



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

MEETING MINUTES

September 14, 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	Present
Craig Walker	Clark County	Present
Joe Smith	Multnomah County	Present
David Stenstrom	Clackamas County	Present
Karen Meyer	At-Large (City of Portland)	Present
Kelly Sweeney	City of Portland, CNAC Vice Chair	Absent
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 Wallers	City of Vancouver	Present
Andrew Loescher	At-Large (Clark County)	Present
Mike Finch	At-Large (Multnomah County)	Present
Tina Penman	At-Large (Port of Portland)	Present – via phone
Staff Members in Attendance		
Phil Stenstrom	Port of Portland Noise Program Manager	Present
Danny Garcia	Manager of Airside Operations	Present
Jerry Gerspach	Port of Portland Noise Management	Present
Technical Members and Guests in Attendance		
Lt. Col. Paul Shamy	Oregon Air National Guard	Present
Devin Howington	Note-taker	Present
Kathy Fuerstenau	Community member (Cully)	Present
Jerry Fuerstenau	Community member (Cully)	Present
Brian Sweeney	Portland Police Bureau	Present
Pete De Vasto	Community member (Wilkes)	Present
Ron Berg	Community member (Cully)	Present
Erwin Bergman	Community member (Cully)	Present

Introductions, Mark Clark

Mr. Mark Clark, CNAC chair, called the meeting to order at 5:35pm. He asked the persons in attendance to introduce themselves. Chair Mark Clark introduced Mr. Pete De Vasto as very knowledgeable about airplanes and other things of interest to the committee. Mr. Pete De Vasto introduced himself as an

interested

community member who has been totally blind since birth and enjoys airplanes and listening to what is going on at the airport. Mr. De Vasto stated he moved to Portland from the Bay Area, and he is looking for ways to become involved. Mr. Jerry Fuerstenau, and Mr. Ron Burg, both introduced themselves as community members from Cully. Mr. Erwin Bergman also introduced himself as a community member from Cully, and said he used to be on the CNAC and is a current CAC member and many other committees and has been involved with the airport for some time.

Adopt Minutes, Mark Clark

Chair Mark Clark asked if anyone had any comments for the minutes for the previous meeting. Chair Clark noted that the notes from the last meeting were very good. No one raised any comments about the minutes and the previous meeting minutes were adopted.

Update on ORANG Continuous Descent Overhead Approach, Lt. Col. Paul Shamy, ORANG

Lt. Col. Paul Shamy provided the update from ORANG. He gave some dates about the upcoming events at the airport in the next few months. Lt. Col. Shamy reported:

- Ft. Worth F-16s are in town currently and are getting really good training with them. They have two weeks of day flying with them through next week.
- Hillsboro airshow is Sep 22-24th. There may be F-22 Raptors in the pattern potentially.
- F-18 Hornets may be in from Whidbey NAS at that same time and we may see them at some point.
- Night flying happened the first week of September.
- Scheduled night flying the first week of October (2nd - 5th)
- ORANG will have their drill weekend on October 14th - 15th.
- Drill weekend is on November 4th - 5th, and they will be flying Saturday and Sunday that weekend.
- Scheduled night flying the second week of November (7th - 9th).
- There will be a Veteran's Day fly-by, and they will be getting fly-by points prior to that.

Lt. Col. Shamy asked if there were any questions on the schedule, and he got none. He mentioned the 142nd Fighter Wing Facebook page will post the days that they are flying at night. He pointed out to the committee that as long as people know that jets are flying for trainings, rather than in preparation for a particular military event, that people seem to be more at ease about seeing the jets. Lt. Col. Shamy suggested that everyone send out the word so that the public knows that it is part of routine training.

