

**Port of Portland
Portland International Airport (PDX) Citizen Noise
Advisory Committee
October 12, 2006**

MEETING SUMMARY

CNAC Members Present:

Maryhelen Kincaid	City of Portland
Beverly Bruender	Portland At-Large
Christopher Bothwell	Portland At-Large
Erwin Bergman	City of Portland
David Benfield	Clackamas County
Ken Heuvel	Hayden Island
Steve Kerman	Washington County
Vicki Thompson	City of Gresham
David King	Multnomah County
Michele Sturdavant	Fairview/Troutdale/Wood Village
Mike Yee	City of Vancouver
Gary Thornton	City of Vancouver

TAG Members Present:

Laura Schneider	FAA
Lt Col Jeffrey Hwang	ORANG

CNAC Members Absent:

Bruce Lindoff	Clark County/Camas/Washougal
Dave Smith	Vancouver At-Large
Gary Kunz	Portland At-Large
	City of Vancouver

Port Staff Present:

Jason Schwartz	Noise Manager
Chris Corich	Manager, Long Range Planning
Jennifer Schiele	Noise Management Analyst
Chris Blair	Noise Management Planner
Debbie Bishop	Noise Management Adco
Rachel Wray	Community Affairs Aviation Program Manager
Chris White	Manager, Community Affairs
Jerry Gerspach	Noise Management Analyst
Philip Ralston	Environmental
Renee Dowling	Environmental
Sam Hartsfield	Environmental

1 **MEETING CALL TO ORDER**

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3 The meeting was called to order by chair Maryhelen Kincaid.

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5 **ANNOUNCEMENTS – MARYHELEN KINCAID**

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7 Maryhelen announced that this meeting is David King's last as he is retiring from the
8 committee. The Port and CNAC thanked King for his hard work and dedication to noise
9 issues and gave him gifts of appreciation.

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11 **APPROVAL OF MEETING SUMMARY FOR JULY 2006 – MARYHELEN KINCAID**

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13 The meeting summary for the July 2006 meeting was approved with changes identified
14 in September.

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16 Erwin Bergman questioned the wording from the September 2006 CNAC meeting
17 summary; specifically line 40 which is regarding his request that the Port write a letter to
18 small aircraft operators conducting nighttime run-ups. He asked that the verbiage be
19 changed from "...an *inquiry* by CNAC member Erwin Bergman regarding run-up
20 noise..." be changed to read "... Erwin *requested* the Port"

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22 Steve Kerman noted a typo on line 53; the word "for" was changed to the word "so."

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24 Steve also asked about a date referred to on line 118 for installation of the new ANOMS
25 system. The date was corrected to read June 2007.

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27 A motion was made to accept the September meeting summary as amended. Motion
28 was seconded and passed.

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30 **AIRCRAFT NOISE IMPACTS ON EAST METRO AREA – JERRY GERSPACH**

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- 32 • Jerry gave an overview of typical aircraft operations on east side of the
 - 33 metropolitan area and how those operations affect residents.
 - 34 • Aircraft operate seasonally and therefore must arrive and depart into the wind.
 - 35 Typically, flights are on what is known as "west flow" in the summer and "east
 - 36 flow" in winter. East-side neighbors will likely hear more aircraft in the summer
 - 37 months, when arriving aircraft approach the airport over eastside communities to
 - 38 land into the west wind.
 - 39 • Departures over east county fly 11 miles out from the airport—or 7,000 feet (or
 - 40 above) in altitude—and then make their turn to the north or south, depending on
 - 41 their route.
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43 **AVIATION AND AIR QUALITY: A DISCUSSION OF IMPACTS, RESEARCH AND PORT INITIATIVES**
44 **– PHIL RALSTON, RENEE DOWLING AND SAM HARTSFIELD FROM THE PORT OF PORTLAND**

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46 Phil's and Sam's presentation included the following:

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- 48 • 2005 CO Emissions
 - 49 • 2005 PDX NO_x Emissions
 - 50 • 2005 PDX PM_{2.5} Emissions
 - 51 • Reducing Hazardous Air Pollutants with Voluntary Facility Operation Actions
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53 Renee Dowling discussed national research on aircraft emission and handed out a
54 booklet, "Aviation & Emissions," from the Federal Aviation Administration.

