



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

**MEETING MINUTES**  
 November 9, 2017 5:30 PM  
 Portland International Airport Terminal Building  
 St. Helen's "A" Conference Room

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
David Stenstrom	Clackamas 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	Present
Mike Yee	City of Vancouver	Absent
Linda Waller	City of Vancouver	Present
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		
Lt. Col. Paul Shamy	Oregon Air National Guard	Present
Devin Howington	Note-taker	Present
Brian Sweeney	Portland Police Bureau	Present
Gary Kunz	East Columbia N.A. Chair	Present
Pete De Vasto	Community member (Wilkes)	Present
Kathy Fuerstenau	Community member (Cully)	Present
Jerry Fuerstenau	Community member (Cully)	Present
Katie Shepherd	Reporter- Willamette Weekly	Present
Deb Harris	Community member (Beaumont/Wiltshire)	

**Introductions, Chair Mark Clark**

Mr. Mark Clark, CNAC chair, called the meeting to order at 5:30 PM. Everyone introduced themselves, including a few community members from the Cully neighborhood.

Chair Mark Clark said he wanted to make some housekeeping statements after the introductions. Chair Clark said it is our job to be able to listen to the info and then disseminate that info to the public. He remarked that when we have guests that come to speak, we want to make sure we are not putting anyone down, that we conduct ourselves well, and represent the citizens of our neighborhoods well here in the committee.

### **Adopt Minutes, Chair Mark Clark**

Chair Mark Clark asked if anyone had any comments for the minutes for the previous meeting.

Mr. Joe Smith noted that he appreciated how promptly they received the minutes following last week's meeting.

Mrs. Kathy Fuerstenau noted that Ron Berg's name was spelled incorrectly in the minutes from the previous meeting. That is noted and will be corrected in the previous minutes.

There were no other corrections to the previous meeting notes, and they were adopted.

### **Public Comment and Questions, Chair Mark Clark**

Chair Mark Clark opened the meeting up for some Public Comments at this point in the meeting to accommodate the speakers, some of whom wanted to speak first and some of whom wanted to listen to the meeting and make comments at the end.

Community member Andrew Pritchard made comments to the committee. Mr. Pritchard said he has lived in NE Portland for over a decade and the past few months the overhead jets over his neighborhood have been driving him crazy. He said he thinks the practice flights need to be taken elsewhere in the country to non-urban areas. Mr. Pritchard said that he does not think the neighborhoods should change as much as they have changed with this expanded procedure. Mr. Pritchard stated that his backyard is no longer a place of peace and sanctuary; that now his house is shaking from the planes. Mr. Pritchard also said that many other neighbors feel the same way. Mr. Pritchard said this was a serious quality of life issue, and pointed out that it's occurring over neighborhoods with a lower socioeconomic status and he feels like it is an equity issue. Mr. Pritchard expressed concerns that this expansion of procedures would lead to even more expanded procedures later. Mr. Pritchard said he would not have chosen to live in the neighborhood for so long if he knew that this would be an issue. Mr. Pritchard also expressed concern about the incremental militarization of all aspects of life, and said that should not be tolerated, and that the massive increase in Overhead Continuous Descent Approaches is unnecessary. Mr. Pritchard said he does not think they should continue to do the procedure anymore.

Mr. Pritchard said there was a petition going around to officially reject the increased fighter jet activity. Mr. Pritchard also said that we should expect many letters from other Neighborhood Associations on this issue. Mr. Pritchard thanked the committee for their time and the opportunity to say what he wanted to say.

Mr. Ron Schmidt asked Mr. Pritchard where he lived, and he told him near 71<sup>st</sup> and Killingsworth.

Ms. Karen Meyer mentioned that leaving the politics out would help his case more. Mr. Pritchard responded that he had thought about that but that he decided to take the kitchen sink approach.

Mr. Joe Smith asked Mr. Pritchard what times of day he specifically notices the noise. Mr. Pritchard replied that he notices in the morning and middle of the day because he works nights. He mentioned when he is outside enjoying his yard he hears it. Mr. Joe Smith asked if he heard the jets when it is dark, and Mr. Pritchard said yes he has heard it at night.

Lt. Col. Paul Shamy asked where the petition was and how to find it. Mr. Pritchard provided a link to the online petition: [chn.ge/2zbLSxd](https://chn.ge/2zbLSxd)

A committee member asked how many airplanes he sees at once, and he responded that it was multiple planes at once. Mr. Pritchard reported seeing the landing gear from his backyard because they were so close, and he said he has definitely seen three or four planes at once, and also reported that it is nonstop with multiple planes coming in one after another.

