has its own letterhead and might want to submit comments on it. And we would be happy to sit down with a subcommittee and walk you through any of the technical things or any questions you might have in order to do that. The summary of how it impacts us at PDX is that it doesn't because our NextGen procedures are already implemented so this is a go forward basis for the top 30-35 airports in the U.S. to get accelerated implementation schedules. In our case, we are very fortunate that our NextGen procedures are exact overlays of our noise abatement procedures so there was no trade-off in our case. There are trade-offs for a lot of other places that have

over flights over densely populated areas, from less dense populations to more dense populations, which is why the weighting is so important. It raises tons of questions because Congress said do this on a per flight basis, and as you know, DNL has almost nothing to do with per flight basis - so they are trying to compare some apples and oranges and this is one whack at the effort.

Brad Robinson: It occurs to me that what we're looking at is the area under a curve, so it goes up in the middle, affecting the frequency of occurrences. People most affected will be within 5 miles of the airport; the frequency of how often they are affected will increase.

Mark Clark: We are so fortunate to have such a wonderful Noise Office staff that we do. If you read some of these ANRs, you'll see the problems that people are going through to get the FAA to control the aircraft and keep promises that they have made -in MOUs for example- that they would not fly over these areas. It was amazing to see all the contention that goes on, and yet we have the absolute opposite. We have the FAA and Jerry and Jason both in contact with them on a daily basis and they are willing to work within their staff. We are just so lucky to have that, just absolutely lucky.

Joe Smith: One way to think about this is if you have ten people hearing something 100 times and 100 people hearing something ten times, which is noisier?

Mark Clark: The one that's affecting you.

Joe Smith: Exactly. They are looking at what should be the standard but you need to throw into that the actual objectively measurable level of sound.

Committee members concurred.

Mark Clark: That's where that 65dB comes in, right? In February when I went to noise school, I thought 'okay, I'm going to learn all about this' even though I've been coming here for a couple of years. I didn't realize that we don't get any of that funding because we don't have a problem with [incompatible land uses inside] the 65 DNL. From the Federal perspective, we don't have it. That's why we can't get any of the funds that you see millions of dollars going out to people getting their homes sound-proofed. For example, San Diego...

Brad Robinson: San Diego's [noise issues are] horrible.

Mark Clark: San Diego, they're going into these houses and they're practically remodeling them at our taxpayer's expense.

Brad Robinson: In San Diego, you don't even need an alarm clock. A plane will fly over and you'll say 'It's 7 o'clock'. You can't even sleep.

Mike Yee: I think they're trying to do two things with one number. I think that they should first quantify the noise and then use a different measure to determine its effect on the environment.

Brad Robinson: It's a health issue -the impact of constant noise on mental health and that sort of thing. There have been studies done on that, I'm sure. It's probably where the increase in frequency has an adverse effect.

Mark Clark: Obviously our frequent [noise complaint] callers are adversely affected. How do you deal with that? Do you ask them to move? It doesn't seem like they are willing to do that, are they? If I had this much trouble and I was calling the airport 25 times a day on average, I think it would be time to put up a for sale sign.

Mark Clark asked the committee how many members read the article and understood it. Most said they read it but did not actually understand it.

Brad Robinson said he wished the committee had Kenya Williams (resigned CNAC member) present to help explain some of the issues between noise and health.

Mark Clark: Do we want to make a comment on this? Do we think there is anything most important to comment on?

Joe Smith: If I were trying to comment on this, I would say none of what is proposed truly works across the whole spectrum of sound. Eighty dB is annoying if you're trying to carry a conversation, 110dB is damaging, 120dB is permanently damaging. I don't think they understand that it's a sliding scale.

Mark Clark: Then would you agree that all three of them make sense? That they should all be considered? Because that's what I came up with as a conclusion after I read it. They collide, so whom do you make happy?

Noise Manager update

Phil Stenstrom said the Noise Office's summer outreach season has been completed. He said Jerry Gerspach had a chance to bring the new prototype display out once and asked Jerry what the response was. Jerry said he tried to draw people in with the map and it worked, however there was not a lot of interest in airplane noise where he was. Overall he said it was a good size and an eye-catcher. Phil asked for thoughts and reactions from committee.

Craig Walker: I think if were to redo it, I would draw it down a little bit more to the South, maybe show another 3-4 inches down.

Phil Stenstrom said it is a prototype so changes can still be made.

Joe Smith: You might consider taking a magic marker and highlighting the runways.

Mike Yee: When you show this, do you have a big bowl of candy in front of it?

Jerry Gerspach said the Noise Office outreach table did not have candy but they had jump rope giveaways. He said that in addition to the new table top display he will begin putting together a three-ring binder with legal sized photographs, maps, and charts to make more information available that is specific to individual concerns.

Phil Stenstrom thanked Kenya, Kelly, and Craig for being on the subcommittee to review the prototype and said the feedback they provided was very helpful. Phil said the Northeast Sunday Parkways event went quite well and asked Jerry how the jump ropes worked for outreach giveaways.