Lt. Col. Shamy moved on to the Continuous Descent Overhead Approach report. He explained that the trial period has been to investigate ORANG expanding their procedures. Lt. Col. Shamy said that end of October 31 is the end of the 6 month trial expansion of the pattern and the tracking of the flights. He reported that in August and September (45 days):

- Have flown the pattern 27 of those days. He explained this was quite a few because they had really good weather.
- Unexpectedly they only flew 10-Right twice out of those 27 days. He reported that they don't expect there to be a lot of 10-Right exposure, and they are seeing that in the data from the past two months. Lt. Col. Shamy said that this was not to say that these data will be the trend going forward but they do think there will be a predominant flow going forward. Mr. Danny Garcia added that they only reason they flew the 10 flow was because of the Eagle Creek Fire those two days.
- There were a total of 49 separate events on those 27 days (so multiple events per day on some days).

Mr. Joe Smith asked how many aircraft were involved in each event. Lt. Col. Shamy responded that the data is not totally complete on that question, but there are 49 formations for that time period. He said those are separate formations coming into the pattern, so the number of aircraft may be higher than that.

Lt. Col. Shamy asked Mr. Phil Stenstrom to remind him next time to bring in someone from the FAA to talk about the ATC benefits and discuss how CDOA brings in more landings more efficiently and more safely. Lt. Col. Shamy said that he thinks the data support what they thought it would be. He also mentioned that they are briefing the visiting units on the community's sensitivity to the overhead. Lt. Col. Shamy commented that he posts the noise complaint of the week on the wall, and they are speaking more to the units that are visiting with requests to be sensitive to noise.

Mr. Craig Walker asked about how many of the events are related to getting them to the ground safely vs. training for combat. Lt. Col. Shamy responded that he wasn't exactly sure about how to answer that question, but that it is a common administrative pattern and a routine recovery pattern. Lt. Col. Shamy said it is very different from the Navy pattern. Lt. Col. Shamy discussed that the pattern was simply an efficient way to get many aircraft on the ground quickly and was an administrative tool.

Mr. Pete De Vasto said that he realized there was an east flow on Labor Day weekend. He asked if ATC would be able to turn the airport around, which would not be that difficult in the mornings when the wind is down, to do the east flow. Lt. Col. Shamy said they don't necessarily need to use the 10s. Lt. Col. Shamy noted that he might want to ask the community which would be preferable: taking off on the 10s or the 28s, and Chair Mark Clark said it would probably be split in half.

Lt. Col. Shamy reported that they have had some closed patterns in the last two months, 2 and then 1 that had an in-flight emergency and they helped with that. He said that a closed pattern was a big spike in noise, but that the closed pattern gets the aircraft on the ground in about a minute. Lt. Col. Shamy reported the data support that they only use the closed pattern once or twice per month.

Chair Mark Clark said they are getting lots of comments from people in the neighborhoods about the approach. Chair Clark said they are much quieter than when they used full power. Chair Clark said that they will know more after November when the data collection is complete. Mr. Jerry Gerspach noted that he would not be able to start serious data analysis until early November.

Chair Clark thanked Lt. Col. Shamy for his report.

Public Comment and Questions, Chair Mark Clark

At this point in the meeting Chair Mark Clark opened up comments to the public.

Mr. Jerry Fuerstenau, a community member from Cully neighborhood, gave some remarks. Mr. Fuerstenau asked Lt. Col. Shamy what a closed pattern was, and Lt. Col. Shamy described the close pattern as a go-around to a pull up and a climb to the pattern altitude of 1600ft and then from that point it looks just like a regular overhead. Mr. Fuerstenau said his big complaint was that in May, he said Lt. Col. Shamy came to the Cully neighborhood meeting and said their intent was not to fly over their neighborhood, and Mr. Fuerstenau reported that has not been the case. Mr. Fuerstenau said that that was really apparent with the visitors from Texas. He reported seeing a plane fly over Sandy Blvd that morning (Thursday, September 14, somewhere in the vicinity of Sandy and 70th (he said he was not sure about the cross streets because he was looking down from the area of the Hollywood Fred Meyer. Mr. Fuerstenau also said there were 8 planes that flew over all at once (F-16s) recently, and he said they veered to the south as each plane came in, each plane flying

successively further south than the previous plane. Mr. Fuerstenau expressed that was disrespectful to the neighborhood. Lt. Col. Shamy responded that he did not think it was out of disrespect, but rather that the pilots have not flown this pattern before and they are being conservative.

