



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

MEETING MINUTES

November 14, 2024

5:30 PM

Anchor Room, Port Headquarters Building, 7200 NE Airport Way, Zoom

CNAC Members in Attendance

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| Tim Benz | Clackamas County | Present |
| Joe Smith | Multnomah County | Present |
| Mark Clark | Fairview/Troutdale/Wood Village | Present |
| Kelly Sweeney | City of Portland, CNAC Chair | Present |
| Laura Young | City of Portland | Present |
| Ron Schmidt | City of Portland (Hayden Island) | Present |
| John Pusieski | City of Vancouver | Present |
| Mike Yee | City of Vancouver | Present |
| Karen Meyer | At-Large (City of Portland, Hazelwood) | Present |
| Lana Stillwell | City of Gresham | Present |
| Mike Finch | At-Large (Multnomah County), CNAC Vice Chair | Present |
| Pete De Vasto | At-Large (Eastside) | Present |

Port Staff Members in Attendance

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| Jerry Gerspach | Noise Analyst II | Present |
| Sean Loughran | Development | Present |
| Chris Blair | Noise Program Manager | Present |
| Mina Mora-Gonzalez | Community Impact Coordinator | Present |
| June Reyes | Community Impact Program Manager | Present |
| Michelle Hollis | Senior Manager, Environmental Planning and Noise | Present |
| Jennifer Bies | Environmental Director | Present |

Technical Members and Guests in Attendance

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| Lt. Col. Ewing "Chewy" | Oregon Air National Guard | Present |
| Bridger Wineman | EnviroIssues, Zoom moderator | Present |
| Cadence Purdy | EnviroIssues, Notetaker | Present |
| Sue Vetrano | Member of the Public, Wilkes neighborhood | Present |
| Barbie Stevenson | Member of the Pubic | Present |
| Elena Byrgazova | Member of the Public, Ashcreek neighborhood | Present |
| Alicia Treece | Oregon Air National Guard | Present |
| Steven Conklin | Oregon air National Guard, Public Affairs | Present |
| Cathy Ferrari | Member of the Public | Present |
| Erwin Bergman | Member of the Public, Cully neighborhood | Present |
| Cynthia McDaniel | Member of the Public, Bridgeton neighborhood | Present |

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| David Hamilton | Member of the Public, SE Portland | Present |
| John Wygant | Member of the Public | Present |
| Gary Kunz | Member of the Public, Marine Drive | Present |
| Andrew Prichard | Member of the Public, Cully neighborhood | Present |
| Aimee Sides | Oregon Air National Guard, Environmental Management | Present |
| John McDaniel | Member of the Public, Bridgeton neighborhood | Present |

Introductions & Check In

CNAC Chair, Kelly Sweeney, called the meeting to order at 5:30 pm and introduced Bridger Wineman as facilitator of the meeting. Bridger will be facilitating future meetings and working with Kelly and Port or Portland (Port) staff to create agendas. Bridger covered meeting logistics and the agenda. The Port is introducing new community agreements for use across Port committees, which include sharing the space, staying engaged, and listening to understand. CNAC members, Port staff, guests and members of the public introduced themselves.

Evolution of Port Committees

Jennnifer Bies, Environmental Director, introduced herself to the CNAC. Jennifer let CNAC know that the Port of Portland is updating their approach on community engagement for all environmental issues for all their facilities. This work is just starting, and Jennifer and the rest of the Port's team are committed to keeping CNAC updated.

Public Comment and Questions, Kelly Sweeney, CNAC Chair

Member of the public, Andrew Prichard from the Cully Neighborhood, shared that they are here tonight to remind CNAC of work they have done in the past to analyze the Overhead Continuous Descent Approach (OCDA). Andrew said the Port and Oregon Air National Guard (ORANG) have ignored many of the CNAC's recommendations. He said OCDA is an ongoing public health issue and that he believes the Port and ORANG improperly ignored both FAA and NEPA protocols regarding this. He asked to hear from the ORANG about addressing community concerns and how to go forward.

Member of the public, Gary Kunz from the East Columbia neighborhood, let CNAC know that he submitted questions for the ORANG to answer tonight. Gary is also upset about OCDA. He said the CNAC did their job, and recommended the approach is not allowed over certain neighborhoods, but the Port and ORANG allowed it anyway. Gary said he provided comment to the Port saying the neighbors feel cheated.

Member of the public, Erwin Bergman from the Cully neighborhood, shared that Steve Schreiber, past aviation director at the Port, witnessed trials of the OCDA and decided that it would cause tremendous impacts. Erwin said Steve stated in a letter that he had responsibility under federal law to do something about it. Erwin shared that the FAA has control of flight of the aircraft, but the airport retains a right and power to control noise, which is also a DEQ regulation. The Port is a state agency and should be required to abide by state regulations.

Member of the public, Elena Byrgazova from the Ashcreek neighborhood, shared that for the past 3.5 years she has been impacted by more flight traffic and constant noise in her area. She said her family has been unable to recreate in their home. She learned from the last CNAC meeting that the Port's Noise Management team is working with the FAA to adjust flight paths for noise issues in the Wilkes neighborhood. She asked for CNAC and the Port to investigate adjusting flight paths for the Ashcreek neighborhood. Elena asked why it matters if complaints are submitted by multiple people or one individual. She said the impacted location is what needs to be considered.

Member of the public, Cynthia McDaniel from Bridgeton neighborhood shared that she is a community health nurse who shared significant concerns due to increased noise since overhead landing changed for the newest aircraft just received by ORANG. She is aware that training has been happening and has lived near and around North Portland for several years. She remembers hearing jets in the 1980s and the noise levels now are untenable. Her smartwatch goes off with a warning that decibels are too high. When OCDA occurs, planes fly so close to the house that it is frightening. She reports that other neighbors are very concerned.

