PORT OF PORTLAND

August 12, 2002

Vice Commander Brad Applegate
Oregon Air National Guard
142 FW/CC
6801 NE Cornfoot Road
Portland, Oregon 97218-2797

Dear Vice Commander Applegate:

After reviewing the discussion on the Oregon Air National Guard's proposed overhead approach procedure during the last Citizen Noise Advisory Committee (CNAC) meeting, reviewing the noise office's field data during the test period, and having a number of internal discussions, the Port of Portland has recommended to the FAA that the Air National Guard F-15's not be allowed to fly the overhead approach procedure. The data that was collected made it clear that the overhead approach increases noise in neighborhoods close to the airport.

The idea of additional testing was also proposed at the CNAC meeting. Based upon the data currently available, it is our opinion that any new tests or modifications of the procedure (changes in altitudes or speeds) would not significantly reduce the noise levels in neighborhoods adjacent to the airport.

The ORANG is an important partner with PDX as we work on aircraft noise issues. The dialog between the Port, the CNAC, and the Air National Guard was beneficial and illustrates the willingness of the Guard to address noise while at the same time maintaining readiness and providing for Homeland Defense. We appreciate your understanding of the balance we must find between airport operations and community impacts, and look forward to continued cooperation.

Sincerely,

Steve Schreiber
Aviation Director

cc: Gary Thornton, Chair, Citizen Noise Advisory Committee
Ray Ballantyne, Manager, Federal Aviation Administration, Portland Tower
PDX Airport Issues Roundtable
Chris Corich, General Manager, Operations and Maintenance, PDX
Joe Walicki, Manager, Noise Office, PDX

Overhead Approach Monitoring

Introduction:

- From May 6 to May 16, 2002, the Noise Management Office conducted a series of attended noise monitoring sessions for the Oregon Air National Guard (ORANG) as they tested an overhead arrival procedure.
- The ORANG set forth several objectives in a letter to the Citizen Noise Advisory Committee (see attached). One objective was to reduce aircraft noise levels at PDX. They are "...concerned about noise problems... and want to help in any way possible..." ORANG suggested that the overhead patterns will actually decrease noise levels.
- The purpose of the monitoring sessions was to determine if the procedures decreased or increased noise in the surrounding communities.

How the test flights were recorded:

- Data collection sites were located in residential neighborhoods that are in close proximately to the airport and under proposed overhead arrival routes. (See attached maps)
- Data collected includes both runways 10R and 28L overhead and straight-in arrivals.
- This study focused on ORANG F-15 arrival noise data only.

Facts to consider:

- The attended monitoring sites are located on the side streets of neighborhoods where automobile traffic noise and the ambient noise levels are higher than the ambient levels in homes and back yards.
- Aircraft measurements were occasionally contaminated by community noise such as auto traffic.
- Overhead aircraft arrived in pairs; however, only one radar track is recorded (see attached flight track maps). It is typical for the military to have only one aircraft with an ATC beacon code "On" while flying in close formation.
- The overhead procedure calls for weather conditions of a 3500' ceiling and visibility of 5 miles. Based on historical weather data, these conditions exist 28% of the year
- ORANG typically has arrivals at PDX during weekdays at 10:00 and 14:00 hours.

Findings:

- The results of the monitoring in general show that the overhead procedure increased noise levels on the arrival portion of the overhead maneuver when compared to a straight-in arrival. Ambient levels ranged between 43-57 dBA. Overhead Log Max levels ranged between 74.5-82.3 dBA.

- There was added noise in communities that received little or no aircraft noise activity at all when the straight-in approach is used. The noise was noticeable on the ground in the vicinity of the overhead approach.
- Some of the actual overhead arrival routes were outside the porposed ORANG routes. Some of the aircraft flew further into residential communities

Conclusion:

We were only asked to look at the noise concern. We did not consider any other factors such as national security concerns, tactical training, etc. **In general this procedure added to the overall noise in neighborhoods adjacent to the airport.**

Field work and report complied by:

Bob Noble and Eric Petersen, noise technicians, and Matt Tjostolvson, noise intern.

Noise Management Office

June 21, 2002

Moore-Love, Karla

From: Gary Kunz <garymkunz@comcast.net>
Sent: Tuesday, July 17, 2018 1:34 PM
To: Council Clerk – Testimony
Cc: Shelly Caldwell; Andrew Pritchard
Subject: Request to testify: ORANG Landing maneuver

There are three of us that wish to testify before City Council. We come from three different neighborhoods, but have a common message. Can you bunch us together? We will be:
Gary Kunz
Shelly Caldwell
Andrew Pritchard

Our topic will be the Oregon Air National Guard Overhead Descent landing maneuver.

Gary Kunz
503-799-1803

902

Request of Gary Kunz to address Council regarding Oregon Air National Guard Overhead Descent landing maneuver (Communication)

AUG 29 2018

PLACED ON FILE

Filed AUG 21 2018

MARY HULL CABALLERO
Auditor of the City of Portland

By _____ Deputy

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Eudaly		
Wheeler		