



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

MEETING MINUTES

January 11, 2018 5:30 PM
 Portland International Airport Terminal Building
 St. Helen's "B" Conference Room

CNAC Members in Attendance		
Bob Braze	Washington County	Absent
Brian Freeman	City of Gresham	Present
Craig Walker	Clark County	Absent
Joe Smith	Multnomah County	Present
David Stenstrom	Clackamas County	Absent
Karen Meyer	At-Large (City of Portland)	Present
Kelly Sweeney	City of Portland, CNAC Vice Chair	Absent
Laura Young	City of Portland	Absent
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	Present
Ron Schmidt	City of Portland	Present
Mike Yee	City of Vancouver	Present
Linda Waller	City of Vancouver	Present
Beth Duvall	City of Vancouver	Absent
Andrew Loescher	At-Large (Clark County)	Absent
Mike Finch	At-Large (Multnomah County)	Present
Tina Penman	At-Large (Port of Portland)	Absent
Staff Members in Attendance		
Phil Stenstrom	Noise Program Manager	Present
Jerry Gerspach	Noise Management	Present
Sean Loughran	Long range planning	Present
Steve Nakana	Social Equity Program Manager	Present
Aaron Ray	Long range planning	Present
Technical Members and Guests in Attendance		
Col. Sean Sullivan	Oregon Air National Guard	Present
Devin Howington	Note-taker	Present
Cheyenne Tuller	Community member (Roseway)	Present
Andrew Pritchard	Community member (Cully)	Present
Wendy Hambidge	Community member (Piedmont)	Present
Pete De Vasto	Community member (Wilkes)	Present

Introductions, Chair Mark Clark

Mr. Mark Clark, CNAC chair, called the meeting to order at 5:33 PM. Chair Clark introduced Colonel Sean Sullivan, the 142nd Operations Group commander for ORANG. Col. Sullivan said he is a native Oregonian and went to OSU and has been in Portland for 5 years. Col. Sullivan explained that he oversees 5 units in the ORANG, and said he is representing the Operations group and filling in for Lt. Col. Paul Shamy tonight because he is in the Netherlands. The remaining members of the committee introduced themselves, as well as the guests in attendance. Ms. Wendy Hambidge said she lives in the Piedmont neighborhood, she's here because she hears a lot of planes. Mr. Andrew Pritchard from the Cully neighborhood introduced himself and said he was here for any OHEDA updates. From the Port, Mr. Aaron Ray said he is a senior planning person with the port. Mr. Sean Loughran is the long range planning director. Mr. Loughran said Aaron will be working on long range planning and he wanted him to visit the CNAC committee. Another community member, Ms. Cheyenne Tuller said she lives in the Roseway neighborhood and has questions about some noise. Mr. Pete De Vasto, interested community member, is here as well.

Adopt Minutes, Chair Mark Clark

Chair Mark Clark skipped the meeting adoption agenda item until more members arrive for voting.

Public Comment and Questions, Chair Mark Clark

Chair Mark Clark opened the meeting up for some public comments. Ms. Cheyenne Tuller commented that she has lived in the Roseway neighborhood for the last 5-6 years, and is wondering about noise that she has heard at night over the last few months. She reported loud noise on weekends between 9 and midnight, but not every weekend. Ms. Tuller said she would like to know if this change is permanent. She reported that she did not believe it was military planes. Mr. Jerry Gerspach said he hasn't heard of any official change that would be causing that. Ms. Tuller asked if they had seen an increase in complaints in the past few months, and Mr. Gerspach did not say there had been any increases of the type she reported. Mr. Mike Yee pointed out that if the issue has been over nine months that eliminates the seasonal problem because of the change in direction from the flight paths. Mr. Gerspach asked Ms. Tuller if they were commercial jets, and she said yes except for one military maneuver. Mr. Gerspach suggested a runway closure most of the summer was causing cargo planes to use a different path, which may have affected the patterns of noise she is hearing now.

