



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

MEETING SUMMARY
July 13, 2017 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	Absent
Craig Walker	Clark County	Present
Joe Smith	Multnomah County	Absent
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	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)	Present
Mike Finch	At-Large (Multnomah County)	Present
Tina Penman	At-Large (Port of Portland)	Present
Staff Members in Attendance		
Danny Garcia	Port of Portland Noise Program Manager	Present
Jerry Gerspach	Port of Portland Noise Management	Present
Technical Members and Guests in Attendance		
Maj. Paul Shamy	Oregon Air National Guard	Present
Jason Schwartz	Port of Portland- Noise Department	Present
Devin Howington	Note-taker	Present

Introductions

Mr. Mark Clark, CNAC chair, called the meeting to order at 5:30pm. It was announced that Mr. Phil Stenstrom is in Thailand on a Rotary grant earning a Conflict Resolution certificate. The committee members introduced themselves briefly. Mark encouraged the new members to introduce themselves to the group.

Ms. Linda Waller, new representative of the City of Vancouver, said that she retired from the CIA three years ago and moved to Vancouver, Washington. She decided to do some volunteering so she joined the Oregon Federal Executive Board and this committee (CNAC). Chair Clark asked how she found this committee, and she reported she found it on the City of Vancouver website. He asked if noise was an issue for her, and she reported that it was not and that she had not come with an agenda.

Chair Clark welcomed her and said that it is great to have someone here from the CIA.

Adopted Minutes

Chair Mark Clark asked if anyone had any comments for the minutes for the previous meeting. No one raised any comments and the previous meeting minutes were adopted.

Public Comment and Questions

Chair Clark opened the floor for public comments, but no members of the public were present at the meeting and there were no comments.

Update on ORANG Continuous Descent Overhead Approach and Public Comment

Lt. Col. Paul Shamy provided the update from ORANG on the Continuous Descent Overhead Approach (CDOA). He reported that generally over the next couple of months that they will follow the regular day schedule of ~8:45 takeoffs and !12:45 takeoffs except for the following updates.

- July flights: Some aircrafts are flying tonight (July 13, 2017) around 8:30pm or 9pm and landing around 10pm. That should be ending tonight.
- August: regular day flying up until the 26th and 27th for drill weekend. There will be potentially more flying that weekend due to a larger exercise, but likely no night flying.
- September will be somewhat noisy. He reported they are flying at night on September 5 through 8 with takeoffs around 8pm. September 11 through 22 there will be 8 F-16's in town from Ft. Worth, which means more aircraft in the pattern which they will be monitoring.

Mr. Jason Schwartz asked if the F-16's always used afterburners when they takeoff, and Lt. Col. Shamy replied that they won't in the configuration they will likely be using at first, but they might on some of their takeoffs.

Lt. Col. Shamy announced that they are almost at the halfway point for the CDOA trial period. Overall they've had 72 days since the start of May and they have flown overheads on 22 of those days, or about 30% of the time. Of those times, 87% have been on Rwy 28L, which is what they predicted for good weather, and 13% have been to Rwy 28R.

They did execute the Fly Day during a west flow and not over the East Columbia Neighborhood like they wanted, but it was still representative of the pattern. He reported that there was a pretty good response. He also reported they may offer a second Fly Day during an east flow later in the year if weather permits.

Lt. Col Shamy reported 3 closed patterns, 1 in June and two in July, which was as expected (1-2 per month as expected). He said he has seen a couple emails on that. The concern on that is generating noise on the 28 flow out over the East Columbia neighborhood. Chair Clark mentioned that got the attention of a citizen for the pattern on July 12. Lt. Col Shamy replied that flight did generate quite a bit of noise and that he spoke with the pilot about that. He described two techniques for doing that maneuver, and the pilot was using one that was a little lower. Lt. Col. Shamy stated that he has told the pilots to do the climb first and then the turn, which would generate less noise and stay within the footprint of the airport. A committee member mentioned seeing that pattern today and reported that it was remarkably tight.

Mr. Craig Walker asked about the altitude of the closed pattern on the downwind, and Lt. Col. Shamy replied that it was a minimum of 1600 feet before the final turn. He mentioned that the reason they are at that altitude is to get them back on the ground quicker than if they went up to a higher altitude.

