



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 MINUTES
July 9, 2015 5:30 PM
Portland International Airport Terminal Building
St. Helen's "B" Conference Room

CNAC Members in Attendance (alpha order by first name)		
Bob Braze	Washington County	Present
Brad Robison	Clackamas County	Present
Brian Freeman	City of Gresham	Present
Craig Walker	Clark County	Present
Joe Smith	Multnomah County	Present
Karen Meyer	At-Large (City of Maywood Park)	Absent
Kelly Sweeney	City of Portland, CNAC Vice Chair	Present
Laura Young	City of Portland	Present
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	Absent
Ron Schmidt	City of Portland	Present
Mike Merchant	City of Vancouver	Present
Mike Yee	City of Vancouver	Present
Tina Penman	At-Large (Port of Portland)	Present
Staff Members in Attendance		
Phil Stenstrom	Port of Portland Noise Program Manager	Present
Jerry Gerspach	Port of Portland Noise Management	Present
Technical Members and Guests in Attendance		
Maj. Tony Bierenkoven	Oregon Air National Guard	Present
Heather Peck	Oregon Department of Aviation	Present
Jeff Caines	Oregon Department of Aviation	Present
Jason Schwartz	Port of Portland Noise Department	Present
Members of the Public in Attendance		
Craig Dorsay	Alameda Neighborhood	Present

Introductions and Adopt Minutes – 5:35pm

Kelly Sweeney, CNAC Vice Chair, called the meeting to order.

Kelly asked if anyone had additions or corrections to the May 14th meeting notes. The motion to approve the May 14th meeting notes passed unanimously.

Public Comment and Questions

Craig Dorsay, a member of the public who lives in the Alameda Neighborhood, stated that he has noticed many FedEx planes flying at low altitude regularly near his home. Craig expressed concern with the frequency of these flights and asked if there is a noise regulation strategy in place for cargo planes using the North-South runway for arrivals at PDX. Jerry Gerspach, with the Port of Portland's Noise Management office, stated that the cargo planes are using this runway consistently from 5 – 7am and again from 5 – 7pm and during the day if there is congestion at the other runways. Jerry let Craig know that he would get him set up to receive the noise alert emails that his office sends out. Kelly Sweeney thanked Craig for bringing this to the committee's attention.

ORANG Update

Major Tony Bierenkoven with the Oregon Air National Guard (ORANG) stated that ORANG would not be participating in the Hillsboro Air Show later in July. Tony stated that ORANG is flying a dramatically reduced schedule due to their deployment and only sending out a few jets per week. Tony reported that the only weekend flying planned in the near future is the weekend of August 15th and again September 12th. He also reported and that there will be no night flying in August or September. Tony said that because ORANG staffing levels at PDX are so low and he will be gone in September, there will not be an ORANG representative at the CNAC meeting in September.

Statewide Real Estate Disclosures for Aviation Noise

Heather Peck and Jeff Caines with the Oregon Department of Aviation (ODA) gave CNAC members an introduction to the work that their office handles. Heather reported that the ODA carries out policies and programs at a statewide level, works with General Aviation (GA) and Primary airports, and is funded primarily through aircraft and pilot registration. Heather stated that their team consists of 12 full-time employees who report to a 7-member board. The ODA owns and operates 28 GA airports in Oregon, 12 of which receive some federal funding. Heather stated that their office does not normally handle noise issues, but that they are happy to assist in getting them addressed. Phil Stenstrom, Port of Portland Noise Program Manager, asked Heather about aviation noise issues at the statewide level. Heather said that the number of complaints they've received remains steady and that they usually see an uptick in complaints during the summer and any time there is new residential development near an airport.

Bob Braze asked if the ODA works with Oregon Revised Statutes (ORSs) when it handles investigations. Heather said that they do, but only if the investigation is related to one of their 28 airports. If there was a complaint at any other airport, the investigation would be conducted at the local level by the office that operates the airport. Heather informed the committee that the ODA was given civil penalty authority last year and that they are currently writing the rules on how to best utilize that authority. She said that fines collected from penalties would go into the General Fund. Heather noted that her office usually refers complaints or

investigations to the FAA.

