

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

**MEETING SUMMARY**

**CNAC Members Present:**

Bruce Lindoff	Clark County/Camas/Washougal
David King	Multnomah County
Ken Heuvel	Hayden Island
Mike Yee	City of Vancouver
Michele Sturdavant	Fairview/Troutdale/Wood Village
Erwin Bergman	City of Portland
Dave Smith	Vancouver At-Large
Gary Kunz	Multnomah County
Gary Thornton	City of Vancouver
Maryhelen Kincaid	City of Portland
Beverly Bruender	Portland At-Large
Christopher Bothwell	Portland At-Large

**TAG Members Present:**

Laura Schneider	FAA
Major Jeffrey Hwang	ORANG

**CNAC Members Absent:**

Fred Hostetler	Washington County
Vicki Thompson	City of Gresham

**Port Staff Present:**

Mary Maxwell	Aviation Director
Chris Corich	Long Range Planning Manager
Steve Twohey	Interim Noise Program Manager
Peeter Sööt	Noise Management Analyst
Jerry Gerspach	Noise Management Analyst
Chris Blair	Noise Management Planner
Debbie Bishop	Noise Management Adco
Rachel Wray	Community Affairs Aviation Program Manager
Chris White	Community Affairs Manager
Lise Glancy	Government Relations Manager

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 **CARGO FEEDER ISSUE - REVIEW OF PROPOSED EDITS TO PRINCIPLES AND RECOMMENDATIONS –**  
6 **MARIA THI MAI – COMMISSIONER SAM ADAMS’ OFFICE**

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8 This was a combined meeting between the CNAC and Cargo Feeder Ad Hoc Committee. The  
9 purpose of this meeting was to review proposed edits to the principles and recommendations  
10 made by the ad hoc committee and discuss them with the FAA. Additionally, this meeting’s  
11 purpose was for the ad hoc committee to turn their recommendations over to CNAC, which will  
12 continue work on the cargo feeder issue.

13  
14 Maryhelen Kincaid turned the meeting over to Maria Thi Mai of Commissioner Sam Adams’  
15 office. Maria reviewed the work of the ad hoc committee and then led the discussion regarding  
16 the proposed principles and recommendations. Maria introduced Laura Schneider of the FAA,  
17 who addressed the Ad Hoc Committee’s Principles and Recommendations document,  
18 specifically items five (5) and seven (7).”

19  
20 Laura explained that Principles #5 and #7 “could be” in conflict with one another. She said that  
21 if aircraft happen to be coming from the same direction, as outlined in item #5, then the shortest  
22 route to the airport may well be over the same residential areas currently impacted. Because of  
23 this, Laura requested a prioritization between the two issues; in the event a conflict does come  
24 up between “shortest route” and “dispersal,” the FAA would then know the group’s preference,  
25 which could be incorporated correctly.

26  
27 In-depth discussion led to a show of hands to indicate which would be the preferred “principle”  
28 to keep in the “Principles and Recommendations.” It was voted that Principle number five (5) is  
29 preferred, with the following edit:

30  
31 *“Cargo feeder aircraft flights should be dispersed where practicable. A key*  
32 *consideration will be minimizing the amount of time over incompatible land*  
33 *uses.”*

34  
35 A motion to have cargo feeder aircraft dispersed, where practicable and to minimize flight over  
36 incompatible land use areas, was seconded and passed.

37  
38 Principle number seven (7) has been removed from the Principles and Recommendations.

39  
40 There was further discussion regarding Recommendation number two (2), which addresses late  
41 night cargo feeder and GA procedures. Committee members stated they would prefer the  
42 language be changed to read:

43  
44 *“...requests that the FAA limit departures and arrivals flights over north*  
45 *and northeast Portland between 10 p.m. and 6 a.m. understanding market*  
46 *conditions....”*

47

48 Laura Schneider, of the FAA, responded to Recommendation number four (4), which indicates  
49 the desire for the FAA to look at a “broader time frame” as opposed to Recommendation  
50 number two (2). Laura made a commitment to look at every possible scenario, with an  
51 emphasis on the “10 – 7” proposal; she will then report to CNAC. There was a motion to amend  
52 Recommendation two (2) to read that the time identified flight time’s change to 10 p.m. to 7 a.m.  
53 Motion did not pass. Further motion was made to combine Recommendations two (2) and four  
54 (4) – remove the 11 p.m. – 5 a.m. wording entirely and replace it with “9 p.m. – 9 a.m.” and have  
55 the FAA review it and tell the committee what they are actually able to accomplish. This motion  
56 was seconded. Pass or fail vote was never achieved.

57

58 Proposal made to amend Recommendation two (2) to remove the verbiage “11 p.m. to 5 a.m.”  
59 and amend it to read “10 p.m. to 6 a.m.” Discussion resulted in another amendment of the  
60 proposal to state “10 p.m. – 6 a.m.”, or, if that is not feasible, then as close to those times as  
61 possible. Also, remove “runway three” verbiage from Recommendation two (2). Motion made  
62 to these amendment proposals – seconded and passed.

63

64 Proposed amendments to Recommendation two (2) where it states “...limit departures and  
65 arrival flights on Runway 3....” A motion was made to delete the verbiage “...Runway 3...”  
66 entirely. A second was not made, however a vote passed regarding the change in verbiage.

67

68 Proposed amendment to Recommendation two (2) regarding “Departure during the time should  
69 maintain runway headings consistent with traffic count until they reach 2000 feet before turning  
70 over residential areas.” Motion was made to adopt Erwin Bergman’s proposed verbiage.”  
71 Motion was seconded and passed.

72

### 73 **DISCUSSION OF FAA POSSIBLE OPERATIONAL SCENARIOS – LAURA SCHNEIDER**

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75 This was just an informational presentation and discussion.

76

### 77 **PUBLIC COMMENT PERIOD**

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79 There were no public comments.

80

81 Compliments were paid (by the cargo feeder ad hoc committee) to Laura Schneider, Lise  
82 Glancy, Maria Thi Mai, and all Port personnel who put in the extra time and effort to organize  
83 and manage the cargo feeder and CNAC meetings.

84

### 85 **FLIGHT TESTING FRAMEWORK AND TIMELINE FOR FLIGHT TESTING AND ANALYSIS – LAURA 86 SCHNEIDER**

87

88 Motion was made to accept Laura Schneider’s schedule/proposal for the flight testing. Motion  
89 was seconded and passed.

90

### 91 **PLAN FOR PUBLIC MEETINGS – CHRIS WHITE**

92

93 The Port, in partnership with the City of Portland, is planning on having public meetings to  
94 further discuss the cargo feeder issue. It is the Port’s intention to hold meetings on both the

95 west and east side of town. With the dispersal concept, it is difficult to pinpoint exactly which  
96 areas are experiencing the most noise, so the Port will try to centralize the meetings. With input  
97 from those meetings, the Port will go back to CNAC and to the FAA and discuss further options.  
98

99 The Port also hopes to meet with the Portland City Council to explain the entire cargo feeder  
100 process, what we hope to accomplish, and what our next steps will be.

101

102 **ADJOURNMENT – MARYHELEN KINCAID**

103

104 The meeting was adjourned.

105

106 *Meeting summaries are posted on our webpage at [www.portofportland.com](http://www.portofportland.com).*

107 *Copies of correspondence or materials referenced in the meeting summary*  
108 *may be obtained by contacting the Noise Management Office at (503)460-4073*  
109 *or (800) 547-8411 ext 4543.*