Ms. Wendy Hambidge reported that she has a similar problem. Ms. Hambidge said is at the West end of that neighborhood Ms. Tuller was speaking about. She said she noticed the military jets immediately moving in and has definitely heard those, but she said she also hears low rumbling late at night and early in the morning. Ms. Hambidge reported a lot of conversation on NextDoor about it: some complaints, some not. Ms. Hambidge suggested that someone from CNAC get on NextDoor to set the record straight, and Chair Clark responded that they have tried to get on as an official group and were not allowed. Ms. Hambidge pointed out that the president of the Neighborhood Association is on there. Ms. Linda Waller suggested the Neighborhood Associations get organized and complaint to NextDoor that they need groups like CNAC on there for this purpose. Ms. Waller also told Ms. Hambidge that the 142nd ORANG Facebook page has some information, and Ms. Wendy Hambidge said it was not just the military because it was too early and also that the noise was very regular.

Mr. Pete De Vasto said he lives near 148th and Halsey and he monitors the ATC frequencies and has noticed

that bigger cargo planes may reverse their engines when they land, which he pointed out makes a lot of noise. Mr. De Vasto said he can hear them more when the winds are calm, and that sounds can last for about 15 seconds. He also said you can hear the rumble of the planes when they are throttling to take off. Mr. De Vasto suggested checking the cargo landing times for the kinds of noises reported by the previous two community members.

Mr. Andrew Pritchard said he has thought about his testimony from the last meeting, and he said that he can't exactly tell if the noise is from a military maneuver or a different kind of plane. However, Mr. Pritchard suggested that everyone might now be more sensitive to noise overall since the military started their trial period. He said those military events have made him more sensitive to all aircraft noises, and he suggested that is happening for other people too. Mr. Pritchard said he is on higher alert and hears even more noise than before the OHFDA, because before then it was just infrequent enough. Mr. Pritchard likened it to a mild PTSD reaction to noise, and suggested the committee consider that when making their recommendations.

Update on Overhead Continuous Descent Approach Report, Mr. Phil Stenstrom

Mr. Phil Stenstrom said the OHFDA data analysis is coming to a conclusion but they do not yet have the report on the data finalized. Mr. Stenstrom said they were waiting for the FAA delivery of the tracking data because that was important data. Mr. Stenstrom said the FAA was supportive of the request and understand the data they are seeking, but there is an issue with identifying the aircraft with the data that is available. Mr. Stenstrom said call signs cannot be used as initially thought, but instead they need the squawk signs, which are not available. Mr. Stenstrom said he has some ideas on how to use the dates and times to try to get the data. Mr. Stenstrom noted the FAA data format is also an issue that could be a technical challenge. Mr. Stenstrom said the data become less useful as time goes on, and they will write the report with or without it.

Mr. Mike Finch asked if the squawk codes were saved on a piece of paper as part of debrief. Col. Sean Sullivan said the codes weren't saved because they did not know that was an important piece of data at the time, though they could save that in the future.

Mr. Andrew Pritchard asked if the report of the OHFDA data would be available online. Mr. Phil Stenstrom said the intention was to send it through the CNAC group first but would be available at the public meeting and through a records request.

Ms. Linda Waller offered that she may have some contacts that could help with the data format issues if she knew the format of the FAA data.

Long Range Planning update, Mr. Sean Loughran

Chair Mark Clark said he was pleased to have Mr. Sean Loughran here to provide an update on the long range planning of PDX. Mr. Sean Loughran is the Long Range Planning Manager at the Port of Portland. Mr. Loughran said they manage long range planning for all three airports: PDX, Troutdale, and Hillsdale. Mr. Loughran introduced Mr. Aaron Ray, who accompanied him today, as a newer member of the squadron of planners in his office. Mr. Loughran said CNAC asked them to talk about planning and give a planning update, and so he is here to give an update on the Master Plan, adopted in 2010. Mr. Loughran said Mr. Mark Clark and Mr. Joe Smith were both part of the Airport Futures process, a precursor group to CAC which helped develop the

Master Plan. Mr. Loughran said they periodically go to Portland Planning Sustainability Commission for updates and across the river to Vancouver to check in with Vancouver as well.