Kelly Sweeney asked Heather which airports receive the most noise complaints, and Heather stated that many of them come from residents around the Aurora airport because it uses a North-South runway. Heather stated that Aurora will be opening a new tower at the end of August and that she would make sure CNAC members were invited to the ribbon-cutting. Bob Braze asked if the new tower would increase jet traffic, and Heather said that it will not change the fleet mix by a lot, but that jet aircraft was forecasted to increase.

Phil informed Heather that CNAC is interested in creating a statewide aviation noise disclosure program and would like her thoughts on what the committee's role should be in that pursuit. Heather stated that she encourages notification and believes that it's appropriate for the request to come from CNAC, then to the ODA's 7-member Board. Jeff Caines reminded committee members that each local jurisdiction is responsible for implementing the ODA's rules, so even if a statewide disclosure program is adopted into the legislature, local municipalities would still need to integrate it into local law.

Heather stated that the ODA's board is very open to hearing information and collaborating with groups like CNAC and that she would be happy to help facilitate a meeting with CNAC representatives and the Board. Phil asked Heather if ODA knew of any interested legislators, and she said that the ODA has access to a few sponsors who could move a proposal such as this forward. Jeff stated that since a statewide aviation noise disclosure program would be at the state level, the ODA could facilitate connections with other airports in Oregon who may be interested in this issue. Heather offered to get information from airport managers at the Oregon Airport Management Conference in October and share their feedback with CNAC.

Phil passed out a letter to the Port Commission that was drafted by Joe Smith outlining CNAC's suggestion for a statewide aviation noise disclosure program. Committee members took time to review the letter, and Joe expressed appreciation for how the Port addresses noise issues and noted that Port support could help encourage statewide action.

Tina Penman asked if the Noise Management office has any data on the number of people who move into homes in the areas surrounding PDX and report not having known about the noise. Tina suggested adding more detail and data to the letter to support CNAC's proposal. Tina also asked if it made sense to suggest possible language for a piece of legislation on the aviation noise disclosure program.

Brian Freeman asked if there is a state agency that has the authority to add to the Oregon Administrative Rules and if the disclosures that are given to new homeowners are actually mandated by legislation. Heather Peck stated that the Oregon Department of Environmental Quality (DEQ) facilitates the notifications that are required by statute. Joe Smith stated that the land-use disclosures would simply be added to the notification requirements that are already included in the legislation.

The committee unanimously agreed to send the letter to the Port Commission. Phil noted that the Port Commission has CNAC on their agenda for the meeting in October, and that then may be a good time to review the letter and CNAC's interest in the program. Heather suggested that once the letter is finalized, Phil email it to her so that she can share it with the ODA board and get feedback from airport managers across the state at their conference in October.

Tina Penman asked if it would be possible to have someone in the governmental affairs department at the Port come to a CNAC meeting to provide an overview of how the Port intersects with local and state government. Heather suggested having the Port's lobbyist attend a meeting.

Fly Quiet 2014 report

Jason Schwartz, with the Port of Portland Noise Management Department, presented on the 2014 Fly Quiet Report, which utilized a template that CNAC members helped to develop. Jason reported on cargo feeder departures, airline departures and arrivals, RNAV departures and arrivals, and RNP approach use. Jason did not include any aircraft in his report except for scheduled airline operations. For each of the reporting components, Jason shared the precision by which aircraft were able to fly within the noise gateways that have been set up based on community feedback. Jason noted that these "gates" were ideal parameters, and that some of them were very narrow and difficult for aircraft to comply with.

Jason reported that data shows that approximately 90% of cargo feeders are turning at 500 feet or higher, which results in less noise over nearby communities. He also reported that jets departing and arriving in PDX are able to use RNAV and have a precision level of approximately 95%. Jason stated that since turboprop aircraft are unable to use RNAV for departures, it is very difficult for them to stay within the preferential gates simply using the heading given to them by Air Traffic Control (ATC), and that about 65% of aircraft are able to do so successfully.

