



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

MEETING MINUTES
Sept. 8, 2016 5:30 PM
 Portland International Airport Terminal Building
 St. Helen's "B" Conference Room

CNAC Members in Attendance		
Bob Braze	Washington County	Present
Brad Robison	Clackamas County	Absent
Brian Freeman	City of Gresham	Absent
Craig Walker	Clark County	Absent
Joe Smith	Multnomah County	Present
Karen Meyer	At-Large (City of Portland)	Present
Kelly Sweeney	City of Portland, CNAC Vice Chair	Present
Laura Young	City of Portland	Absent
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	Present
Ron Schmidt	City of Portland	Absent
Mike Yee	City of Vancouver	Present
Beth Duvall	City of Vancouver	Absent
Andrew Loescher	At-Large (Clark County)	Absent
Mike Finch	At-Large (Multnomah County)	Absent
Tina Penman	At-Large (City 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		
Maj. Paul Shamy	Oregon Air National Guard	Present
Sgt. Josh Goldschmidt	Portland Police Bureau – Air Support Unit	Absent

Introductions

Mark Clark, CNAC Chair, called the meeting to order at 5:39pm. The committee members introduced themselves.

Adopt Minutes

Chair Clark asked if anyone had additions or corrections to the July 14th meeting notes. As there were none, Karen Meyer motioned to approve the minutes and Kelly Sweeney seconded. The motion passed unanimously.

Public Comment and Questions

There were none.

ORANG Schedule Updates

Lt. Col. Paul Shamy provided the committee with the Oregon Air National Guard's (ORANG) upcoming schedule. The committee congratulated Lt. Col. Shamy on his promotion to lieutenant colonel.

Lt. Col. Shamy announced that the ORANG was transitioning from summer to fall flying. He explained that September 8 would be the ORANG's last night of night flying in September. He reported that F16s would be flying out of PDX Airport for a week or two and people could expect extra flying during that time (daytime flying only). He stated that there would be no other dissimilar assets arriving at the airport through the rest of the year.

Lt. Col. Shamy reported that the ORANG would conduct weekend flying during the first weekend of October, with night flying from October 4-6. He stated that there would be a drill scheduled for the first weekend of November, with night flying scheduled for November 14-17. He announced that there would be night flights from December 12-15.

Kelly Sweeney asked if Mr. Gerspach had received any complaints about the ORANG. Mr. Gerspach stated that he had received one complaint about Continuous Descent Overhead Approaches (CDA).

Lt. Col. Shamy reported that the ORANG's public affairs unit had put out an announcement regarding the CDAs on its Facebook and Twitter accounts. He encouraged the committee to refer people to the ORANG's Facebook page to receive updates about future activity.

Mr. Stenstrom mentioned a project to update a procedural information sheet produced by the Port, that included a map of the area and local noise abatement procedures which informs transient military pilots about the airport's noise procedures.

PDX Airport Ops Director Update

Phil Stenstrom stated that Daren Griffin, General Manager of Airport Operations, had rescheduled his presentation for the next meeting.

Break

CAC Liaison Report

Joe Smith explained that he did not have a liaison report to share as there had not been a PDX CAC meeting since the CNAC meeting in July.

Demo Noise Outreach Tool

Phil Stenstrom shared with the committee an application that the Port's geographic information system (GIS) team built at the noise management team's request. He explained that the application was meant to be a resource that Port staff can use to show residents a map of the city overlaid with flight tracks. He added that the system would allow residents to see how flight tracks might change for them with NextGen.

He demonstrated the different tools available on the application, including departures and arrivals, street maps, and daytime view. He noted that database records of flight tracks were used to create the flight tracks, so the flights were a representative sample and not in realtime, but the application still acted as a helpful demonstration tool. Mr. Stenstrom explained that he hoped to turn the application into a web application, noting that it was currently only able to run on the Port's connection as it was fairly resource-intensive.

