

**Port of Portland
Portland International Airport (PDX) Citizen Noise
Advisory Committee
November 9, 2006**

AMENDED DRAFT MEETING SUMMARY

CNAC Members Present:

Dave Smith	Vancouver At-Large
Christopher Bothwell	Portland At-Large
Erwin Bergman	City of Portland
David Benfield	Clackamas County
Steve Kerman	Washington County
Vicki Thompson	City of Gresham
Mike Yee	City of Vancouver
Gary Thornton	City of Vancouver
Bruce Lindoff	Clark County/Camas/Washougal
Gary Kunz	Portland At-Large

TAG Members Present:

Laura Schneider	FAA
Lt Col Jeffrey Hwang	ORANG

CNAC Members Absent:

Maryhelen Kincaid	City of Portland
Beverly Bruender	Portland At-Large
Ken Heuvel	Hayden Island
Michele Sturdavant	Fairview/Troutdale/Wood Village

Port Staff Present:

Jason Schwartz	Noise Manager
Peeter Sööt	Noise Analyst
Chris Blair	Noise Management Planner
Debbie Bishop	Noise Management Adco
Rachel Wray	Community Affairs Aviation Program Manager
Fletcher Hunt	Project Manager-Port of Portland

1 **MEETING CALL TO ORDER**

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3 The meeting was called to order by co-chair Dave Smith.

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5 **ANNOUNCEMENTS OR ADDITIONS TO AGENDA – DAVE SMITH**

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7 Agenda changes – Erwin Bergman requested time to address committee and was
8 provided 10 minutes to speak.

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10 **APPROVAL OF MEETING SUMMARY FOR OCTOBER 2006 – DAVE SMITH**

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12 The meeting summary for the October 2006 meeting was approved as written.

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14 **NORTH RUNWAY EXTENSION PROJECT UPDATE – FLETCHER HUNT**

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- 17 • Hunt presented on the north runway extension; he included information about the
18 current conditions of the south runway pavement joints and the 2014 operational
19 scenario.
 - 20 • The deterioration of the south runway is such that necessary rehabilitation will
21 require a full runway closure for repairs rather than the start-and-stop processes
22 of previous years. Full-time closure of the south runway may jeopardize
23 international air service; an extended north runway would allow the airport to
24 continue to accommodate larger aircraft while the south runway is being
25 repaired.
 - 26 • Gary Thornton voiced concern that a longer north runway will cause more flights
27 to land over Vancouver. Jason Schwartz, Noise Manager, and Laura Schneider
28 from the FAA explained that the runway extension would not change landing
29 procedures because thresholds will remain the same. Schwartz went on to say
30 that airplanes are expected continue to land nearest to where they park; Port
31 staff estimate up to 36 aircraft may want to relocate to the north runway should
32 the runway be extended.
 - 33 • Hunt discussed the potential construction process; preliminary plans call for
34 moving fill to the airport for each of the extended runway ends. CNAC members
35 asked questions about potential construction traffic on Marine Drive and NE 33rd
36 Avenue.
 - 37 • Another member asked whether the land-fill material would be barged into the
38 future construction area or driven over the highway. Hunt said that we hope to
39 barge material on the Columbia and then transport it across Marine Drive.
 - 40 • Suggestion was made by Gary Kunz to transport the material via a conveyor
41 system that could be built over Marine Drive instead of trucking it across the
42 road.
 - 43 • Hunt and Schwartz will present updated information at the January CNAC
44 meeting.

45 **CARGO FEEDER RUN-UPS – PEETER SÖÖT**

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47 Sööt reported on studies that had been conducted regarding run-ups by propeller aircraft
48 (i.e., Ameriflight) outside of the GRE, particularly during nighttime hours. He researched
49 whether or not these operations violate Oregon Department of Environmental Quality.
50 Preliminary research indicates that when aircraft are positioned according to Port policy
51 noise impacts are within State requirements.