Mr. Mark Clark asked if this procedure was to model a possible bird strike procedure and Lt. Col. Shamy replied that the closed pattern was a common procedure on active duty bases as a way to get a lot of patterns in quick succession. They only do it here for two reasons: as a chase emergency for the chasing jet, and then they also do the procedure when a pilot is re-upping their landing currency to ensure that their landing procedures are good. Lt. Col. Shamy said the close procedure is essentially for whenever they need to get an aircraft on the ground safely and quickly after an abnormal situation.

Chair Mark Clark asked if Lt. Col. Shamy had any comments on what happened on Saturday for the Fly day. Chair Clark and other committee members commented that they missed the overheads despite coming during the allotted time. Lt. Col. Shamy reported that those recoveries were only about 30 minutes earlier than they thought. He also reported that he thought the overheads were pretty good and they did a good job.

Chair Clark read an email from Ms. Maryhelen Kincaid, who was not at the meeting. She wrote about the Fly Day and reported that it went ok except for the demonstration for the approach being earlier than expected. She also reported that the noise was not overly loud and thanked the organizers of the day.

Lt. Col. Shamy said that his two big takeaways from the Fly Day were that the 142nd Facebook page does a good job of putting information out and he works with them to put out information on that page, and that they gave contact information out for their public affairs people and will continue to try to advertise for tour days, etc.

Questions/comments:

Mr. Craig Walker asked how often there was traffic coming in on 28R when they are executing the maneuver on 28L. He stated that the problems would go away if the maneuver could be executed to the right instead of to the left. Lt. Col. Shamy expressed concern about the different frequencies for the two tower controls and replied that it would be problematic to coordinate across the two towers. Mr. Danny Garcia said that visually both runways could probably be used simultaneously, and Craig concurred. Lt. Col. Shamy said he didn't know when there would be a time to do that when they are flying during the day. Mr. Danny Garcia mentioned that essentially you'd be stopping the traffic on that runway. The discussion covered some pros and cons, and Lt. Col. Shamy said that he will bring it up when he speaks with Tracy and Joe, but did not see that being a good solution. Mr. Walker stated that he just wanted to put this option on the table.

Mr. Kelly Sweeney reported that the complaints are usually about visiting pilots to the airport and less about ORANG. He reported seeing Navy planes fly down Fremont on the second weekend they were here. He suggested that the visiting pilots were not following the patterns they set out and were noisier than ORANG. Lt. Col. Shamy said that he personally briefs those guys and tells them they need to tighten up and that their patterns are not good, but it's a different procedure from what they are used to flying. He said this is also part of why they are seeing what the impact [of using the CDOA] is and if visiting units can fly the pattern appropriately. Lt. Col. Shamy said he will brief the F-16 units coming out in September on the issues with previous visiting units and that he'll see how well they will do.

There was discussion of what exactly the issues were, if it was altitude or noise or seeing the planes over neighborhoods, and Mr. Kelly Sweeney said that the NextDoor environment is interesting and there were lots

of comments about the flights. He reported that the majority of the comments were positive and very few were not happy about it. He also mentioned that there was an issue that had previously brought up by a citizen with horses who were knocked down a mile and a half away. Mr. Kelly Sweeney proposed that the visiting units follow the rules. Lt. Col. Shamy wanted the committee to know that if they continue to have visiting pilots that can't do the procedure without getting lots of noise complaints then perhaps it will be a procedure that only the ORANG can do. Chair Clark suggested that would be what he'd want. Lt. Col. Shamy stated that the primary concern is still the efficiency of the recovery, even if there is a little bit more noise or a little bit sloppier, because the efficiency is better. Committee members stated that made sense.

Lt. Col. Shamy said that the other main thing he tried to pass to concerned citizens was to report noise concerns with specific information such as a time and a location and a description of the event. He stated those details allow them to investigate and respond accordingly. He stated that they are serious about following the procedures but that they need good information and detailed complaints to be able to respond appropriately.

Mr. Kelly Sweeney asked if the public that Lt. Col. Shamy spoke with on Saturday were satisfied with his responses. Lt. Col. Shamy said that with the exception of the lady with the horses, yes. Chair Mark Clark reported that some public citizens were mischaracterizing some things Lt. Col. Shamy has said to them at the event. Lt. Col. Shamy replied that he appreciated the CNAC presence at the event and said they were a stabilizing force. He asked what the feedback was tonight about what needs to happen going forward; if there needs to be another Fly Day or what else needs to happen.