Mr. Joe Smith asked what direction the planes were going when he sees them. Mr. Pritchard responded that he sees them going all directions and turning directly above his place, and that it feels like he lives under a major intersection.

There were no more questions, and Mr. Andrew Pritchard thanked everyone and sat down.

## **Update on Continuous Descent Overhead Approach (OHCDA), Lt. Col. Paul Shamy, ORANG**

Lt. Col. Paul Shamy provided the update from ORANG. Lt. Col. Shamy highlighted the 142<sup>nd</sup> Fighter Wing Facebook page, and mentioned that they post the night flying information and information about visiting units on that page. Lt. Col. Shamy said they put that information out there to help alleviate some concern over more or different hours that people are hearing fighter jet activity.

Lt. Col. Shamy provided an update on ORANG activity over the next few months:

### November

- Drill weekend was on November 4<sup>th</sup> and 5<sup>th</sup>. Lt. Col. Shamy noted that they flew 30 sorties during that weekend, which was a record. Lt. Col. Shamy said the reason for the increase was because they are increasing their readiness posture because they are deploying next year. Mr. Joe Smith asked if the flights occurred all day, and Lt. Col. Shamy said the flights were probably from 8 am to 5 pm.
  - A committee member asked how many of those flights were the OHCDA and Lt. Col. Shamy replied that none of them were because it was after the trial period had ended.
  - The increased activity seen over drill weekend was because they are increasing readiness to deploy, and we probably won't see that type of activity for a while, but they are getting ready for next year.
- November 9 is the last night of night flying this month. They are trying to get two sets of night flights in each night, which means flying later. Lt. Col. Shamy said people hear the night flying more than the daytime flights, but they are not flying the overhead. He pointed out the good thing about two flights per each time they fly at night is that they are able to get more of the requirements done per night which means fewer nights they are flying throughout the year.
  - Mr. Joe Smith asked if any Overhead CDAs were flown at night. Lt. Col. Shamy responded that none of them were because it is a visual approach and they are prohibited from using that approach at night.
- Flybys this month:

- Veteran's Day flyby on Saturday, November 11.
- University of Washington flyby on Saturday, November 18.

### December

- Drill Weekend in December is shortened to Saturday, December 2<sup>nd</sup>. They are flying a normal schedule on that Saturday. They are doing ground training and other preparation on Sunday.
- Night flying is the 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> of December, and they are doing 2 night go's during that time: around 5pm and 8 pm.
- No flybys on the schedule yet.

### January

- Drill weekend is on January 6<sup>th</sup> and 7<sup>th</sup>; they are doing normal flying then.
- No scheduled night flying
- No scheduled flybys.
- They are taking jets to Red Flag from January 25<sup>th</sup>- February 16<sup>th</sup>. There will be much reduced flying during that time.
  - Mr. Andrew Loescher asked him to explain Red Flag, and Lt. Col. Paul Shamy said it was the biggest combat flying exercise in the world.
- Mr. Kelly Sweeney asked how the training with the Taiwanese unit went, and Lt. Col. Shamy replied that it went well for both the Taiwanese unit and for ORANG.
- Mr. Joe Smith asked how many of the visitors fly the Overhead CDA during the trial period, and Lt. Col. Shamy said that all visiting pilots were briefed on the maneuver and almost all of them completed it.

Lt. Col. Paul Shamy provided a brief update on the CDOA procedure:

- Expanded procedure trial period was over on October 31.
- They are back to previous operations: 2-ship, RWY 28, Mon-Friday, etc.
- Lt. Col. Shamy said he has been working with Mr. Jerry Gerspach et al. to start to get a framework for analyzing the data.
- Lt. Col. Shamy reported that October 15 was a beautiful day, and the Fly Day they had was successful with a good turnout.
- Mr. Joe Smith asked if that day was an east flow and what percentage went to the east flow over the last few months. Lt. Col. Shamy responded that they flew the east flow a good amount in October but that this October was way above average for Portland weather.

Chair Mark Clark made a point that the group needs to be careful about using the term "Continuous Descent Approach" because the commercial flights already use the Continuous Descent Approach with NextGen, and he wants to encourage the use of it for commercial flights. Chair Clark said he would like the group to refer to the overhead approach that ORANG uses to be called the OHCD, the "OverHead Continuous Descent Approach".