Mr. Loughran said Airport Futures finished the Master Plan in 2010, and it was adopted in early 2011. Mr. Loughran said now they are looking back at airport activity to see how the forecasts match up to what they have seen in growth.

Mr. Sean Loughran provided some background information on the Master Plan. He said Airport Futures created a long range plan that looked out to 2035. Airport Futures also set up a governance structure that was a collaboration between Port, City, and Metropolitan community. Mr. Loughran said they had a 30-member planning advisory group with extensive public engagement that included over 200 public venues. Mr. Loughran said that process created three key products: the Master Plan, the City Land Use Plan, and a community engagement group (PDX Community Advisory Committee). Mr. Loughran pointed out that prior to the new City Land Use plan, the airport had a burdensome and recurring process to request use of the land for the airport from the City.

Mr. Loughran said that out of these plans also came environmental sustainability work in the Columbia Slough, Urban Tree Canopy, mitigation for wetland impacts in Portland International Center and Government Island. Mr. Ron Schmidt asked if the Port owned Government Island and Mr. Loughran replied yes. Mr. Loughran said it is currently a resource for mitigation work for upland grassland areas, avian mitigation, and some older wetland mitigation areas. Mr. Ron Schmidt asked how much of Government Island is designated to mitigation. Mr. Loughran said the first grassland project is 50 acres, and he believes the total grassland area is 150 acres, but that he didn't have exact numbers for some of the other mitigation areas. Mr. Loughran also brought up that the Port has an agreement with the Parks System to allow some recreational access to parts of Government Island, but not in the exterior.

Ms. Karen Meyer said mitigation is great for avian wildlife, but was curious about how well it worked for land-based creatures like coyotes and other mammals. Mr. Sean Loughran said most of what they are mitigating for are the avian species. Mr. Loughran said they do have a big fence for the airport that is to keep wildlife out to keep out coyotes, and despite that, there is a lot of wildlife out on Government Island. There was some general discussion about the history of the island, including its history as working farms and cattle land.

Mr. Ron Schmidt said the people living on Hayden Island are really concerned about the sand berm being created from the erosion of the west end of Government Island and its impacts on accessing the North Portland Harbor. Mr. Ron Schmidt asked about the total acreage of the island and how much of that was dedicated to mitigation. Mr. Loughran said the whole island is 2200 acres and they are currently doing mitigation or have planned mitigation for around 300 acres. Mr. Loughran also said there is a natural resource management plan for the island beyond the mitigation opportunities that they have.

Mr. Sean Loughran continued with the presentation about the background of the Master Plan. He reported the forecast was a probabilistic forecast to understand the range of potential future activity to understand risks and opportunities of the industry. Mr. Loughran reported they do periodic track refreshes to make sure the forecasts were on track, and they were at one point within one percent of the most likely predicted forecast numbers or activity at the airport, which is extremely accurate.

Mr. Loughran said they finished the Master Plan in 2010. Mr. Loughran said the recession came pretty soon after that, and PDX lost 12% or 1.7 million passengers. Mr. Loughran said there were impacts on the industry

because of oil prices, and they saw a 13% reduction in seat capacity. But since then they have seen growth, and since 2016 they have seen record growth. The airport now has nonstop service to at least 77 points from 18 airlines and some great direct international flights (a new flight to Mexico City, London, Iceland, etc.). Mr. Loughran reported PDX is the smallest airport to sustain that kind of service both to Asia and to Europe.

Mr. Loughran showed a graph of the forecasts and the probabilities of the activities that they project back in 2010, along with the actual activity numbers to date. Mr. Loughran said they use the 50 percentile, or the most likely forecast numbers, for their planning purposes. Mr. Loughran pointed out that even though the forecast is now just above the predicted most likely activity numbers, that he does not think they should adjust the plans for more growth than anticipated because the growth seems to fluctuate and settle at around 2.3% over the long-term.

