

**Port of Portland  
Portland International Airport (PDX) Citizen  
Noise Advisory Committee  
Meeting Summary  
June 9, 2005**

**CNAC Members Present:**

|                   |                         |
|-------------------|-------------------------|
| David King        | Multnomah County        |
| Maryhelen Kincaid | City of Portland        |
| Dave Smith        | West Vancouver At Large |
| Gary Thornton     | City of Vancouver       |
| Mike Yee          | City of Vancouver       |
| Erwin Bergman     | City of Portland        |
| Fred Hostetler    | Washington County       |

**TAG Members**

|                 |     |
|-----------------|-----|
| Laura Schneider | FAA |
|-----------------|-----|

**TAG Members Absent**

|                      |       |
|----------------------|-------|
| Maj. Paul Fitzgerald | ORANG |
|----------------------|-------|

**CNAC Members Absent:**

|                |                                 |
|----------------|---------------------------------|
| Vicki Thompson | City of Gresham                 |
| Jim Trees      | Troutdale/Fairview/Wood Village |
| Gary Kunz      | Portland-At-Large               |
| Bruce Lindoff  | Clark County/Camas/Washougal    |
| Ken Heuvel     | Hayden Island                   |

**Port Staff Present:**

|               |                            |
|---------------|----------------------------|
| Peggy McNees  | Noise Program Manager      |
| Bob Turner    | Noise Technician           |
| Peeter Sööt   | Noise Technician           |
| Steve Johnson | Aviation Media Relations   |
| Debbie Bishop | Adco II – Noise Management |
| Brooke Satern | Community Affairs Intern   |

1 **MEETING CALL TO ORDER**

2  
3 Chairman David King called the meeting to order.

4  
5 **REVIEW/APPROVAL OF LAST MONTH'S MEETING SUMMARY**

6  
7 Line 285 – remove the word “county” in East Columbia County Neighborhood  
8 Association. It should read “East Columbia Neighborhood Association.” Also, capitalize  
9 the word “East” in that same sentence.

10  
11 Line 74 – Remove David Smith’s name as he did not attend the meeting referenced.

12  
13 No further revisions. A motion was made to accept the summary with corrections, then  
14 was seconded and passed.

15  
16 **LUAC (Land Use Advisory Committee) COMMITTEE MEMBER OPENING –**  
17 **Peggy McNees**

18  
19 Peggy discussed the Land Use Advisory Committee and their request for a CNAC  
20 member to serve on the committee. She explained commitment involves attendance at  
21 meetings and informational reporting to CNAC. LUAC tasks include:

- 22
- 23 • Review and comment to Port on progress and results of the 2000 PDX Master
  - 24 Plan “follow-on” studies.
  - 25 • Review and comment to Port on approved conditional use permit projects, prior
  - 26 to implementation, including five large capital PDX projects, smaller PDX projects
  - 27 and new third party land development proposals.
  - 28 • Advise the Port and City, respectively, on consultant scope and selection of
  - 29 consultants for the PDX Master Plan update and the legislative land use process.
- 30

31 The committee meets approximately four times per year and the next scheduled  
32 meeting is Wednesday, September 21<sup>st</sup>. David King has volunteered to serve on the  
33 committee. A motion was made to accept David’s offer to sit on the committee. The  
34 motion was seconded and passed.

35  
36 **CAPACITY ENHANCEMENT PLAN & LONG RANGE NOISE CONTOURS**  
37 **PRESENTATION – Laura Schneider, Duane Decker & Peggy McNees**

38  
39 Peggy gave a brief explanation of the Capacity Enhancement Plan. Presentations were  
40 then given by Laura, Duane and Peggy. The evening’s presentation was a compilation  
41 of three different presentations that have been given on this topic. This evening’s  
42 presentation included:

- 43
- 44 • FAA Policies and Process on Capacity
  - 45 • Operational Evolution Plan (OEP)
  - 46 • OEP Airports

- 47 • Runway Template Action Plans
- 48 • Measures/Tools
- 49 • Delay/Capacity
- 50 • What is a Capacity Enhancement Plan?
- 51 • Why Conduct a Capacity Enhancement Plan?
- 52 • How is a Capacity Study Conducted?
- 53 • Phase I Alternatives Studied
- 54 • Current Operating Procedures – Single Jet Departure Stream
- 55 • Parallel Runway Departures
- 56 • Possible Future Procedures – Dual Jet Departure Stream
- 57 • Phase I Alternatives Studied
- 58 • Third Parallel Runway & North/South Crossover Taxiway
- 59 • Phase I Summary Curve
- 60 • Phase II Alternatives Studied
- 61 • Centralized Terminal, 3<sup>rd</sup> Parallel Runway & Realigned Runway 3/21
- 62 • Decentralized Terminal, 3<sup>rd</sup> Parallel Runway & N/S Crossover Taxiway
- 63 • Conclusions
- 64 • Aircraft Noise Analysis
- 65 • Future Noise Effects of PDX Growth
- 66 • Operational Recommendations
- 67 • Existing Departure Flight Tracks - Jets
- 68 • Existing Departure Flight Tracks – High Performance Propeller
- 69 • Existing Departure Flight Tracks – Low Performance Propeller
- 70 • 2001 Base Case Noise Contours/Noise Exposure Map (NEM)
- 71 • Delay Reduction Alternatives
- 72 • Existing Base Case Single Departure (Jets Only)
- 73 • Future Dual Departure Streams (Turboprops Only)
- 74 • Future Dual Departure Streams (Jets and Turboprops)
- 75 • Future 3<sup>rd</sup> Runway Example (All Aircraft Diverge)
- 76 • Delay Reduction Alternatives

