



Citizen Noise Advisory Committee - CNAC
Portland International Airport (PDX)
c/o Noise Management Department
Port of Portland, PO Box 3529, Portland, Oregon 97208

November, 12, 2009

Members

Maryhelen Kincaid
Chair
Portland, OR

Steve Kerman
Vice-Chair
Washington County, OR

David Benfield
Clackamas County, OR

Beverly Bruender
Portland, OR

Anne Holbert
Clark County/Camas/
Washougal, WA

Koto Kishida
Portland, OR

Karen Meyer
Maywood Park, OR

Joe Smith
Multnomah County, OR

Paul Speer
Vancouver, WA

Kelly Sweeney
Portland, OR

Vicki Thompson
Gresham, OR

Mike Yee
Vancouver, WA

Dear Airport Futures PAG members,

At our November 12, 2009 meeting, the Citizen Noise Advisory Committee (CNAC) discussed the recent decision by PAG to form a Work Study Group to study issues and options regarding noise beyond the 65 DNL. As a committee, we passed a resolution to formally communicate our ongoing involvement and commitment to the study and research of the impacts and possible mitigation solutions for areas outside the 65 DNL contour of PDX.

CNAC as a committee has worked on issues outside the 65 DNL for over a decade. The Ground Run-up Enclosure, two Part 150 studies (related to FAA guidelines) and follow on studies, the Cargo Hauler Task Force, and the Continuous Descent Overhead Approach proposal are some of the major efforts on which CNAC has spent considerable time.

In October of 2008, CNAC began an aggressive effort to reach out to neighborhoods and elected officials establishing contact, listening to concerns, and offering educational opportunities. To date, CNAC members have met with 38 neighborhood associations in both Oregon and Washington meeting with over 1,120 citizens. We have established effective working relationships with Portland City Council, Vancouver City Council, and state elected officials. CNAC has developed communication links with the City of Portland Noise Office and anticipates working jointly on noise issues with Paul Van Orden, City of Portland Noise Officer. CNAC reports regularly to our regional jurisdictions, the regionally organized Portland neighborhood coalition offices, and the Citywide Land Use Group.

Since there are less than 100 residences within the currently accepted 65 DNL, all of CNAC's efforts to listen to concerns, identify impacts, and work toward solutions have been outside the 65 DNL. Jason Schwartz, Noise Department Manager, is recognized on a national level as a leader and prominent voice for addressing issues beyond the 65 DNL contour. He has consulted on a number of studies regarding airport noise impacts and their effects to citizens outside the 65 DNL as well as community engagement solutions for those recognized impacts.

CNAC fully recognizes the importance of studying and researching the impacts to residents who live beyond the FAA identified 65 DNL contour. We have an organized committee structure, staff support from the Port Noise Department, and widespread jurisdictional representation. We have access to experts in all fields related to noise, as well as access to a technical advisory group with related interests. Our committee is made up of citizens who have wide ranging skills, and possess knowledge and life experiences valuable to our mission of helping citizens understand the impacts of noise. CNAC spends considerable time studying the technicalities of noise and its impacts on citizens. Steve Kerman, Vicki Thompson, and Maryhelen Kincaid have attended the UC California Noise Symposium which hosts world renowned experts in the field of aircraft and noise. Joe Smith attended the 2008 international symposium on noise and health issues. Additionally, various CNAC members have received training from ESA Consultants, Boeing, and Horizon Airlines on issues which relate to airport noise. CNAC welcomes the participation of anyone who has an interest in continuing the work already begun in relation to noise impacts.

CNAC recognizes that there are already innovative practices being explored and will follow these closely, hoping to gain added insights and make recommendations if needed. Our discussions are not being limited to, or focused on fee based mitigation or monetary incentives, though they are certainly considerations. In a study prepared by Wyle Labs for the Vancouver, BC airport, the best practices in dealing with noise impacts from airports were presented. PDX has 95% of those practices in place. Jason Schwartz was interviewed for this study.

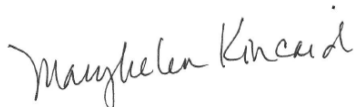
CNAC realizes the PAG for Airport Futures voted at the October 20th meeting to form a Work Study Group with the intent that this group might provide some additional research on noise issues beyond the 65 DNL. CNAC understands this committee will produce specific outcomes and will sunset when these goals are complete. CNAC can, and will, carry on any feasible recommendations.

While some PAG members questioned the efficiency and effectiveness of convening a Work Study Group instead of relying on the existing CNAC, CNAC members look forward to participating in this Work Study Group. CNAC has been extremely successful in connecting with the community and elected officials, and is already employing solutions to noise impacts beyond the 65 DNL; these already established resources will be beneficial to carry on the recommendations of the Work Study Group.

As part of the CNAC charter and in a collaborative approach, CNAC welcomes the input of all community members and elected officials. As a committee, CNAC possesses a wealth of training, experience and knowledge in relationship to aircraft noise, impacts, and airport operations.

CNAC by our stated mission works to address the concerns of citizens as they relate to noise impacts of PDX, and will continue to address any possible solutions or innovations that lessen the impact of aircraft related noise on the community. As the PAG for Airport Futures sunsets, and a new PDX public advisory committee emerges with a broad work scope, CNAC members look forward to a collaborative and cohesive working relationship to address citizen concerns regarding noise impacts at PDX.

Sincerely,



Maryhelen Kincaid
Chair, on behalf of CNAC members