

**Port of Portland  
Portland International Airport (PDX) Citizen  
Noise Advisory Committee  
Meeting Summary  
April 14, 2005**

**CNAC Members Present:**

Vicki Thompson	City of Gresham
Bruce Lindoff	Clark County/Camas/Washougal
Maryhelen Kincaid	City of Portland
Dave Smith	West Vancouver At Large
Gary Thornton	City of Vancouver
Fred Hostetler	Washington County
Ken Heuvel	Hayden Island
Mike Yee	City of Vancouver
Gary Kunz	Portland At-Large
Erwin Bergman	City of Portland

**TAG Member**

Laura Schneider	FAA
Maj. Paul Fitzgerald	ORANG

**CNAC Members Absent:**

David King	Multnomah County
Jim Trees	Troutdale/Fairview/Wood Village

**Port Staff Present:**

Peggy McNees	Noise Program Manager
Steve Johnson	Aviation
Fletcher Hunt	Aviation
Bob Turner	Noise Management Technician
Peeter Sööt	Noise Management Technician
Debbie Bishop	Adco II – Noise Management

1 **MEETING CALL TO ORDER**

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3 Vicki Thompson, vice chair, called the meeting to order on behalf of chairman David  
4 King, who was absent.

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6 **INTRODUCTIONS/ANNOUNCEMENTS**

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8 Committee members introduced themselves for the benefit of the public audience.

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10 **REVIEW/APPROVAL OF March 10, 2005 MEETING SUMMARY**

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12 No revisions to the March 10<sup>th</sup> meeting summary were identified. A motion was made to  
13 accept the summary as written. The motion was seconded and passed.

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15 **NORTH RUNWAY LENGTHENING PROPOSAL**

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17 Previously submitted questions from Maryhelen Kincaid to David King regarding the  
18 proposed north runway lengthening project were introduced. In response to the  
19 questions, Peggy McNeese invited Fletcher Hunt, development project manager for the  
20 Port of Portland, to the CNAC meeting to address the questions raised. Peggy  
21 indicated that while Fletcher may not have specific answers at this time, perhaps he  
22 could review them and ensure they were addressed, as appropriate, in the  
23 Environmental Assessment report. The Port will also keep the committee briefed at key  
24 points as the project moves forward.

25  
26 Fletcher said that while he is not fully prepared to answer each of Maryhelen's  
27 questions at this time, he will review them and attempt to respond. He reported that a  
28 feasibility study is underway to look into the proposed lengthening of the north runway.  
29 The feasibility study will address whether or not the project can be physically  
30 constructed. After that, at a minimum, an Environmental Assessment (EA) will be  
31 conducted as part of the NEPA (National Environmental Policy Act). The NEPA  
32 process is mandated and dictated by the FAA for a project with a federal component,  
33 i.e. grant funding. Results of the EA study will answer many of the questions raised by  
34 Maryhelen. He stated that at the conclusion of the study, he is willing to return to CNAC  
35 and address each of the submitted questions, as well as others that CNAC members  
36 may have. The feasibility study is scheduled to start sometime near the end of May or  
37 first part of June and be concluded toward the end of 2005.

38  
39 Maryhelen explained that she has observed that there are some businesses, as well as  
40 wildlife, at the site of the proposed runway extension. She is wondering how the Port  
41 can extend the runway, which would thereby extend the aircraft noise, 1,000 feet and  
42 not impact existing businesses or wildlife. Fletcher explained that in addition to the  
43 feasibility study, an environmental assessment will be done prior to any actual  
44 construction to determine what, if any, impact there would be to wildlife. He also stated  
45 that the entire project will be built on airport property and there are no plans to relocate  
46 businesses.

47 The January handout on this project which contains a timeline for the feasibility and  
48 environmental phases of the project, and identifies opportunities for public involvement  
49 was made available again as an informational handout.

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## 51 **REGIONAL CARGO FEEDER BRIEFING by Peeter Sööt**

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53 Peeter presented the PowerPoint presentation which was originally given to the Port  
54 Commission on April 13<sup>th</sup>, by Chris Corich, operations manager. This informational  
55 presentation was created in response to the Commission's request for more information  
56 regarding regional cargo feeders.

57

58 Recommendations to the Commission regarding the cargo feeder issue are being  
59 reviewed. That review is indicative of the Port's desire to work with their neighbors, the  
60 FAA and aircraft operators to come up with resolutions to the cargo feeder concerns.  
61 This is to be accomplished through a variety of committee meetings between the  
62 aforementioned groups, as well as air quality staff from the Port of Portland.