Jason reported that turboprop aircraft comply with early turn parameters approximately 90% of the time, and that arriving airlines do so with nearly 95% precision. Jason stated that for RNAV departure use, he uses RNAV data based on flight plan data, and that he does not have information on whether the aircraft actually flew the procedure, only that it was requested (filed for). He also stated that RNAV departure data includes all operations, not just airlines, and that in 2014, approximately 50% of PDX departures requested them. RNAV arrival data shows 50-80% accuracy depending on the type of aircraft. Jason stated that RNP approach use was used by only about 2% of PDX approaches.

Craig Walker asked if adding a third runway at PDX could help alleviate the noise over the northeast Portland neighborhoods and coax aircraft to fly over Delta Parks and the golf courses surrounding PDX. Jason stated that there may be issues with how the airspace is currently segmented, but that they could certainly ask ATC for more information. Bob Braze noted that the issue is not only compliance on the part of ATC, but on the part of the pilot, as well.

Joe Smith asked if the data was broken out by air carrier or class of aircraft. Jason said that he believes changes in performance are related to seasonal changes in the flow.

Bob Braze asked if the data for 2015 is looking similar or different to the 2014 data, and Jason stated that so far it's very similar, but that there are some improvements in the RNAV arrival and departure uses.

Kelly Sweeney suggested that Jason come back in six months to provide an update on the data for 2015.

Bi-Monthly Complaint Report

Jerry Gerspach reported on the noise complaints received in the May/June period. In that period, 220 complaints were recorded from 66 individuals, 204 of which were directly related to activity at PDX. Jerry noted that the trends he saw were related to commercial jet arrivals (especially over the Wilkes neighborhood), air ambulance activity, and cargo feeder operations. Jerry pointed out that there were complaints from individuals in Banks, Oregon, and that he believed those were related to activity at Hillsboro airport.

Major Tony Bierenkoven asked which noise event resulted in the most complaints, and Jerry said that it was noise related to [Cessna 208] Caravans, primarily from their use of the crosswind runway. Tony asked how much it would affect other carriers and controllers if the caravans didn't use the crosswind runway, and Jerry said that it would affect them greatly, especially during rush hours.

Mike Yee asked why arrivals would result in more noise than departures, and Jerry stated that it was because planes arriving were flying out at a lower altitude.

Bob Braze asked if Jerry has seen any change in complaints since Hillsboro put in a new runway, and Jerry said that he has not received any complaints about it so far.

GRE Congestion Policy

Phil reported that the Noise Management office received a call a few weeks ago about an event in mid-June in which two aircraft were delayed because of congestion at the Ground Run-up Enclosure (GRE) during overnight maintenance. Phil expressed interest in exploring whether the Port should make an exception to the unsuppressed run-up rules in cases of GRE congestion and would like CNAC advice on the issue. Phil asked committee members what information they would need to discuss this issue at the meeting in September.

Craig Walker asked for information on what the noise monitors show during an unsuppressed run-up.

Bob Braze asked if the issue was seasonal or if airlines have increased the number of departures. Phil stated that he would like to get more information on when exactly the congestion occurs.

Brian Freeman asked if the issue was related to scheduling and would like to know how far in advance regular maintenance can be scheduled.

Joe Smith asked if turboprop aircraft were the primary users of the GRE, and Phil confirmed that approximately 90% of users are turboprops, and 10% are jets. Joe asked if it would be possible to have those aircraft taxi to one of the run-up areas that is farther away from the south side.

Adjourn – 8:05pm

Phil let the committee know that there would be an ePort upgrade occurring in September and asked which CNAC members would be interested in Port tickets to the Air Show in Hillsboro the weekend of July 18th if he can obtain some.

Next Meeting: September 10, 2015 / 5.30 p.m. – 8:00 p.m.

Meeting notes humbly submitted by Megan Leatherman.

Action Items

Heather Peck:

- Invite CNAC members to Aurora tower's ribbon-cutting ceremony.
- Get feedback on statewide aviation noise disclosure program at Airport Management Conference in October.

Jerry Gerspach:

- Enroll Craig Dorsay in Noise Alerts email if he's not already signed up.

Phil Stenstrom:

- Have the aviation noise disclosure support letter signed, send to Port Commission and copy Port leadership. Letter should also be sent to Heather Peck.
- Schedule Jason Schwartz for another update to CNAC in six months.