



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 December 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 type="checkbox"/>
Brad Robison	Clackamas County	<input checked="" type="checkbox"/>
Brian Freeman	City of Gresham	<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 checked="" 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 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"/>
Sean Loughran	Port of Portland Planning Manager	<input checked="" type="checkbox"/>
Glenn Woodman	Port of Portland Aviation Planner	<input checked="" type="checkbox"/>
Technical Members and Guests in Attendance		
Laura Schneider	FAA Operations Support Manager	<input checked="" type="checkbox"/>
Maj. Tony Bierenkoven	Oregon Air National Guard	<input checked="" type="checkbox"/>
Members of the Public in Attendance		

Note: This December meeting was a make-up for the November 13 meeting that was cancelled due to inclement weather.

Introductions and Adopt Minutes

Mark Clark called the meeting to order at 5:30 p.m. Phil Stenstrom noted that Francesca Patricolo has taken a new full time job and will no longer serve as the CNAC notetaker. He is conducting a search for a new notetaker.

Portland Air Traffic Control Update

Mark Clark introduced Laura Schneider. Laura has served in a variety of FAA staff, supervisor and management positions in the Portland Control Tower and Approach Control (TRACON). She retires from the FAA this month. The Portland FAA organization will soon change the local management structure to have the Tower and TRACON report to different managers. In the past they reported to the same person. Laura led the Air Traffic 101 discussion and tower tour for CNAC in October.

Ongoing projects for the FAA include the Performance Based Navigation project to get more navigation capability into the national airspace system and completing the final Part 150 study recommendations. Laura noted that the PDX crosswind Runway 21 will activate an RNAV departure procedure in January of next year.

Part 150 Recommendations

Laura reviewed the Part 150 recommendations using the Part 150 Update presented to CNAC in May 2014. Two updates pertain to Late Night Operations (defined as 2300 hours until 0500 hours).

Recommendation #6 “Jet Aircraft Arriving between 10pm and 7am – Contra-Flow” was implemented but subsequent FAA directives prohibited contra-flow operations due to safety concerns. Those have been resolved and contra-flow is now re-instituted, enabling the procedure described in the recommendation.

Recommendation #7 “Aircraft Operating between 10pm and 7am – Night Time Preferential Runway Use” will be implemented in early 2015. This places arrivals landing to the east on the south runway 10R and arrivals landing to the west on the north Runway 28R. Departing aircraft utilize 28L or 10L when conditions allow. This allows for more overflight of compatible land uses. Per the previous FAA Determination this program is voluntary, and its application is at the discretion of the FAA Air Traffic Control Tower and the pilot.

Recommendations #2B and #3A both relate to High-Performance Turboprop Departures, 2B to the East and 3A to the West. Laura advised that ATC staff will develop RNAV departure procedures for turboprop departures, although the procedure development has a long timeframe for different levels of FAA review and approval. A significant proportion of the departures turn northbound (at 3,000’) for Sea-Tac, which has operationalized RNAV procedures for turboprops. Completion of the PDX procedures will enable an all-RNAV route between the two airports, which is likely to encourage RNAV usage from start to finish.

CNAC should continue monitoring Recommendation #3B “Low-Performance Propeller Aircraft” to assess the community effects. This recommendation was handled within the 2007 Regional Cargo Feeder study outside of the Part 150 process. Implementing the Part 150 recommendation would keep small aircraft in the river corridor, whereas today’s procedure of turning at 500’ allows for more dispersion, especially at night, and there are very few operations during the pertinent time frames as present.

Past Success and Future Challenges

The noise management program at PDX is a success story. Today’s program is as good as it is because the partners all talk with each other – we stop, listen, explain, and step back dispassionately to understand other perspectives. CNAC’s outreach efforts also contribute significantly. Laura emphasized the honorable nature of CNAC’s work, which has made for a more livable community. Within the FAA, Laura presented “what makes a Part 150 study work well” internally and underscored the themes of listening, talking and hearing public input.

