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SMALL CARGO PLANES WILL TEST A NEW FLIGHT PATH INTO PORTLAND AIRPORT - LOUD "BOXHAULERS" WILL FLY NORTH ABOVE INTERSTATE 5 BEYOND THEIR CURRENT TURNOFF NEAR MEMORIAL COLISEUM

Oregonian, The (Portland, OR)

June 13, 2005

Author: BILL STEWART - The Oregonian

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Boxhaulers -- small planes that link far-flung shippers in Oregon and Washington to giant cargo air freighters in Portland -- have been multiplying like gnats. But for many **airport** neighbors, gnats are a nuisance.

As a result, the Port of Portland **airport noise** office will test some proposed landing patterns next weekend in an effort to help soothe inundated residents.

The question: Will freeway background **noise** mask the boxhaulers' buzz?

One of the goals is to direct the planes' landing approaches to nonresidential areas, according to Peggy McNees, **noise** program manager for the Port of Portland.

"We are not interested in moving **noise** from one neighborhood to another," McNees said. "The ideal is to move the planes over industrial areas."

On Saturday, June 18 -- or June 25 and 26 if the weather is bad -- two small categories of single- and twin-engine boxhaulers will fly above Interstate 5 as far north as Columbia Boulevard, then make a sharp turn to enter the landing pattern.

"The pilots have to make certain that the turn is not too sharp," said David Smith, a pilot and the representative of west Vancouver on the **airport's** Citizens' **Noise** Advisory Committee. "Also, the turning points might be too hard to pick up, and if the plane continues, it very quickly becomes a problem for the air traffic controllers."

Planes missing the turning point could get in the way of traffic to the main runways.

Boxhaulers, because of their small size and relatively slow speeds, are worked into landing sequences after they get close to the **airport**. One of the approaches -- known as "Boxer" -- has pilots fly north above Interstate 5 until they reach Memorial Coliseum -- a big black box. Many pilots turn there and fly straight toward the **airport's** short runway, crossing residential areas, such as Concordia, low and loud.

That runway, sometimes called the crosswind or north-south, allows the small planes to land from the south, stop and turn before intersecting either of the two main east-west runways. Boxhaulers may also approach the main runways from a side angle, straighten out, land and get off the runway before a big jet arrives.

Residents of several North and Northeast Portland neighborhoods have complained that boxhaulers often fly low to reach a runway.

In Vancouver, most boxhaulers approach the **airport** by crossing the McLoughlin Heights ridge between Interstate 205 and Andresen Road. They select a runway and turn for fast approaches.

Maryhelen Kincaid, named to the **noise** committee by Portland to represent the East Columbia neighborhood between I-5 and

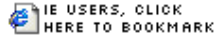
the **airport**, noted that air cargo, including boxhaulers, is one of the **airport's** fastest growing sectors. In April 2005, some 3,000 cargo flights moved more than 23,000 tons of freight.

During the weekend plane tests, McNees said, neighbors will be allowed to watch sound measurements from the **airport's noise**-measuring stations. She said the tests will establish aircraft **noise** levels on what should be a quiet weekend and test the viability of the suggested flight paths. She said simultaneously briefing neighbors on the process will be an additional advantage. Bill Stewart: 360-896-5722 or 503-294-5900; billstewart@news.oregonian.com

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