Mr. Stenstrom illustrated how the application allowed residents to see the changes in flows between 2010 and

2015. He noted that the changes in flight track intensity demonstrated how some areas experienced less flight traffic due to more precise flight plans. He demonstrated that the application also allowed users to look up their addresses so that outreach conversations could focus on specific locations.

Mike Yee noted that departures were different than arrivals in the sense that they required higher engine power settings. Mr. Stenstrom stated that while true, sound energy levels were typically higher on arrival than departure. Karen Meyer explained that 50% of noise from arrivals was generated by the flow of air over the air flaps, fuselage, and other parts of the plane.

Mr. Smith noted that when discussing the health affects of noise, a person's knowledge about the topic was incredibly significant. He expressed support for the application and suggested that the Port submit it for presentation to the International Commission on Biological Effects of Noise (ICBEN) conference. He stated that he felt the application was a great tool and would fit well with the conference's focus.

Chair Clark asked if the application was similar to BridgeNet. Mr. Stenstrom replied that the BridgeNet application used shape files, and explained that BridgeNet would build virtual paths into PDX to quantify noise and emissions footprints under different scenarios.

Bi-Monthly Complaint Report

Jerry Gerspach provided the bi-monthly complaint report, sharing complaints from July and August. He informed the committee that there were 195 total complaints in the reporting period, including 148 PDX complaints. Mr. Gerspach noted that 57 individuals submitted complaints. He summarized that they were most often related to commercial jet departures or the Hillsboro Air Show. Mr. Gerspach added that there were also a number of calls related to law enforcement operations, mostly from two individuals, and the brief F16 visit.

Lt. Col. Paul Shamy asked how the noise management team determined who was responsible for the noise. Mr. Gerspach responded that the team had a flight tracking system they used to see who was flying at a certain time and date in any particular area.

Mr. Gerspach reported on the monthly breakdown of noise complaints. He noted that the number of individuals who complained were significantly below average for July and August, though the number of complaints was on track with past averages.

Lt. Col. Shamy asked if the Port made assessed the validity of complaints. Mr. Gerspach replied that the noise office records all complaints, but added that that was why it was also useful to capture how many people called as well as how many complaints were received.

Mr. Gerspach shared information on the repeat callers and informed the committee that 43% of the total calls in the reporting period came from three individuals. He shared the complaints by neighborhood and demonstrated how the most affected neighborhoods changed when the top three complainants were removed.

Mr. Gerspach provided a map that illustrated where complaints were coming from across the region. He explained that each box on the map illustrated a caller and noted that the box became larger each time an individual called.

Chair Clark asked if the complaints related to the Troutdale Airport were removed from the map. Mr. Gerspach responded affirmatively.

Mr. Gerspach shared the noise alerts he posted in July and August informing residents of upcoming events that could affect air traffic and/or noise. Alerts included military helicopter operations, runway closures, and the International Air Show.

Mr. Smith asked about the runway closures. Mr. Gerspach responded that the closures were due to repainting, removing rubber from runways, and electrical work.

GRE Congestion Update

Phil Stenstrom provided a brief update on Ground Run-up Enclosure (GRE) congestion issue as the pilot program was halfway through a one-year term. He explained that he would provide a report and recommendation at the one-year mark.

He reminded the committee that in January they had discussed the congestion issue and CNAC had approved a one-year pilot program that began on March 1, to test how many conflicts would occur that necessitated run-ups being performed outside of the GRE. Mr. Stenstrom reported that in the first six months, there had been zero cases where unsuppressed run-ups were performed due to GRE congestion. He informed the committee that should this level of activity persist, he would consider recommending that CNAC support an adjustment to the GRE policy.

He added that the GRE lead-in lines had also been repainted and noted that there was also a IT project underway to refresh some of the electronics in the GRE facilities. Chair Clark asked about the changes. Mr. Stenstrom replied that because of the age of the facilities' electronics system, the Port's IT department wanted to bring it up to current standards.