There was a discussion about finding information about fly dates:

- Mr. Andrew Pritchard asked what measures the 142<sup>nd</sup> Fighter Wing took to inform the public about flying beyond Facebook. Lt. Col. Paul Shamy said they put out press releases and their PR department may do some other things.
- Ms. Karen Meyer asked if Mr. Andrew Pritchard gets the Port's noise alerts, and he responded that he recently signed up for those, but was concerned that the mainstream audiences were not getting the

information.

- Mr. Craig Walker said that there are some press releases and they do get picked up by The Oregonian sometimes.
- Lt. Col. Shamy added that occasionally the news stations report on the visiting units.
- There was discussion about the number of different news sources and the difficulty of reaching everyone with so many different options these days.
- Mr. Ron Schmidt asked how far in advance they post news about flights, and pointed out that the last Facebook post on the 142<sup>nd</sup> Fighter Wing page was for a flight that was scheduled later that day, which did not seem like a lot of advanced notice. Lt. Col. Paul Shamy said it depends but they try to get information on there in a timely manner and that he might look into that issue.

Mr. Craig Walker asked Lt. Col. Shamy what objections they would have to limiting the OHCDAs to the North runway. Lt. Col. Shamy responded they have a lot of objections because there is no cable on that runway. Mr. Walker asked how often they used the cable and there was a discussion about the necessity of the cables, and Lt. Col. Paul Shamy said they need the cable for those few times when they need it and they can't always predict when that will be.

- Mr. Joe Smith asked if the North runway would put people over Vancouver, and Lt. Col. Paul Shamy replied that it would be more over the water than the current runway. Lt. Col. Shamy mentioned the Overhead CDA was designed to be used on the South runway, and the North would not be an option for the majority of the landings unless they get a cable and it's a longer runway, but he sees the benefit.
- Chair Mark Clark asked about the difference in length between the North runway and the South runway, and Phil responded that it is about 1200 ft.
- Committee members also discussed the amount of traffic on the North runway as a possible limiting factor for using the North runway exclusively for OHCDAs.

Chair Mark Clark asked if there were any other questions on this topic and there were none.

### **Portland Police Bureau (PPB) Air Support Unit Update, Brian Sweeney**

At Mr. Phil Stenstrom's request, Chair Clark moved up the PPB Air Support agenda item to accommodate the speakers. Mr. Brian Sweeney provided the update.

- Mr. Sweeney did not have anything to add since the last update. He said was happy to answer questions.
- Mr. Pete De Vasto asked if the Cessna 182 was flight-ready yet. Mr. Sweeney responded that it was not mission ready yet.
- Mr. Ron Schmidt asked what the priorities and the main goals of the aircraft unit were. Mr. Brian Sweeney said sometimes they are on patrol support, or are doing follows or going on scene to get a better view for the ground units, and sometimes backing up the SERT unit, and sometimes deployed for Search and Rescue. Mr. Schmidt asked if they were on the ground until called for a specific reason and Mr. Sweeney said yes, unless they were on patrol support (which they did a lot of this summer). Mr. Schmidt asked if street racing was a problem and if air support was used for that. Mr. Sweeney responded that street racing was a problem and that air support has been used for that in the past.
- Mr. Phil Stenstrom asked Mr. Sweeney if after January he would brief the committee on the hours spent in the air and other activities from the previous year or so, and Mr. Sweeney said he or someone from PPB could do that.

- Mr. Bob Braze asked about PPB using drones and Mr. Sweeney replied they do not have a program and they are not talking about starting a drone program at this time.

## **OHCD A Analysis Framework, Kelly Sweeney**

Mr. Kelly Sweeney provided an update on the work of the CNAC OHCD A (or “Overhead Continuous Descent Approach”). This subcommittee included several CNAC members: Laura Young, Ron Schmidt, Kelly Sweeney, Mark Clark, Lt. Col. Paul Shamy, Jerry Gerspach, and Phil Stenstrom.

Mr. Sweeney told the committee that the subcommittee met twice to discuss the criteria and the framework for the data analysis and come up with recommendations to CNAC. Mr. Sweeney said the subcommittee took a lot of public feedback and tried to figure out the types of issues that were causing problems and tried to address those in the analysis framework. The framework included 5 sections, with questions in each section and the accompanying data that would be used to answer that question. The five sections mapped on to the requests that ORANG has made to change the current OHCD A procedures:

1. Authorized Aircraft
2. Authorized Runway
3. Maximum Formation Size
4. Pattern Hours
5. Provision for Closed Pattern

Mr. Sweeney said the group brainstormed what they wanted to see and what the group would want to see, and came up with the questions that they presented in the handout and compared that to data received.

