



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

MEETING MINUTES

May 10, 2018 5:30 PM
 Portland International Airport Terminal Building
 St. Helen's "A" Conference Room

CNAC Members in Attendance		
Bob Braze	Washington County	Absent
Brian Freeman	City of Gresham	Absent
Craig Walker	Clark County	Absent
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	Present
Linda Waller	City of Vancouver	Present
Andrew Loescher	At-Large (Clark County)	Absent
Mike Finch	At-Large (Multnomah County)	Present
Tina Penman	At-Large (Port of Portland)	Present
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		
Col. Sean Sullivan	Oregon Air National Guard	Present
Devin Howington	Note-taker	Present
Tony Christensen	Portland Police Bureau-Air Support Unit	Present

Introductions, Chair Mark Clark

Mr. Mark Clark, CNAC chair, called the meeting to order at 5:30pm. There were brief introductions.

Adopt Minutes, Chair Mark Clark

Chair Mark Clark asked if anyone had any comments for the minutes for the previous meeting. There were none – the March CNAC meeting summary was approved.

Public Comment and Questions, Chair Mark Clark

Chair Mark Clark opened the meeting up for Public Comments.

Mr. Andrew Pritchard said he was looking forward to reading the meeting minutes from the previous meeting. He said it was unclear to him what was agreed upon, particularly the issue on visiting pilots performing the OHFDA. It was clarified that the CNAC vote was that no visiting pilots should be allowed to do the OHFDA.

Mr. Pritchard asked about the procedure for posting the meeting minutes, and commented that he had not yet seen the minutes from the last meeting. Chair Mark Clark said that after they received the minutes, the committee had 10 days to comment, and after that period they were allowed to go out to the public. Mr. Phil Stenstrom said the length and detail of the last meeting's minutes meant they took longer to prepare, and they will probably be posted the next few weeks.

Mr. Andrew Pritchard said he was really pleased with what was decided last week, but he does not know to what extent the CNAC group can make those changes in writing. Mr. Pritchard said it will be meaningless if it is not in writing, as the institutional memory may be lost with new leadership changes or time. Mr. Pritchard said in the interest of saving the time of this group, that they should make sure these changes are put in writing.

Chair Mark Clark said that they can keep the measures in place as long as necessary. He said the Guard is very proactive in wanting to follow the recommendations, so we are very fortunate in that regard. Col. Sean Sullivan said when he talked to the boss he said that was not a problem.

Mr. Andrew Pritchard asked Col. Sullivan how long the current deployment was supposed to last. Col. Sullivan said it was another month and half; after the 4th of July they expect to go back to normal flying patterns. Mr. Phil Stenstrom said in July, Col. Pirak is going to come and talk about how the Guard plans to implement the recommendations, and that a one-pager on that will be posted along with all the minutes.

Chair Mark Clark asked for comments from the committee on how the last meeting went.

Mr. Dave Stenstrom said he thought Chair Clark did a good job keeping everything on track.

Mr. Joe Smith said he thought Mr. Stenstrom's presentation at the beginning was very good and set the parameters well.

Bi-Monthly Complaint Report, Jerry Gerspach

Chair Mark Clark introduced Mr. Jerry Gerspach to give the complaint report. Mr. Gerspach said he would be providing data from the last few months as we did not get to the complaint report during the last meeting.

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:

- 311 total complaints (36 individuals)
- 299 that refer directly to PDX (27 individuals)

Trends:

- Jet arrivals

- Cargo feeder departures
- Law enforcement

Mr. Jerry Gerspach showed a breakdown month by month from January to April. He said all this year has been much higher than normal, and certainly the OHFDA is a piece of that. He also said the number of people who have called in has stayed relatively the same. He said he might re-work the report to focus more on the number of people who call.

Mr. Gerspach reported the top complainer submitted 119 calls and the second top complainer submitted 116 calls. Mr. Gerspach said the most frequent caller, from Forest Park, knows the operational procedures and he knows the planes are following procedure, but he wants to make sure that they know he's hearing it.

Mr. Joe Smith asked how many of the calls this period he thinks were triggered by the OHFDA. Mr. Jerry Gerspach said possibly one or 2. He said he thinks the people that called about the OHFDA were calling about it in general rather than reporting seeing it.

Mr. Mike Yee said the OHFDA is not the loudest thing that occurs.

Col. Sullivan said they flew zero OHFDAs in April while they were figuring out the recommendations.

Mr. Gerspach said that 83% of complaints are from the top three callers.

Mr. Gerspach gave data on the neighborhood call-in frequencies. Wilkes topped the list this time: of the 120 calls from that neighborhood, 119 came from one person. Mr. Gerspach said when we switch from 10 to 28 flow this person will check in with them again, fairly seasonally.

Mr. Gerspach showed the complaint data without the top three callers:

With Top 3

Wilkes
Forest Park
Banks

Without top 3

Cully
Concordia
Damascus

Mr. Gerspach said Cully has the highest number of individuals making complaints.

There was discussion about the flight path along the West Hills.

