



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

September 10, 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	Absent
Craig Walker	Clark County	Present
Joe Smith	Multnomah County	Present
Karen Meyer	At-Large (City of Maywood Park)	Present
Kelly Sweeney	City of Portland, CNAC Vice Chair	Present
Laura Young	City of Portland	Present
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	Present
Ron Schmidt	City of Portland	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	Absent
Doug Gunderson	Portland Police Bureau – Air Support Unit	Present
Captain Rick Ackman	Alaska Airlines Boeing 737 Pilot	Present

Introductions and Adopt Minutes – 5:40pm

Mark Clark, CNAC Chair, called the meeting to order. Mark asked if anyone had additions or corrections to the July 9th meeting notes. As there were none, the motion to approve the July 9th meeting notes passed unanimously.

Public Comment and Questions

There were no members of the public present.

Cockpit Perspectives with Capt. Rick Hackman, Alaska Airlines

Captain Rick Ackman was present to discuss methods that he and other pilots use to limit noise during takeoff and landing. Rick explained that for example, Alaska Airlines measures engine power by percent and that their pilots only use as much power as is necessary to lift the aircraft enough to maintain safety in case the engine were to stop working during takeoff. Rick noted that engines on aircraft today are much quieter than they used to be, and explained that as engines become more efficient, they use less fuel, therefore wasting less energy that gets expended via noise.

The committee discussed the tension between computerized cockpit instruments and the need for pilots to be alert and aware of other air traffic visually. Rick pointed out that noise abatement procedures are not generally put into the pilots' Flight Management System (FMS) and noted that pilots are still trained to utilize charts when flying in case an FMS goes offline.

Phil Stenstrom asked if noise abatement procedures can make airlines less efficient due to the safety need for consistent operating procedures at every airport they serve. Rick said that airlines utilize standard noise abatement settings at every airport based on a standard calculation, although the specific flight paths vary. One concern is that airports will begin creating their own unique noise abatement procedures which could work against that consistency.

The committee discussed Required Navigational Performance (RNP) systems and how sophisticated they are becoming. Rick informed the committee that wind readings would begin to be incorporated in FMSs. The committee also discussed the issue of manual congestion management and the relationship between pilots and Air Traffic Control (ATC).

Rick and Sergeant Doug Gunderson, with the Portland Police Bureau, discussed the issue of lasers and the harm they can cause to pilots who are targeted. Green and blue lasers that are pointed from the ground into an approaching aircraft can penetrate the cockpit glass and cause permanent eye damage to those inside. While there are protective laser glasses one can wear, those glasses impact depth perception and are not ideal to use. The committee discussed the need for the public to be aware of the danger of laser use and the penalties imposed upon those who use them to attack aircraft pilots.

Noise Symposium Report – Bradley Robison and Bob Braze

Two CNAC committee members, Bradley Robison and Bob Braze, reported on their attendance at the Noise and Air Quality Symposium in Palm Springs this past March. Brad and Bob reported that they were able to learn about how other airports are addressing noise and implementing the new noise regulations. They shared their impression that the collaboration between the Port of Portland and the surrounding communities is very healthy, especially compared to other cities. Brad and Bob also noted that the FAA would award federal funds for approved noise abatement programs. They recommended that other CNAC members attend next year if they are able.

Kelly Sweeney asked if Brad and Bob knew of any other communities with committees similar to CNAC, and they reported that they did not hear of any. The committee discussed the issue of global warming and its threat to airports that are at or just above sea level. Phil shared that the FAA may fund projects that improve

airport resiliency amidst climate change.

Starbase Update

Phil shared an update on the Starbase project and the Port of Portland's collaboration with the program. Starbase is a program for schoolchildren in Title I schools focused on enhancing Science, Technology, Engineering, and Math (STEM) skills. Last year, the Port launched and CNAC approved a pilot program to provide transportation for kids to and from the Starbase program, which has been a success; so far, the Port's program allotment has provided 30 round-trip bus trips and has served 900 students at a cost of \$3.36 per student. The approved budget of \$5,000 was underspent as actual costs were \$3,027 to-date. Phil reported that they also have a partnership with the Airway Science for Kids Foundation in Hillsboro, which offers aviation science education to children. Phil read a note from a local principal reporting that Starbase had such a positive effect on her students that they extended the teaching concepts into their math programs.

Phil asked the committee if they would support maintaining the same level of financial support for the Starbase program in 2016. The committee unanimously approved continuing Port support for Starbase in 2016 and Phil will work with the Starbase Director to identify eligible schools impacted by aviation noise. The Port will be included in the national Starbase report as an example of successful community partnerships enabling schools for which transportation costs would otherwise prevent their participation.