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VANCOUVER SUBCOMMITTEE RECOMMENDATIONS ON CARGO FEEDER/GENERAL AVIATION FLIGHTS – SEAN LOUGHRAN, CITY OF VANCOUVER AND SUBCOMMITTEE MEMBERS

- Sean presented a brief summary of the Vancouver cargo feeder subcommittee process, detailing the work accomplished and the number of meetings held. The subcommittee’s product, a series of principles and recommendations, was provided to CNAC members.
- The FAA is reviewing recommendations from the Portland Ad Hoc Committee, including a recommendation from both committees to have cargo feeders and light GA planes reach an altitude of 500 ft before turning ..
- Sean sought acceptance by CNAC of the recommendations as written so they may be forwarded to the FAA for consideration.
- A motion was made, seconded, and passed to accept the recommendations of the Vancouver ad hoc committee as written.

NORTH RUNWAY EXTENSION PROJECT UPDATE – CHRIS CORICH

- The south runway is paramount to international service, but it needs major repairs that cannot be done on an overnight-only schedule of construction work. The south runway will need to be closed to six weeks for repairs in 2011.
- In order to maintain existing service at PDX, the Port has conducted a feasibility study on a possible north runway extension.
- Additionally, the Port has nearly completed preliminary research on impacts of extending the north runway, such as noise monitoring and modeling.
- While an 11,000 foot runway was originally identified, the Port has determined that an extension to 9,828 feet is sufficient.
- If the north runway is extended, the runway’s landing threshold will not change. However, departures may change as it takes more runway length to take-off than land.
- Further details on noise modeling and effects of the extension will be discussed at the November CNAC meeting.

DISCUSSION OF CEREMONIAL MILITARY FLIGHTS AT PDX – CHRIS CORICH

An overhead approach is a tactical maneuver done by pilots to honor retiring pilots or in memoriam of lost service personnel. These ceremonies are performed during daytime hours only—weather permitting—and last approximately 1-1/2 minutes.

Oregon Air National Guard has requested that ceremonial flights be occasionally permitted. The Port and ORANG are seeking the approval of CNAC for ORANG to perform ceremonial flights when pilots retire or in memoriam.

A motion was made for the committee support the Air Guard’s request to perform ceremonial flights with the stipulation that flights are done during daylight hours and do not occur frequently. The motion was seconded and passed.

FOLLOW-UP ON SEPTEMBER DISCUSSION OF FLIGHT DEVIATIONS – RACHEL WRAY

- Rachel distributed a revised policy on flight deviations. Due to time constraints, discussion was postponed until the November CNAC meeting.

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109 **NOISE OFFICE REPORT – JASON SCHWARTZ**

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- Highlighted topic: the Noise Team has worked with a carrier at PDX on improving performance of the Port's noise abatement departures procedures; this work has resulted in a correction of the carrier's departure path and reduced overflights impacting Vancouver.

116 **UPCOMING PORT MEETINGS – RACHEL WRAY**

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- October 16: City of Vancouver Work Session on Cargo Feeder Process, N. Runway Ext., and Part 150 Update
- October 17: Hillsboro Council Work Session - Port and City Compatibility Planning for HIO

123 **MEETING EVALUATION AND UPCOMING AGENDA TOPICS – MARYHELEN KINCAID**

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- Kincaid asked if anyone had items for future agendas.
- Bergman requested that the next agenda include airport operators and nighttime run-ups.
- Ken Heuvel asked if we could invite someone from the railroads to discuss use of train whistles. Wray encouraged him to contact the North Portland Noise Task Force, which is looking at various sources of noise, not just aircraft.

133 **ADJOURNMENT – MARYHELEN KINCAID**

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There being no further discussion, a motion was made to adjourn the meeting. The motion was seconded and the meeting adjourned.

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*Meeting summaries are posted on our webpage at www.portofportland.com.
Copies of correspondence or materials referenced in the meeting summary
may be obtained by contacting Rachel Wray at (503)460-4073
or (800) 547-8411 ext 4073.*