There was discussion about where exactly the jet Mr. Fuerstenau saw this morning and the other 8 planes he reported were, and it could not be determined using the map available. Mr. Craig Walker asked if the committee could get ground tracking data on these flights, and Mr. Jerry Gerspach responded that they could not track these flights or get the data.

Lt. Col. Shamy asked Mr. Jerry Fuerstenau what his largest concern was (visuals, noise, etc.), and Mr. Fuerstenau responded that it was the sound of the planes.

Chair Mark Clark asked Mr. Fuerstenau if the CDOA was louder than the straight approach. Mr. Fuerstenau responded in the affirmative and stated that he would not even notice it when they did the straight approach to the south runway.

Mr. Phil Stenstrom helped clarify what Mr. Fuerstenau saw today (Thursday, September 14, 2017) with the F16 and confirmed that they went south of Sandy somewhere between 70-82 with a really wide approach, probably around 9:50 am, and it seemed like it was the visiting unit. Lt. Col. Shamy commented that he will speak with them again. Lt. Col. Shamy asked if he noticed a significant amount of sound change to indicate power change? Mr. Jerry Fuerstenau said the F-16's sound different because they sound whinier and higher pitched.

Lt. Col. Shamy stated he sees plenty of pilots adhering to the ground track, and said it was unlikely that the aircraft were outside of the ground track every time, but he agreed that there are sometimes planes outside of that ground track.

Chair Mark Clark referred to the map with the ground track overlay at the front of the room, and said that if the pilot was as far out of the ground track as Mr. Jerry Fuerstenau was saying, then he would have had to power out a lot. There was discussion of engine noise and power usage, and ultimately it was not determined if the noise was from excessive use of power or not.

Lt. Col Shamy reiterated that he wants to listen to everyone's valid concerns, and to help him investigate significant events he needs to have more exact time and location. Mr. Jerry Gerspach asked Mr. Jerry Fuerstenau if he called in the jet below Sandy Blvd. on September 14, and he replied that he did not, but he said he called in the 8 plane pattern earlier that week. Ms. Karen Meyer also reported seeing two formations of F-15s accompanied by F16s, almost like an escort, and others said they had seen that as well.

Mr. Craig Walker asked if Lt. Col. Shamy had any access to the ground track data, and Lt. Col. Shamy replied that he does not have the data.

Chair Mark Clark thanked Mr. Jerry Fuerstenau for his comments.

Mrs. Kathy Fuerstenau, a community member from Cully, also made comments to the committee. She said that they (she and Mr. Jerry Fuerstenau) have lived in their house for a while and it was quiet until they started doing the CDOA this summer. Mrs. Kathy Fuerstenau told the committee that she understands this is a vital maneuver, but it would be great if the jets could follow the ground track map shown in the front of the group and that she does not have a problem with the procedure except for the location of the planes. Mrs. Fuerstenau reiterated that her house has been noisier since the beginning of the CDOA expanded procedures,

and that it seemed to her like more of the problems came from the visiting units not flying close to the actual route laid out. Mrs. Fuerstenau also said she's even seen jets while driving back from Clackamas on I-205, near Rocky Butte. She said it seems like the problems are more with the visiting jets. Mrs. Fuerstenau stated at this time she would like to implore CNAC to stop more of the overhead approaches and stop the expanded hours for doing the maneuvers. She stated that having these maneuvers all days and hours between sunrise and sunset is too often and too late. Mrs. Fuerstenau suggested that the 9am-5pm time for these maneuvers is better. A committee member asked if it occurred 7 days a week, and she replied it has been 7 days a week during the test period.