Ms. Karen Meyer stated that if we were going to follow up with another Fly Day it needs to be when we are in the east flow instead of the west. Lt. Col. Shamy asked if September or October was ok, and she replied yes since it would be different noise and a different pattern.

There was discussion about dates and what to call the CDOA test and when it ended. The trial period ends at the end of October. Mr. Danny Garcia said it would be a bit more tenuous to do a Fly Day in September or October because of weather, but that it definitely would be valuable. Chair Mark Clark said it would close up the initial request that they did cover all areas. The committee discussed dates and talked some airfield construction was brought up that would close the runway for 5-7 days and things might get crowded during that time. The tentative date for the fly day would be September 9, and Mr. Danny Garcia said he would be looking into that depending on the construction project and other complicating factors.

Lt. Col. Shamy reported that the new public affair person's number is: 335-4351, and he made sure everyone had his contact information. Chair Mark Clark brought up the communication problem on the times for the CDOA flights during this Fly Day and asked if he could get more detailed information directly from Lt. Col. Shamy, then he could send out better information to everyone.

Break

After the break another new member introduced himself. Mr. David Stenstrom said hello and said he was Phil's little brother and he is representing Clackamas County. He said he lives down in Wilsonville and has a wife and four kids. He mentioned that he is a doctor down in Salem. He also mentioned that he joined this committee because he saw an advertisement on Twitter for the position and contacted Jerry about the position. Chair Mark Clark said it has been a long time since they have had someone representing Clackamas county so the committee is very pleased to have him here.

PDX Fly Quiet Report- Jason Schwartz

Mr. Jason Schwartz gave the annual fly quiet report. He said the Fly Quiet program was the Port's strategy for monitoring the performance of air traffic control and the airlines relative to the PDX noise abatement flight procedures. The report-out includes the annual summary.

Mr. Jason Schwartz went over "East" and "West" Flow and all the different components of the presentation including: departure and arrival precision, early turns, and RNAV usage. He stated that they try to keep the planes over the river and not over residential areas (though he acknowledged Hayden Island was in the river corridor).

Mr. Jason Schwartz showed a slide of east flow and west flow: West flow is flight in a westerly direction when planes land or depart toward the west, and east flow is landing or departing to the east toward the mountain. He showed the spread of the percentage of flights using east and west flows by month. Overall it's about a 44% west flow and 56% east flow. Mr. Schwartz mentioned that there is ideally a 50-50 split between east and west flow so as to balance the communities exposed to aircraft noise. He said that wind is the major factor in determining which flow will be used and that air traffic control decides how to route the planes.

His graphs showed a flip between east and west flow depending on the month. Mr. Danny Garcia said to Ms. Karen Meyer that the winds typically start to shift in September/October from west flow to east flow and that would impact the flight day that was discussed earlier. In summer time they are predominantly in a west flow and in winter they are in an east flow.

For precision monitoring, Mr. Jason Schwartz showed the map where they are trying to keep aircraft for departures and landings, which is based on the width of the river corridor. Chair Mark Clark noted on that map there were quite a few flights all over the east side prior to coming in to the more narrow specific gate that Mr. Schwartz was discussing, and that he hoped NexGen was going to push the straight in pattern on the east side more over the river than it already is. He mentioned that many of his neighbors on the east side have asked if there was any way to get them to fly at higher altitudes or over the river for longer. Mr. Schwartz said he could analyze a flight patterns and report back.

Mr. Craig Walker asked what are the restrictions on a departure over Delta Park? Mr. Schwartz replied that right now that is only used for divergent headings for turbo props and the focus is mostly on keeping aircraft over the river instead. He said that heading over Delta Park is not preferable from a noise perspective, but that they could explore if there is a way to reduce noise going in that direction. Mr Walker said that it seems like an open area and it would be south of Hayden Island. Jason responded that the problem with flying south of Hayden Island is that the noise contour is wider than the flight path and it could still generate noise for that area and then potentially more densely populated areas on the other side of the river as well. Mr. Ron Schmidt said that Hayden Island would prefer to have operations over the river rather than on the south side. Mr. Schwartz said that they are centered over the river over the I-5 bridge.

Mr. Kelly Sweeney asked about studies about the FAA allowing single stream-outbound departures. Mr. Schwartz replied they had no indication that that would be necessary to use a dual stream the last master plan update.