Mr. Loughran gave an update on Aircraft Operations. He reported in the late 1990s they had the most operations they had ever had, and saw a significant drop in operations after that. Mr. Loughran said that the airport is at about 100k fewer operations than at peak. Mr. Loughran said the change was due to the cost of fuel. He said the fleet got larger, the airlines got more efficient, and as a result more people are using fewer planes. Mr. Loughran also said newer airplanes are much quieter.

Mr. Sean Loughran told the committee said they have done a lot of follow-up studies since the Master Plan was adopted. Mr. Loughran said gate modeling helped design new remote aircraft parking that keeps the planes close by to increase productivity. Mr. Loughran said his goal is to have a balanced approach to meet the needs of the people, which means they look at the balance between capacity in the terminals, the number of gates, and the capacity for access such as the amount of parking, light rail, and all other landside access. Mr. Loughran pointed out that the large investments in the past decade have been to the airfield, which is in great shape and is expected to meet their needs for a long time.

Mr. Loughran said now they need to look to the terminal and the landside access capacities to be updated. Mr. Loughran showed plans for the aircraft overnight parking, and he said the work on that is upcoming.

Mr. Loughran said the big upcoming programs are the Terminal Balancing and the Terminal Core Redevelopment. The Terminal Balancing project is already under construction on the north side. The Terminal Core redevelopment will fix issues with terminal core, particularly with seismic upgrades and flexibility of use. Mr. Loughran also explained the Parking and Rental Car project is upcoming as well as some future plans to double track the Red Line MAX train to the airport to increase service reliability.

Mr. Loughran explained more details about the Terminal Balancing Project. He said that is 100% designed and they are getting permits from the city now. The purpose of the project is to balance the load of the business and gate usage in the airport, which is currently overloaded in the south side. The balancing project will balance passenger usage and thus the baggage system, which gives them a lot of system life and gets a better distribution of passengers. Mr. Loughran showed a picture of the North Terminal project, and explained it will look different as you drive in to the airport.

Mr. Loughran gave a few details about the Quick Turn Around (QTA) project as well. He said the QTA is where they process the rental cars with washing, vacuuming, and refueling, and is meant to meet the rental car needs. Mr. Loughran explained they will move around the rental car properties to free up more parking spaces in the old lots for passenger parking, which will also allow them to deal with UBER/Lyft. The new QTA is just east of the garage and will open in February. Mr. Loughran reported the new QTA will be state of the art and

more ecologically friendly and will be able to meet needs well past 2035. For example, they will collect all the water on the roof surface and that will be used to wash the vehicles. They also put in a well so they don't have to use potable city water for landscaping and other uses.

Mr. Loughran spoke about the tools they were using to plan for and anticipate future needs of passengers. Mr. Loughran said uncertainty is the new normal and resiliency is the new skill. Mr. Loughran explained they have to create flexibility in the planning and adjust and adapt facilities to meet new needs, and gave the example of cell phones as an object that has drastically changed how people use and interact with the airport. Mr. Loughran said that for planning they are not only looking at passenger numbers and capacities but also methodologies and how things are different, and they must be ready to adapt.

Mr. Loughran also spoke about being ready for the next challenge with security. He said they assume they will need larger spaces moving forward, but they will never be able to anticipate what the requirements are and again must be ready to adapt quickly.

Mr. Loughran said the industry will continue to change with the composition of the fleet and the airlines with mergers. Mr. Loughran provided an example of newer 76-passenger aircraft that have twice the range and can service a much farther market area, which means Portland can now be competitive in markets that were once out of range, which is really good for Portland's capacity. He also pointed out that the planes are getting quieter, too.

Mr. Loughran spoke about the changes the transportation network companies (Uber/Lyft) have brought about and what that means for the landside access to the airport. He said the queues to pick people up are longer, and future planning will take into account new technologies such as autonomous vehicles and try to figure out what the trends will be and how to support those trends.