Mr. Joe Smith asked Mrs. Kathy Fuerstenau what exactly she wanted to oppose, and she clarified that she is opposing the expansion of time allotted for the CDOA. Mr. Joe Smith remarked that his understanding was that the proposed expansion was to land coming from the other direction. Lt. Col. Shamy said this expansion did increase the availability to fly CDOAs for 7 days a week from sunrise to sunset, but that they aren't actually flying all those times. Lt. Col. Shamy said typically it's one weekend a month when they are doing their flying, and during normal daytime hours. He said the latest they tend to land the CDOA is around 5pm or 6pm, and their intent is not to use that maneuver very late.

Ms. Laura Young thanked Lt. Col. Shamy for coming to the Cully Neighborhood meeting in May. She stated she lives about 8-10 blocks from Mr. and Mrs. Fuerstenau, and she reported also seeing a number of jets flying right over her house this summer. Ms. Young said it is much louder and more intrusive because there are multiple jets and the events last longer because of the number of jets. Chair Mark Clark asked Ms. Young if she knew these events to be overhead approaches, and she replied no, that she doesn't know that, but she reiterated that the summer has seen an increase in noise. Ms. Young pointed out that if it is not possible for the jets to maintain the pattern that the ORANG has shown the community, then there needs to be a conversation about what is realistic. Ms. Young said what we are hearing from the community is that they are not doing what they said they were going to do.

Lt. Col. Shamy responded to Ms. Young's statements about the increase in noise this summer by stating that they have had a lot of missions and more visitors because they have had good weather, and not necessarily because they are using the overhead approach. He also stated that the higher number of overheads is because of the good weather. Lt. Col. Shamy said the emphasis is always to fly the patterns well. Ms. Laura Young responded that she just wants the map to reflect what is actually happening so that the community does not feel misled. Ms. Young also said safety of the pilots was the first concern, but accurately reflecting where the planes are actually flying is important. Lt. Col. Shamy said that was valid, and there was a discussion about the map and how that was supposed to reflect the average flight pattern. There was discussion about where the houses were and if the houses of the visitors were in respect to the flight pattern, and it was found that the Fuerstenau's house was possibly on the edge of that marked flight pattern.

Mr. Erwin Bergman got up to make some remarks. Mr. Bergman said the noise was a combination of engine noise and airframe noise, and that airframe noise can be very annoying. He remarked that he could see some planes sometimes straight overhead at 2,000-3,000 feet. Mr. Bergman shared some information about how noise impacts areas larger than just directly below the aircraft. Mr. Bergman made some comments about how he loves planes and has been in the air force. Mr. Bergman stated that last Tuesday the Cully Neighborhood Association objected by unanimous vote of 65 people and one abstention to oppose the CDOA pattern expansion. He mentioned that they objected to the pattern historically as well, and that seemed to have little impact.

Mr. Bergman said that when they specified the hours that they used the CDOA that he would like to specify what those hours are in writing so that everyone sticks with it. Mr. Bergman pointed out that the new PDX

expansion would significantly lower the quality of life. Mr. Bergman told the committee that the World Health Organization classifies aircraft noise as a significant stressor. Chair Mark Clark asked Mr. Bergman if he preferred the straight in approach over the CDOA, and Mr. Bergman responded "Absolutely."

Mr. Bergman provided information on the cloud ceilings and visibility and stated that meant that west side CDOAs were not going to be a viable relief as promised because they would not be used very often. Mr. Bergman reported that aircraft stray over Lombard Blvd. regularly and the noise impacts continue even further into other neighborhood segments. Mr. Bergman said that PDX noise monitoring in 2002 also found jets straying into residential neighborhoods. Mr. Bergman gave data on how loud CDOAs were, and they were found to be 8 times louder than neighborhood ambient noise, and he said that he hears much greater noise because of the CDOA and he believes that engine run-ups and power-ups and the CDOA are really more like 10-15 times louder than neighborhood ambient. Mr. Bergman also stated that Mr. Steven Schreiber, a former PDX aviation director, said the noise was not acceptable and the CDOA should not be approved.