Chair Mark Clark said that he recalled the study stating that once they hit the 93rd percentile when they needed to add the third runway, then they would use that methodology to alleviate traffic until the third runway could be built.

Mr. Danny Garcia stated the mix of aircraft not just the total numbers will affect the capacity of the airport and the need of using single vs. dual stream. Jason explained that the single stream departures merge into a single stream, and the double stream would allow airplanes to depart simultaneously but use different headings out of the airport. He indicated that the reason they use the single stream methodology is to keep everything over the river to cut down on noise since they are currently not operating at a capacity that would require maximum efficiency.

Mr. Jason Schwartz presented data on airline jet departures precision. He showed the gates that the jets should be within on the map and gave data on how often they are staying within those prescribed gates. The width of the gate on the west side of the airport is very narrow (~2,800ft). He mentioned that the FAA has enhanced navigation tools, such as RNAV, that are very precise. He also mentioned RNAV departure procedures are only usable by jets, and those jets that use that technology are very precise and are usually able to hit that narrow target. Jason mentioned that originally the gate was the width of the entire river, but CNAC asked them to pull that in to the more narrow width for noise and they did. He reported that the result of that is somewhat less precision on the west flow. He reported that almost 100% of the targets on the east side are hitting that much wider target. The data he presented are annual precision rates of jets and turboprops, presented by month and by gate (east or west). He showed there is a seasonal change in precision depending on east v. west flow.

Mr. Andrew Loescher asked about the standard deviation of the planes from the gates when they do miss, or how far off they are typically. Jason replied that their measurement was simply an either/or measurement: any deviation outside of the gates was counted as a miss.

Mr. Jason Schwartz also showed the turboprop departures, which do not have RNAV and are relying on air traffic control for navigation. They have a tiny gate to go through on the west flow departures and are not very successful when they are primarily in the west flow, particularly from April, May, June, July, August, and September. Mr. Danny Garcia mentioned that the wind is a factor as well and aircraft can be blown off course.

Ms. Karen Meyer asked if the PDX VOR is gone and committee members replied yes that it is out of commission.

Jason pointed out that the turboprops are still usually within the river corridor even when they miss the gate, but they may be south of Hayden Island rather than within the narrow gate they prefer.

Mr. Schwartz next presented the data on early turn performance for departures. He stated that early turn procedures involved both the gates and altitude criteria. For jet departures for both flows, the annual average is 80% of the jet departures do not commit an early turn.

Mr. Craig Walker asked for clarification on what early turn performance meant. Mr. Schwartz clarified that 80% of the departures remaining within the river corridor prior to reaching a required distance or altitude, as outlined in the Fly Quiet program.

Mr. Kelly Sweeney asked Mr. Mike Finch what it said in the departure charts regarding altitude, etc., and Mr. Finch replied that they follow the RNAV departure. Mr. Finch also said that he climbs faster and turns quicker, and that is not technically an early turn. Mr. Danny Garcia noted that was correct because he met the altitude requirement. Mr. Schwartz said there was a distance and an altitude requirement. Mr. David Stenstrom asked what the distance was, and Mr. Schwartz said it's 8 miles to the west and 11 miles to the east.

Mr. Schwartz went over early turn jet arrival performance data. He explained that most of the approaches from the east are still going to be over residences because of the runway location. He mentioned that there was a

mill visual approach over the river, but that the mill was no longer as visible so the tower does not use that approach as much any more. Jason reported that jet arrival early turn performances are really good, again benefitting from RNAV.

Mr. David Stenstrom asked if the gates for elevation and mileage were for all types of planes or if it was specifically for jets. Jason responded that they do have different requirements for different aircraft. Mr. Jerry Gerspach stated turboprops can turn after 3,000ft.

Mr. Schwartz reported that the turboprop performance was also relatively good for the early turn arrival. He spoke about the gates and measurements and explained the maps he was showing were simplified. He also showed the percentage breakdown in usage between east and west flow departures by month. Mr. Schwartz stated 10-right is the preferred flow.

Mr. Craig Walker commented that it was interesting that east flow goes as low as four percent and west flow does not drop below 14 percent usage.

Ms. Karen Meyer asked if supposed climate change would change the flow and the default flow and wondered if they had those statistics from the past. Mr. Jerry Gerspach agreed that was possible. Ms. Linda Waller asked if they had that historical data, and Mr. Gerspach responded that they have all that information and they could pick apart that data.