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53 The operators have agreed to comply with Port policy and the Noise office will continue
54 to monitor these operations and explore ways to mitigate these noise issues as needed.
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56 **FOLLOW-UP ON SEPTEMBER DISCUSSION OF FLIGHT DEVIATIONS AND CEREMONIAL**
57 **MILITARY FLIGHTS – JASON SCHWARTZ**
58

59 The committee discussed the draft “Policy for Special Diversion Requests,” which
60 provides guidelines for the Port to use when and if local municipalities request flight
61 diversions for special events. The Port will consider requesting a deviation from its noise
62 abatement procedures in extraordinary circumstances that meet a list of criteria,
63 including: the event is free and open to the public, limited in duration, and of community
64 interest to a significant number of people (500 or more).
65

66 Steve Kerman recommended removing item #6 of the draft Policy . That line reads:
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68 “Any governing body making such a request may in turn be asked to approve
69 neighboring jurisdictions’ requests for deviations, which could result in
70 temporary increases of aircraft overflights.”
71

72 A motion was made, seconded and passed to remove policy #6 from the final policy. The
73 amended policy was also approved by the full committee and will be consulted by the
74 Port in the event of any future requests for flight deviations.
75

76 The Committee also discussed an October decision to support occasional ceremonial
77 flights by the Oregon Air National Guard. These special maneuvers will follow a request
78 to and approval by the FAA and Port of Portland. The flights will be approved for retiring
79 military personnel or in the event of a memorial flight. Whenever possible, CNAC will be
80 notified in advance of any ceremonial flights, and information about noise complaints will
81 be reported to the committee at the next regular meeting. The committee agreed to
82 review the flights in October 2007.
83

84 **Report from Erwin Bergmann**
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- 86 • Bergman returned to the issue of cargo feeder operators performing engine run-ups
87 at night and compliance with DEQ requirements. He noted that noise impacts can
88 meet DEQ regulations but still cause a disturbance.
- 89 • He stated that he had asked the Port to write a letter to carriers asking them to
90 refrain from doing run-ups at night. Port staff responded that based on Bergman’s
91 earlier recommendation, they contacted aircraft operators to discuss best practices
92 for ground run-ups by aircraft 12,500 or less not using the GRE. Staff requested that
93 Bergman and CNAC report back to see if this outreach had resulted in an
94 improvement. Specific dates and times were also encouraged as they can help
95 identify specific events/operators performing run-ups.
- 96 • Bergman reiterated that he’d prefer carriers not to perform run-ups during quiet hours
97 (overnight). He then read aloud from DEQ regulations relating to noise and other
98 health impacts for persons residing near airports. He also informed CNAC that he
99 had testified before DEQ with Port staff asking that DEQ grant exceptions so that the
100 noise requirements may be violated by carriers until the GRE was built and
101 completed – this exempted any aircraft 12,500 pounds or less.
- 102 • He expressed his opinion about the 1/3 octave sound measurement (which may
103 comply with DEQ requirements but it is still a level of noise that is both perceivable
104 and disturbing to Vancouver and Portland area residents) and overhead approaches
105 (compared F15 noise to truck traffic noise).

106 **NOISE OFFICE REPORT – JASON SCHWARTZ**

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108 Schwartz informed the committee that the Oregon Air National Guard will perform a
109 ceremonial overhead flight on Wednesday, November 15, at approximately 1:30 p.m.
110 The Noise Management Office will report any complaints received about the flight.

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112 **UPCOMING PORT MEETINGS – RACHEL WRAY**

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114 Upcoming meetings:

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- 116 • LUAC meeting on Monday, November 13
- 117 • HAIR meeting on Thursday, November 16
- 118 • LUAC meeting on Wednesday, December 6

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120 **MEETING EVALUATION AND UPCOMING AGENDA TOPICS – DAVE SMITH**

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122 It was requested the Port provide an update on the Fly Quiet program at the January
123 meeting. Also requested was an update on the ceremonial flight in November.

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125 **ADJOURNMENT – DAVE SMITH**

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

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130 *Meeting summaries are posted on our webpage at www.portofportland.com.*

131 *Copies of correspondence or materials referenced in the meeting summary*

132 *may be obtained by contacting Noise Office at (503)460-4100*

133 *or (800) 547-8411 ext 4100*

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