Mr. Kelly Sweeney asked what would appease the man in Forest Park, and offered to speak with him and answer any questions he might have. Mr. Jerry Gerspach said he just wants to report the noise. He said he talked to him once and explained to him the departure and arrival procedures, and the caller seemed to understand but wanted to continue to report the noise and believes in the ownership of his air space.

Mr. Jerry Gerspach showed the map of the complaints and the individual folks who have called. He said they regularly hear from the Cully and Concordia areas, and that is mostly due to cargo feeder noise. He said there was a little bit of an increase recently due to a crosswind.

Mr. Gerspach said there were a few noise alerts during this time period concerning runway closures. On 3/15

and 4/4 and the reason they put out noise alerts is that if it gets busy on the N runway that they will use the crosswind and so people might hear new or unfamiliar noise.

Ms. Linda Waller asked if it was possible to provide a comparison of the data from the last year or two. Mr. Gerspach went back to the monthly noise charts and showed the 5 year average line, which is historically lower than this month's complaints.

Ms. Linda Waller made the point that the average might be inflated or deflated with a particular year, and said she wants to see is what it was like last year and the year before. Mr. Jerry Gerspach said he could work on that for the next Noise Report.

Chair Mark Clark mentioned that City of Chicago received a million noise complaints in one month, and praised Portland's numbers by comparison.

Mr. Joe Smith said the only thing that was different was the small number of flights. He said he suspects that because of the turmoil around the OHEDA people were complaining not because they were hearing the OHEDA, but because they were hearing any plane noise.

Mr. Andrew Pritchard said that it has been discussed in the past few meetings, but the recent spike is that many more people are more sensitive to all airplane noise and not just the OHEDA. Mr. Pritchard he said he definitely notices more noise from all planes now.

Chair Mark Clark said that there are fewer complaints now than 3 years ago.

Ms. Linda Wallers said that it would be interesting to see the number of flights that occurred each month to see the number of complaints vs. the number of flights.

Chair Mark Clark said another factor is that runway closures make complaints spike. Mr. Phil Stenstrom said that is true and that it can be difficult for comparison for year to year. Mr. Stenstrom said seeing the data and trying to figure out why spikes are occurring is useful.

Mr. Andrew Pritchard pointed out some data may be missing due to fatigued callers who do not call in anymore.

Mr. Kelly Sweeney said it could also be because the CNAC members were going out and talking with the citizens and doing a good job on educating the people.

Mr. Joe Smith said that Mr. Jerry Gerspach's efforts at education to callers helped to allay fears.

Mr. Jerry Gerspach said that his experience is that people are different with their needs; some understand and feel satisfied after hearing the explanations and some just want to make sure that they report the noise.

Break

CNAC Planning, Phil Stenstrom

Mr. Phil Stenstrom facilitated a discussion on ideas for CNAC meeting topics for the year. He mentioned that there was a running document of ideas that had been mentioned during previous meetings, along with other materials, on the Sharepoint site that members can access.

Mr. Stenstrom proposed many ideas from his list, and there was lengthy discussion about the ideas and what the priorities might be. Mr. Stenstrom said he will sort out the priorities from this discussion and come up with a tentative plan for the next year of meetings. Mr. Stenstrom said that if any members would like to submit more ideas, please email, call, or drop by in person to share those ideas with him.

Noise Symposium Debrief, Karen Meyer and Kelly Sweeney

Chair Mark Clark asked Karen Meyer and Kelly Sweeney to give a brief review of their trip to the 2018 Noise Symposium.

Ms. Karen Meyer said this was her second symposium. She said to contrast the two meetings, 6 years ago the focus was NextGen and the latest technology in the service of navigation and how it would affect operations and noise. The NextGen program was designed to aid navigation and to take advantage of satellite based technology. The benefit was to expose fewer people to noise levels, but the unintended consequence was that those who were affected were affected much more, and even though noise has decreased for many the number of operations are increasing. Ms. Karen Meyer said there has been a lot of pushback against NextGen, and the FAA has been beaten in court involving some noise cases. Ms. Meyer said that it seemed like NextGen and related technologies have been relegated to back burner.

Ms. Meyer said this conference was geared toward sustainability and the future. She said information about things like supersonic flights, fuel, sustainability, emissions, alternative fuels were the focus. Ms. Meyer said it was nice to hear about that kind of thing, and that the general feeling was that there was an "obligation to not negatively affect the environment." Ms. Meyer also said they are working on reducing the amount of lead in "Avgas" which is general aviation fuel. There was also a focus on trying to grow the industry, because aviation is 5% of the US economy.

Mr. Kelly Sweeney thanked the committee and the Port for allowing them to go to the Noise Symposium. Mr. Sweeney said the last one he attended was 10 years ago. Mr. Sweeney expressed dismay that the attendees from other constituencies occupied a lot of time complaining about their own airports. He said he thinks the administrators need to do a better job keeping the questions on track and learning from speakers rather than hearing complaints.

Mr. Sweeney said the SST (Supersonic Transport) technology was fascinating. He said there was also a good discussion on health and noise and cardiovascular issues, and that topic is very timely.