Mr. Schwartz presented the data on RNAV use. He said that they are trying to quantify RNAV use because from a noise perspective it's preferable because it keeps the noise over the river more precisely. He mentioned that the downside is for those communities that are still under the concentration a little further out from the river, there will still be a high concentration of traffic overhead. He explained that it was still beneficial for the communities closest in and most impacted to use this system, so that was the tradeoff that this airport had accepted.

Mr. Schwartz explained that now they quantify RNAV usage based on flight plan data. They don't have a better way to verify RNAV use, and the FAA has not been able to help, so they use flight plan data to see if they are using that approach or not. He explained the RNAV departure procedures and showed a map of that plan. He said they have been using flight plan data for about five years to calculate RNAV usage.

Mr. Schwartz reported that the RNAV departure use for all operations was just under 60%, and usage is 80% for the airline jets, which is good. He explained that RNAV arrivals usage is higher because turboprops and jets can use that navigation for arrivals. He reported that for all arrival operations RNAV usage is over 80% and usage is 85% for airlines jets.

Mr. Schwartz explained that RNP is basically an approach is a more precise form of area navigation and takes aircrafts all the way into the runway. He explained how they calculate RNP usage, which is examining flight paths and comparing it to the path of the RNP approach. He showed a map of the RNP approach.

Mr. Kelly Sweeney asked if they could start the RNP arrival box sooner or move it further south. They discussed the waypoints and elevations at the first waypoint, which is 5,000 ft. Mr. Schwartz explained the reason for the dispersion in the map is because at that point the aircraft may not all be on RNAV.

Mr. Ron Schmidt asked if the altitude they were discussing was sea level or ground level, and the response is that it is MSL. Mr. Jerry Gerspach said it will display both ground level and sea level.

Mr. Schwartz reported that RNP approach usage was quite low, about 3% of total approaches. He said they are hoping to see that increase but it has been increasing slowly. A committee member asked if RNP usage was low because if all aircraft aren't using it then it's harder for some aircraft to use? Mr. Schwartz replied that was a complicating factor because it is hard to mix the two. He stated it was much easier for air traffic control to put them on congenital or visual approaches. Jason said it would be interesting to see if RNP usage increased in the winter when weather was bad. He also mentioned that airline leadership wanted to see it increase but line pilots had reasons to not use RNP, one being that visual approaches are more efficient.

Mr. Schwartz explained the next steps to continue to improve things, and use of RNAV is at the top of their list. He also stated that they are investigating the cargo feeders to make sure they are reaching 500 ft. before turning, because there is a perception now that they are not reaching that altitude before turning. He said they looked into the SID and the procedure is that they must reach 500 ft. and now they are asking the tower to monitor to see if they are reaching 500 ft. before turning. He mentioned that the radar may not pick up planes that low so they are asking the tower for data.

Mr. Craig Walker asked if 500 ft. was high enough. Mr. Schwartz replied that was the agreed upon altitude from the cargo feeder study and that CNAC was part of that decision. Mr. Schwartz explained that requiring higher altitude would slow everything down, and Mr. Jerry Gerspach responded that efficiency was the bottom line. Mr. Gerspach explained that in the cargo feeder study that they agreed to set it at 500 ft. and then keep monitoring to see if they could increase it to something like 700ft. Mr. Craig Walker said that it seemed like so much of the complaints are from cargo feeders and 500 ft. seems low to him. Jason said it would be a challenge to add a few minutes on each flight time because that would slow down everything.

Mr. Danny Garcia said that getting into the nature of the complaint is important to figure out if it is a noise issue or a visual issue. In terms of noise, from his perspective and his neighborhood, it is not so bad, but it is visible.

Chair Mark Clark asked if these planes were generally older, and Mr. Danny Garcia replied that no, it was Caravans, Navajos, Chieftains, that it was the usual suspects.

Mr. Jason Schwartz said he would love for them to go to 1,000ft. but there's a tradeoff between efficiency and noise. He mentioned that the first step is ascertaining if they are even getting to 500ft. before turning.

Mr. Schwartz reported that they are in the process of updating ORANG materials on noise sensitivity to give to pilots. He mentioned they are also working on giving brochures to visiting military to read to remind them that we are noise sensitive.