63

64 Included in the presentation were several photos Peeter took during a flight in a Cessna  
65 Caravan, operated by Empire Airlines. This aircraft is a cargo feeder size aircraft. The  
66 purpose of the flight was to experience approaches to the cross wind runway. The  
67 photos were intended to help demonstrate what the pilots actually see when they are  
68 lining up for landing. The altitude of the plane, at the time the photos were taken, was  
69 1,800 feet.

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71 A copy of the presentation was made available to interested CNAC members.

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73 Samples of comments made by some CNAC members in response to the cargo feeder  
74 presentation are:

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- 76 • On approach, cargo feeder planes should stay on one heading all the way to the  
77 end of the runway and then turn instead of turning off prior to end of runway  
78 which causes extended flight time over area neighborhoods
- 79 • The pilots need better "glide training"
- 80 • The 3.5° glide slope is the preferred glide slope by airport neighbors
- 81 • The planes make a midfield approach on downwind leg of runway, why can't that  
82 downwind leg be closer to the airport because as it is currently, it causes planes  
83 to fly over the neighborhoods more than over industrial areas
- 84 • There should have been a slide that demonstrates how cargo feeder operations  
85 and public aircraft compete for arrivals and departures during the day
- 86 • The question was asked why doesn't the Port control the cargo feeder flights  
87 more and it was explained that Federal Government rulings state the Port cannot  
88 restrict any flights in any way

89

90 Peggy reiterated to CNAC that Port staff have recommended to the Commission the  
91 formation of a committee made up of members of the neighborhood associations, the  
92 FAA, CNAC members, local jurisdictions and aircraft operators to further study and

93 discuss cargo feeder issues. She asked if there is any interest by CNAC members to  
94 serve on this committee. Erwin Bergman and Dave Smith volunteered, thereby  
95 representing both Oregon and Washington. Maryhelen Kincaid is interested in following  
96 this issue as well, and would like to attend scheduled meetings as an observer.  
97 Vicki Thompson requested Peggy send out an email to CNAC regarding scheduled  
98 meeting information, as it is available.

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100 **NEW MEMBER ORIENTATION**

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102 Peggy asked how many CNAC members will be attending the April 26<sup>th</sup> new member  
103 orientation being held at the airport. The orientation will include a bus tour of the  
104 airfield, a tour of the FAA air traffic control tower, a PowerPoint presentation on the  
105 Airport Noise & Operations Monitoring System (ANOMS) by Jerry Gerspach, and tour of  
106 the Noise Management offices.

107  
108 Mike Yee, Dave Smith, Maryhelen Kincaid and Ken Heuvel responded that they will be  
109 attending.

110  
111 **BERKELEY NOISE SYMPOSIUM REPORT by Vicki Thompson**

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113 Vicki submitted a report outlining her impressions of the Berkeley Noise Symposium. A  
114 copy was included in the meeting packet. She highlighted one thing she found very  
115 interesting were quotes by attorney Daniel Reimer in his presentation of "The  
116 Regulation of Aviation" which read:

- 117  
118       • "Local government who are not airport proprietors cannot restrict aircraft  
119       operations."  
120       • "Local government cannot limit runways and taxiways (California vs. Burbank,  
121       Glendale, Pasadena, 1991)."  
122       • "You cannot restrict flight of individual aircraft, i.e., cannot impose an 11 p.m.  
123       curfew."

124  
125 Vicki gave various noise brochures and other documents that she obtained while at the  
126 symposium to the Noise Management office for their library.

127  
128 **PUBLIC COMMENTS**

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130 Fred Stovel, a member of the Airtraffic Issues Roundtable (AIR) committee presented a  
131 memorandum addressed to CNAC regarding "Get a Head Start on Fly Quiet". In  
132 addition to the memo, he provided a copy of flight tracks demonstrating cargo feeder  
133 arrivals for the dates February 1 – 7, 2005, in support of his memorandum.

134  
135 Mr. Stovel came to the meeting requesting CNAC to, again, consider the "Fly Quiet  
136 Program" and encouraged the committee to give this program their support.

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138

139 **TRENDS IN GA AND EFFECTS ON PDX by Gary Kunz**

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141 Gary discussed an article that appeared in the March 21, 2005 USA Today newspaper  
142 entitled “Upcoming Microjets Could Crowd Skies Even More.” The article addresses a  
143 type of aircraft being introduced by the FAA as a “new-style aircraft” that could be in the  
144 sky as early as next year. The plane is made of lightweight material, has high-tech  
145 engines and seats up to eight people. The FAA is forecasting that these newer, lighter  
146 jets could be “vying for airspace by 2016.” These planes are in a broader class of  
147 general aviation which could have more than 20,000 additional planes in the air over the  
148 next 12 years. These smaller planes will allow passengers to fly into smaller airports  
149 around the globe and could be used like an air taxi. Gary noted that it seems difficult to  
150 forecast the future and asked if the Port is seeing this at any of our airports.