Ms. Linda Wallers asked for clarification that Mr. Bergman was saying that since 2002 there has been no improvement. Mr. Bergman said no, and clarified that in 2002 there was a recommendation not to use the CDOA based on the monitoring they did, but he stated that nothing happened with that request. Mr. Bergman reiterated his opinion that the CDOA has no merits and merely moves noise from a traditional and historic flight track to neighborhoods that were not subject to any aircraft noise historically. Mr. Bergman brought up PDX's Part 150 noise compatibility study, which he said he participated in, the FAA does not approve moving noise from a residential area from a predominately non-residential area. Mr. Bergman brought up a recent case in Burien, Washington in which the city successfully changed a noisy flight pattern by the FAA through legal action.

At this point in the meeting Lt. Col. Paul Shamy had to leave, and thanked everyone as he left.

Ms. Tina Penman thanked Mr. Erwin Bergman for sharing his experiences, and she also shared a physics equation about sound intensity, and said as the distance is doubled, sound is reduced by about 6 decibels. Ms. Penman said she wanted to make sure that we separate our subjective experiences from facts and pointed out that some of the math was incorrect that Mr. Bergman shared, because she said that loudness was measured scientifically, but perception of loudness was subjective. Ms. Tina Penman is an audiologist and teaches noise science. Mr. Phil Stenstrom clarified that they were talking about the difference between sound perception and the sound acoustics equation. Ms. Tina Penman also added that she works with a lot of patients that have hearing loss and some vision loss, and that they would do anything to hear something, so she said it is good to remember to be thankful for the perceptions and experiences we do have. Mr. Erwin Bergman seconded that.

Mr. Erwin Bergman also discussed that he had heard from the noise office that not enough complaints were being heard to stop the patterns, and Mr. Erwin Bergman stated that people were complaining but also giving up making complaints. Mr. Bergman also asked about the sufficient level of complaints needed to stop this CDOA expansion. Mr. Bergman recounted that they were told that if sufficient complaints were being made that they would stop it, but he said that that goalpost has seemingly moved.

Mr. Craig Walker asked Mr. Phil Stenstrom what CNAC's authority is with the ORANG and what CNAC could do? Mr. Phil Stenstrom responded that the Port balances the needs mission to operate the facilities for the public good with the community impact of those operations. The role of CNAC is to advise the Port, which is what CNAC will do in this situation after they get the data later in the fall. The Port then has to decide what to do with that advice, and the Port is essentially in an advisory role with ORANG, but they don't have much actual authority. Mr. Stenstrom stated that by law, the final say really belongs to the pilots and the air traffic controllers. Mr. Stenstrom stressed that CNAC has to weigh all the data to figure out how to advise.

Mr. Erwin Bergman spoke about the rights granted by the FAA and by the airport. Mr. Phil Stenstrom said that these are aircraft coming in to land and thus altitude minimums on aircraft in flight do not apply, and they agreed on that.

Ms. Linda Wallers asked if there were a set number of CDOAs that are tolerable to Mr. Erwin Bergman. She said some flights need to happen, so she wanted to see if there was some mutually agreeable number that could occur in order to begin negotiating.

Ms. Karen Meyer said that she likes Mr. Erwin Bergman's idea of scheduling the CDOA flights in writing and then adhering to what is in writing.

Chair Mark Clark asked Mr. Erwin Bergman to save his remaining comments for the end of the meeting to move on to the next agenda item.