Jerry Gerspach said the Noise Office has about fifty of each color left (about 100 total) and that they were popular at the events. Phil said the Noise Office also participated in the Hillsboro and Troutdale civic fairs, which were very well attended. He said the jump ropes 'flew' at those events.

Phil thanked Craig Walker for his response to Camus neighbors who contacted the Noise Office and wanted a response from their CNAC representative. Phil said Craig crafted the neighbors a letter and reached out to them directly.

Craig Walker said the neighbors live about five minutes away and at about 1,000 feet elevation lower than him. He told them that it could be worse for them because they could be closer and higher. Phil said the letter came across very nicely.

Phil thanked CNAC members for attending the ORANG base tour in July.

Phil said that he and Jason Schwartz went to Vancouver International in July to do some benchmarking with their noise program. He said that Jason thinks Vancouver International has one of the other finest noise programs in North America and they got a lot of ideas from them about things they are doing. He said there is a lot of overlap between their programs, which confirmed to him that the Portland Noise Office is doing all of the things that an active, leading noise program should be doing.

Phil said ORANG Young American Day was last weekend and that he was told it was well attended. He asked if any CNAC members attended. Craig Walker said he attended.

Phil said upcoming events include Air Traffic Control (ATC) 101 on Sunday, October 26th from 3-5 p.m. with Laura Schneider. He asked the committee if anyone is not a U.S. Citizen because they will need to fill out an additional form.

Phil said he would check by email as well.

Phil Stenstrom: We will park at the FAA, to do that, you will need to park near the tower, which is close by the Anchor Conference Room where CNAC used to meet. It will be probably an hour of classroom discussion about ATC basics and then a tour of the tower cab and hopefully also a tour of the TRACON radar control center. Hopefully you can come to that in October, it should be really interesting.

Phil mentioned they have a new CNAC meeting sign and thanked Jerry for helping to get that done. He said the old sign not only had an old picture of the airport, it had the wrong time, and it was inconvenient to drag around.

Phil said that he recently received questions from committee members. He said one of the questions was about the Portland Airport Citizen's Advisory Committee (PDX CAC) and what upcoming projects are there in a general capital construction sense, if there will be things planned like a new terminal, runway repairs, or capital equipment purchases. Phil said he asked Sean Loughran, Port Senior Planning Manager, to come to CNAC and provide a CAC update at the November CNAC meeting.

Phil said that he received a question from a committee member asking if the Noise Office is still on track with the FAA with NextGen. He said the Port's NextGen is complete, and then passed around conventional versus RNAV illustrations produced by Jason Schwartz. He said that they are very different data sets but he wanted to show the committee the amount of spread and dispersion under the conventional versus RNAV approaches, which shows a concentration of flight paths.

Phil said he received a committee member question about reviewing progress on CNAC goals. He said he is using the items that members came up with at the planning meeting earlier in the year to build the meeting agendas. He then showed an actions document on the ePort site in which committee members may review the committee goals and when they have been or will be covered.

Phil passed around two articles he posted on the ePort site. He said one article provided more information about the Schipol land park and it came from the Landscape Journal. He also passed around a sky wall article from the Stockholm airport.

Phil directed the committee's attention to a document on ePort that includes the specific language from the FAA Modernization Act talking about the NextGen acceleration driving the CatEx2.

Phil introduced the Starbase Program at the Air National Guard Base. He said about twenty years ago an Air National Guard person got interested in the idea of teaching kids science with hands on experimentation. He said there was support from the base to do it on the base and since then it has blossomed into a national program that is funded by the Department of Defense to bring kids to the base to teach them for five days, or 25 curriculum hours, hands on science experiments using civilian teachers for no cost. He said it has been extremely popular and in Portland it has been an oversubscribed program such that the Program Director has targeted it toward Title I schools because typically they are under-resourced schools and they don't have the resources to do very much Science, Technology, Engineering, and Math (STEM) curriculum and because those kids in those environments do not have as much access to STEM role models. He said a lot of Title I schools have been participating in the Starbase Program.

Phil Stenstrom: When I was talking at the base this summer with the Major, who was then the Program Director, she told me one of the biggest challenges of the program is that the schools that most want to participate and would really benefit from participating cannot attend because they cannot raise bus money. Everything else is free except for the bus and they do not have bus funds. I told the Major that I wanted to explore the possibility of the Noise Program taking it on to see if we could get some bus funding out of my noise outreach budget. I talked with them a little more this week and I got a tour of the classroom at the base and it looks like a very good program and I feel like that would be a really worthwhile thing to put that effort into.

Phil said there have been some critical articles about the Starbase Program in some local papers in the past couple of years, though not so much recently. He said that some people take issue with it being at a military base because they see it as an early recruiting tool. There are different voices and perspectives in the community about this.

Phil Stenstrom: When I think about noise outreach, a bunch of these schools are in areas where I struggle to find good outreach programs. Some of the schools are in the East County in that eleven-mile final flight path that gets lots of noise. Since this program is hosted by ORANG and sponsored by the Department of Defense, it provides an actionable way for the fighter jet community to –in addition to their national defense duties- to provide some scientific education and community benefits.

Phil asked CNAC for their thoughts about whether or not they think the Starbase Program would be worthwhile to pursue.

