

PDX Citizen Noise Advisory Committee / Noise Program Overview

LAX Community Noise Roundtable
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History / Origin of PDX Noise Management Advisory Committees

Noise Abatement Advisory Committee (NAAC) established in 1983

- Part 150 Recommendation
- Follow-on to Part 150 Study Advisory Committee
- Met 3 times per year
- 30 members including representation from community, government, industry, FAA, and the Port

“The Primary role of the committee would be to serve in an advisory capacity to the Port in matters of aircraft noise abatement, including but not limited to, the progress of implementing various recommendation of the noise abatement plan.”

(Source: PDX P150 Study, 1983)

Citizen Noise Advisory Committee

NAAC changed to Citizen Noise Advisory Committee (CNAC) in 1998

- Changed to all citizens plus industry support (non-voting)
- 15 Citizen Members plus Technical Advisory Group
- Meetings are bi-monthly

Mission Statement

CNAC seeks to limit and reduce the impact of aircraft noise related to Portland International Airport (PDX) in consideration of, and respect for, the community's environment, health and quality of life. CNAC also seeks to raise the community's understanding of aviation noise.

Citizen Noise Advisory Committee - Membership

County and City Appointments (11)

Clackamas County	1
Clark County	1
Multnomah County	1
Washington County	1

Fairview/Troutdale/Wood Village	1
Gresham	1
Portland	3
Vancouver	2

Port of Portland (At-Large) Appointments (4)

At-Large (Portland)	2
At-Large (Vancouver)	1
At-Large (Maywood Park)	1

Technical Advisory Group (Non-Voting)

FAA (PDX Air Traffic Control Tower)
Oregon Air National Guard
PDX Airlines (<i>Invited</i>)

Citizen Noise Advisory Committee - Role

The Citizen Noise Advisory Committee (CNAC) is the official public forum for addressing community aircraft noise impacts associated with the operation of the Portland International Airport (PDX).

As an advisory committee, CNAC:

- Works with Port staff in addressing community noise impacts
- Reviews and provides input on airport projects
- Assists with community outreach and communication efforts
- Provides a forum for residents to address questions and concerns

CNAC – Recent Activities, Initiatives, and Projects

“Eyes and Ears” in the Community

- Help bring current community issues/concerns to staff
- Help identify approaches to addressing community issues/concerns
- Help identify strategies for expanding community awareness of Noise Management Department and noise program(s)
- Ensure the community is aware of the Noise Program and Noise Team

Projects / Programs

- Part 150 Program updates and implementation
- Development of Noise Mgt Department Community Outreach Program
- Military Approach Procedure – “Continuous Descent Overhead Approach”
- North Runway Extension Project – Community Outreach
- South Runway Rehabilitation Project – Community Outreach
- NextGen – Performance Based Navigational Procedures at PDX
- Airport Master Plan and Master Plan Noise Working Group
- PDX Fly Quiet Program

PDX Noise Management Program Highlights

Noise Management - Mission

Minimize to the extent possible, the noise impacts from aircraft utilizing airports operated by the Port of Portland. Encourage cooperation and collaboration with internal and external partners.



Port of Portland Noise Management – Program Highlights

The Port of Portland Noise Program was initiated in 1979

FAR Part 150 Study Completed in 1983

- Updated in 1990, 1996, 2006, and 2010

1st and only [known] airport to own/operate a VOR exclusively for noise abatement

3rd US airport to build a ground run-up enclosure (2001)

Early adopter of RNAV/RNP technology in support of noise abatement

Long history of collaboration including operational agreements with industry partners including FAA, airlines, law enforcement, and the military

Long history of public engagement

PDX Ground Run-Up Enclosure (GRE)



*Built in 2001 (3rd US Airport to build a GRE)
\$8 Million – FAA/AIP funded approximately 75%
99% of (jet) run-ups are conducted within the GRE*

NextGen at the Port of Portland

More than a decade of Performance Based Navigation

Part 150 working group suggests improving precision of operations within river corridor

