



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

MEETING MINUTES
Jan. 14, 2016 5:30 PM
 Portland International Airport Terminal Building
 St. Helen's "A" Conference Room

CNAC Members in Attendance (alpha order by first name)		
Andrew Loescher	At-Large (Clark County)	Present
Beth Duvall	City of Vancouver	Present
Bob Braze	Washington County	Present
Brad Robison	Clackamas County	Absent
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	Absent
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	Present
Mike Finch	At-Large (Multnomah County)	Absent
Mike Yee	City of Vancouver	Present
Ron Schmidt	City of Portland	Present
Tina Penman	At-Large (Port of Portland)	Present
Staff Members in Attendance		
Jerry Gerspach	Port of Portland Noise Management	Present
Phil Stenstrom	Port of Portland Noise Program Manager	Present
Technical Members and Guests in Attendance		
Col. Paul T. Fitzgerald	Oregon Air National Guard	Present
Sgt. Josh Goldschmidt	Portland Police Bureau – Air Support Unit	Present

Introductions and Adopt Minutes

Mark Clark, CNAC Chair, called the meeting to order. Members introduced themselves and Chair Mark Clark recognized new committee members. The committee welcomed Beth Duvall, who will be representing the City of Vancouver, and Colonel Paul T. Fitzgerald, who presented on behalf of the Oregon Air National Guard.

Mark Clark asked if anyone had additions or corrections to the November 12th meeting notes. As there were none, the motion to approve the November 12th meeting notes passed unanimously.

Public Comment and Questions

There were none.

ORANG Mission Briefing

Colonel Paul T. Fitzgerald provided an overview of the mission and role of the 142nd Fighter Wing, part of the Oregon Air National Guard. He explained that the mission of the 142nd Fight Wing was to provide mission ready units to sustain combat air superiority and peacetime taskings anytime, any place in service to the nation, state and community.

Col. Fitzgerald gave a brief history of the Oregon Air National Guard at the Port of Portland, noting that it had been based there since 1948. He presented the structure of the Oregon Air National Guard (ORANG) and explained that it comprises two large bases: one in Klamath Falls, Oregon and one in Portland.

Col. Fitzgerald stated that ORANG's federal responsibilities were dependent on being prepared to deploy within 72 hours in order to support worldwide contingencies and provide assistance during national emergencies. He explained that ORANG often augmented active duty Air Force work and shared examples of current and future deployments, including a recent deployment to Romania over the summer to provide trainings and support the nation's NATO partners.

Col. Fitzgerald then went over ORANG's role in the Pacific Northwest, noting that ORANG was uniquely geographically positioned in the Portland metropolitan area to protect the entire West Coast. He stated that as part of this work, ORANG operates within the North American Aerospace Defense Command (NORAD), a 24-hour alert system manned with pilots and airplanes ready to deploy immediately. Col. Fitzgerald explained that the aerospace control alert focused on both local and external threats. He shared examples of recent high-profile intercepts performed by ORANG including multiple instances of long-range Russian bombers and a hijack threat in January 2013.

Col. Fitzgerald explained that another key aspect of ORANG's role was its commitment to the State of Oregon. He noted that while ORANG is a federally-funded force, it reports to the governor of Oregon unless mobilized by the President. He stated that as part of its responsibilities to the state, the Oregon Air National Guard provides defense support to civil authorities, protects life and property, and maintains peace and order to ensure public safety. Col. Fitzgerald then shared examples of recent ORANG operations in the state, including responding to forest fires, floods, and chemical dangers.

Col. Fitzgerald reported that ORANG employs almost 1500 members comprised of 600 full-time and 850 part-time servicemen and women, and makes a financial impact of almost \$147 million per year. He added that another important role of ORANG was its focus on community outreach and explained that the Oregon Air National Guard had recently raised \$60,000 in 2015 for Operation Santa Claus, a non-profit focused on helping veterans in need. Col. Fitzgerald then asked for if anyone had any questions.

Beth Duvall asked if the Oregon Air National Guard had any plans to return to the Incirlik Air Base in Turkey. Col. Fitzgerald replied that since the Air National Guard was still operating there, it was possible that the 142nd Fighter Wing could return in the future.

Bob Braze asked if ORANG planned to acquire F-22 aircraft. Col. Fitzgerald responded that he did not think there were any plans to do so as Hawaii and Virginia were already fitted with F-22s.

Joe Smith asked if any dispersal bases remained in the Pacific Northwest. Col. Fitzgerald explained that there were airports ORANG could operate out of if the Port of Portland was unavailable, often called “warm sites,” but noted that there were no designated empty bases put aside for that purpose.

Mark Clark asked if ORANG used a flight simulator. Col. Fitzgerald responded that the Oregon Air National Guard owns one simulator bay consisting of four simulators.

Craig Walker inquired about ORANG’s relationship with McChord Field Base Operations located in Washington state. Col. Fitzgerald explained that McChord by and large provides air transport and noted that while it was a useful option when unexpected needs develop during flights, ORANG does not interact with it operationally.

