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

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|  | **MEETING MINUTES****March 9, 2017 5:30 PM****Portland International Airport Terminal Building****St. Helen’s “B” Conference Room** |  |

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| CNAC Members in Attendance  |
| Bob Braze | Washington County | Present |
| 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 |
| Ron Schmidt | City of Portland | Absent |
| Mike Yee | City of Vancouver | Absent |
| 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) | 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. Paul Shamy  | Oregon Air National Guard | Present |

**Introductions – 5:30pm**

Mr. Mark Clark, CNAC chair, began the meeting at 5:30pm by asking those in attendance to introduce themselves. Members in attendance introduced themselves, followed by two attending members of the public.

**Adopted Minutes**

Chair Clark called for any corrections to the November meeting minutes. No corrections or revisions were offered. A motion to approve the minutes was made and seconded by two attending members. The motion passed unanimously.

**Public Comment and Questions**

Chair Clark asked attending members of the public if there were any comments or questions. An attendee who was the operations manager for Aurora City Airport commented on his recent experience with a noise complaint. He had contacted the FAA at Hillsboro airport to relay the complaint and they directed him to the Port of Portland.

**ORANG 142 FW Overhead Continuous Descent Approach Proposal Presentation**

Lieutenant Colonel Paul “Opus” Shamy, chief evaluator pilot for ORANG, presented the current proposal underway for the 142 FW overhead continuous descent approach. Lt. Col. Shamy explained that ORANG is looking to request changes to their current 2-aircraft pattern for west flow.

Lt. Col. Shamy explained shared the LOA is currently for runway 28 left and right, and most of they time land on the south (28 left) runway. He continued saying, the pattern is limited to 2 aircraft, Monday through Friday during business hours, is only for home station pilots, and has a weather requirement of a 5,000 ft. ceiling and visability of 5 miles.

*Lt. Col. Shamy shared the following proposed changes and potential benefits:*

* Includes addition of runway 10L and 10R (primarily 10R), flown at 3,000 ft. at 300 knots.
* Includes a four-ship addition. This means four aircraft, flying in tight formation with first breaking early, then five seconds later (and 3,000 ft. down runway) the second will break, and third and fourth in similarly delayed pattern. This four ship pattern is similar to current 2-ship pattern, but adding 6,000 feet onto current airspace requirement. ORANG has an exemption to fly faster than 250 knots below 10,000 feet.
* Considering expanding to 7-days a week and expanding hours. During the first of the month many pilots arrive for training, and this expansion would allow for weekend approaches as well as approaches until civil twilight on long summer days. Earliest arrivals will still continue to be around 9:30-9:45. They are not looking for longer flight time, just more flexibility.
* Request for a closed pattern. If they have an aircraft with an emergency or a pilot needing a currency check, they have chase aircraft watch/monitor their landing. Currently that chase aircraft does a larger radar pattern to realign with the runway and land. With the new request, they could execute closed pattern and be on the ground in 30 seconds. This will be a climbing turn, which will be louder due to the need to add some power, but will fly a smaller pattern and get the jet on ground quicker. This would be used in emergency situations, which are estimated to occur about once or twice a month. He went on to say that 1-2 times a month, they need landing currency for a pilots that go a while without flying. He indicated this would likely only occur about 4 or 5 times a month.
* ORANG would also keep flying the existing pattern. This existing pattern will be about 65% of activity based on traffic flow. About 30% of visual overheads will be to runway 10R. About 5% will be over river.
* This new pattern would reduce noise, time overhead, and fuel utilization.
* Pattern is a longer ground track, but will be flying twice as fast, so will get to ground faster, typically 3-5 minutes faster.

Lt. Col. Shamy shared the intention in working with the Port to analyze the noise impact, gather community feedback, and develop a plan for some level of these procedures over the next month, then assess the impact with CNAC. Depending on the results, ORANG could incorporate this into a new Letter of Ageement.

*Questions/Comments:*

A committee member inquired whether this will put planes further south on 10R and further north on 10L at about 1000 feet. Lt. Col. Shamy replied that pitch and power settings of all planes will be virtually identical to what is occurring now, except they will be extending the length to allow for more space for landing more aircraft, with max of four aircraft.

A committee member asked if fourth plane would have to put on fuel to get all the way around the pattern? Lt. Col. Shamy affirmed that more fuel would be used but it would not be military thrust or a high-power setting, as planes will be in landing configuration, around 200 knots. He clarified that even the first plane will add some power.