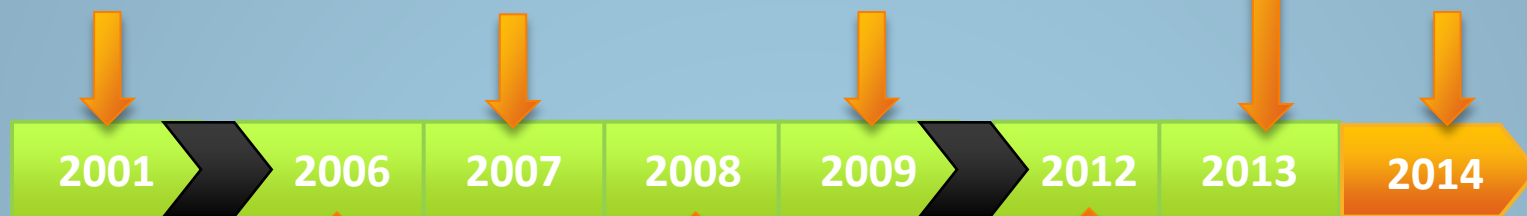
Alaska Airlines explores RNAV/RNP procedures at PDX

Approved PDX Part 150 Update includes use of "satellite-navigation" to enhance precision of noise abatement procedures

RNAV Departures (Phase II) published

RNAV Arrivals (Phase II) Published

Incorporation in PDX Fly Quiet



RNP SAAAR approaches implemented at PDX

RNAV Departures (Phase I) published

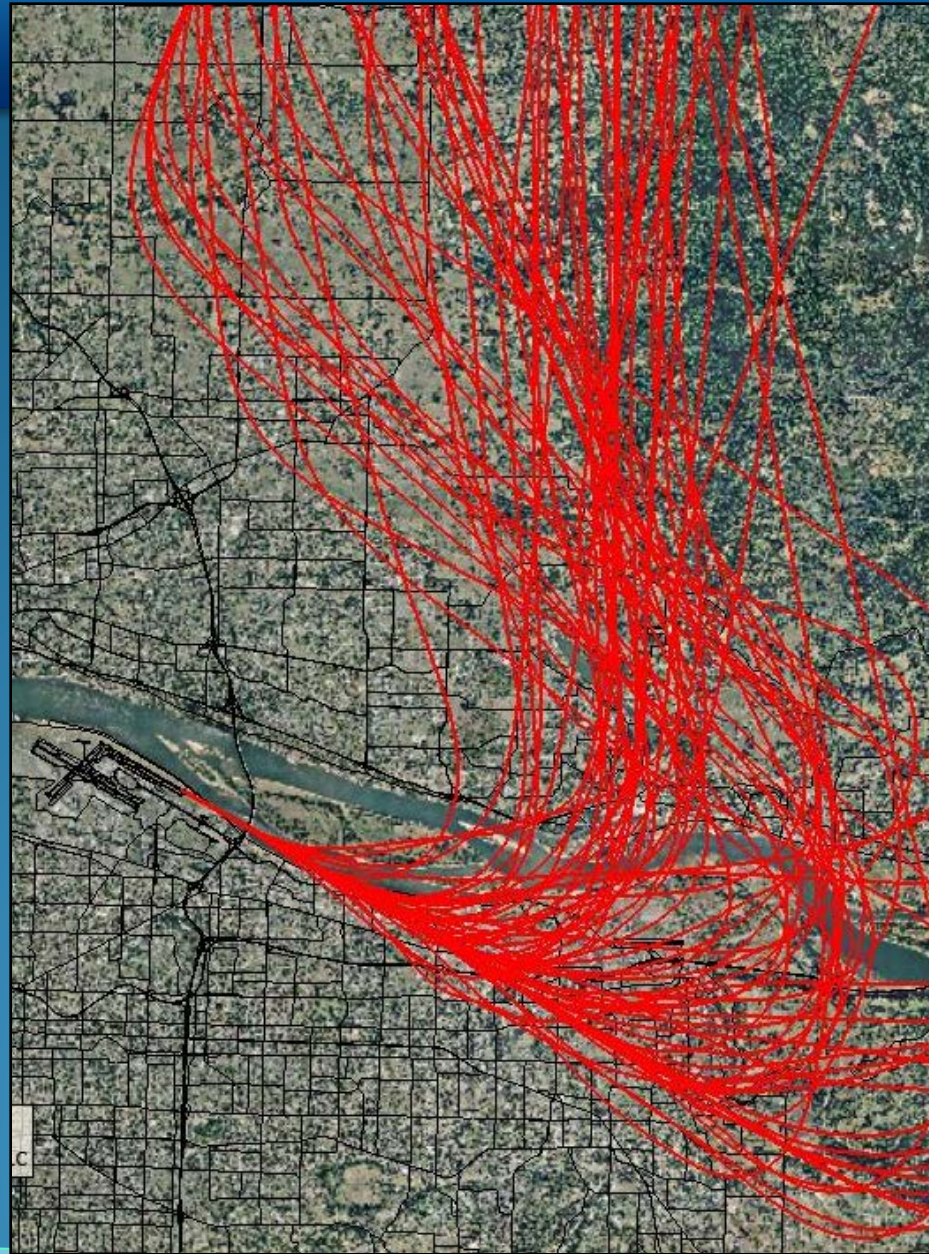
RNP Approaches Published
RNAV Arrivals (Phase I) Published