Mark Clark asked if McChord has an aircraft arresting barrier on site. Col. Fitzgerald said that there was a front end barrier there, but added that ORANG would only need to use it in the event that their own wasn’t working.

Sgt. Josh Goldschmidt asked about the training requirements for beginning pilots. Col. Fitzgerald explained that ORANG uses the Ready Aircrew Program (RAP) to structure how pilots are trained. Sgt. Goldschmidt asked how many flights the program included per year. Col. Fitzgerald responded that on average the program requires 8-10 sorties per month for younger pilots and 6-10 sorties per month for experienced pilots in order for them to be considered combat ready.

Bob Braze asked about ORANG’s relationship with the Navy. Col. Fitzgerald explained that ORANG maintained a great relationship with the Navy, adding that the relationship was particularly important since the Air National Guard does not have any active duty sites nearby.

Phil Stenstrom asked how joint training units were selected. Col. Fitzgerald informed him that they were primarily chosen based on an evaluation of capabilities and relationships.

ORANG Schedule Updates

Stepping in for Major Paul Shamy, Colonel Paul T. Fitzgerald gave an overview of ORANG’s upcoming flight schedule. Col. Fitzgerald noted that at the end of January/early February, the Oregon Air National Guard would be traveling to Tyndall Air Force Base in Panama City, Florida to test live missiles. He noted that similar trial runs had detected important deficiencies in ORANG heat-seeking missiles a couple of years ago and emphasized the importance of such testing.

Mike Yee asked if the military used drones as targets for the tests. Col. Fitzgerald replied affirmatively.

Bob Braze asked how many missiles ORANG currently carries. Col. Fitzgerald responded eight total, including heat-seeking and radar missiles.

Mark Clark asked if the missiles were recoverable after testing. Col. Fitzgerald stated they were not.

Mike Yee asked when ORANG would test its guns. Col. Fitzgerald replied that the guns would also be tested at the Tyndall Airforce Base; he explained that brave pilots tow banners with bulls eyes for testing.

Phil Stenstrom acknowledged the great partnership between the Port of Portland and the Oregon Air National

Guard and thanked ORANG for supporting CNAC and the Port's work on noise mitigation.

Review Part 150 Recommendations

Phil Stenstrom provided a review of the PDX Part 150 Noise Compatibility program recommendations. He informed the committee that the recommendations were meant to help guide the Port's work but pointed out that their implementation was not required. He shared a sheet that summarized all 27 of the recommendations with status descriptions that outlined any changes in status since the recommendation was last shared with the committee in May 2014. He pointed out that there were six recommendations that changed and explained that they would be the focus of the presentation.

Recommendation 2B: Turboprops Departing to the East - develop divergent headings and Performance-Based Navigation (PBN) procedures

Phil stated that Recommendation 2B was focused on implementing divergent departure headings and PBN procedures in order to encourage more precise flight patterns. He explained that the recommendation was listed as partially implemented because while divergent headings were implemented for turboprops, the Federal Aviation Administration had decided against building RNAV departures for turboprop due to lack of resources. There is no further action needed on this recommendation.

Recommendation 3A: Turboprops Departing to the West - develop divergent headings and PBN procedures

Phil noted that Recommendation 2B was partially implemented for the same reasons as 2B, but accounted for turboprops heading in the opposite direction. There is no further action needed.

Recommendation 7: Nighttime Preferential Runway Use

Phil stated that preferential runway use refers to the policy of having the Air Traffic Control Tower assign incoming aircraft to preferred runways under certain conditions. He explained that the recommendation was partially implemented because it was only implemented for west flow arrivals to minimize noise impacts, as east flow flights have been able to successfully self-select runways in a way that balances traffic between the two runways.

Recommendation 22: Follow-up Noise Advisory Committee

Phil explained that Recommendation 22 was designated as partially implemented because while a citizen advisory committee had been formed (CNAC), industry representation had not been included on the committee since the Port wanted to keep CNAC as a citizen committee.

Recommendation 25: Develop a Homebuyer Noise Brochure

Phil stated that the recommendation was started and a brochure was created using a significant amount of copyright-protected material. Securing usage rights would be time consuming and expensive, and creating original material would be a challenge as staff are expert in aviation noise, but not in other fields. He explained his decision to instead leverage online resources, since those resources didn't exist at the time the recommendation was drafted and because they have seen little demand for the information from community members. He will change the description status to not implemented for the next review period.

Recommendation 27: Develop a Soundproofing Brochures for Homeowners and Homebuilders

Phil explained that Recommendation 27 was similar to Recommendation 25 in that the original brochure became overly detailed and unwieldy. In the same vein, staff decided that it would be more useful to steer people to information regarding soundproofing techniques online. He will change the description status to not

implemented for the next review period on this item as well.