Update by City of Portland Air Support Unit, Sgt. Brian Sweeney

Chair Mark Clark introduced Mr. Brian Sweeney from the Portland Police Department to give an update on the Portland Police Bureau Air Support Unit. Mr. Brian Sweeney said he was assigned to air support and can answer some questions about air support. Mr. Sweeney said they have been flying a lot in their Cessna 172 and less in their Cessna 182 (which gets most of their noise complaints) as it is getting upgraded. Mr. Sweeney said that the 182 is fairly noisy, and they added a new exhaust system in an effort to make it quieter when it comes back online. Mr. Sweeney reported that they fly left-hand orbits to point the exhaust up in the sky to reduce noise, so they are conscious of noise issues. He reported they have had over 200 patrol support flights this summer and said that is a high number of flights. Mr. Sweeney described the main alpha pattern (the pattern while not on call) as being over the Columbia Blvd, I-5, Foster, and I-205. He said he likes to fly around 4000ft, and the people using TFOs fly a little bit lower so they can see heat signatures better. Mr. Sweeney said when they are called they have to go where needed and are lower, and then they fly back up when the work is done. Mr. Sweeney said they are taught to fly consciously for noise and they are familiar with the Mt. Tabor area and other elevated areas and they just try to avoid those when possible. Mr. Pete De Vasto asked if they had a constant air presence, and Mr. Sweeney responded that they were not up in the air all the time.

Mr. Jerry Fuerstenau asked if the police ever considered helicopters, and there was general consensus that helicopters were not as good as planes. Mr. Craig Walker asked about drones, and Mr. Brian Sweeney said he does not know what they city is planning, that they do not currently have them.

Mr. Jerry Gerspach shared that several years ago when the holding pattern was near Mt. Tabor and he was receiving an overabundance of complaints from that area, Sgt. Josh Goldschmidt was very receptive and changed the pattern to what they do now after receiving those noise complaints. Mr. Sweeney affirmed they are trying to be conscious when they can and said that when they get noise complaints it is a good reminder to be conscious of noise.

Mr. Joe Smith asked what percent power they were at for those patterns, and Mr. Brian Sweeney said it was about 1900RPMs in the 172 and it was relatively quiet.

Ms. Tina Penman thanked Mr. Brian Sweeney for the update and for the service to our community.

Break

Chair Mark Clark called a break at this point in the meeting.

Bi-Monthly Complaint Report, Jerry Gerspach

Chair Mark Clark introduced Mr. Jerry Gerspach for the bimonthly complaint report. Mr. Jerry Gerspach said this is the regular noise complaint report for the last two months, July and August. He provided data on the total number of complaints:

- 432 total complaints for the last two months. Mr. Gerspach said that is significantly higher than usual.
- 403 of those were devoted to the PDX airport.
- He shared a graph that had the number of complaints by month, the number of individuals making the complaints, and the five year averages.
- Mr. Gerspach said the high numbers indicate there is something going on, and that is mostly related to the military overhead approach, and that's gotten a lot of interest in the last few months.
- One person gave 196 complaints in the past two months, and he gave data on the number of complaints by individual. The top three complainers make up 60 percent of the complaints, and he showed the data with those three people removed.

Mr. Craig Walker asked where the top complainer lived, and Mr. Gerspach said he lives on the west side of Forest Park in an area that is affected by the departures.

Mr. Gerspach then showed data based on complaints from the neighborhoods from the last two months. He gave lists of the top ten neighborhoods with and without the top three most frequent callers.

- Forest Park went away altogether because it was only one person making all those calls.
- The Cully neighborhood is the top ranked complaining neighborhood, and he says most of those are from the CDOA.

Mr. Craig Walker asked about the one person from Banks, and Mr. Jerry Gerspach responded that it was one person who was calling about the Hillsboro airport.

Ms. Karen Meyer asked about how many complaints come from Hazelwood, and he said he didn't get a large number of individuals but there were some that were making a number of complaints, and most of those were about Police flights.

Mr. Gerspach showed a map showing the locations of the complaints and there were a high concentration over Cully. Ms. Laura Young said that what is significant to her is that in previous reports Cully was not even showing up. Mr. Jerry Gerspach said that they used to get Concordia complaints, but that they are not getting those.

Mr. Joe Smith asked if he was able to gather from the people reporting complaints from Cully if they were complaining about departures or arrivals. Mr. Gerspach responded that he doesn't exactly have that fine detail of a data because the reporting is not that specific.