Mr. Schwartz stated that they are looking for new ways to identify anomalies. He said that there are airplanes that are 7-10 miles out and then flying pretty low (~2,000-3,000ft.) on the approach, which is legal and safe, but they will look into it to see if those planes are too low for being that far out. He said that is just one example of trying to find out the weird things that happen and knowing when those things happen so they can investigate.

Mr. Schwartz mentioned that they have dropped off expanding the air traffic controller briefings for the time being but are trying to bring that back online. He said those briefings involved an explanation of the noise program and ways to remind them about the noise program.

Mr. Schwartz said the last thing he wanted to mention was something that came from a fly day, a woman asked how they notify the public about things like fly days. He said she suggested they go direct to the neighborhood associations and making them aware that they have the Twitter feeds and the noise hotline, etc., so they are working on that outreach and continuing to try to find ways to stay connected.

Mr. Mike Yee asked if that information was on the magnets that they gave out. Mr. Schwartz replied that the phone number and webpage was but not specifically the Twitter handle. He also said they will start to use the 142nd Facebook page to push out information as well. Mr. Schwartz mentioned that if you know anyone that hosted the neighborhood association websites that they would be happy to interface with them to give them links to their social media.

Mr. Ron Schmidt asked if they were on Facebook, and Mr. Schwartz replied that the port is, but the Noise Office doesn't have Facebook, just twitter. Mr. Ron Schmidt says that he highly recommends that they do get a Facebook.

There was discussion about the usage of Facebook and the office's policy on Facebook usage, and it was determined that Facebook wasn't allowed in the past but it may be allowed now. Mr. Jason Schwartz said that the challenge that the port has was who was going to be monitoring it because the page had to be reactive. Mr. Danny Garcia and Mr. Schwartz said they would look into that to see if they could get Facebook as well. A couple committee members supported that idea.

Mr. Ron Schmidt also said that that another entity that would be good for outreach would be the coalitions of neighborhood associations. He said they have monthly meetings of the chairs of all the neighborhood associations that would be good to interface with as well as the paid employees for the coalitions. Chair Mark Clark agreed that would be great.

Ms. Tina Penman said that NextDoor was awesome and mentioned that the committee members as individuals could say that they were part of the committee and could push out a message as individuals, not on behalf of the Port. Ms. Linda Waller stated that the City of Vancouver uses it a lot and pushes out messages to community members. A committee member confirmed the City of Portland also uses NextDoor for city-wide and multi-neighborhood announcements. Mr. Andrew Loescher confirmed that he had a government usage account on NextDoor in a previous job and that you could push messages to whatever neighborhoods you wanted. Mr. Schwartz said they would definitely check that out.

Mr. Mike Yee asked if a neighborhood association was interested in getting in touch with them then who would they contact? Mr. Jason Schwartz said they could call Mr. Jerry Gerspach or the noise hotline, or Mr. Jason Schwartz, or any of them.

Chair Mark Clark pointed out the amount of work that Jason put in to create all this information and that he appreciates all the work that went in to this. The committee applauded.

Badges

Chair Mark Clark said that Mr. Ron Schmidt had asked to see us a little more visible for a name badge. He said that it would cost around \$10 for a nice badge. He said the design would be the symbol off the shirt with the committee member's name on it. There was discussion of how often they are in the public and if they are necessary, and discussion of the shirts. Committee members voiced support of the shirts as well and said they would be happy to pay for a shirt too, and it was brought up that the ladies sizes were ill-fitting. Chair Clark took a vote to see if people wanted badges, and it passed. Chair Mark Clark said to email him if you wanted a badge and he would order one for everyone.

Presentation by Mike Finch

Mr. Mike Finch gave a presentation with visuals on airplanes flying low over a hill in his neighborhood. He reported seeing says last meeting he said he noticed that airplanes are flying a little lower over his area. He explained the typical RNAV arrival and the Timbers arrival and showed where they were on the map. He then gave some data from RadarBox that indicated airplanes sometimes were coming in at about 2500ft. over Walter's Hill, which has an elevation of 1100 feet and has houses on the hill at about 800 feet, so the aircraft were roughly 1300ft over the houses. Mr. Mike Finch showed data that Alaska flight 309 passed over the hill at 2250ft. He said aircraft are starting to descend low over Damascus at about 2500ft., which is why we are getting more calls from that area. He said he does not remember planes being vectored that low in the past. A committee member asked if they were getting more calls from that area, and Jerry replied that they've had at least two from that area. Mr. Mike Finch said that for the first time he has heard planes from inside his house. Jason says this is a good example of anomalies that they are asking the tower management to investigate, and said that this seems to them to be fairly low. Mr. Mike Finch showed another flight from JetBlue 1822 that came in 2700ft over Gresham Butte. A committee member commented that was very low. Mr. Jason Schwartz asked what time of day that flight was, and Mr. Mike Finch responded that it was about dusk. Mr. Finch had several other examples of low flights that were a long way out.