Mr. Sweeney noted that it is interesting as you monitor the amount of disinformation that becomes fact and discussed on Nextdoor.com. Mr. Sweeney said they have been monitoring Nextdoor.com to see what people are saying about noise. There was some general discussion about Nextdoor.com and who sees which comments, etc. Chair Mark Clark mentioned that CNAC had asked to join Nextdoor.com as an association with posting rights, and they were denied by Nextdoor.com.

Mr. Sweeney continued to go over the questions in the handout, and welcomed questions and comments about the framework. Mr. Sweeney said the subcommittee’s goal in putting the questions together was to make it easier for Mr. Jerry Gerspach and Mr. Phil Stenstrom to answer the questions and satisfy the committee’s needs for clarification on the data about the CDOA when they make their decisions about their recommendations.

Mr. Sweeney pointed out a question about the closed pattern because they had noticeable complaints about that particular pattern.

Mr. Kelly Sweeney then asked the committee if this process was ok with the group. Mr. Sweeney stated that he wanted to make sure they are asking the questions that CNAC and their constituents want answered.

Mr. Joe Smith pointed out that it was very important to make clear the distinction between takeoffs, the OHCD A, and other landings so that they know exactly what people are complaining about, and pointed to the third question under the “2. Authorized Runway” section as an example of correlating the data. Mr. Smith said the critical thing they need first is all of the objective information: the altitude, the path, the decibel level on the ground, and other facts. Mr. Smith mentioned that a challenge of the objective facts is that some reports

do not match those facts, like when someone complains about the OHCDAs after dark, but there are no OHCDAs landings after dark. He made the point that they really need to nail down what the complaints are actually talking about: is it the OHCDAs or a takeoff or a straight-in landing? Mr. Smith made the point that it was hard to tell from testimony where planes are, but getting the objective track data would be a fact.

Mr. Joe Smith also said he was impressed with the work the subcommittee has done and expressed appreciation for the handout and the questions they came up with.

Mr. Joe Smith asked what happened with the last radar track request that was discussed in a motion at the last CNAC meeting. Mr. Phil Stenstrom gave an update on that request; he said he located the person in the FAA that is in charge of the DoD radar track program, but that the request is a little outside of their normal lane. Mr. Stenstrom said the Port explained carefully to them why they needed the data and how it would be handled and processed. Mr. Stenstrom said he is confident that they made their best effort at getting the data and reaching the right people. Mr. Joe Smith said the good news is that they haven't said no yet. Lt. Col. Paul Shamy asked if they said who needs to sign off for the DoD perspective, and Mr. Stenstrom said no but he hopes they will come back soon with that and more information and what is needed to get the tracking data.

Mr. Sweeney pointed to the questions in the handout that deal with this information; there are a few more questions in that section that include other tasks and discussion questions, including getting on social media sites like Nextdoor.com. Ms. Linda Waller asked about CNAC's efforts to get on Nextdoor.com as a group with posting privileges. Mr. Stenstrom said that CNAC's Nextdoor.com request was rejected. Ms. Waller asked if the Port had access, and suggested that perhaps the Port might have an easier time because they are a larger group. Mr. Gerspach said that it seemed like Nextdoor.com's position was that they believe the Port does not influence people's lives every day, unlike the utilities. Mr. Ron Schmidt mentioned that others have had pushback on the Port joining but might allow a smaller group like CNAC to join.

Mr. Kelly Sweeney asked if this data analysis process sounds fair and asked for a motion that suggest the Port go through with this analysis, and then in the January meeting report on their findings.

Mr. Andrew Loescher clarified that the motion would be supporting these questions as the questions that the Port would use to frame the data analysis, and then the group will hear the report in January and then vote on the issue in January or possibly March, and Mr. Stenstrom affirmed that.