Chair Mark Clark asked about the queuing problem and suggested that people text when they land but not have their rides leave for the airport until then. Mr. Loughran pointed out that the first thing people do is text to be picked up when the plane lands, which leads to more congestion and waiting time because people are at the airport already and the passengers still have to taxi, deboard, and get luggage.

Mr. Ron Schmidt asked about the transportation network companies and if there was a one-to-one reduction in the number of taxi rides that passengers are taking. Mr. Sean Loughran said there was not: there is some reduction in taxi use (and that depends on arriving or departing), but the biggest impact is in pickup/drop-off, which is about 35% of the load share. Mr. Loughran said pickup/drop-off is the worst in terms of capacity emissions because it takes a total of 4 trips to and from the airport and they also take up most time at the curb. Mr. Loughran indicated the best thing that has happened because of the transportation network is there is a reduction in pickup drop-off. Mr. Ron Schmidt asked if that was a pricing function too because Uber/Lyft are cheaper than taxis. Mr. Sean Loughran said that was likely, but also said that people are more likely to use a taxi when they arrive back at the airport.

Mr. Ron Schmidt asked how they count all those different behaviors. Mr. Loughran replied they have counters on every lane on the roadway and also use a lot of technology to help. He pointed out Uber/Lyft have transponders in all cars and they can track those pretty closely. Mr. Loughran also said the taxis are supposed to go to the hold lot and get called forward groups at a time, which makes counting them easier.

Mr. Joe Smith asked if there has been any change in people driving themselves, and Mr. Sean Loughran replied

there has been little change in parking and very little change in rental cars. He said parking has typically grown at a faster rate than travelers.

Chair Mark Clark asked about phasing out the DC-9s when that fleet is leaving. Mr. Sean Loughran said he was not sure about the timeline, but that those planes tend to go to the cargo industry after leaving the passenger industry. Mr. Aaron Ray said American is phasing them out but he did not know if they have the final flight set. Chair Mark Clark told the committee that his father built the DC-9 which was at the time supposed to be the quietest airplane. The committee noted how things have changed.

Mr. Joe Smith asked if they had to have special gates for the jumbos. Mr. Sean Loughran said they do and there are right now only a handful of gates where they can operate the jumbos, right on the end of the concourse. Mr. Mike Finch asked if the forecast for Portland suggested we would need to use more jumbos, and Mr. Loughran answered said not really; the Portland market was more likely to use the Dreamliner. Mr. Loughran said the Portland markets are long, thin markets but not huge capacity. He said the main reason we'd see a jumbo here is if it were diverted for some reason.

At that point Mr. Loughran and Mr. Ray needed to leave and they ended the presentation.

Chair Clark welcomed Mr. Joe Smith, who arrived during that presentation, and called for a break in the meeting.

Adoption of Minutes

After the break, Chair Clark called for a motion to adopt the minutes now that the group had a quorum with the arrival of Mr. Joe Smith. Mr. Ron Schmidt made the motion to adopt the minutes, and Mr. Mike Finch seconded. The motion carried unanimously.

Port Social Equity program, Dr. Steve Nakana

Chair Mark Clark introduced Dr. Steve Nakana to the group to provide background information on the Port's Social Equity Program. Dr. Nakana greeted everyone and explained he is originally from Cape Town, South Africa, and he is the Social Equity Program Manager for the Port of Portland.

Dr. Nakana told the group he would explain the Social Equity Program, explain what social equity means, and the explain the relationship between the Port's mission and the activities in the Social Equity Program, and he provided some handouts on those topics.

Dr. Nakana explained social equity for the group using a metaphor of three different people with different characteristics all trying to accomplish the same goal. Dr. Nakana said treating everyone with the different needs differently so that they all have an equal chance of success is what he means by social equity. Dr. Nakana said this was different from the concept of equality, which means everyone is treated the same no matter how their characteristics or needs differ. Dr. Nakana explained that the concept of social equity has been around for some time and has its roots in trying to redesign how services are provided. Dr. Nakana said social equity assumes that everyone is different and starts from a different place and we have to take into consideration what they have to offer. Dr. Nakana pointed out that social equity does not mean taking away from anyone, but rather it means increasing access for other people. Dr. Nakana said at the Port they recognize that not everybody comes from the same background.