A committee member shared concerns about the potential conflict with Pearson traffic. He articulated that when plane is turning base-to-final it will be around 1,000 feet. Lt. Col. Shamy replied that currently planes are at 3,000 feet and 300 knots, descending to 2500 feet, and then at 1700 feet when they start the final turn. He evaluated that unless someone from Pearson is a mile and a half off threshold, they won’t be a factor. In the case of a traffic conflict however, Lt. Col. Shamy shared that he expects air traffic control to coordinate and choose from the other available options, as it is not in their intention to put pilots in unsafe situations. He also noted that de-confliction on traffic occurs about 60 miles away, so there is adequate time for coordination. The committee member followed up asking if this is a modified or standard pattern? Lt. Col. Shamy replied that the pattern is different than an active duty base which would have an overhead box pattern. This PDX pattern is higher (3,000 feet) because of the noise issue, otherwise planes would come in at 1,700 or 2,000 feet.

A committee member asked if operations will be to the north runway when the south runway is closed, and if south runway were to be closed, would there be a problem doing a right-overhead on 10L. Lt. Col. Shamy confirmed that it is not their preference to land on the north runway because there is no arresting cable, because they need to cross runways and because the additional taxi time reduces the benefit of the faster procedure. He assured the member that landing on 10L would not be a problem for the ORANG, but would be more challenging for air traffic control in how they sequence the traffic. He confirmed that they are ambidextrous turners, and so going left on south runway or right to north runway wouldn’t be an issue.

A committee member asked how often they have visitors with which they train. Lt. Col. Shamy replied this would occur likely only 2-3 times a year for a 2-3 week period, and would normally occur in June or September.

On the topic of visiting pilots, a committee member inquired whether any testing had been done on the differential between F-15 aircraft and others. Lt. Col. Shamy shared his belief that they use the same techniques for noise abatement.

A committee member inquired about the maximum altitudes reached on the go around. Lt. Col. Shamy indicated that the altitude is likely about 1700 feet.

In response to the percentages mentioned (65% of activity as existing pattern, 30% to runway 10R, and 5% over river), a committee member asked whether the 30% is the difference between east/west flows. Lt. Col. Shamy replied that it was not the difference in those flows, but more likely weather. The member further asked whether the percentages represented an overall increase or decrease. Lt. Col. Shamy explained there will be more overhead patterns, with the historic amount still flown to the 28s.

A committee member inquired how ORANG is going to deal with issues of non-standard flight. Lt. Col. Shamy replied that they would not modify the pattern or deviate from the procedures. He explained that the only potential difference would be air speed and power, but flight pattern and altitude would be the same. Lt. Col. Shamy continued saying that sometimes they do request an overhead when there is an experienced controller, but if circumstances are not ideal, then the controller would deny the request.

The Port noise manager reminded the group that this topic and potential scenarios had been discussed in the November meeting, and it was apparent that it is difficult to ascertain what will be the specific impact of the requested changes. He reported that the radar system can’t display the ORANG flights, so it prevents understanding volumes which could correlate to impact. The staff member inquired what kind of tracking should be proposed for the trial period. Lt. Col. Shamy indicated that correlating noise complaints tracked to time of day ORANG is covering would be the easiest way. He shared flights are only logged in a pilot’s own training logs, but that ORANG training section should be able to go back and provide a monthly list of how many overheads were flown. He continued to evaluate saying this approach would require some additional research to determine which flow they were on. The staff member and Lt. Col. Shamy agreed to continue this discussion to enable impact evaluation.

A committee member inquired of Port staff if there had been any studies conducted by the Port. A Port staff member reminded the group that the impetus for the change was that pilots were flying to Klamath Falls to conduct the procedures, and that these procedures were created in response to budget cuts that reduced flying hours. He recalled that there was a discussion in the November meeting, followed by an issue briefing recommending that the procedure request be allowed, with a trial period to confirm that the noise results were similar to the 2008 noise measurements. He noted that ORANG had been a compliant noise partner over many years, which indicates ORANG will likely continue to be a good partner and execute the procedures as described. The Port decided to bring the issue to CNAC, with the idea that if there was a trial period, they could help in determining the pattern of complaints that might arise. Lastly, the Port staff member informed the group that if issues arise, they can be discussed, and adjustments could be recommended to balance the need for community livability.