Member of the public, Sue Vetrano of the Wilkes neighborhood, asked whether the noise study for the new F-15 EX jets compared the new operations to the total operations?

Steve Conklin from the ORANG said they are available to discuss at a future meeting, and that those who provided questions regarding OCDA today can also email him questions at Steven.conklin.6@us.af.mil.

Additional comments were submitted through Zoom and appended to this meeting summary (Appendix A).

Oregon Air National Guard F-15EX Program

Lt. Col. Aaron Ewing "Chewy," ORANG, presented on F-15EX Environmental Assessment and Noise Analysis. The Environmental Assessment is 560 pages and available online at [F-15EX Eagle II Basing Environmental Assessment](#). Chewy provided an overview of the Environmental Assessment process, phases, and timeline. The report was finalized, and a Finding of No Significant Impact (FONSI) was issued on May 15, 2024

A noise analysis was conducted by Cardno as part of the Environmental Assessment. The noise analysis compared noise levels of existing conditions to two scenarios based on F-15 EX data from the ORANG, one with 18 F-15EX aircraft and one with 21 F-15EX aircraft. In both scenarios, there were minimal noise impacts surrounding the airport compared to the baseline condition. With more powerful engines, the F-15EX may have a smaller noise impact area because they have better climb performance.

Two members of the public commented that they are hearing more than two afterburner takeoffs a week. Chewy shared that when pilots are learning to fly the new aircraft, they will start with afterburner takeoffs. Afterburner takeoffs are also used occasionally for demonstration flights. Chewy will bring back to their team feedback to be more prudent about afterburner takeoffs.

By Oct 1, 2025, there will be no more F-15C models based in Portland. ORANG is currently awaiting the rest of the F-15EX deliveries from Boeing. Currently they have two. So far, 10 of the 35 pilots are trained. Training is paused for now until they receive more aircraft. Once there are six on site, they will resume training the rest of the pilots.

RWY 28L / 28R Instrument Approaches

Chris Blair, Port of Portland, presented on Runway 28L / 28R Instrument Approaches. There are currently Required Navigation Performance (RNP) approaches from the east and north, but not from the south.

Chris shared graphics comparing noise levels for aircraft using conventional approach procedures to RNP approaches at the Wilkes Park noise monitor. Noise levels were lower at the Wilkes noise monitor for RNP approaches because the flight paths were consistently farther away from the sensor. If an RNP was available for planes that come from the south, it might present the ability to reduce the noise experience for those who live closest to the airport. If the FAA were to develop an RNP procedure, they would have to devise waypoints between the runway and the planes approaching from the south, which may impact specific areas.

Motion to encourage the Port to investigate the feasibility of creating an RNP approach from the south.

Motion from: CNAC Member Mark Clark

Second: CNAC Member Mike Finch

Motion passes with consensus.

One CNAC member shared that they may be able to reduce the noise impact by placing RNP waypoints to the east. Another CNAC member shared that a lot of the noise over Fairview and Troutdale is due to Air Traffic Controllers instructing pilots to start descending earlier than would be the case for an RNP.

Quarterly Complaint Report

Jerry Gerspach reviewed the Quarterly Complaint Report for August– October 2024. The following summary of data was presented to the group:

6,814 total complaints, from 78 individuals

- 6,657 complaints were attributed to PDX, from 66 individuals.
 - 81% were made by one individual
 - 16% were from another individual at the same household
 - A third person submitted 62 complaints
- Complaints come in through a web form as well as through calls
- Most complaints for this period came from the Ashcreek neighborhood in Southwest Portland (6,505) and from Banks (62)

Calls were for various issues, including the McMinnville Air Show when the Thunderbirds were staying at PDX. Others included:

- Commercial jet arrivals (27)
- General aircraft overflight noise (6,512)
- Some complaints for military (8), training (10), law enforcement (9), air ambulance (6)
- Cargo feeders flying low over neighborhoods (7)
- Commercial jet departure over Hayden Island, early turn (3)

Jerry summarized the issued noise alerts, which included:

- Temporary runway closures – 8/18, 9/9
- McMinnville Air Show – 8/31
- ORANG night flying – 9/10, 10/18

One CNAC member shared that it would be helpful to pull the charts specific to the events.

Noise Manager's Update

Chris Blair shared updates from the Port of Portland's Noise Management Team. The Port is working on programming updates to their noise system, starting with the technology used to record communications on Air Traffic Control radio frequencies. The Port has replaced all the hardware for their noise monitors, and now all 13 are up and running. Next, the Port will update the flight tracking system. Lastly, and very exciting news to share: Jerry Gerspach is celebrating 35 years at the Port. This coming February will be Jerry's last CNAC meeting. He is celebrating his retirement on March 28, 2025.

Adopt Previous Meeting Summary

Motion to approve the August 8, 2024 meeting summary.

Motion from: CNAC Member Mark Clark

Second: CNAC Member Mike Finch

Motion passes with consensus.

Adjourn

Bridger adjourned the meeting at 7:45 pm. The next CNAC meeting will be February 13, 2025.

Appendix A: Comments Received on Zoom

- Steven Conklin, "Steven.conklin.6@us.af.mil"
- Laura Young, "It would be helpful if we could pull the charts specific to the event noise for the committee and

the public.”

- Elena Byrgazova, “May I ask how this matters, whether complaints are submitted by multiple people or an individual? Is a single individual being discounted? Does a given person’s life not matter? The impacted location is what needs to be considered, please.”
- Karen Meyer, “Jerry, I will miss you! But congratulations”

DRAFT