Ms. Laura Young said that the take off is really louder to her than the landings. Mr. Pete De Vasto said that he lives five miles east of the airport and sometimes he can hear the afterburners when they are taking off, or some of the early morning (5:00am) takeoffs from some of the older 737s.

Mr. Joe Smith expressed frustration that they are having a challenge getting as much data as they can about

the CDOA and the ground tracking. Mr. Joe Smith asked about a previous request about the ground tracking data that the group sent to the military and what came of that request, and Chair Mark Clark said that request was denied. Several people also expressed frustration around the lack of data and ground tracking.

Chair Mark Clark thanked Mr. Jerry Gerspach for his report.

CAC Liaison report, Chair Mark Clark

Chair Mark Clark reported that there was no CAC liaison report, as there has not been a CAC meeting since the last CNAC meeting.

At this point Chair Mark Clark proposed a change to the minutes procedure. He proposed to send out the minutes after he receives them and allow a ten day window to make changes by committee members. The minutes will then be sent out to the public after that ten day period, rather than waiting for the next meeting for official minute adoption and public dispersion. Mr. Craig Walker moved to adopt the new ten-day comment period, and Ron Schmidt seconded that motion. The motion passed unanimously. After the vote it was determined that the 10 period will not reset after any change, so all changes must be made within the original 10-day period.

Mr. Joe Smith brought up a concern about giving carte blanche to people editing the meeting notes to change the character of what was said, and suggested that the notes reflect that someone wanted to make a change. There was general consensus to that – and the Committee agreed the way to address it was to publish the original draft, and include the possible change as a submission in the notes when they are sent to the public, to be finally decided at the next meeting¹.

Noise Manager's Update, Phil Stenstrom

Mr. Phil Stenstrom said he had a brief noise manager's update. Mr. Stenstrom first said it was great to be back. Mr. Stenstrom said while he was gone he had great support from Mr. Danny Garcia and that allowed him to focus on his conflict resolution program. Mr. Stenstrom said the big thing that the noise office is focusing on is the CDOAs and that he has been trying to get good radar-track data on those, which has been the hardest part of this process. Mr. Stenstrom reminded the committee that ORANG has asked for 5 different things:

1. Change number of ships that are allowed,
2. Change hours available for CDOA,
3. Change runway ends that they can fly them to,
4. Allow visiting pilots to use them, and
5. Use the closed pattern in case of emergency or certification.

Mr. Phil Stenstrom said that was five separate requests and their job is to figure out how their data tracks with the ORANG data and how that is related to those requests, which is a lot of data to process. Mr. Stenstrom also said that a challenge is that the one runway end has not been used, so hopefully the flow changes and they get data on the different flow. Mr. Stenstrom thanked the committee for sticking in there and working hard on this issue.

Mr. Stenstrom said the Hillsboro air show is coming up and that means a temporary light restriction and some early turns that result from that.

Mr. Stenstrom said not being able to get the ground track data for the summer military flights is a challenge. Mr. Stenstrom showed gratitude appreciation for Mr. Danny Garcia and the noise staff on data gathering, and Mr.

Danny Garcia thanked Jerry Gerspach and Jason Schwartz in particular.

Mr. Danny Garcia followed up on some issues discussed at the last meeting. Mr. Garcia said they are considering a Facebook page for the noise office, as suggested in the last meeting.

Chair Mark Clark said that he made one for CNAC and that it's set up with NextGen information, and currently has several members from around the world involved in that page. He said he is using that to glean information from around the world and post it there. Chair Clark mentioned that he cannot add people to it that are not already his friend on Facebook.

Ms. Linda Wallers brought up Nextdoor. Mr. Danny Garcia said that they are having some trouble getting the Port or the noise team listed as a government agency. He said they would like to be able to at least monitor the noise. Mr. Garcia mentioned several members are on Nextdoor as individuals and that is useful for the group for advocacy and information gathering purposes.

Chair Mark Clark asked if there was anything else from Mr. Garcia, and Mr. Garcia replied that he wanted his affection for the group officially noted in the minutes.