77

## 78 **TEMPLATE FOR REPORTS TO LOCAL JURISDICTIONS - David King**

79

80 David spoke on the issue of CNAC members reporting to their local jurisdictions  
 81 concerning the activities of CNAC. Shared with the committee was a copy of a letter  
 82 David had written to Commissioner Diane Linn in January of 2002 which serves as an  
 83 example of the type of information that may be reported back to each member's  
 84 jurisdictional contact. David continued by reminding members that reporting to  
 85 sponsoring jurisdictions is a requirement of the serving CNAC member.

86

87 Included in the CNAC packet was a draft report template of the jurisdiction report as  
 88 prepared by Lise Glancy of the Port of Portland. The draft was provided to the  
 89 committee by Peggy McNees.

90

91 David suggested everyone review the draft template and make comments or  
 92 suggestions on the format. Both he and Peggy emphasized the importance of

93 continued contact by CNAC members with their sponsoring jurisdiction. This is  
94 especially true when there is a vacancy on the committee because the sponsoring  
95 jurisdiction will sometimes contact the Port to ensure participation of the referred  
96 member. Another point that should be kept in mind is that the sponsoring jurisdiction  
97 may have questions of the sitting member, so continued open dialogue between the two  
98 is important.

99  
100 **UPDATE ON PDX NOISE COMPATIBILITY STUDY – PART 150 - Peggy McNees**

101  
102 Peggy reminded the committee that the date for submission of the Part 150 to the Port  
103 Commission for final action was pushed back to July 13<sup>th</sup> to allow Port staff time to  
104 gather the last of the information necessary prior to submission. She continued by  
105 saying Port staff has been working very hard to prepare for the July 13<sup>th</sup> date and gave  
106 special thanks to Noise Office staff for their dedication and hard work.

107  
108 A second issue reported was the regional cargo feeder issue. Peggy discussed idea of  
109 a “cargo feeder fly day” that came out of meetings between the City of Portland and the  
110 Port of Portland. The purpose of the fly day is to demonstrate the feasibility of proposed  
111 flight tracks and to take sound measurements at six (6) sites near the airport. The  
112 measuring of sound will demonstrate how much plane noise is actually heard above  
113 normal ambient sounds. The flights themselves will provide information to the FAA, the  
114 Port and City officials regarding specific flight path suggestions that have been received.  
115 As an example, one suggestion received is having the planes make very tight turns into  
116 the airport for landing. The flights will test those turns as well as fly a path that takes the  
117 plane up the I-5 corridor, turning North of Columbia Boulevard and coming in for  
118 landing. Testing these and other suggested flight paths will demonstrate not only if they  
119 are executable, but if they are safe.

120  
121 Three dates were ear marked for the cargo feeder fly date: June 18, 25 and 26, with the  
122 18<sup>th</sup> being the preferred date. The fly day is, of course, dependant on weather  
123 conditions. Two aircraft will be used for the tests. We will be renting one plane, and  
124 Empire has volunteered one of their aircraft. Selected cargo feeder ad-hoc committee  
125 members will fly in the planes to see how the suggested options work for the pilots and  
126 the FAA.

127  
128 Because much focus has been on North and Northeast Portland concerns regarding the  
129 cargo feeders, we hope this process will give us tools and options to apply lessons  
130 learned over Vancouver as well.

131  
132 **NOISE OFFICE REPORT - Peggy McNees**

133  
134 Peggy reported that the Noise Office Report is a good summary of events in the Noise  
135 office as of late. One item she highlighted was an upcoming trip to Chicago to  
136 participate in the planning session for the annual Noise Symposium. She asked CNAC  
137 members if they had any agenda items they would like her to include at that meeting.

138

139 Peggy reported there is some upcoming maintenance scheduled on the GRE ,that may  
140 cause a few unsuppressed run-ups.

141

142 **AIRPORT NOISE REPORT - Comments by David King**

143

144 David referenced an article in the May 30<sup>th</sup> issue of the ANR that is entitled “County  
145 Declares Noise Over 55 DNL Incompatible with Residential Use” and hoped everyone  
146 had read the article. He also pointed out another article that appeared in the June 13<sup>th</sup>  
147 issue of the ANR which follows the same theme entitled “FAA Will Not Appeal Court  
148 Ruling Upholding Naples’ Stage 2 Business Jet Ban.”

149

150 Finally, a third interesting article he read was regarding Seattle’s Sea-Tac Airport.  
151 Continental Airlines, and aircraft flown by Federal Express, were named the quietest  
152 carriers as part of that airport’s Fly Quiet Program. He said it would be interesting to  
153 find out what they are doing differently from PDX that caused that distinction.

154

155 **BUSINESS NOT ON THE AGENDA – David King**

156

157 David King again addressed the topic of technological improvements in aircraft and  
158 expressed the desire to locate a guest speaker who would discuss technological  
159 improvements. CNAC members will be on the look-out for a speaker on this topic.

160

161 **ADJOURNMENT**

162

163 There being no further business, a motion was made to adjourn the meeting. The  
164 motion was seconded and passed.