151

152 Peggy responded by concurring that the future is difficult to predict which is why master  
153 plans are revisited every 5-8 years. There has been interest expressed at Hillsboro  
154 airport in a type of air taxi service but that has not yet come to fruition.

155 A copy of the article was provided to CNAC members at the meeting in an addendum  
156 packet.

157

158 **AIRPORT NOISE REPORT (ANR)**

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160 Erwin Bergman reported on two articles:

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- 162 • The first is regarding a pending lawsuit between the City of Minneapolis, St Paul  
163 and the local airport authority in an attempt to force the airport to insulate homes  
164 between the 60 – 65 DNL. Erwin reported that the city is accusing the airport  
165 authority of not fulfilling their end of the bargain regarding the agreement as  
166 written.

167

168 Peggy McNees added some background information to this issue by saying that  
169 Minneapolis, St Paul, in their Part 150 study, recommended sound insulation out  
170 to the 60 DNL. The airport proprietor wanted to comply; however, at the specific  
171 request of NW Airlines, Trent Lott had a provision added to the FAA Airport  
172 Improvement Program Bill which specifies that Federal funds could not be spent  
173 outside the 65 DNL. Previously, this was the FAA policy but it had not been  
174 specifically articulated before. This lawsuit was not unexpected and Airports  
175 around the country are watching this case to see how this lawsuit resolves.

176

- 177 • Erwin’s second report was that Los Angeles awarded a contract to HMMH  
178 Acoustical – who have done work in Portland – to conduct a Part 161 at both  
179 LAX and Van Nuys Airports. Items being studied are nighttime easterly flights,  
180 as well as noise based landing fees and maximum daytime noise levels on  
181 departure. A last item being studied is the stopping of all air traffic between  
182 10:00 p.m. and 7:00 a.m., with the exception of emergency aircraft.

183

184 Peggy provided a bit more context to the Los Angeles World Airport situation. An  
185 agreement was developed with the community in order for the LAX to expand. A  
186 Part 161 Study is being done at these airports consistent with terms of the  
187 agreement.  
188

### 189 **UPDATE ON PDX NOISE COMPATIBILITY STUDY (FAR PART 150)**

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191 An updated Part 150 schedule was provided to committee members. The Port has  
192 rescheduled submission of the Part 150 study to the Commission for action from May  
193 until June, anticipating submittal to the FAA in July. This will give Port officials more  
194 time to study and respond to public comments made as a result of the March 9 Part 150  
195 public hearing, as well as questions regarding the regional cargo feeders. A briefing  
196 was provided to the Port Commission April 13 in response to their request for additional  
197 information on the regional cargo feeder operations.  
198

### 199 **NOISE OFFICE REPORT by Peggy McNeas**

- 200  
201 • Peggy reminded everyone that the May CNAC meeting will be held in Vancouver  
202 at the Clark County Public Building. The address and driving directions were  
203 included in the meeting packet. Peggy has invited representatives from the City  
204 of Vancouver, to speak at the May CNAC meeting on the topic of land use.  
205
- 206 • An article regarding the military entitled “Base Fears” was included in the CNAC  
207 packet for information. Major Paul Fitzgerald, of the Oregon Air National Guard,  
208 reported that while Portland is one of the bases mentioned in the article as one  
209 being considered for closure, many other bases are identified as well. This will  
210 be discussed, in detail, at a future meeting.  
211
- 212 • Two web alerts were posted regarding additional military night training flights in  
213 April that involve using aircraft “after burners.” Peggy also noted that there will  
214 be a fair number of military visitors and flight training this summer. There may  
215 also be information about flight training exercises is provided as a courtesy to the  
216 Port by military personnel. CNAC requested the military expand their press  
217 release distribution list to include smaller community newspapers in the  
218 surrounding areas.  
219

220 Peggy invited members to make suggestions for future agenda items for CNAC  
221 meetings and provided a preview of several agenda items under discussion  
222 including land use and airport financing. She also mentioned a future briefing on the  
223 FAA Capacity Enhancement Plan (CEP) and associated long term noise contours.  
224 The information was presented to the land use advisory committee, of which Gary  
225 Thornton is a member.  
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230 **BUSINESS NOT ON THE AGENDA**

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232 Ken Heuvel addressed the cargo feeder issue. He said that in his opinion when the  
233 cargo feeders do not make much noise. He further clarified this statement by saying  
234 that by comparison, living on Hayden Island, which receives a lot of jet traffic, the cargo  
235 feeders are relatively quiet.

236

237 **ADJOURNMENT**

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239 There being no further questions or discussion, a motion was made for the meeting to  
240 adjourn. The motion was seconded and passed. The meeting adjourned.