Mr. Danny Garcia said it looks like there are procedures in place that just are not being followed and we need to get air traffic control to follow the procedures in place. Mr. Garcia and Mr. Schwartz looked at the agreement with air traffic control and said that the instructions were to cross Adam at 2500ft.

Mr. Jason Schwartz said that this is something that they've identified and they have put in a request to look into it from the tower.

Mr. David Stenstrom asked where he got his data on the specific flights, and Mr. Mike Finch replied it was from Radarbox. Mr. Mark Clark offered to email Mr. Stenstrom all the links for the data.

Mr. Danny Garcia said he thinks Mr. Schwartz has got this on track, and that there appear to be procedures in place and that he's working on it to make sure those procedures are followed.

Mr. Mike Finch suggested keeping the planes at 3000ft over that hill that would be better. Mr. Schwartz said the program right now was 2500, and Mr. Garcia suggested we go by the language in the current agreement. Mr. Garcia also suggested that Mr. Schwartz moves forward with Tracy at Air Traffic to reinforce the existing language and to see if this is a good procedure.

Chair Mark Clark said that as an example of this, Mr. Jerry Gerspach came out to his house and saw just how low a plane was at his house. He reported seeing low flights over his house as well.

Mr. Jason Schwartz said this was a good example of tracking anomalies and that he could put in a gate in ANOMS in the important spot and then he could track who is going lower through that gate. He also said it might just be that a reminder to air traffic control would be helpful, and he will look into it. He also mentioned that the nature of the relationship with the tower is such that if a plane was at Widmer at 2500 and they saw that consistently then the tower would work with them on that.

Mr. Schwartz said this was something that they are looking into but that it is great feedback. Mr. Garcia says that getting a gate in there and capturing this information would be useful.

Chair Mark Clark asked if there are any more questions for Mr. Mike Finch, there were none. Mr. Mike Finch thanked the committee and said his neighborhood association thanks the committee too

Mr. Kelly Sweeney asked if the request goes to the FAA, when would they get data back and if information and data on this issue would be available at the next meeting. Mr. Jason Schwartz said he would have data before the September meeting.

CAC Liaison Report –Mark Clark

Chair Mark Clark reported that he took Joe Smith’s place at the CAC meeting. He said there were 30 members and there were some people that came to the last CNAC committee to speak and took about 30 minutes out of their meeting to say that basically CNAC was not doing anything for them. Chair Clark reported that the CAC elected to send the issue back to this committee. Mr. Danny Garcia pointed out they were not here at this meeting.

Ms. Tina Penman asked what those people wanted them to do? Chair Clark replied that they wanted to shut down the CDOA trial, but that they had already made the decision to run the trial out. He said he believes they did not want to see airplanes over their houses. Chair Clark also reported learning a lot about the projects going on at PDX and was very informative. He said their meetings are once every quarter (scheduled, which is on their website), and he encouraged everyone to go to those meetings.

Noise Manager’s Update

Mr. Danny Garcia said the noise manager is in Thailand, and he will be filling in for Mr. Phil Stenstrom until September. Ms. Tina Penman asked if he would be here for next meeting and he replied that he believed he would be here for that meeting. Mr. Garcia said that he was relying on the staff and that the staff has been doing this for a while. He said that Mr. Schwartz and Mr. Gerspach and Mr. Blair have been doing this for a long time and that they have been fun to work with, including Kelley’s son who is also on his staff. Mr. Danny Garcia said this was an interesting forum and he’s happy about the work that the committee is doing.

Adjourn

Chair Clark adjourned the meeting at 8:03.

Next Meeting:	September 14, 2017 / 5.30 p.m. – 8:00 p.m. http://www.portofportland.com/PDX_Home.aspx <u>Portland International Airport Terminal Building</u> St. Helen’s “B” Conference Room 7100 NE Airport Way, Portland (Located at PDX)
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