Mr. Joe Smith noted that he wants the data analysis to ensure that they know if a complaint is concerning a takeoff or landing or OHCDAs in particular so that they can assess the noise involved with this maneuver in particular. Chair Mark Clark said that they would add an item in the data analysis framework. Mr. Phil Stenstrom pointed out that is a real problem with the dataset because they don't have complete data always, but will correlate the noise complaints and the times when they can. Mr. Stenstrom pointed out that the data may not be complete and able to determine what caused each event but that will be doing their due diligence to find out. Mr. Joe Smith said that CNAC will have a responsibility to communicate with the community and educate them and one of those things that the community needs to know is that we have ORANG here and there's nothing we can do about. Mr. Smith pointed out the overhead approach is a separate issue and that the group is limited to discussing the overhead only in this case.

Ms. Karen Meyer asked about an issue that came up in the last CNAC meeting, concerning changing the overheads to only the North runway to put aircraft over the river for more of the approach. She pointed out that in the data analysis she would like to see the options of pattern use are analyzed, specifically if more

could be run over the river.

Lt. Col. Paul Shamy indicated that the North runway would not be suitable for the majority of the OHCDAs, but that they did fly them occasionally. Chair Clark said he would make sure the analysis included the runways and the directions.

Community member Mr. Gary Kunz commented that the data points they are using are based on complaints could be incomplete because people won't call in. He said it takes 58 seconds to get through the phone tree before he can start his complaint, and that he doesn't call in anymore.

Community member Mrs. Kathy Fuerstenau said it has already been explained that they are not going to use the North runway and it doesn't sound like it's going to happen, but that it seems like if it is in the analysis it must be viable in some situation. Lt. Col. Paul Shamy said ultimately these questions may already have answers, but they will all be presented in January so that people who are not familiar with this process will know what all has been considered.

There was some more short discussion on the length of the North runway and the expense and difficulty of adding cables. Mr. Craig Walker asked why ORANG requested the North runway to be used in their proposal if it was not really a good option for the Overheads, and Lt. Col. Shamy said that they accept the risks of using it when the South runway is closed.

Mrs. Kathy Fuerstenau said she did not see the reasoning behind the why proposal was requested represented in the handout, and Mr. Kelly Sweeney responded that they would add that background information for the presentation.

Mr. Andrew Pritchard said the validity of the data is faulty and compromised because most people do not know about the noise complaint hotline and most people do not use the hotline. Mr. David Stenstrom asked what data he would use instead. Mr. Pritchard voiced concerns about the activity increasing more and more over time and said he believes jets should not be over the residential neighborhood anyway. Mr. Pritchard said this data avoids the bigger picture issue of the jets being over neighborhoods anyway.

Ms. Linda Waller said that without having complaints, if the dataset has the information that they are hoping it does, then it will give us answers to questions that no one has asked.

Mr. Dave Stenstrom said that canvassing the neighborhood and gathering data and activism would be one way to get the data and continue raising awareness about the issue. Mr. Joe Smith suggested that Mr. Pritchard go out and give the people the noise hotline number while he is circulating his petition.

Mr. Smith also said that CNAC is not here or in a position to discuss the existence of fighter planes at PDX and that the discussions are limited by that. Mr. Pritchard asked why CNAC could not include the broader philosophical issues into their discussions. Chair Mark Clark said that the Port and CNAC went through the same process in the past about ORANG's presence, and at that time there was not much a complaint. Chair Clark said there has only been a big complaint since the OHCDA procedures expanded and before that there were not many complaints. Chair Clark pointed out the commercial airplanes are newer and quieter. He also said that he appreciates the comments and he appreciates the signatures on the petition that Mr. Pritchard mentioned and that CNAC is here to advocate for community members.



Mr. Joe Smith said that the purview of this committee is not to address what the defense posture of the US military should be; that this is just not the body to address that issue.

Lt. Col. Paul Shamy said that processes like there are how they measure the feelings of the people and that ultimately they have to look at the big picture. He said the way to do that is with data and that they have sensors that measure noise and sounds and that they are working to get the best out of this data and we have to correlate that with the big picture to make the best proposal to CNAC that they (ORANG) can. Lt. Col. Shamy said your feelings matter and they are going to use the data to help sort that out.

Mr. Brian Freeman moved that CNAC endorses the framework as proposed with the Question 2, Item 3 expanded to define takeoffs and landings and to add the background as to why this request was given in the first place. Mr. Joe Smith seconded and Ms. Linda Waller offered a third. The motion passed and the vote was unanimous.

## **Break**

Chair Mark Clark called a break at this point in the meeting. Chair Clark brought the meeting back to order at 7:07pm.

