



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

MEETING MINUTES
Nov. 10, 2016 5:30 PM
Portland International Airport Terminal Building
St. Helen's "A" Conference Room

CNAC Members in Attendance		
Bob Braze	Washington County	Absent
Brad Robison	Clackamas County	Absent
Brian Freeman	City of Gresham	Absent
Craig Walker	Clark County	Absent
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	Absent
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	Present
Ron Schmidt	City of Portland	Present
Mike Yee	City of Vancouver	Present
Beth Duvall	City of Vancouver	Absent
Andrew Loescher	At-Large (Clark County)	Present
Mike Finch	At-Large (Multnomah County)	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	Absent
Technical Members and Guests in Attendance		
Maj. Paul Shamy	Oregon Air National Guard	Absent
Sgt. Josh Goldschmidt	Portland Police Bureau – Air Support Unit	Absent

Introductions – 5:30pm

Mark Clark, CNAC Chair, called the meeting to order at 5:30pm. The committee members introduced themselves.

Adopt Minutes

Chair Clark asked if anyone had additions or corrections to the September 8th meeting notes. As there were none the minutes were adopted unanimously.

Public Comment and Questions

Two members of the public introduced themselves and had no questions.

ORANG Schedule Updates

Phil Stenstrom read the ORANG flying schedule information provided by Lt. Col. Paul Shamy. There will be no dissimilar-aircraft unit training for the next 3 months; all flying will be using local aircraft. ORANG plans to reduce flying during the holidays a bit as well.

Noise Manager's Update

As the meeting was ahead of schedule Phil Stenstrom provided the Noise Manager Update scheduled for later in the evening:

Jerry Gerspach was sick. Nellie Papsdorf has taken a new position at Metro and the Noise program will seek a new CNAC notetaker.

The last two outreach events of the year were the PDX Runway Run and Hillsboro Air Fair. Both events were big successes and Phil thanked the CNAC members who were able to support the events in person.

Phil Stenstrom sent the CNAC Charter for member review prior to the annual CNAC planning meeting in early 2017. Items he has captured for discussion include: replacing the Clackamas-appointed seat as the recruiting for new Clackamas members has been challenging and the seat is still open. CNAC members also wanted to discuss the remote-meeting options and policies, given the increasing difficulty of traveling to evening meetings and the state of teleconference technology. The counterbalance is to preserve the value of meeting in person.

Responding to a question about sharing CNAC documents, Phil Stenstrom said that documents in the ePort site can be shared outside of CNAC unless they are subscription-based or marked for CNAC only in the ePort site. Port works are public records but members of the public requesting records officially utilize a records-request process.

Phil Stenstrom mentioned the recent Mercatus article addressing aviation noise complaints and reminded CNAC that the Airport Noise Report published two response articles that summed up the position of most aviation noise management programs – complaints don't drive national aviation policy but are important to capture, measure and report on as part of our responsibility to our communities.

Phil Stenstrom read part of his letter supporting the Starbase STEM program that is slated to appear in the annual DoD Starbase report to Congress, writing "With the support of Port leadership and the encouragement of CNAC, we started receiving and paying bus invoices shortly after our initial meeting. I'm pleased to report that we started out funding 30 bus trips and added two new schools this year, putting us on target for about 50 trips annually. I'm tremendously appreciative for the help of the current DoD STARBASE Director Denise Kortez and I'm proud of our role in connecting the children of our community to science and technology education."

Phil Stenstrom passed around a letter of appreciation for ORANG's Col. Paul Fitzgerald who retired from the National Guard last weekend. CNAC members signed the letter and Phil will present it to Col. Fitzgerald or mail it to him.

Phil Stenstrom said Cathay Pacific started cargo service from PDX to Asia on Nov. 3rd using a Boeing 747-8. At the inaugural launch event Mr. Stenstrom hosted a bus tour and handed out earplugs for guests, but they

were't needed. The Port noise team will have an update on noise impacts related to the new aircraft early next year.