GRE Congestion Policy

Phil presented an Issue Briefing titled *Unsuppressed Runup Exception for GRE Congestion*, which outlined his investigation into the Horizon Airlines delay on June 12th as a result of congestion in the GRE. Phil stated that his conclusion after interviewing stakeholders and reviewing the facts is to leave the GRE policy as it is and not allow unsuppressed runup exceptions at this time. The overall goals for the noise program are to maintain high GRE usage-levels and to balance efficient operations with community noise impacts. Phil noted that the resulting flight delay was an isolated incident and the only such event since the GRE opened 14 years ago. He believes that the most prudent response is to leave the policy in place with more detailed monitoring of GRE usage for any additional conflicts. If they recur the noise program would revisit the issue and consider recommending an exception-based pilot program or a change in policy, depending on the specific facts and needs.

Joe Smith asked where the unsuppressed runup areas are at the airport, and Phil stated that they are at both ends of the South runway for the parallels. Joe suggested that the Northeast corner of the airport [near Taxiway A1 of the North runway] be utilized in the event that an unsuppressed runup is needed to avoid a flight delay, provided that the Port concurs and that airlines are willing to taxi to the North runway. Kelly Sweeney added that he would like data on the noise levels of an unsuppressed runup on the Northeast corner of the airport in order to understand the impact it would have on surrounding communities.

The committee unanimously approved a motion for noise staff to investigate the possibility of allowing unsuppressed runups near the northeast corner of the airport and to collect data on runup noise at this location.

Noise Manager Report

Phil reported that committee members Tina Penman, Craig Walker, Bob Braze, and Joe Smith have renewed their positions on the committee. Bradley Robison will not be renewing his committee membership in 2016 but has offered to stay on the committee until replaced. Phil also reported that Mike Merchant resigned from the committee before his term was over and that Phil will begin recruiting for all open committee positions this Fall.

Phil reported that he conducted a six-month progress check against the CNAC Project Plan that was developed in January and shared that the committee is on track with the plan. Phil reported that representatives from Boeing and the Port of Portland's Government Affairs office are both scheduled to attend the CNAC meeting in November.

Phil provided the committee with an update on the Statewide Real Estate Disclosures issue and reported that the CNAC letter will be included in the Port Commission packet that Commissioners receive. Phil will update the Port's internal team about the request over the coming weeks as part of the process and the Port will then respond formally to CNAC's letter. The Port is generally supportive of the concept, but believes the Oregon Department of Aviation (ODA) is the right agency to move this issue forward, given their statewide focus and connections. Phil will share this information with Heather Peck at ODA.

The annual CNAC Update to the Port Commission is scheduled for Wednesday, November 11th, and Mark Clark will be present to report on CNAC's activities this past year. All CNAC members are welcome to attend the meeting.

Phil provided the committee with the schedule for updates to the ePort system (September 11 – 13) and discussed its ability to help manage meeting attendance. Phil also informed the committee that the FAA's Noise Annoyance Study is on track to produce data to share by late 2016.

Phil reported that ORANG is planning to expand its training areas in Central Oregon and off the Oregon coast and that no impacts are expected to the Portland area. Phil informed the committee that the 142nd Fighter Wing is returning to Portland at the end of September and plans to utilize a Continuous Descent Overhead Approach (CDA) for the 12 returning jets. Phil advised that the plan appeared to be reasonable after a long overseas deployment that resulted in minimal training activity this summer. The committee agreed that the CDA should be allowed because the impact is minimal.

Phil shared the dates for three significant outreach events this fall:

- September 27th: Sunday Parkways at Tilikum Crossing/Sellwood
- October 3rd: October Fun Run in Vancouver
- October 10th: Hillsboro Air Fair and OrenKoFest, to be confirmed

Bi-Monthly Complaint Report

Jerry Gerspach presented noise complaint data for the July and August reporting period. Jerry reported that the total number of noise complaints from PDX for this period was 116 from 49 individuals, which is lower than average. Jerry noted that there have been very few noise complaints from Vancouver in the past few months. The only two noise alerts issued in this period were for a runway closure at PDX in July and the

International Airshow on August 15th.

Mike Yee asked if any city or town has requested the diversion of jets for special events recently, and Jerry said that they have not received any requests this year. Mike requested that this option be shared with agencies when possible so that they know it is something that CNAC offers assistance with.

Adjourn – 8:05pm

Next Meeting: November 12, 2015 / 5.30 p.m. – 8:00 p.m.
--

Meeting notes humbly submitted by Megan Leatherman.