## **Bi-Monthly Complaint Report**

Chair Mark Clark introduced Mr. Jerry Gerspach for the bimonthly complaint report. Mr. Gerspach reported on September and October of 2017. Mr. Gerspach said he provides a brief summary of complaints regularly at each meeting.

- 530 total complaints over the last two months, which is 100 complaints higher than the last few months. Mr. Gerspach said they have many more complaints on the military operations alone. This figure includes Hillsboro and Troutdale and PDX, so all noise complaints.
- 114 individuals submitted complaints.
- 501 of those complaints attributed to PDX with 103 individuals submitting complaints about PDX.

### Trends and patterns:

- The military arrival and overhead approach is front and center, as it was during the last period.
- Passenger jet departures are also a trend because of the Hayden Island and downtown Vancouver is the main departure area for these aircraft.
- Mr. Gerspach said there is a gentleman who lives near Forest Park/Cedar Mill on the west side of the park, and he has contacted the noise department several times about jet departures (he is the individual with the highest number of complaints). Mr. Gerspach said jets are at about 10000 ft. at that location. The jets take off to the west go along the river until approximately Sauvie Island and the southbound jets turn south at that point, and that individual also gets departures on the 28-flow.
- This is the first time general aviation operations have made it into the report, and it might be because the nice weather is bringing them out more. General aviation includes Life Flight flights. Mr. Jerry Gerspach said they have another regular caller that lives near 205 and Washington St. HWY 500 and he gets a lot of the northbound GA aircraft. Mr. Joe Smith asked if GA meant prop planes, and Mr. Gerspach said yes it meant general aviation non-jet aircraft.
- Mr. Kelly Sweeney asked if he was sure they were coming out of Portland and Mr. Gerspach said he researches each one of them and sometimes it varies but he does try to track where they are from.

- The complaints by month slide shows a large jump in October. In September they received 133 complaints and in October they received 368 complaints, which was the high for the year so far.
- Mr. Andrew Loescher asked what they were complaining about and Mr. Gerspach said he would get more specific later. Chair Mark Clark said that a previous CNAC chair had said the number of the complaints used to be in the 700-900 range and she was shocked to learn that the complaints had dropped off that much. It was noted that at that time two or three people would call in as many as 400 complaints and that really upped the numbers.
- Mr. Gerspach pointed out the slide's info on number of complaints vs. number of individual complaints overlaid with the averages by month for the last five years. Mr. Gerspach noted most of the individual caller numbers are pretty close to the averages but they are getting a lot more complaints from the same people, which means an increase in the total numbers of complaints.
- Mr. Jerry Gerspach showed a slide on the numbers of complaints per individual, and one gentleman submitted 165 complaints, and he believes that is the person that lives near Forest Park. The second complainer called 115 times, all in one day. The committee expressed amazement at that fact.
- Mr. Bob Braze asked why someone that complained that much was included in the data, and Mr. Gerspach said that is why he broke down the data to show the individual callers, but also that they have agreed to keep track of and present all the data, but he makes sure to show the data with and without the top three callers. Presenting the data with and without the top three callers is what they have agreed to do because of that issue.
- Mr. Bob Braze reported going to some neighborhood of a caller that called many times in the past and reported never seeing a plane during all the time he was there. Mr. Joe Smith asked if Mr. Braze would be willing to say that to a legislative committee and Mr. Braze said he would.
- Without the top three callers, the Cully/Concordia, East Minnehaha and Rainier were the neighborhoods with the highest complaints.
- Mr. Gerspach showed a complaint map and the locations of where the complaints were coming from. He said this map does not look much different from last month. Chair Mark Clark asked if he had a comparison from last year vs. this year. Mr. Gerspach said he could try to do that. Mr. Phil Stenstrom proposed that after the January meeting that the Noise Complaint Office could dedicate some time after March to do a yearly complaint report that might have more fine-grained detail like that. Mr. Stenstrom said they did not get to the annual review this October because of the OHEDA data, but that they would like to do that after they present all that data in January.
- Mr. Kelly Sweeney asked Mr. Mike Finch about the altitude over the West Hills and Mr. Finch said 3500 ft., and the top of the mountain is 1900 ft.
- Mr. Jerry Gerspach showed the noise alerts they sent out over the last two months. He said that he thinks there was a higher amount of calling because there were three military visiting units and many calls were about that.
- Mr. Gerspach asked if there were any more questions, and Mr. Joe Smith asked approximately how long it is between the incident and the phone call. Mr. Gerspach said it varies so much, but usually the call comes in fairly quickly after the event but the range of times is very large. Mr. Joe Smith pointed out the more we can pinpoint the time and the event then we can correlate the event to determine if it was a OHEDA or not, for example. Mr. Phil Stenstrom commented that there is one person who writes handwritten notes as complaints, saves them up for the whole year and mails them in.