Dr. Nakana said the program on social equity at the Port is trying to figure out how they can transform the Port by identifying the barriers that they might see or not see so that they make sure everyone can be successful.

Dr. Nakana provided an example of the social equity program's work by explaining how they have helped small businesses be successful at the Port. Dr. Nakana said a small business person is going to face barriers if they are going to apply for contracts at the port compared to a large business with a lot of resources and expertise in applying for contracts. Dr. Nakana said the Port asks themselves what they can do to have the small businesses compete for RFPs. Dr. Nakana said the Port has to come up with innovative ideas to figure out what barriers might be stopping fair access. He reported that each department is trying to use this way of thinking to figure out how to operate, particularly as the businesses and the demographics change over time. Dr. Nakana pointed out that PDX is the gateway for many people of many different cultures entering and exiting Portland, and so they are mindful of understanding how to deal with many cultures.

At this point in the meeting, Mr. Ron Schmidt excused himself to go to another function.

Dr. Nakana provided a history of the social equity program. Dr. Nakana reminded the committee of the PDX CAC Social Equity Ad Hoc committee, which finished their work in 2015. The recommendations of that committee were to:

1. Create an organization-wide equity definition and strategy
2. Create a template of equity considerations which could be used voluntarily with certain projects
3. Report out annually on progress toward certain equity goals

Dr. Nakana pointed out Mr. Phil Stenstrom has served on groups and provided valuable work toward these goals. Dr. Nakana said that social equity was included as an initiative in the Port Strategic Plan. Dr. Nakana said he was hired as the Social Equity Program Manager in 2016.

Dr. Nakana reported that social equity is a key part of the mission of the Port of Portland to "enhance the region's economy and quality of life;" he said "quality of life" is a key component of social equity.

Dr. Nakana shared the vision statement of the social equity program, which is to "promote social equity by advancing fair treatment and equitable inclusion and creating the conditions in which all people can participate, prosper, and achieve equitable outcomes with respect to the Port's business, employment, and services opportunities." Dr. Nakana shared some goals and hoped-for outcomes for the program. Dr. Nakana spoke about helping small businesses be successful here at the Port, as evidenced by places like Bambuza and other food trucks that have established themselves here. Dr. Nakana pointed out they think carefully about what local people and our international and national guests at PDX want to eat and do here at the airport. Dr. Nakana also pointed out outcomes are better when there is cognitive diversity (people with a different way of thinking about the same problem), which you can achieve by being diverse and inclusive. Dr. Nakana said he wants to push the Port to demonstrate regional equity leadership.

Dr. Nakana opened his presentation up for questions. Chair Mark Clark said the biggest barrier he sees for commerce is how they have had to move the barrier between boarding the aircraft and the people not boarding aircraft, thus not allowing everyone to get past security and enjoy the shops and the views on the other side if they did not have a ticket. Chair Clark expressed worry that that barrier will only get further away from the shops and may even extend to outside the airport at some point. Dr. Nakana said that security is the

issue there, and that there are issues with equity with the security process itself but he really can't speak to how to change the issue that Chair Clark brought up since security rules are Federal and the Port must comply.

Ms. Linda Waller said air travel used to be adventure and now it is a chore and could use a complete redesign to think outside the box and create more enjoyment for travelers like Chair Clark was mentioning.

Mr. Joe Smith said in all of the planning for the airport he hopes that there is a recognition that the airport is a gathering place and not just a place for travelers. Mr. Smith reported that he has used the airport as a gathering place for his family on several occasions. Ms. Linda Waller said she thinks Portland is exceptional in that people actually do want to spend time here. Mr. Joe Smith said it is unique in its community effort he doesn't want to lose that aspect of the airport.

There was more discussion on the different places you could and could not access in the airport any more. The committee bemoaned the lack of an observation deck, though one committee member suggested the view from the of the parking garage was pretty good.