Future topics and challenges for CNAC will include decisions related to capacity. Laura reviewed findings of the “PDX Capacity Briefing” which Carolyn Reed prepared during the 2004 Part 150 process. Capacity is the ability to run aircraft through the national system and is the backbone of air travel. During the last Part 150 study the Port conducted a capacity enhancement plan. Key capacity measurements are Annual Service Volume (available seats in & out per year) and Hourly Operational Delay. FAA uses ground delays as a capacity management tool because they are preferable to airborne delays and there are few other options for holding planes outside of our airspace when capacity is exceeded. The delay metric is closely watched by FAA and must be reported when it exceeds 15 minutes. FAA considers capacity enhancement to be past due if an airport is experiencing a 6-minute average annual delay.

Balancing Capacity Constraints and Noise

The current PDX capacity is an arrival rate of about 30 arrivals per runway (60/hour), which can be reduced to as few as 24 arrivals an hour in IFR conditions. Arrival figures typically equal departure figures, but FAA’s internal coordination generally focuses on Arrival rates. The only PDX runway with Category III ILS with Low Minimums is 10R – that is one reason why it’s the calm wind runway. Based on Aircrew and Aircraft special authorization, in general, Low Minimums are 50’ ceiling down to 600’ forward visibility and runway lights are 200’ apart, so pilots can only see 3 lights while landing at 120 knots. In those conditions navigational guidance is also needed for the rollout.

Runway occupancy time is another operational capacity factor. Adding taxiways B3 and B4 helped increase capacity but pavement construction takes long timeframes. Capacity modelers who worked with PDX data in the late 1990’s commented that PDX had “the most complex departure model” they had ever worked with. We have collectively chosen those complexities for noise abatement.

Specifically, capacity is measured as the number of aircraft per period, and delay occurs when demand exceeds capacity. FAA capacity modeling uses numbers, not years, and looks for trigger thresholds at different flight volumes. The peak year for operations at PDX was in 1997 at 329,000 operations, and the future operational estimates that were made in 2003 used low, medium and high growth scenarios.

The model results indicated that under current conditions average delay will increase each year and may be unsustainable in our current configuration around 450,000 annual operations. CNAC discussed the FAA action thresholds that would require airport planning and improvements well prior to that point.

Sean Loughran added some airport planning background. During the Airport Futures process several options for capacity improvement were discussed. Those included new technologies, a new 3rd runway, a new north-south taxiway, new operational procedures and modification of the noise procedures. One decision point in the future may involve whether to modify the noise abatement procedures or to construct a new runway as population increases and operational demands grow.

The 3rd runway discussed in Airport Futures would be on the back 9 holes of Colwood & Broadmoor golf courses and was envisioned at 11,000' long, separated from the existing south runway by 3,100'. A shorter length of 8,000' is now considered adequate for the alternative and would have a smaller impact.

At the time of the Part 150 study PDX growth was on-track to reach capacity constraints and commensurate delays in the foreseeable future, but the subsequent 2008 recession reduced flight levels substantially. However, the Portland Metro population is projected to grow, and recent revisions to the future estimates (by Metro increasing the 20-year UGB population estimate to 4.5 million people) mean that CNAC should look at population and growth rates from time to time. Compare other airports whose market population is close to 4.5 million and the analogy for airport growth may be helpful for CNAC.

CNAC discussed divergence on 28L and the possibility of leveraging RNAV precision to create a corridor to the south of Hayden Island. A future topic of interest may be an analysis of compatible land use to the east and west of PDX. The possibility of using various technologies and of migrating to a precision "containment" concept to forestall the capacity constraints was also discussed.

Phil Stenstrom read parts of an "Appreciation for Laura Schneider's Outstanding Community Support and Service" signed by CNAC.

