

**Port of Portland
Citizen Noise Advisory Committee
October 8, 2009
Meeting Summary**

CNAC Members in Attendance (Alpha Order by First Name)

Anne Holbert	Clark County	<input checked="" type="checkbox"/>
Beverly Bruender	Portland (At-large)	<input checked="" type="checkbox"/>
Dave Benfield	Clackamas County	<input checked="" type="checkbox"/>
Dick Goldie	Fairview/Troutdale/Wood Village	<input type="checkbox"/>
Joe Smith	Multnomah County	<input checked="" type="checkbox"/>
Karen Meyer	Maywood Park (At-large)	<input checked="" type="checkbox"/>
Kelly Sweeney	City of Portland	<input checked="" type="checkbox"/>
Koto Kishida	City of Portland	<input checked="" type="checkbox"/>
Maryhelen Kincaid	City of Portland	<input checked="" type="checkbox"/>
Mike Yee	City of Vancouver	<input checked="" type="checkbox"/>
Paul Speer	City of Vancouver	<input checked="" type="checkbox"/>
Steve Kerman	Washington County	<input checked="" type="checkbox"/>
Vicki Thompson	City of Gresham	<input checked="" type="checkbox"/>

Noise Management Staff in Attendance

Jason Schwartz	Noise Manager
Chris Blair	Noise Planner
Gregg Maxwell	Noise Analyst
Jerry Gerspach	Noise Analyst

Other Port Staff and Guests

Chris Corich	Long Range Planning and Noise
Lise Glancy	Government Relations
Steve Johnson	Aviation Media Relations
Rachel Wray	Community Affairs

1 **Welcome and Review and Approval of Last Month’s Meeting Summary – Maryhelen Kincaid**

2 After a brief discussion, it was decided that CNAC meeting summaries are not intended to be
3 meeting “minutes” and therefore should document the general themes discussed,
4 important/key points, and decisions. Motions, actions, and votes should be recorded in detail,
5 otherwise, the reports should be summaries only and not overly detailed. The summary
6 should also describe any documents used or referred to during the meeting.

7
8 **Continuous Descent Overhead Approach Project Update (CDAOH) – Jason Schwartz**

9
10 After review of CNAC’s resolution in support of the CDAOH with the operational restrictions
11 described, the Port adopted a formal position supporting the use of the CDAOH approach. This
12 was communicated to both the Oregon Air National Guard (ORANG) and the Federal Aviation
13 Administration. Additionally, stakeholders including neighborhood coalitions, neighborhood
14 association and individual residents who have expressed an interest in the CDAOH were advised
15 of the Port’s decision.

16
17 Coordination is taking place between ORANG and FAA to establish procedures for the request
18 and approval of the CDAOH. To date, no CDAOH’s have been flown at PDX since the 6-month
19 test concluded. (The last CDAOH flown was in February, 2009).

20
21 As per CNAC’s recommendation, the Noise Management Department will provide a six-month
22 report to CNAC quantifying the number of CDAOHs flown and the number of complaints
23 received.

24
25 Having completed the work on the south turn, Jason reported that the Port is reviewing the use
26 of the CDAOH with a north turn (during which the aircraft turns north overflying PDX and
27 Government Island thereby avoiding residential overflight). The north-turn was explored in
28 2008 but tabled due to the impacts to air traffic management. Data compiled in 2008 indicated
29 the community noise impacts in both Portland and Vancouver were minimal and in fact, less
30 than the impacts associated with the south turn. Additionally, the north turn eliminates
31 residential overflight. Consideration of this procedure was requested by communities south of
32 PDX.

33
34 CNAC Member Mike Yee expressed concerns with the noise impacts to Vancouver. Member,
35 Paul Speer encouraged the Port to pursue an outreach program for communities in Vancouver
36 which may be impacted. Jason indicated he would meet with the CNAC Communications and
37 Outreach Task Force to develop an outreach plan.

38
39 **Addressing Noise Issues in the Airport Futures Project – Chris Corich**

40
41 Chris Corich, Manager of Long Range Planning and Noise, made a presentation describing the
42 status of the Airport Futures project and plans for a new working group to address noise
43 impacts beyond the 65 DNL contour. Chris advised that this working group is expected to begin

44 work in early 2010 and will sunset after 6-12 months. The goal of this group will be to help the
45 Port and nearby cities (i.e. Portland, Vancouver, Gresham), to identify strategies for reducing
46 the impacts of aircraft noise which are outside the (typical) scope of Federal Aviation
47 Regulations Part 150 which focus primarily on noise levels at or above 65 DNL. He recognized
48 that work is currently being done by Noise Management in conjunction with CNAC in this area,
49 but the goal of this new working group will be to look “outside the box” to identify
50 opportunities not previously considered. Membership will be open to members of the Airport
51 Futures project and Public Advisory Committee (PAG), interested CNAC members, and
52 members of the public.