## **CAC Liaison report, Chair Mark Clark**

Chair Mark Clark introduced Mr. Joe Smith for the CAC Liaison report. Mr. Joe Smith reported that it was a

short meeting and most of it was about the upcoming construction. Mr. Smith said the reason that it was a short meeting was because we went on a tour of the building, which he said was fascinating and CNAC should do that if they have the opportunity even if it wouldn't be terribly relevant to CNAC's charge. Mr. Jerry Gerspach asked if crowd control was an issue because the CAC was large, and Mr. Smith said the group was split into smaller groups so it wasn't an issue.

Ms. Linda Waller said she'd be afraid to see what all was going on behind the scenes, and Mr. Joe Smith said it really was impressive and that they know what they are doing down there. Mr. Joe Smith said the thing that was most significant to him was that Marty who lives on Hayden Island and at the CAC had been very vocal about the OHCDAs at the meeting, and Mr. Smith asked him about the recent Fly Day that he attended, and Marty responded that he thought it was going to be awful but it was wonderful and great for his constituents.

### **Noise Manager's Update, Phil Stenstrom**

Mr. Phil Stenstrom gave the Noise Manager's update. Mr. Stenstrom said it would not come as a surprise that they have spent the bulk of their time on the OHCDAs and there is more to come. He said that Mr. Jerry Gerspach is just about 100% deployed on the OHCDAs data, which is a complex task. He thanked Mr. Kelly Sweeney for updating the group on the data analysis framework.

Mr. Phil Stenstrom said he is trying to line up the Noise Symposium this year, which is in Long Beach, CA in February. Mr. Stenstrom said he contacts CNAC members in order of number years on CNAC, so he first asks the people who have served the longest and who haven't already attended if they are interested in going.

Mr. Stenstrom said he really appreciates the work of the OHCDAs subcommittee for their hard work on the data analysis framework. Mr. Stenstrom acknowledged the committee members who had praised the work of the group earlier in the meeting, and he reiterates that. Mr. Stenstrom stated that he wants the group to make good decisions and that he is pleased to hear that this analysis framework should help them make good decisions on the OHCDAs.

Mr. Phil Stenstrom said the aviation and the noise world continues to move along even though his office and CNAC have been pretty consumed by OHCDAs, but he hopes that the group can get back to the newest information coming out after they get through the OHCDAs vote. Mr. Stenstrom mentioned there was a big noise annoyance study that the FAA has done in around 20 airports around the country but the results are not available yet.

Mr. Stenstrom also said the FAA might revisit the 65 dB DNL as the federally defined threshold for "significant" aviation noise. Mr. Stenstrom said they will be looking out for any updates on that. He explained that DNL was the Day Night Level and refers to the way the FAA is defines and measures noise levels based on assumptions of number of operations for the year, etc. and creates a noise contour map based on that data. Mr. Stenstrom said that it would be very noticeable if you were inside the 65 dB contour. Mr. Stenstrom also said that PDX does not currently have any residences inside the 65 DNL. Mr. Stenstrom noted that what will happen with our noise contours is hard to predict, but we are nowhere near the significant levels which is good news.

Chair Mark Clark added that other countries around the world started out by labeling 65 dB “significant”, and some are now going down to 60 dB or 55 dB, and are generally more strict about regulating the noise. There was discussion about the choice of 65 dB as “significant”: it was a political compromise in 1974 after the original EPA study suggested 55 dB be considered “significant”. Mr. Andrew Loescher asked if the original report was something Mr. Stenstrom could send out, and Mr. Stenstrom said he could send it around. Mr. Stenstrom said the document is amazingly relevant to the issues that we are dealing with today.

Mr. Stenstrom thanked the committee and guests for all their time and contributions, noting that the OHCDCA discussion has taken a lot of time and effort.

Mr. Phil Stenstrom said he would try to get a tour on the agenda for next year, and perhaps some speakers that the group has expressed interest in. Mr. Stenstrom said CNAC will do their planning meeting for the next year’s topics sometime around April, so anyone with requests for agenda items, speakers, or activities should let him know between now and then.