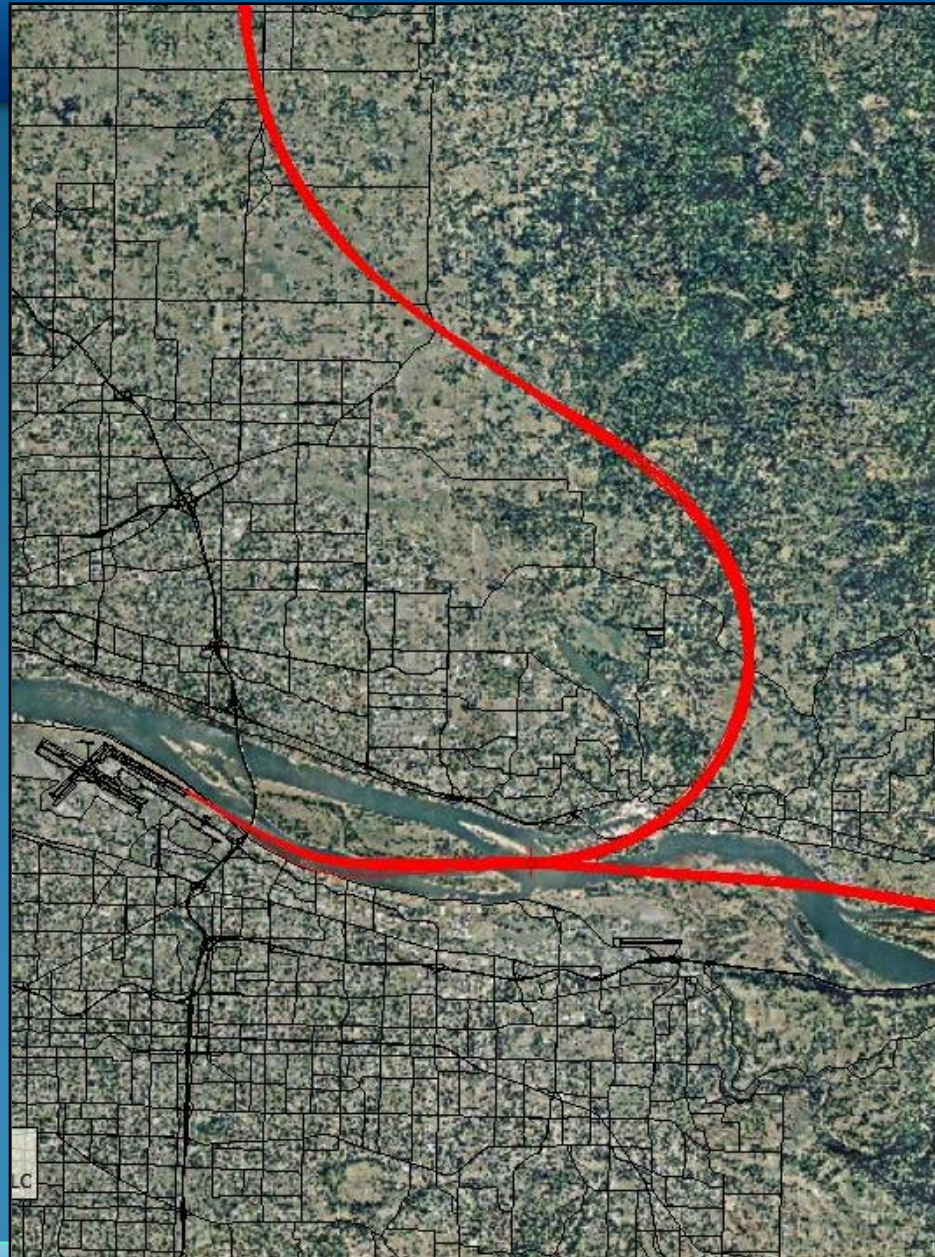
PDX RNP Approaches



Enhanced Precision = Concentration of Operations



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Thank You!

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