



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 – MAY 14, 2015

CNAC Members in Attendance (alpha order by first name)		
Bob Braze	Washington County	Absent
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)	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 Merchant	City of Vancouver	Absent
Mike Yee	City of Vancouver	Present
Tina Penman	At-Large (Port of Portland)	Absent
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
Justin Cook	BridgeNet	Present
Sgt. Josh Goldschmidt	Portland Police Bureau	Present
Members of the Public in Attendance		
Jay Pineda	Wilkes Neighborhood	Present
Lavonne Larson	Wilkes Neighborhood	Present

Introductions and Previous Meeting Notes – 5:40pm

Mark Clark, CNAC Chair, called the meeting to order. Each committee member introduced him/herself, and Megan Leatherman was introduced as the new note-taker.

Mark Clark asked if anyone had additions or corrections to the March 12th meeting notes. The motion to approve the March 12th meeting notes passed unanimously.

Public Comment and Questions

Jay Pineda, of the Wilkes Neighborhood Association, presented a map with a proposed flight plan that Jay reports would provide noise relief to constituents in his neighborhood. Jay reported that the noise has become

louder and more frequent as a result of heavy duty commercial aircraft flying over throughout the day and night. Phil Stenstrom asked Jay how his Neighborhood Association would like to receive feedback from CNAC, and Jay reported that Phil could contact him directly.

Joe Smith asked Jay if anyone has explained the wind patterns to him or his group. Jay reported that yes, they have been told about the wind patterns in that area. Phil asked Jay if it would be helpful for either the Noise Management staff or CNAC came to the Association to do a presentation on this issue, and Jay said that it would be. Jay noted that his homeowner's association, Rivercliff Estates, was having their annual meeting in June and invited Port staff or CNAC members to attend. Kelly Sweeney noted that he attended a Wilkes Neighborhood Association meeting two years ago and would like to attend the June 5th meeting as well. Action: Phil will reach out to Jay directly to coordinate a presentation. Craig Walker asked if the noise was coming from planes that are landing, and Jay confirmed that it was. The group discussed the need for aircraft to line up ahead of landing and the limitations that the Troutdale Airport's location imposes upon flight paths.

Lavonne Larson, who is also a Wilkes community member, commented and said that she came to CNAC in 2014 to report disruptive noise. Lavonne reported that the noise has become nearly unbearable and asked that the Port let her know if insulation or special windows are available to her and other homeowners in the area.

Bi-Monthly Complaint Report

Jerry Gerspach presented the complaint summary for the March – April period. A total of 144 complaints were received during this period, with 126 of those directly attributed to activity at PDX, which is lower than the number of complaints presented at previous meetings. Trends included jet arrivals and departures, cargo feeder departures, and general aviation overflights. Jerry reported that his office was hearing about jet arrivals and departures because of the recent flow change, which dramatically increased the level of noise in areas such as the Wilkes neighborhood.

Joe Smith asked if it was appropriate at this point to ask for federal funds to pay for insulation and other noise reduction techniques in the most affected areas. The group discussed the FAA's required decibel levels (DNL 65) and the difficulty in qualifying for this program. Phil Stenstrom reported that this is something the Port will continue to monitor. Kelly Sweeney reported that the noise alerts from the Oregon Air National Guard have been tremendously helpful. Maj. Tony Bierenkoven reported that the Oregon Air National Guard will conduct a weekend drill from June 6 – 7 but that it will drastically reduce flying from July – September as it goes on a mission overseas.

Visualizing and Communicating NextGen Impacts to the Community

Justin Cook, with BridgeNet, presented to the committee on potential NextGen and Performance-Based Navigation (PBN) benefits to the PDX community. The FAA's Communications & Branding Department seeks to help communities understand the benefits of NextGen technology. Justin gave a NextGen overview and reported to the committee that there will be a shift from ground-based to satellite-based navigation technologies, which will improve capacity, efficiency, and safety as well as reduce carbon emissions and noise pollution. Justin showed multiple videos to simulate flying with PBN and reported that the shorter, more direct flight paths allow for fewer emissions and less noise, improve arrival rates, and enhance air traffic control productivity. PBN uses RNAV and RNP technology to enable aircraft to optimize air space by flying on any desired flight path within the coverage of ground or space-based navigation.

Justin then demonstrated the Volans tool. Volans simulates the noise footprint caused by aircraft and actually measures noise crossing various noise detectors set up in the simulation. The tool is a 3-D, Java-based tool that is airplane specific and takes topography into account when simulating noise effects. The tool can also use census block data to determine how many households and people are affected. Volans is modeled off a

particular airport, but is not live apart from displaying live weather. Justin also noted that the tool can conduct emissions calculations for each aircraft and compare the difference in noise levels between a conventional flight procedure and an RNAV procedure. Phil Stenstrom noted that PBN flight paths overlay normal flight procedures, so their implementation is not controversial. Phil reported that the noise office will evaluate BridgeNet's program and determine if it would be useful to implement, particularly in order to conduct more robust data analyses in-house. Justin reported to the committee that many of the videos shown to them were for public use and are on BridgeNet's website.

Jim Ryan, a member of the public, asked if the software optimized the planning paths for noise. Justin reported that the tool helps visualize the current state and analyze the impact of new potential flight paths. The group discussed the FAA's prioritization of noise when determining a flight path and its relatively low ranking on the list compared to other items such as safety and efficiency. The group discussed the possibility that by implementing Volans, airports would have to update their noise exposure maps, thereby resulting in smaller contours and fewer citizens eligible for sound insulation. One other feature of the tool is that a user can look up an address to determine historic noise data for that particular location.

Air Support Unit Update

Sgt. Josh Goldschmidt, Chief Pilot with the Air Support Unit (ASU) of the Portland Police Bureau, presented on the work that his team does and its relation to noise management at PDX. Sgt. Goldschmidt reported that in 2014, the ASU flew for nearly 40 area agencies and units, their most active client being the Gang Enforcement Unit. He reported that the ASU flies two Cessna aircraft and consists of five pilots and ten tactical flight officers.

Sgt. Goldschmidt showed videos to demonstrate how the ASU operates and the thermal mapping and Flir technology that they utilize. He reported that the ASU is on call at every hour, and that if they have an aircraft in the air already, the response time to locations in Portland is as little as 30 seconds. The ASU has a great relationship with PDX Air Traffic Control, and each of their pilots is commercial instrument-rated in case of the need to fly in poor weather. Each year, the ASU does a "fly friendly" training with their pilots that outlines why it is important to stay at a high altitude (above 2,000 feet) and reduce noise for citizens. The ASU pays careful attention to the noise data that comes out of the Noise Management office at the Port and attempts to follow the flow of other aircraft in and out of PDX. Sgt. Goldschmidt reported that the ASU uses Cessna aircraft because they are much cheaper to fly and maintain than helicopters. Sgt. Goldschmidt also stated that the ASU will follow up on noise complaints if callers would like a call back.

Noise Manager Update

Phil Stenstrom announced that the Aviation merit badge day for local Boy Scout troops at the Horizon Air/Alaskan Airlines hangar would be Saturday, May 16, 2015 from 9am to 2pm. Phil also announced to committee members that their PDX carpet mats were available for pick-up after the meeting. Phil took a poll to see how many committee members would be interested in attending the Age of Airplanes film in McMinnville, and nine members elected to attend.

Adjourn – 8:05pm

Next Meeting:

July 9, 2015 / 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 humbly submitted by Megan Leatherman.