53

54 **Welcome to Gresham – City of Gresham Councilor, Shirley Craddick**

55

56 Shirley Craddick, Councilor for the City of Gresham welcomed CNAC to Gresham and thanked
57 the committee for their work and for meeting in Gresham.

58

59 **CNAC / TAG (Technical Advisory Group) Communications – Maryhelen Kincaid, Steve Kerman**

60

61 CNAC Vice-Chair Steve Kerman introduced a proposal to amend CNAC’s Charter to include a
62 policy governing CNAC communication with members of the Technical Advisory Group
63 (TAG) and other industry stakeholders who volunteer in support of CNAC. Steve explained
64 the intent of the proposal was to help ensure CNAC maintains a constructive relationship
65 with TAG members and others who support the committee’s work and to protect the
66 relationships between these experts and the Port and CNAC. The text of the proposal
67 follows:

68 *IN ORDER TO PRESERVE THE EXCELLENT RELATIONSHIPS WE HAVE WITH OUR TECHNICAL ADVISORY*
69 *GROUP (TAG) THE FOLLOWING MOTION IS MADE TO CLARIFY THE MECHANISM AVAILABLE TO CNAC*
70 *MEMBERS TO ADDRESS GENERAL QUESTIONS, REQUESTS AND ANY OTHER COMMUNICATION WITH*
71 *TAG AND OTHER PARTICIPANTS IN CNAC DELIBERATIONS*

72 *A MOTION TO AMEND THE CNAC CHARTER SECTION 5B AS FOLLOWS:*

73 *5.b The Port will assemble a Technical Advisory Group (TAG) comprised of technical consultants and*
74 *agencies and organizations with airport regulatory and operating responsibilities.*

- 75 i) *The purpose of the TAG will be to support CNAC by providing technical information.*
76 ii) *TAG membership, both formal and ad hoc may include representatives of the Federal*
77 *Aviation Administration, Oregon Department of Environmental Quality, State*
78 *Aeronautics Division, Oregon Air National Guard, City of Portland noise office,*
79 *airlines and pilots operating at the airport, the airport fixed base operator, speakers*
80 *and technical consultants.*
81
82 iii) *To avoid multiple contacts outside CNAC meetings and insure consistent information*
83 *and professional respect, CNAC members must submit all communications*
84 *requesting any information or action from any TAG member to the Port Noise*
85 *Department Manager.*

86 After lengthy discussion, the committee agreed to table the proposal pending further editing.
87 This will be added to the agenda for the November meeting.

88

89 **North Runway Extension Project (NREX) Update – Gregg Maxwell**

90

91 Noise Analyst Gregg Maxwell made a presentation focusing on the operational impacts
92 associated with the north runway extension project. Gregg explained the changes in runway
93 use and flight operations resulting from the closure of the north runway. His presentation
94 included runway-use data showing a comparison of crosswind runway use in 2008 versus 2009.
95 Comparison of the months during the north runway closure showed a significant increase in use
96 of the crosswind runway which resulted in significant increases in the number of over flights
97 and flight activity over communities north, south, and east of PDX. The neighborhoods south of
98 the PDX including Concordia, Cully, Sumner and Sunderland experienced the greatest increase
99 in over-flights due to the increased use of the crosswind runway.

100

101 Jason Schwartz, Noise Manager for the Port added that based on this analysis and concerns
102 about community impacts, the Port is working with the FAA and aircraft operators to explore
103 strategies to reduce/minimize NREX-related operational changes/impacts in 2010 and 2011.

104

105 **Public Comment**

106

107 A resident from Gresham Butte thanked the committee for visiting Gresham and for the flight
108 track/NREX information presented.

109

110 **Noise Management Updates and Reports**

111

112 Jason advised the committee that their work on the Continuous Descent Overhead Approach
113 study and the Port's decision to support this procedure at PDX will be reported to the Port
114 Commission during the Commission Meeting on October 14, 2009. CNAC members were
115 encouraged to attend so they may be recognized and thanked for their work on this project.
116 Steve Kerman, Vicki Thompson, Kelly Sweeney and Joe Smith indicated they would attend.

117

118 **Neighborhood Reports, Airport Noise Report, Other News**

119

120 Kelly Sweeney advised that CNAC outreach activities have reached over 1,000 residents and
121 more than 30 neighborhoods. Outreach has included making presentations at neighborhood
122 meetings as well as supporting/participation in community events.

123

124 There being no further business, a motion was made to adjourn the meeting. The motion was
125 seconded and passed. Meeting adjourned at 8:05 pm.

126

127 *Meeting summaries and information about CNAC and the Noise Management Department is*
128 *available on the Port of Portland website at www.portofportland.com. Copies of materials*
129 *referenced during the meeting or in meeting summaries may be obtained by contacting the*
130 *Noise Management Department at (503)460-4068 or (800) 547-8411 ext 4068 or by email:*
131 *PDXNoise@portofportland.com.*