Mike Yee: What do you mean to pursue?

Phil Stenstrom: It would be for me to continue exploring whether we should, at what level, and with what specific mechanism.

Mark Clark: He is looking for us to support him or not support him in this action.

Phil Stenstrom: Right.

A question from the committee about the program grade level.

Phil Stenstrom: It is targeted to fifth grade.

Joe Smith: What kind of bus? A TriMet bus?

Phil Stenstrom: A school bus. For five days it would be \$750, depending on the distance, for one large bus that takes two classrooms.

Joe Smith: Is that \$750 for the whole five days or each day?

Phil Stenstrom: All five days of the program.

Joe Smith: Wow! That's a deal!

Committee Member: Are you just going to pick two schools?

Phil Stenstrom: When I went back through their total list of schools for this year and identified ones with the noise management team that we thought were noise impacted, there were seven of them. I did some calculations about the class sizes and the total cost if I funded all of them would be about \$7,000. That might be a little more than my budget allows this year. I would need to plan to do it for next year, but I could probably do half of that pretty easily and probably \$5,000 pretty easily. So that is about the approximate scope. I haven't really scoped the project in more detail.

Joe Smith asked about the size of the busses.

Phil Stenstrom: I don't know what size, they said large. It fits two classes, that's 60 kids probably.

Joe Smith: And the bus would be full?

Phil Stenstrom: And the bus would be full. It works out to about \$13 per student.

Joe Smith: That's a no-brainer!

Mark Clark: What would be wrong with the idea of having a pilot program to see if students would be interested in doing it, because the students would need to get permission from their parents.

Phil Stenstrom: The school would organize all that and manage the permission slips and all I would do is have an agreement with the school that the Port would provide some funds for busses for Starbase, outside of that, what they wouldn't be able to spend the funds on and some way to get them the money.

Tina Penman: So is this more like the Port would be funding it and CNAC members would be supporting by participating in some of the lectures?

Phil Stenstrom: No, not even that. If CNAC agrees that it would be a good outreach idea or a bad outreach idea.

Tina Penman: I think it's a great idea. I tend to say, if it's a good idea, try it for a couple years and if it's not a big success, then you can discontinue it, but I think there should be some objective outcome measures that can be used to either modify things for the future if you consider doing it a second year in a row because you always need data to support your decisions.

Phil Stenstrom: What would be some metrics that you think would be good?

Tina Penman: Surveys, ask kids what they thought about the class from 1-5 'I really like this activity'.

Phil Stenstrom: So that has been done and the results come back strongly positive. A lot of kids say it is their favorite activity of the year.

Tina Penman: Well there you have it!

Mike Yee: Some kids are very interested in science, and some are just interested to get out of class. Is there a way of selecting those who are more interested?

Phil Stenstrom: The quick answer is no. I really want to limit our role in the program to providing funding support. It is logistically a lot easier and it is what they need most. They need busses. I would leave it to them to manage everything else about the program.

Craig Walker: Should this be more of a Port activity rather than CNAC?

Phil Stenstrom: It is a good question. I talked to our Community Affairs and they don't think it should be more of a Port activity for a couple of reasons. We have our own noise budget for outreach activities. Because of the Air National Guard tie-in this lends itself well as a noise-specific funding area. The other reason is because of the controversy – the Port might not approve of my going forward because of that.

Mark Clark: We're all here for education; we're all learning this stuff. We certainly want people to come in and take our place and if they have an avenue such as this, we are helping to make that happen.

Joe Smith moved that CNAC go on record as strongly supporting the effort to provide bus money for the Starbase Program.

Tina Penman seconded.

All were in favor, none were opposed. The motion passed.

Joe Smith: When the first person calls to complain, tell them that motion was made by someone who was recognized as one of the premier peaceniks in Oregon.

Mark Clark asked Phil if there was any feedback on the Ameriflight issue.

Phil Stenstrom: I do not know. That will be a good question for Sean in November. I heard that Ameriflight construction was slowing down because of some aspect of the deal and I can see that part of the runway from my desk and I haven't seen much construction activity. That's about all I know though.

Joe Smith: I think Erwin is satisfied because when they looked at what was actually happening, it turned out that his impression of what was going to happen was not what was actually going to happen. My impression was that in the end he was happy.

Phil Stenstrom: I think Erwin considers it a closed case.

Action items & Suggestions

Mark Clark asked for suggestions from the committee on how to make the meetings better.

Tina Penman: A joke.

Mark told a joke.

Phil asked if the timing of 5:30-8:30 p.m. still worked for the committee.

Joe Smith: I think the 5:30 time is great. I think if we decided to end at 8, it would be fine. Committee members agree ending at 8 p.m. would be good.

Meeting adjourned.

8:08 p.m.

Next Meeting:

November 13, 2014 / 5.30 p.m. – 8:00 p.m.
http://www.portofportland.com/PDX_Home.aspx

Portland International Airport Terminal Building
St. Helen's "B" Conference Room
7100 NE Airport Way, Portland (Located at PDX)

Meeting notes are not verbatim and are respectfully submitted by [Voice Public Involvement](#).