Chair Mark Clark said internationally speaking that they have pushed in health to the Noise Symposium and he said the driving force is coming out of London. Mr. Joe Smith commented the international folks have been talking about health for a while. Mr. Joe Smith said in the ANR that they got yesterday that the FAA is thinking about centralizing the way they take noise complaints, and in the document it said it would take only 15 minutes for someone to make a complaint. Mr. Joe Smith pointed out that a process that long would drastically reduce the number of complaints and that the Port or someone should make a comment to the FAA about that drawback of the new system.

Ms. Linda Waller said it might be worthwhile for the committee to build a simple phone app that would allow someone to take a photo with a date and time stamp and a couple short questions to answer about the noise complaint. Mr. Joe Smith agreed that would be the kind of thing that would really be of value.

Ms. Linda Waller said the problem of an online system is that there are a lot of people that are not technically capable. Mr. Phil Stenstrom suggested that maybe the group adds a discussion of complaints processes to the agenda for next year. Mr. Stenstrom also said they may weigh in with the FAA for comments on their noise complaint process.

Mr. Kelly Sweeney asked where the group left the issue of noise disclosures in real estate transactions in Oregon (a disclosure requiring people to acknowledge they may receive aviation noise impacts at their property). Mr. Joe Smith said he was hoping the Port would take some leadership on that initiative. Mr. Phil Stenstrom said that the Port supported the concept of a statewide disclosure requirement, and Mr. Stenstrom sent a letter to that effect to the Oregon Dept. of Aviation as the responsible authority. He said it is with ODA and they haven’t moved on it to his knowledge. Mr. Joe Smith said the hope was that they would look at that in the 2019 legislative session.

Chair Mark Clark reported that Mr. Pete De Vasto had been listening to all aircraft and had some questions. Mr. De Vasto said when aircraft were making their approaches from the east over the fix called ADDUM, he believed the agreement was to have aircraft go over at 2500 ft., but he has been constantly hearing all the controllers have them go over ADDUM at 2000 rather than 2500 ft., which is the same for the right hand runway as well, and he wanted to point out that was happening in case that is against their letter of agreement. Chair Clark noted that it was Mr. Mike Finch that brought up this issue previously, and Mr. Mike Finch that 2000 ft. would be pretty low for the ADDUM fix point at 5 miles out. Mr. Finch said that he lives on

Gresham Butte 5 or so miles SE from ADDUM, and his issue was that they are crossing the Butte at 2500ft and that the controllers were giving that altitude as far out as Damascus, which was pretty low over that hill. Mr. Stenstrom said he believed the answer had been provided earlier in the summer and would follow up.

Chair Mark Clark asked what the agreement for altitude was there, and Mr. Mike Finch said the published approach was 2000 ft. at Adam. Mr. Craig Walker asked if the FAA has a map that shows all the minimum altitudes. Committee members responded that the approach plate has the procedure, and the ATC has the minimum vectoring altitudes, which is mainly a terrain concern. Mr. Mike Finch said that they are still all crossing over ADDUM or that area but they are at 2500 ft. when crossing that hill, and that it is loud inside his house.

Mr. Joe Smith said it has been a long time since there has been anyone from the tower, and said it would be nice to get someone next year. Mr. Smith also asked when the planning meeting would be. Mr. Stenstrom said it would be in late March-early April, and that in January they could schedule that. Mr. Craig Walker said he wants to second what Mr. Smith said and he thinks the FAA should stop by once a year. Mr. Phil Stenstrom said he agrees and said he reaches out periodically and will continue to reach out to invite local FAA staff.

Mr. Bob Braze said the military operations in the civilian airport makes the controller's job very tough, and he is curious as to why they have not been present for any of these meetings on the OHCA. Mr. Phil Stenstrom said that the controllers don't or can't typically engage directly in such public forums without agency approval and that their focus is on managing aircraft. Mr. Phil Stenstrom said he agrees it would be worthwhile to hear from them but they might not come.

Mr. Bob Braze said that it would be very tough to deal with the 4-ship formation and the OHCA. Mr. Phil Stenstrom said that the consensus from local FAA tower staff was that doing 4-ship formations was easier for the ATC from a workload perspective than multiple 2-ship formations. Mr. Phil Stenstrom said they will address that in the report in January.

### **Adjourn, Mark Clark**

The meeting was adjourned and best wishes for happy holidays were given out.