Mr. Stenstrom explained that the current computer in the facility received input from the day's weather and relayed it to the reader board, so that pilots could review local windspeed and direction. He added that the computer also initiated a process to capture an image of the aircraft in the GRE, which allowed users to self-schedule their run-ups and make reservations. He noted that the self-managing process had worked very well.

Noise Manager's Update

Phil Stenstrom provided the following updates:

Mr. Stenstrom stated that CNAC membership renewals were underway for three positions slated to expire in November 2016.

Mr. Stenstrom informed the committee that with six months since the annual CNAC planning meeting, it was time for the mid-year check-in. Mr. Stenstrom explained that he used the topics list the group developed at the planning meeting to select speakers and topics for the year's meetings. He asked the committee if there were any additional topics they would like to discuss through the end of the year.

Tina Penman recommended that the committee review the topic list for the year to help guide discussion. Mr. Stenstrom agreed and shared the list, located on the CNAC Collaboration website. He showed the list of CNAC meeting topics and explained how the topics had been assigned for upcoming meetings. Karen Meyer noted that it looked like the committee was staying on track with its selected topics. She suggested advertising the CNAC meeting that would discuss drones, as it could garner some interest from the public. Mr. Stenstrom replied that staff always sent out an invitation to CNAC meetings through an email list, but encouraged members to send out the information to other groups that might be interested as well.

Mike Yee asked about the noise effects of drones. Mr. Stenstrom replied that drones actually had an extremely small noise footprint, but were similar to noise in the sense that they had annoyance potential, in

terms of issues such as privacy and property rights.

Mr. Stenstrom reported that Cathay Pacific had announced it would start a twice-weekly air cargo service to Portland, as part of a flight loop from Hong Kong to Los Angeles to Portland to Anchorage then back to Hong Kong, beginning November 3 and using Boeing 747-8F (the "F" is for Freighter) aircraft. The new service anticipates supporting semi-finished footwear and apparel, electronics, and perishables from Portland and its catchment area into Asia. There have been about 26 flight operations by this aircraft type at PDX previously. He noted that at 987,000 pounds MTOW (maximum take-off weight) the new aircraft are somewhat larger, and therefore louder than many aircraft serving PDX. However the model type is also relatively new, and therefore more efficient in terms of both reduced noise and emissions. The schedule is for twice-weekly service, arriving PDX Thursday mornings at 0705 and departing 90 minutes later at 0835. Saturday mornings the Cathay Pacific flight arrives at 0945 and departs at 1115. He added that staff would stay attuned for any changes to noise impacts as the service began and respond to community feedback.

Kelly Sweeney asked if there were any vacancies that needed to be filled on the committee. Mr. Stenstrom responded that there was an open Clackamas County seat. He explained that he had sent out in several rounds of advertisements for the position, including an advertisement in the Gresham Outlook.

Mr. Smith asked if the lack of response indicated a lack of interest and/or concern in noise management because Clackamas residents experience fewer noise impacts. Mr. Stenstrom agreed that was probably a key reason, in addition to the longer distance a Clackamas member might need to travel for CNAC meetings.

Chair Clark asked if it was possible to adjust the membership requirements to a position representing an area closer to the airport. Mr. Stenstrom replied that the membership requirements were intended to represent the Portland metropolitan area and allow all of the local jurisdictions to participate. He noted that there were additional people who were interested in the committee and explained that he would check with the Port of Portland Community Affairs team to see if they had any recommendations.

Mr. Sweeney asked if there were any upcoming outreach activities scheduled. Mr. Gerspach replied that the group was finished with outreach in terms of the concerts in the parks and other summer events. Mr. Stenstrom informed the committee that the noise management team would have a booth set up at the airport's PDX Runway Run event on September 26. Mr. Sweeney volunteered to help running the booth.

Mr. Stenstrom announced the next CNAC meeting would be held on November 10.

Adjourn – 7:10pm

Next Meeting:

November 10, 2016 / 5.30 p.m. – 8:00 p.m.
http://www.portofportland.com/PDX_Home.aspx

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

Meeting notes humbly submitted by Nellie Papsdorf.