Mr. Phil Stenstrom asked how people should channel input if they have it about social equity considerations. Dr. Nakana said it might depend on the topic, because it is a new program. Chair Mark Clark said having a place for people to gather and watch planes and see commerce would help lower the blood pressure of the visitors. There was more discussion about accessing the great businesses at the airport. Dr. Nakana said he is not sure how they could get around the federal security rules because the FAA is very strict about those rules.

Ms. Karen Meyer mentioned the Baltimore airport potentially piloting a program to allow public access to the concourses.

Mr. Joe Smith said it would be neat if there was a special line through security for people traveling that would allow them access to the whole airport. Dr. Nakana said that the equity program could consider issues that some people may have while going through security, such as people on the spectrum or people with hearing aids or people that cannot see. Dr. Nakana said that equity is about catering to the needs of a community that has persons with unique needs.

Chair Mark Clark asked for some examples on success stories from the program. Dr. Nakana said mostly what they have done so far was on the small business side, so they thought creatively on how to help small businesses finance to build at the airport, for example. Dr. Nakana said creating the mentoring program was a useful tool for that. He said that by changing the RFP template and policies around submitting they have managed to bring in many small businesses to the airport.

Mr. Mike Yee asked where they draw the line in how much assistance they offer. Dr. Nakana said that everyone still goes through the rigorous RFP process and they work to make sure that the people have a good concept and will be successful if they are allowed to be at the airport, but are just encountering some barrier to entry. Dr. Nakana said it is in everyone's interest to make sure those business are successful.

Chair Mark Clark thanked him for the presentation and the committee showed their appreciation to Dr. Nakana with applause.

Bi-Monthly Complaint Report, Mr. Jerry Gerspach

Chair Mark Clark introduced Mr. Jerry Gerspach to give the complaint report. Mr. Gerspach said he would be providing data on November and December. Mr. Jerry Gerspach said the complaints include complaints for all three airports is focused on the noise complaints regarding PDX or that aren't specific to any airport.

Total complaints:

- 231 total: 6 from Hillsdale and 0 from Troutdale
- 82 individuals reporting

Trends:

- Trial period for the OHEDA ended in October, and they still received 13 complaints related to the OHEDA during Nov. – Dec. Mr. Joe Smith asked if the complaints were about overheads actually happening rather than a straight-in landing. Mr. Jerry Gerspach said some complaints were more general in nature and were about the idea of the OHEDA procedure, but most were about specific noise events and could be verified through research.

Mr. Mike Yee said it doesn't seem right to lump in a complaint about overheads into the count if it wasn't about a specific event, but about the idea of the overheads. Mr. Phil Stenstrom said they have to be inclusive about keeping in the complaints even if they can't be sure what exact plane they are complaining about.

Mr. Jerry Gerspach showed a graph of the monthly complaint submissions. The graph showed the actual number of complaints per month along with the number of callers. There were lines on the graph that depicted the average complaints/callers per month over the past 5 years. This graph showed that every single month this year there were a higher number of complaints than the 5-year average. The November and December numbers were lower than the average month this year.

Overall 48% of 225 complaints about PDX noise were from the top three callers. The top complainer put in 36% of the complaints over the last two months (82 total complaints).

Mr. Mike Yee asked if they got complaints for departures and Mr. Jerry Gerspach replied they do. Mr. Gerspach reported that jet departure complaints were the second highest category of complaints over the last two months.

Mr. Jerry Gerspach shared the complaints broken down by neighborhood. The Cully and Concordia neighborhoods generated the most complaints during this time period when examining the data without the top three callers (Forest Park has the highest number of complaints when the top caller is included). Mr. Gerspach pointed out Rainier is a neighborhood that is newly showing up in the complaint map, and is due to one particular individual that is new to the area.

Mr. Jerry Gerspach showed a map of the complaint locations. There was a large cluster of complaints from just south of the airport.

Mr. Gerspach told the group there were three noise alerts posted in the last couple of months: one for night flying, one for a training exercise involving 13 F15s, and one for a temporary runway closure at PDX.

