



AVIATION NOISE MANAGEMENT

PORT OF PORTLAND

2021 YEAR IN REVIEW

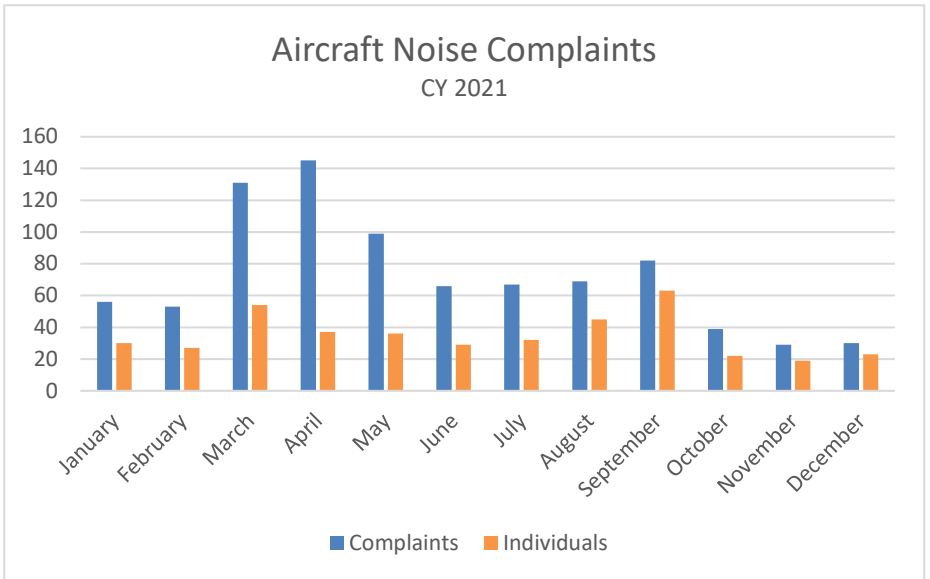
PORT AVIATION NOISE PROGRAM

The Federal Aviation Administration (FAA) is the sole organization in the United States responsible for the control of aircraft in flight. The FAA’s Air Traffic Controllers (ATC) direct aircraft into and out of controlled airports such as PDX, with the main consideration of ensuring safe separation of aircraft and safe operations. The pilot in command is responsible for control of aircraft in airspace not managed by the FAA. The Port of Portland cannot require that certain procedures be used but does work closely with the FAA to develop voluntary procedures to mitigate noise impacts.

The noise program focuses on arrival and departure procedures, limiting residential development near the airport, meeting regularly with the Citizen Noise Advisory Committee to review noise complaint trends and other related noise program issues, and pursuing aviation related outreach and education opportunities.

2021 NOISE INFORMATION

The Noise Management Office received a total of 866 aircraft noise complaints by 313 individuals last year. Two of the individuals contributed over a third of the annual total.



Noise Management Mission

Minimize, to the extent possible, the noise impacts from aircraft utilizing airports operated by the Port of Portland. Encourage cooperation and collaboration with internal and external partners.

For general information or to report a noise event dial: 503.460.4100 or contact us via email: pdxnoise@portofportland.com.



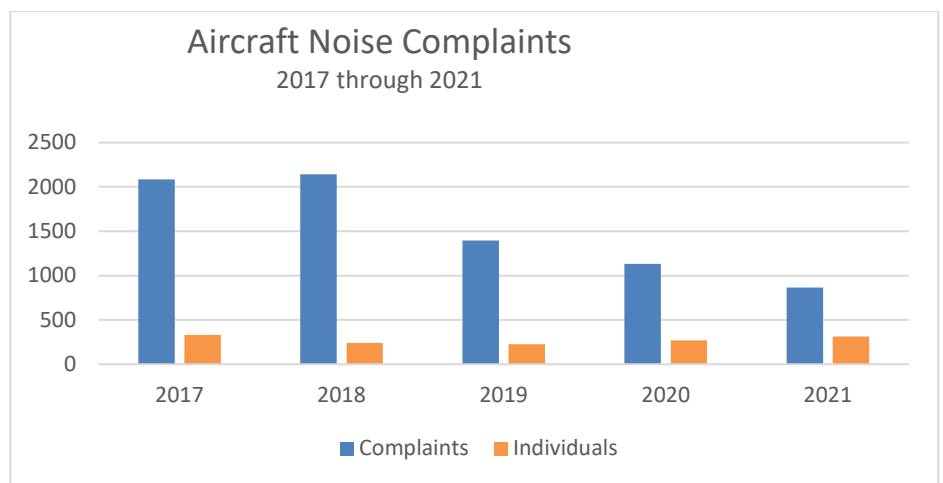
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The following table shows the type of aircraft operations associated with the complaints.

