



Citizen Noise Advisory  
Committee Advocacy for the Public -  
Advisory to the Port Portland  
International Airport (PDX)

**MEETING MINUTES**  
**March 12, 2016 9:00 AM**  
Port of Portland HQ building  
Chinook Conference Room

CNAC Members in Attendance (alpha order by first name)		
Andrew Loescher	At-Large (Clark County)	Present
Beth Duvall	City of Vancouver	Present
Bob Braze	Washington County	Present
Brad Robison	Clackamas County	Absent
Brian Freeman	City of Gresham	Present
Craig Walker	Clark County	Present
Joe Smith	Multnomah County	Present
Karen Meyer	At-Large (City of Portland)	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
Mike Finch	At-Large (Multnomah County)	Present
Mike Yee	City of Vancouver	Present
Ron Schmidt	City of Portland	Absent
Tina Penman	At-Large (Port of Portland)	Absent
Staff Members in Attendance		
Jerry Gerspach	Port of Portland Noise Management	Present
Phil Stenstrom	Port of Portland Noise Program Manager	Present

**Opening**

Phil Stenstrom introduced Elizabeth Erickson and Danielle DeJaegher as the facilitators for today’s Annual Planning Meeting. The purpose of the planning meeting is to review CNAC accomplishments over the prior year, assess current issues and trends in aviation noise management, and plan activities for the year ahead. CNAC members introduced themselves and provided their “Noise Highlight for 2015”.

**Chair Elections**

Mark Clark was re-elected to a 2-year term as Chair.

**Review of Member Attendance 2015**

Phil Stenstrom reviewed his analysis of member attendance, noting that CNAC meetings consistently had a quorum and that only two “no-show” absences were recorded for the year. He will track and report on member attendance again next year.

## **Noise Program Manager Annual “State of the Noise” Update**

Phil Stenstrom reported that two new members joined in 2014, two in 2015 and one in 2016 so far. The tenure of CNAC members is diverse – 5 people have two or fewer years, 6 have 3-5 years and 4 have 7-12 years on CNAC. This is a good mix for institutional memory, member learning and new ideas. CNAC will be at full strength when one opening for a Clackamas appointee is filled.

The PDX Noise Management Program is performing well & building on its leadership tradition. Accomplishments from last year included:

- GRE Congestion & Statewide disclosure
- Direct engagement with citizens & media
- Robust discussions & presentations
- Desire to preserve group’s diverse composition
- Meeting schedule: bimonthly, 5.30pm – 8pm, cancel occasionally
- New outreach tools & activities
- Great ORANG & FAA partners
- RNAV Arrivals heavily used; RNP Approaches lightly used
- PDX is committed to Noise management – voluntarily; Mission-driven

The bigger context for 2016 includes:

- PDX is strong. Airport reputation, new service; coping with growth PDXNext
- ATL, MSP, Cleveland, St. Louis, KC, Omaha added as new destinations
- Airline industry profitable, consolidated, air travel growing worldwide
- Health concerns got less media attention in 2015
- NextGen got lots of attention: 15 articles in ePort
  - Phoenix, NYC, Chicago pushback
  - Net Noise Reduction and CatEx public comments to FAA
  - Quiet Skies coalition in Congress
  - Dominant project for FAA (PDX already complete)
- FAA unlikely to take up DNL changes in 2016
- CNAC is a volunteer group – respect for the volunteer goodwill

The group discussed what is likely to remain stable, Challenges, Risks & Opportunities, and Noise Program initiatives for the year ahead.

## **Break and Group Photo**

## **FAA Reauthorization Bill**

Phil Stenstrom presented a summary of noise-related items in the bill, noting that the bill was not proceeding forward.

## **PDX Calm Wind Runway**

Jerry Gerspach presented information on the calm wind runway. The Calm Wind policy established in 1979 made East flow the preferred direction of operations based on three assumptions:

1. Calm wind conditions are frequently associated with fog. Runway 10R is the runway best-equipped for low-visibility instrument landings.
2. More people are exposed to higher noise levels on the West side of the airport.
3. Preferential use of east flow leads to a 50-50 split between East and West flow.

Members discussed PDX operations. Jerry observed that multiple revisits of this policy and underlying logic validated the decision. A thorough analysis requires computer modeling, using the new AEDT model by consultants.

## **Actions**

1. Ask ATCT if they can track runway usage by Flow and wind based on ATIS updates.
2. Port staff will try to quantify the calm wind % at the May CNAC meeting, using a new software tool recently purchased.

## **BREAK (lunches)**

## **CNAC Charter Review**

There were no changes made to the CNAC Charter.

## **Work Planning for 2016**

Members discussed topics they would like to address in the coming year. The ideas will be captured on the CNAC Meeting Topics spreadsheet and the Noise Program staff will use that for meeting planning.

## **Adjourn – 3:00 pm**

### **Next Meeting:**

May 12, 2016 / 5.30 p.m. – 8:00 p.m.  
[http://www.portofportland.com/PDX\\_Home.aspx](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 by P. Stenstrom*