Phil informed the committee that the next PDX Master Plan would probably be developed between 2018 and 2020, possibly later and explained that it would include a comprehensive update of noise metrics as well as an updated noise exposure map (NEM). He then asked if the committee had any questions about the recommendations.

Bob Braze asked if the Port expected to construct any additional noise monitors at Hillsboro Airport. Phil explained that there were currently four monitors at the airport and there were no plans to set up more.

Craig Walker expressed interest in having CNAC evaluate the calm-wind runway assignment of 10L/R at night. He explained that when there is no wind dictating which runway should be used, traffic is directed all the way around (Vancouver or Portland) and in (to 10 Left or 10 Right), leading to a loop that necessitates more time, fuel, and noise. He questioned the designation of 10 particularly during the nighttime period of 9pm and after, and explained that between the period of 10pm-Midnight there were approximately two landings per each takeoff. He asked the committee to consider looking into potential changes in approach and noted that such changes may be more beneficial to residents of Vancouver and Hayden Island.

Joe Smith asked if it was possible to evaluate the number of days over the last several years when there was no wind and explained that hourly wind data would help demonstrate the significance of the issue. Phil replied that he did not have the data immediately available but said he would work with Craig and Joe to assemble the information. He proposed addressing the topic in the CNAC planning meeting in order to have more time for discussion. The committee supported this proposal.

Ron Schmidt explained that he understood the concerns, but also expressed fears that adjusting the flight patterns may simply shift complaints from one neighborhood to another.

Bi-Monthly Complaint Report

Jerry Gerspach reviewed the noise complaint report for November and December 2015. He reported that in this period, there were 78 total complaints from 49 individuals; 66 complaints were attributed to PDX and came from 41 individuals. He explained that complaints tended to decrease during the winter as the colder weather means windows are kept closed and the holidays typically keep people busy. He also noted that there was an increase in complaints from individuals in the West Hills area because of the predominant east flow over the two months. Other trends he recognized were a significant amount of complaints regarding helicopter overflights, commercial jets (arrivals and departures), and flow changes/deviations.

Jerry also provided a monthly breakdown of complaints from the past year. He noted that when looking at the number of complaints overall, they were pretty similar month to month, and matched up with averages from previous years.

He explained that the ratio of individual callers compared to repeat callers would be about 70:30. He demonstrated that if the three most persistent individuals were compared to the rest of the total complaints, their repeated complaints combined made up 37% of calls over the November-December period, with 63% made by individual callers.

David Hamilton, a member of the public, asked if the figures included complaints about the Oregon Air

National Guard. Jerry responded that that they did, but such complaints were very minimal.

Phil explained that anytime anything out of the ordinary is happening that may cause more traffic and/or noise, Jerry receives notice from the tower on a noise deviation hotline that lets him know if typical noise levels may be affected. Phil added that Jerry publishes the noise alerts on the PDX webpage ahead of time so that the information is made available to the public. He noted that such alerts were necessary only twice in the November-December period, once per month.

Noise Manager's Update

Phil asked the group about their preferences for the CNAC planning meeting, explaining that the annual meeting helped set the agenda for the upcoming year and was typically held on a Saturday early in the year. The committee approved tentatively scheduling the planning meeting for March 12.

Bob Braze notified the group that he would be observing flight patterns in Washington County in response to recent noise complaints. He explained that he used to perform surveillance while working for the Federal Aviation Administration and noted that he was excited to have the opportunity to use this experience to respond thoughtfully to the complaints. Phil thanked Bob for volunteering and recognized the work as an innovative form of outreach.

Phil informed the committee that Andrew Loescher and Mike Finch would be representing CNAC at the annual Noise Symposium conference in Palm Springs. He noted that the conference was a great information exchange opportunity as it brings together airport workers, industry representatives, vendors, and community members.

Phil shared a letter sent to the Oregon Department of Aviation (ODA) summarizing CNAC's request that the Port support a statewide requirement for disclosing aviation noise impacts during real-estate transactions on properties near Oregon airports. He explained that subsequent to sending the letter, Vince Granato, Port of Portland Chief Operating Officer and a member of the ODA Board reported that ODA would take the issue under advisement.

Joe Smith added that he attended the recent ODA meeting. He explained that he felt it was beneficial that the Port of Portland was on record supporting the idea and commended Phil's letter as a follow-up. The committee discussed next steps and Joe recommended that Port of Portland staff follow up on the letter with ODA staff and continue to work on the program.

Phil added that the draft CNAC charter had been sent out to committee members. He asked members to pass along any requests for changes. He also invited members to participate in the annual PDX Runway Run to be held September 24, 2016.

Adjourn - 7:59pm

Next Meeting:

Note – there is no CNAC meeting in March 2016
Next Meeting will be May 12, 2016 / 5:30 p.m. – 8:00 p.m.
http://www.portofportland.com/PDX_Home.aspx

Portland International Airport Terminal Building
St. Helen's "B" Conference Room
7100 NE Airport Way, Portland (Located at PDX)

Meeting notes humbly submitted by Nellie Papsdorf.