One committee member asked whether ORANG coordinates with air traffic control (ATC). Lt. Col. Shamy shared that most military bases have someone in the ATC tower, but here in Portland that person is in the Guard’s unit where he has a good view of the runway and monitors radio. He explained that if there was an emergency or a closed pattern needed, it would be coordinated from about 15 miles out, and most controllers in the tower have seen a closed pattern and know how to proceed.

One committee member commented that his constituents would likely want to have the pattern used every time, and inquired when the pattern occurs now. Lt. Col. Shamy shared the best time to view the pattern would be after July. He noted that ORANG typically flies twice a day with 8:45 and 12:45 takeoffs, and 9:45 and 13:45 recoveries. A Port staff member shared that it is easiest to observe overhead approaches in the morning when it is busier.

A committee member proposed to proceed with a 6-month trial period after which results would be reviewed by CNAC. Another committee member seconded, and the motion was approved unanimously.

**Break**

**Bi-Monthly Complaint Report**

A Port staff member reported that February showed a spike in complaints, which were primarily from one person. He explained that likely was correlated with an east to west flow change that occurred after freezing weather had cleared. The Port Staff member also shared that when removing the top three complaint filers, neighborhoods were closer to historical averages.

*Questions/Comments:*

A committee member inquired where the frequent complaint filer was located, and what was the reason for the complaints. The Port staff member indicated the filer was from the Rosewood neighborhood, and the reason was focused on livability and impact on his neighborhood, not necessarily overflight.

A committee member inquired if the Forest Park complaint filer was the same person as a prior filer with which the committee was familiar. The Port staff member shared that this was a new filer calling about arrivals and departures. He explained that south diversion departures turn off the runway and by the time they are at 3,000 feet they are over the top of the complaint filer’s area.

A committee member inquired if the information shared was proprietary, or whether he could share these reports with others. Another committee member expressed that he is approached frequently on the topic and it would be helpful to share this report. A Port staff member clarified that all Port activities are typically public and confirmed that the information can be shared once it is obtained through a public records request.

A public member attending inquired whether the report was broken down based on GA, prop, etc., and how long it would take to process the public records request. The Port employee answered that while the report is not typically broken down in this manner, the Port usually researches, tracking the complaint and the kind of operation that generated the complaint. The Port member stated that the records request process typically involves contacting someone at the Port, and completing a form. He continued saying that the length of time usually depends on the length of the documents. The committee chair said that records requests for minutes usually have to wait to be processed until the minutes are officially adopted. A Port staff member also added that documents with identified names can be more challenging to get through.

**CAC Liaison Report – Joe Smith**

Committee member Joe Smith provided the following updates as the CAC liaison report:

* A long planning process had been conducted to change Alaska from the southside to northside, which would have significant noise implications due to the volume of flights, however just prior to breaking ground, Alaska decided not to move ahead with the project.
* Horizon is moving away from ground-entry aircraft into jetways which in turn impacted the way concourse E will be configured.

*Comments/Questions*

A Port staff member inquired whether they are still moving forward with Southwest? Mr. Smith confirmed they will be moving forward.

**Noise Manager’s Update**

Phil Stenstrom updated the committee that the mapping tool could be available in a web environment, and shared that it would make it easier for sharing on a mobile device while out in the field.

The committee discussed dates for the planning retreat, and decided on April 29th. Other than Joe Smith all members indicated they were able attend. Phil Stenstrom shared that the retreat is typically from 9am to 2pm.

There was some discussion about whether to combine the next May 11th meeting with the April 29th retreat. The group decided to keep both meetings on the schedule and decide at the April meeting if a May meeting was still necessary.

Phil Stenstrom informed the committee that they should all be receiving Gateway to the Globe invitations. He shared that this year will be a lunch, and will be Bill Wyatt’s final Gateway event, as he is retiring in June. A committee member inquired if there will be a table reservations made. Mr. Stenstrom indicated that this year they will not be reserving tables, but CNAC members usually find each other in the lobby and choose a table to sit at together. A committee member suggested it may be beneficial to have a CNAC member at different table to spread the message and connect with others about the committee’s work.

Phil Stenstrom shared with the group that he has been awarded a fellowship and will be out for the summer. He explained that Danny Garcia will be filling his role at CNAC during the summer months.

**Adjourn - 8:00pm**

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| **Next Meeting:** | May 11, 2017 / 5.30 p.m. – 8:00 p.m. http://www.portofportland.com/PDX\_Home.aspxPortland International Airport Terminal BuildingSt. Helen’s “B” Conference Room7100 NE Airport Way, Portland (Located at PDX) |  |