PDX Planning Update

Sean Loughran is the Port's Aviation Long Range Planning manager. Sean noted following Laura's update that a lot changes but a lot does not and observed that runway geometry sets a lot of decisions. PDX was established in 1941 in part because DC3 aircraft couldn't land at Swan Island airport. In 1958 the terminal moved to the existing area.

Sean brought copies of the last Aviation Forecast. PDX is very busy with 4.7 million passengers this summer and on track for 330,000 more than in the prior year. This equates to about 3,500 more people in the terminal each day and a 7.5% - 8% growth rate.

New air service additions include new Alaska destinations; new international service includes Volaris & Alaska to Mexico, Icelandair and Condor (to Frankfurt). Keeping up facilities to this passenger and service growth is a challenge. For planning the Port looks at Cargo, Operations, Passengers and aviation demand.

The Passenger forecast is on target for the "middle" 50% growth rate projected during Airport Futures. Operations are on the "low" 10% growth rate. This is because more people are flying in fewer, larger aircraft. Load factors are 80% and higher at PDX. The newer aircraft are also quieter than older ones. One reason forecasting is challenging is oil price volatility: during Airport Futures it was forecast at \$50/barrel and subsequently went to \$150/bbl. That made it very difficult to envision future travel industry conditions for planning purposes.

CNAC asked about Gate Utilization. During the master plan it was 4.3 turns/day/gate and the projected need was 6.5. That was to be achieved by more common use gates, as it is hard to get productivity gains at leased gates. Good Remain Over Night aircraft parking also frees up gates. Productivity increases at the gates is always preferred over building new assets.

CNAC asked if carriers can sublease gates. They cannot. Different airlines have different utilizations: from 10 turns/day to 2. Airlines want their planes close to each other for staff efficiencies. Some rely

more on Common Use facilities than others. Every Port-managed gate has Common Use functionality. There are about 30 Port gates including ground-loading Q400 positions.

At 80% of maximum Annual Service volumes the FAA requires an action plan. They require operations procedure changes before funding new construction. A lot has changed since 2004 including fleet mix (due to oil prices) and quieter engines. Because these trends are likely to continue by the time PDX reaches 400,000 operations we may have many new options for addressing noise.

Construction projects in brief

There has been a lot of landside activity, including a new I-205 entry lane and a rebuilt Mt. Hood interchange for heavier airport bus traffic. About 5 years away is a plan for grade separation to address 82nd Ave & Airport Way signal delays. Because projects take 5 years to plan, the Port is starting now. There is a plan to demolish the old rental car Quick Turn Around facility and build a new QTA. There is a preference to maintain rental cars close-in to the terminal. The rental car “prep” facility will move.

CNAC asked how much time from “go” to the first operation for a new 3rd runway. Sean suggested 10 years is the shortest and maybe 15 years. But PDX is so far below the flight operations forecast that those conditions won't exist until after 2035. It would also be a legislative land use process, so the Port would need city permission and support. The Airport Plan District has provided helpful flexibility to the airport.

Terminal projects include an umbrella project called PDXNext. This will construct new concourse exits to the north and south ticket lobby, with meet & greet moved to the front of the building. The E concourse will be extended 210 feet to accommodate the Horizon move as part of “rebalancing” the terminal by moving Alaska to the north and United to the south side. Concourse A was built as a temporary space and has a lower level of service than other PDX spaces. These changes will also alleviate baggage system and security congestion.

There is a terminal core refurbish project and security checkpoint upgrades. Replacement of 15 acres of carpet starts Jan 5th through October 2015. The terminal building dates from 1958. Other non-Port projects include a Capstone warehouse & distribution facility at PIC, a PDC project at Cascade Station to build a new office building and hotel, and the ownership of Colwood Golf Course by the Trust for Public Land. They have leased Colwood to the City to operate as a golf course while environmental restoration projects continue on the property. There is another warehouse under construction by Trammell Crow near the ORANG base, although it is also not on Port property. The Columbia/ Cully intersection is scheduled for improvements by the City including traffic signals.