Operation	Individuals	Noise Comments	Common reasons
Law Enforcement	65	116	Late night circling
General Aviation propeller planes	55	184	Training activities, Overflights
Commercial Jet Arrivals	47	107	Satellite navigation (NextGen)
Military Jet Departures	41	63	Daily training operations
General Aviation Helicopters	30	35	Air Ambulance, Media, Tours, Training
Commercial Jet Departures	21	121	Satellite navigation (NextGen)
General Aircraft Noise	19	170	Not enough detail to categorize
Military Jet Arrivals	18	35	Overhead Continuous Decent Arrival
Cargo Feeder Arrivals	17	35	Landing on the crosswind runway

The number of aircraft noise complaints has been declining over the past five years while the number of individuals reporting noise events has stayed relatively consistent.



NOISE ABATEMENT PROCEDURES

Voluntary noise abatement flight patterns for jet aircraft at PDX were designed to keep aircraft over the Columbia River and away from residential areas to the extent possible. The noise management program monitors compliance with these voluntary procedures.

The following are noise abatement performance measures for 2021:

Target 1: Following departure from runways in east flow aircraft should remain over the Columbia River until reaching 7,000' of altitude or 11 nautical miles of distance for jets, 3,000' of altitude for turboprops.

- compliance rate for jet aircraft - 72%
- compliance rate for turboprop aircraft - 98%

Target 2: Following departure from runways in west flow aircraft should remain over the Columbia River until reaching 6,000' of altitude or 8 nautical miles of distance for jets, 3,000' of altitude for turboprops.

- compliance rate for jet aircraft - 87%
- compliance rate for turboprop aircraft - 97%



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Target 3: Jet aircraft should use RNAV (GPS) arrival and departure procedures and turboprop aircraft for arrivals.

- utilization rates for both jet and turboprop arrivals – 78%
- utilization rates for jet departures – 8%

Target 4: All capable aircraft and crews should use Required Navigation Performance (RNP) approach procedures. (Note – RNP is an advanced form of GPS based aircraft navigation)

- Utilization rate – 3.4%

While there are justifiable reasons why aircraft sometimes deviate from these noise abatement flight patterns, we strive to achieve the highest numbers possible, so we are considering ways to get greater voluntary adoption.

CITIZEN NOISE ADVISORY COMMITTEE

The Citizen Noise Advisory Committee (CNAC) is made up of 15 members, with 11 appointed by City or County jurisdictions in northwest Oregon and southwest Washington and four appointed by the Port of Portland. The committee meets six times a year to discuss aircraft noise and community compatibility. The Port is grateful to our CNAC partners, both committee members and appointing jurisdictions, for their continued work on behalf of their communities. CNAC meeting notes are available on the Port of Portland web site at: <https://www.portofportland.com/Committees/CNAC>

STAKEHOLDER ENGAGEMENT AND OUTREACH

Due to the COVID 19 pandemic the majority of our community and industry engagement events were cancelled. However, the Port of Portland's noise management team continues to meet (virtually) with the Citizen Noise Advisory Committee (CNAC) at PDX and the Hillsboro Airport Community Advisors (HACA) at HIO to provide information regarding aircraft noise issues to both committee members and residents. Members of the public continue to be welcome to join the virtual CNAC meetings. The team also continues to meet virtually with the Oregon Air National Guard, PDX and HIO Air Traffic Control, and aviation students at Portland Community College.