Mr. Sweeney said they met SeaTac City Council at the meeting. The Council members invited CNAC to come talk to them to explain what CNAC does. Mr. Sweeney said they are really interested in what they do and how the Noise Office keeps their data. Mr. Sweeney said some members will go up there and explain how this group works and keeps the constituents informed, and said that's good that they made those connections.

Mr. Kelly Sweeney also said he was glad he is a part of this committee and said that all the work they are doing here puts the Port right up at the top. Mr. Sweeney said he was happy with the work they do, and said that we have a great situation with the Port and was also a unique situation with the military.

Mr. Phil Stenstrom said it is always a worthwhile week, and that it is helpful CNAC members can make themselves available so that everyone gets a chance to see what's happening and hear it for themselves.

Mr. Jerry Gerspach said the main reason they started doing this was so that CNAC members could find out about noise issues at other airports.

Mr. Kelly Sweeney said they are unique in that they are a group of citizens rather than elected officials in these types of roles.

Chair Mark Clark said they are glad to hear that we are at the forefront of some of these noise issues and public involvement.

CAC Liaison Report, Joe Smith

Mr. Joe Smith said the Annual Report was given out at the last PDX CAC meeting, which he shared with the group. Mr. Smith said the most significant thing that happened at the last meeting was that a community member and fellow CAC member, Mr. Erwin Bergman said that the community members were all pretty satisfied with the outcome of the CNAC OHFDA recommendations. Mr. Joe Smith said he was pleased to hear that. Mr. Joe Smith said that he clarified to the CAC that CNAC does not have any statutory power and we are a recommendatory body that advises the Port. Mr. Smith said the thing we have going for us is that ORANG wants to be a good citizen, and that is important to remember.

There were no questions for Mr. Smith.

Noise Manager's Update, Phil Stenstrom

Mr. Phil Stenstrom said that they are well along the way of wrapping up the overhead issue, and everyone is excited about that. Mr. Stenstrom said he thinks they have struck a pretty good balance and thanked everyone for all the work they put in on that.

Mr. Stenstrom said his additional duties on airfield operations have been fascinating. He said he has been talking about how the Noise Team can help support the operations and how operations can learn from Noise.

Mr. Stenstrom said they want to add technology to help support the team. Mr. Stenstrom said he wants to alleviate the burden on Jerry from typing up all the transcripts of complaints, and so they are hoping to get some voice-to-text technology, which would allow Jerry to spend more time talking to people.

Mr. Phil Stenstrom said the Caltrans Aeronautics Board invited him to participate in the Noise Officer Forum, where all the Noise Managers meet up. Mr. Stenstrom attended the Forum and got to tour the Northern California TRACON (Terminal Radar Approach Control) facility, which is impressive. Mr. Stenstrom said we have a small one here. At the NorCal TRACON, there are around 200 people there; 50-60 are air traffic controllers.

Mr. Stenstrom explained that the NorCal TRACON serves as the step between local control and Air Route Traffic Control Center (ARTCC), getting to about the 15K intermediate zone. The NorCal group is responsible

for 20 nautical miles and 33 different radar sectors. They have 19 satellites and Air Traffic Control towers, fusing data from 5 en route radars. Mr. Stenstrom said the computer facility is enormous because they are integrating all of these feeds. Mr. Stenstrom said it was very impressive.

Mr. Stenstrom said the Noise Managers were talking about complaint numbers during the forum. Mr. Stenstrom provided some numbers from other airports:

San Francisco: on target for 2.75 million complaints in the year. They are happy because that's down from 3.5 million last year. Mr. Phil Stenstrom said that some places have automated complaints with apps, so they can receive massive numbers of complaints. There was discussion about how Noise Offices can scale up.

Mr. Joe Smith asked what percentage of those calls were live calls, and Mr. Stenstrom said very few; it's almost entirely app based. He also said it is hard to know exactly what that means. He said San Francisco is in the middle of a metroplex operation so that is what is driving many of these complaints.

Oakland is on track for 150,000 complaints this year, and they are more similar to Portland operations.

Sacramento is a small hub and not in as urban of an area, and they are on track for 850 complaints.

Mr. Stenstrom said we are on pace for about 3500-4000 complaints for the year, and said that we compare very favorably to the other airports. Those numbers indicate we are probably doing some good things.

Mr. Dave Stenstrom asked if they talked about the amount of increase in volume with the switch from live calls to the app based system. Mr. Stenstrom said they didn't talk about that trajectory.

Chair Mark Clark said he was also curious how many people lost their jobs in the noise offices once they made the switch to apps.

Mr. Stenstrom said that was the extent of his update, and there were no more questions for him.

There were a few announcements at the end of the meeting:

Mr. Craig Walker said his last meeting will be in July because is he retiring and moving to Bend.

Mr. Joe Smith said you can go to the CAC website on the Port website to get the Annual Report.

Ms. Tina Penman arrived and was welcomed as the meeting was adjourned early.

Adjourn, Mark Clark

Next Meeting:

July 12, 2018 / 5.30 p.m. – 8:00 p.m.
http://www.portofportland.com/PDX_Home.aspx
Portland International Airport Conference Center
St. Helen's "B" Conference Room
7100 NE Airport Way, Portland (Located at PDX)



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