ORANG Update

Maj. Tony Bierenkoven advised flight operations were cancelled tonight due to high winds and there are no non-standard operations scheduled through the holidays until Jan 5-8. On Jan 28-29 there will be night flying about 1700 hrs. January 10-11 and Feb 7-8 will be weekend flying drill days. Feb 23-26 will be night flying. Then ORANG will be on a training tour to Hawaii, so there will be minimal local flying.

Tony addressed the CNAC questions that came up in August following summer training and which CNAC had deferred due to agenda constraints.

1. Is there an approach to Runway 28L the F18s could use that would keep them over the River longer?
 - a. F18s are noisier than F15s when configured to land because they require big power corrections on short final approach. From 10nm in, there's little we can do to eliminate the noise. Air Traffic will vector and the Navy has no ILS – they must use TACAN navigation. ORANG also received several noise complaints during the F18 visit.
2. We noted a downwind leg over the city of Portland today. Is there a reason for that particular procedure?
 - a. The specific 2 ship of F18s mentioned was an emergency procedure. The F18s performed a go-around using a visual circling approach.
3. For future extended training events, is it possible to utilize a dedicated military base rather than a mixed-use facility?

- a. ORANG does go out to other training areas and units. This year they will fly in Hawaii and Australia. Few units want to train in our area in the winter and training budgets are limited. Training is however necessary and ORANG briefs every visiting pilot on our noise procedures.
- 4. The two-ship departure formation helps get more jets out without significantly more noise. What limits use of the formation?
 - a. The 2-ship side-by-side departure isn't preferred because it has a lower safety factor than the usual 10-20 second separation. The maneuver is required for certification, so it is more common in summer months.
- 5. What does LOA say about CDAs when training exercises are on?
 - a. Visiting aircraft and visiting pilots flying local F15s are not permitted to fly the CDA procedure.

CNAC discussed the possibility of using more CDAs because they are quieter. Tony noted the aircraft are almost entirely in idle power when flying it, and that it gets them into the runway faster.

Break

Following the break Mark Clark introduced Brian Freeman, a new CNAC member appointed by the City of Gresham. Brian has a passion for volunteer community work and is a retired attorney. CNAC introduced themselves to Brian and welcomed him.

Public Comment and Questions

There were no members of the public present.

CAC Liaison report

Joe Smith reported that the Port advised CAC they are examining the possibility of a public service station for the corner of Alderwood & 82nd Avenue. Joe noted that Airport Way used to have a gas station that was convenient for airport travelers.

Joe reported on labor issues at PDX that brought the SEIU to the last CAC meeting. SEIU is advocating for pay and benefits for airport vendors and employees. The Port has established a social equity committee to explore these issues.

Joe will have a more comprehensive update in January when he recovers his day planner from USPS.

Bi-Monthly Complaint Report

Jerry Gerspach reviewed the complaints report for the Sept-Oct period. Military complaints were higher than average during the period. CNAC noted that military operations were approximately four times higher than typical volumes in July and August. There was discussion of the current Noise Program policy to make complaints easy to submit.

CNAC Chair Update

Due to time constraints Mark Clark asked whether CNAC members had any updates for the group. Kelly Sweeny suggested setting a goal of visiting the Wilkes and Parkrose neighborhood association meetings in January and having CNAC contact the top 3 complainants in 2015.

Mark mentioned that the Washington DC metroplex project has been completed by FAA and that PBN development appears to have good momentum. Phil confirmed that PBN development is complete at PDX and that usage of RNAV Arrivals is high but use of RNP Approaches is low. CNAC will get more detailed statistics in January's Fly Quiet briefing from the Noise Office.

Noise Manager Update

Laura Young will step down as Vice Chair due to her new job responsibilities and will remain on CNAC. CNAC members interested in serving in this role should let Phil or Mark know. Phil wished CNAC members happy holidays.

Adjourn

Next Meeting:

January 8, 2015 5:30pm
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 were taken by Phil Stenstrom