Mr. Jerry Gerspach asked for questions. Mr. Andrew Pritchard, a community member, asked about the graph because he said it showed pretty clearly a large increase in the amount of complaints over the past five year average. Mr. Pritchard asked if that directly correlated to the amount of military operations. Chair Mark Clark

pointed out there were many fewer complaints than when Ms. Maryhelen Kincaid was chair. Mr. Pritchard said he was asking specifically about the last five years and the data in the graph. Mr. Jerry Gerspach said that in the last couple of years they have been experiencing really high volume callers, as in the same people will call quite a few times. Mr. Gerspach said the overall number of calls about a departure or over-flight of some sort have gone down in the last few years.

CAC Liaison Report, Mr. Joe Smith

Mr. Joe Smith reported there has been no CAC meeting since the last CNAC meeting and offered the 10 agenda minutes to other topics.

Noise Manager's Update, Mr. Phil Stenstrom

Mr. Phil Stenstrom provided the Noise Manager's update. Mr. Stenstrom explained that he invited Mr. Sean Loughran here since it had been a while since CNAC had an update on the construction and planning for the airport. Mr. Stenstrom said the construction will be a big deal for the Port over the next few years. Mr. Stenstrom said he also wanted to invite Dr. Steve Nakana to introduce the social equity program because that will be deeply embedded in the way they do business. Mr. Stenstrom said all of the groups at the Port will be incorporating equity as an overlay on all their processes going forward with the goal of meeting the triple bottom lines (financial, social, and environmental sustainability).

Mr. Mike Yee asked where the Social Equity Program falls in the organizational structure of the Port, and if they were under HR. Mr. Stenstrom said the Equity group is with the Administration & Equity group, and HR is also part of that, but it is really an organization-wide umbrella to permeate the whole organization with social equity principles.

Mr. Phil Stenstrom said they will plan the annual offsite retreat at the March meeting, so bring your calendars. He said the retreat will probably be a weekend in April. Mr. Stenstrom said that in February Karen and Kelly will be attending the annual Aviation Noise and Emissions symposium in Long Beach, and they should have some reports in for the March meeting.

Mr. Phil Stenstrom showed the committee the new NextGen kiosk that is installed at gate C18. Mr. Stenstrom said they talked to the FAA about promoting the NextGen program more than 2 years ago and they have finally installed an informational kiosk that shows videos of the complexity of designing the procedures and shows how the river is used for arrivals and departures, and generally what NextGen and performance based navigation is all about. Mr. Stenstrom said Portland has had the routes in place for about 8 years now, and about 80% of the arrivals use them. Mr. Stenstrom encouraged everyone that had the opportunity to go by the kiosk and see the videos. Mr. Stenstrom explained that NextGen was satellite-based digital technology to help bring in airplanes precisely. He said the airport can increase throughput on the same lines because you have more precision, planes closer together, and thus and less congestion.

Chair Mark Clark said the biggest thing CNAC likes about it is because they start out higher and leave higher and thus are less noisy and glide down on a more continuous line without thrust, which is quieter and more comfortable.

Mr. Mike Yee asked who created the kiosk and the program. Mr. Stenstrom said people from Bridge Net

created the models and the videos, and FAA wrote the scripts. He said he doesn't know who built the actual kiosk, but that the FAA has been their main contact with that.

Mr. Phil Stenstrom asked if anyone had any questions, and there were none.

Mr. Mike Finch moved that the meeting be adjourned, Mr. Mike Yee seconded the motion.

Before the meeting was adjourned, Mr. Brian Freeman wanted to acknowledge Mr. Phil Stenstrom for receiving his Rotary Scholarship, which he pointed out was very prestigious. Mr. Freeman said he would like to hear it about it during a future meeting. Mr. Joe Smith said he would even be willing to come a half hour early or late to hear about Mr. Stenstrom's travel, if that would be a more appropriate use of the time.

The motion carried and the meeting was adjourned.

Adjourn, Chair Mark Clark

Next Meeting:

March 8, 2018 / 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)