PDX General Manager's Update

Daren Griffin, General Manager of Airport Operations updated CNAC on PDX projects. The airport continues to grow. There is new 737 service on Alaska Airlines to Newark starting November 20, 2016 and daily service to Orlando starting March 16, 2017. Delta will offer Seasonal Service to London, Heathrow four times weekly starting May 26, 2017. Delta will use a 767-300 arriving 3:15pm and departing at 5:00 pm. Cathay Pacific Cargo started twice weekly service to Hong Kong on November 3, 2016.

PDX is experiencing record growth in passengers. The estimate for 2016 passengers is 18 million or 7% growth – this is great news for the local economy. Passenger growth, asset age and new opportunities are driving significant renovation activity through the PDX Next and other construction projects. The total number of PDX flight operations for 2015 was 218,021 and the estimate for 2016 PDX operations is 227,000 operations, about a four percent increase over 2015. Military flight operations sharply reduced in the past 20 years from 12,000 to the current level of nearly 3,500 annual operations.

The original Terminal Balancing plan envisioned a ground loading operation on a Concourse E extension. Alaska then decided to phase out the Q400 turboprops and to load the new Embraer jets from jet bridges, requiring much more space. Terminal Balancing "Version 2" will see Southwest move to new gates on E and the A Concourse, always intended as temporary, will close.

CNAC accomplished a lot in 2015-16, engaging in outreach, supporting statewide noise disclosures, monitoring GRE congestion and supporting Starbase bus transportation. New members bring fresh ideas and Clackamas County is the last open seat. The Port is also focused on diversity in all aspects of our business, including for new CNAC members. CNAC is an advisory & fatal flaw analysis group and so needs your ideas and input – we want to use your time well.

The Port supports the CNAC team and mission. The Noise Management Program has an excellent worldwide reputation and CNAC is one reason for that recognition. Thank you CNAC volunteers – you make a difference that matters.

Break

CAC Liaison Report

Joe Smith briefed the committee on the PDX tour that CAC members recently completed, using a photo to highlight the different Information Points covered on the tour.

Information Point #1: Portland International Airport (PDX) is involved in a period of major redevelopment to ensure it stays on the leading edge of airports nationwide. Collectively known as PDX Next, this suite of major airport improvement projects will continue providing awarding-winning comfort and convenience for travelers, operational efficiency, and safety and security. Two keys projects are Terminal Balancing and Terminal Core Redevelopment.

Terminal Balancing: This project will balance the number of passengers using the north and south sides of the airport in order to increase the efficiency of airport operations, prolong the longevity of existing terminal facilities, and increase the level of service for passengers. Currently, the largest two air carriers at PDX—Alaska Air Group

and Southwest Airlines—are located on the south side of the airport terminal building, and two-thirds of PDX passengers are using the south side of the terminal.

To better balance passengers between the north and south concourses, Southwest Airlines will move from Concourse C to Concourse E. The project will extend Concourse E by about 700 feet, and construct 6 new gates. Construction activities will be designed to minimize impacts on travelers and airport tenants. The entire project budget is \$215 million, funded primarily by airlines serving PDX.

Terminal Core: The terminal core includes the existing ticket lobby, Oregon Market, security checkpoints and baggage claim area. The Terminal Core Redevelopment program is a modernization of the heart of PDX, necessary to ensure sufficient capacity for future passenger demand, upgrade seismic resiliency, and replace aging systems and infrastructure.

Information Point #2: This area will develop a new “Quick Turn Around” (QTA) facility and a relocated Port employee parking lot.

The QTA project will modernize and increase the size of the existing facility while also remaining close to the existing rental car customer service area located in the lower levels of the PDX parking garage. The new QTA will increase the number of fueling and vacuuming stations from 30 to 54 and car wash bays from 5 to 12. The space to queue vehicles waiting for service will increase from 120 cars to 170 cars. There will be a rental car parking deck above the QTA operations area.

The existing Ground Transportation (GT) Hold Lot will move to a location along Air Cargo Road, near 82nd Avenue (Information Point #3). The existing Port employee parking lot will be relocated to the vacated ground transportation hold lot. The rental car storage area displaced by the new QTA will move to the vacated employee parking lot. The lots for both relocated uses will be designed to City standards and their landscaping will follow City and Wildlife Habitat Management Plan sustainability and aviation safety principles.