At this point in the meeting, Mr. Erwin Bergman asked for a few more minutes. Mr. Bergman said a common response he hears to noise complaints (he clarified not specifically from this committee, but from elsewhere) is to just leave the neighborhood. Mr. Bergman explained he moved to the Cully area at a time in which it was not noisy, in the '70s, and he feels as though the noise followed him. Mr. Bergman wanted the group to know he was really quite frustrated with the noise occurring so often, and asked that this group give them a break from the noise. Mr. Bergman said he would see most benefits getting a respite for the weekends on Saturday and Sunday.

Mr. Bergman also lodged a complaint about a comment from Mr. Joe Smith at the last PDX CAC meeting about noise from CDOAs not being an issue for Multnomah County as a whole, and Mr. Joe Smith explained that he had misunderstood and misrepresented his comment and he does not believe that.

Ms. Kathy Fuerstenau said that she appreciates the group trying to get the flight pattern/ground track data and said that's an important piece of this puzzle and necessary in order to make an accurate decision.

Mr. Craig Walker asked if CNAC could get data from a congressional office or some similar channel. Mr. Phil Stenstrom said they could try, but they have used all the regular channels this time and that was not fruitful. Mr. Stenstrom said he was not hopeful about being able to get the data quickly enough through those channels, but that he would try.

Mr. Joe Smith said ultimately regardless of what the committee does, the FAA is going to decide, but suggested that the committee make the statement that they would recommend the abolishment of this approach unless FAA agree to give them that data. Several people said that was a good idea. Mr. Danny Garcia said they could make that statement if they wanted, but that the FAA was still going to make the decision, with that under advisement.

Mr. Joe Smith made a motion to urge the Port to inform the military that if it is not willing to provide CNAC with the ability to track the actual facts using the ground tracking data, that CNAC is going to recommend the abolishment of the CDOA maneuver.

Mr. Stenstrom discussed the ownership of the data as it related to who that message needs to be sent to. Mr. Stenstrom said that his understanding is that FAA owns the data, but that it may be possible to get the data with support from the military. It was determined that Mr. Joe Smith's motion should be directed to the

military or both the military and the FAA.

Mr. Smith's motion was second by Mike Yee and passed unanimously with one abstention from Ms. Tina Penman.

Mr. Andrew Loescher asked if the committee could clarify the word "urge" in the motion, and the group agreed it meant to type up and send formally with Chair Mark Clark's signature and Ms. Karen Meyer said it also meant that the group wanted to go on record with the motion.

Mr. Craig Walker proposed an idea on the CDOA. Mr. Walker asked if there was a way to intersperse arrivals on 28 left with arrivals on 28 right. Mr. Pete De Vasto brought up the fact that they do not have a cable on that runway. There was discussion of increased taxi time and other drawbacks. Mr. Danny Garcia said that that's a good question for Lt. Col. Shamy (who had to leave the meeting earlier). Mr. Craig Walker asked if that could take the pressure off of the 28 Left runway on the weekends. Mr. Joe Smith brought up that the river is wide at that point but that still might mean that Mr. Mike Yee's constituents in Vancouver would have a problem with that. Mr. Craig Walker pointed out that if they cannot make the turn then they should take it off the map. Mr. Walker reiterated landing in that spot might be a reliever tool, and several people seemed to agree. Mr. Walker said the committee needs to ask Lt. Col. Shamy if they can make the approach on the north runway, and if so, can they make that approach on the weekends. It was determined that they should bring that up in the next meeting with Lt. Col. Shamy.

Chair Mark Clark asked if there were any other comments, and Ms. Tina Penman pointed out that uploading the notes as a PDF rather than a Word document would be more beneficial, as the notes would not be able to be manipulated as easily. Chair Clark agreed, and adjourned the meeting.

Adjourn, Mark Clark

Next Meeting:

November 9, 2017 / 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)

¹ The original sentence read: "There was some more discussion about how to best handle that, and no particular solution or motion was made at that time."