Information Point #3: This area will be the new GT Hold Lot (northern side) and PDX Travel Center (southern side). The GT Hold Lot will be the staging area for taxis, town cars, TNC’s (Uber, Lyft), and tour buses. The PDX Travel Center will include an on-airport fuel station, a convenience store, fast food, coffee and a new cell phone waiting area to meet the needs of the PDX community.

Adjacent to this area to the west is a construction staging area. To the east, the 82nd and Airport Way Interchange project will provide a grade separated crossing.

Information Point #4: More than 700 acres of land, including a major portion of the PDX airfield as well as some smaller non-Port of Portland owned properties south of PDX, drain into a large drainage ditch called McBride Slough. From McBride Slough, the water drains through an approximately 1,000-foot-long, 60-inch-diameter pipe into the Columbia Slough. This existing pipe was installed in 1936 and is now past its expected useful life and is showing signs of impending failure.

A full failure and blockage of this pipe could result in widespread flooding of McBride Slough and the PDX airfield, which would impact both major runways and terminal access as there is no other outlet from this basin. Because the Port does not own this pipe or the land it is located on, and the pipe is located immediately adjacent to buildings underneath a business park, repair or replacement of this pipe by the Port in its current location is not feasible.

Because of the risk posed to the airport in case this existing pipe were to fail, the Port decided to construct a new pipe that will assure proper drainage of the airfield independent from the existing pipe. The selected routing of this new pipe is through the former Colwood golf course, which is currently being developed as the new US Post Office distribution hub. Access to the land for construction and pipe placement is being provided under an easement.

Information Point #5: The Oregon Air National Guard (ORANG) will be reconstructing their main entrance next summer 2017. The new design will provide much more room so drivers can wait off of Cornfoot Road for their turn to be inspected before entering. Enhanced security measures will also be added. The design will also take into account a two-way bicycle and walking path envisioned for the north side of the road.

Information Point #6: Ameriflight is a charter airline, specializing in high priority cargo shipments, primarily as a United Parcel Service (UPS) feeder service, with limited bank mail shipments, that has been in business at PDX since 1982. Until their new facility opened in 2015, Ameriflight leased a 1940's era hangar complex. The Port and

Ameriflight, together with Ameriflight's partners, Triangle Aviation RDD and PDX Air Venture, LLC, proposed the development of the new hangar and related facilities to be located at the Air Trans Center (ATC) on the south side of PDX. The new location is ideal for Ameriflight as it is in close proximity to their primary customer (UPS). The facility includes a 15,000 square foot aircraft maintenance hangar; 3,000 square feet of office space and 85,000 square feet of airfield ramp.

Information Point #7: The Atlantic Aviation development will consist of a new Business Aviation Terminal, approximately 12,000 SF in size. On each side of the new terminal will be an approximately 40,000 SF hangar facility including aircraft storage area, offices and support space. Additionally a support facility for maintenance of ground support equipment is planned.



Bi-Monthly Complaint Report

Phil Stenstrom provided the Complaint Report for the September-October 2016 period as Jerry Gerspach was ill.

Total Complaints for Reporting Period:	651
Number of Individuals Submitting Complaints:	57
Complaints Not Related to HIO/TTD Operations:	436
Number of Individuals Submitting Complaints:	44

Trends / Patterns: Flow Change (west to east)
 Cargo Feeder (early morn/evening)
 Military Operations (DACT)

Noise alerts were issued for these events:

- Military Jets-Evening Training 09/06/2016
- PDX-Runway Closure 09/07/2016
- Military Jets-Weekend Training 09/10/2016
- Visiting Military Jets 09/12/2016

- PDX-Runway Closure 09/12/2016
- CNAC Recruitment 10/04/2016

One new complainant living in the vicinity of Hillsboro Airport submitted 215 complaints related to PDX overhead aircraft and an additional 200 related to Hillsboro flight operations. All complaints were reported as noisy aircraft. This activity increased the monthly totals above baseline levels.

Adjourned

Next Meeting:

January 12, 2017 / 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 by Phil Stenstrom.