

**Planning Advisory Committee Meeting #4
 Tuesday, Sept. 12, 2017 | 5:30 – 8:30 p.m.
 Hillsboro Civic Center – Auditorium
 150 E Main St, Hillsboro, OR 97123**

Committee Member	Seat	Attendance
Jerry Willey	Chair (ex officio)	Present
Steve Nagy	Hillsboro Airport Manager (ex officio)	Present
Laura Kelly / <i>Alternate for Colin Cooper</i>	City of Hillsboro	Present
Lisa Grab	FAA Local Air Traffic Control	Absent
Jadene Stensland	Environmental / regulatory	Present
Andrew Singelakis	Washington County	Present
Henry Oberhelman	Community Planning Organization 8	Present
Kimberly Culbertson	Community Planning Organization 9	Present
Charles Hagele	Citizen at Large	Present
Keyanus Jacobo	Citizen at Large	Absent
Alison Elmer	Citizen at Large	Present
Juan Carlos González	Citizen at Large	Present
Trent Robinson	Youth Citizen at Large	Present
Dirk Wittig	Airport Business	Present
Ryan McCartney	Airport Business	Present
Jackie Murphy	Airport Equity Business	Present
Deanna Palm	Local Business	Absent
Scott Gratsinger	Aviation Industry Professional	Present

Port of Portland Staff Present		Consultant Staff Present	
Ryan Parker	Stephen Winkle	Dave Nafie	<i>WHPacific</i>
Sean Loughran	Phil Stenstrom	Patrick Taylor	<i>Coffman Associates</i>
Chris White	Jayson Shanafelt	Anne Presentin, Seth Baker	<i>EnvirolIssues</i>
Nathan Grimes			
Aaron Ray			
Daren Griffin			
Vince Granato			
Andy Smith			
Innesa Ponomarenko			

Welcome

Planning Advisory Committee (PAC) Facilitator Anne Presentin opened the meeting and reviewed the meeting agenda and objectives. Ms. Presentin explained that the master plan process was finishing the investigation phase and moving into the analysis phase.

Business Report

Port of Portland General Aviation Manager Steve Nagy provided an update related to Hillsboro Airport activity. Mr. Nagy described the July security incident: an individual climbed Hillsboro Airport's perimeter fence and gained access to the air field. The individual attempted to take a helicopter. Hillsboro Aero Academy staff responded to the incident first. Port of Portland staff person who was at the airport on holiday saw the incident and called the police. The individual ran off airport property. Hillsboro Police confronted and killed the individual. The individual's last known address was in Olympia. The individual had no known pilot training.

Mr. Nagy said the security incident was a very rare event that has never happened during his time at Hillsboro Airport. In review, the Port of Portland found that the security protocols in place worked and perform adequately for the size and style of general aviation airport found at Hillsboro. Mr. Nagy said the Port of Portland was thankful to Hillsboro Police for their response.

Mr. Nagy reminded the room that the Oregon International Air Show occurs the weekend of Sept. 22. The show is expected to be slightly smaller than previous years and should have smaller effects on local car traffic. The show is run by a non-profit not affiliated with the Port of Portland. The air show leases Hillsboro Airport from the Port.

Mr. Nagy brought up the U.S. Ninth Circuit Court of Appeals' decision regarding the environmental assessment for Hillsboro Airport's third runway. The court decided in favor of the Port of Portland and the Federal Aviation Administration (FAA) that the airport complied with legislation and broke no laws. Mr. Nagy reminded PAC members that the previous master plan for Hillsboro Airport recommended building the third runway to alleviate congestion. The Port of Portland completed an environmental assessment and supplemental environmental assessment according to the National Environmental Policy Act (NEPA).

Public comments from previous PAC meetings had included questions about completing an environmental impact statement for Hillsboro Airport. Mr. Nagy provided an overview of NEPA as it relates to Hillsboro Airport.

- NEPA was established in 1970 and is the founding document for most environmental law in the U.S.
- The goal of NEPA is to: establish environmental stewardship; balance the needs of resource areas with human populations; and preserve historical, cultural and natural resources.
- The NEPA process is required whenever an agency takes on a significant federal action that may have an impact on the human or natural environment – typically conducted when constructing new facilities with federal funding.
- Three categories of NEPA include:
 - *Categorical exclusion* – no public involvement required; examples include building hangars or access roads on airport property, or upgrading existing facilities.
 - *Environmental assessment* – requires a public involvement process; required for actions of unknown environmental impact such as new construction, major rehabilitation of existing facilities, or runway extensions.
 - *Environmental impact statement* – requires a public involvement process; required for actions of significant environmental impact.

Mr. Nagy said neither the Port of Portland nor the FAA have conducted a NEPA process for the entire airport, but NEPA is completed as federally-funded projects move forward out of the master plan.

Scott Gratsinger asked if non-federally-funded projects receive an environmental review. Mr. Nagy said NEPA is not required for these projects, but they may receive a cursory level of review.

Henry Oberhelman spoke to acknowledge the time and effort of community members who used their own resources to address their concerns through the court process. He shared his admiration for their work. Steve Nagy agreed with Mr. Oberhelman and said the decision spoke to the quality of work completed by the Port's consultants on the environmental assessment.

Recap and Wrap Up

Consultant Project Manager Dave Nafie provided a recap to remind PAC members of work completed so far and put it in context of the whole master plan process.

- The master plan process has four phases, including investigation, analysis, formalization and implementation. PAC members are involved with the first three phases, providing input to create the master plan. The Port of Portland then implements the plan with continued public involvement.
- The project is moving into the analysis phase to discuss facilities needed over the planning period. Facilities will be put into several alternatives and measured using different criteria, such as financial costs. The analysis will include special areas of interest previously identified by the Hillsboro Airport Roundtable Exchange and other community input.
- The investigation phase included the airport inventory, role analysis and aviation demand forecasts
 - *Inventory* – Documented the airport's existing conditions such as acreage, airfield capabilities, hangar space and baseline finances.
 - *Role analysis* – Recommended maintaining current role after finding conditions were not right to add a second commercial service or air cargo service airport in the Portland community.
 - *Aviation demand forecasts* – Identified modest growth in aviation activity that does not exceed historic forecasts; initial findings presented at PAC Meeting #3 were updated over the summer to account for additional based aircraft. FAA is reviewing forecasts.
 - *Critical design aircraft* – Identified as a Gulfstream 650; this will determine the design standards of major facilities such as runways and taxiways.

Jerry Willey asked if the design standards for elements like pavement strength could be increased to accommodate larger aircraft needed for an emergency scenario. Mr. Nafie said that was a topic the Port needs to discuss with the city of Hillsboro and other agencies involved in emergency planning. The master plan would not typically design beyond the standards needed for the critical design aircraft. However, the master plan process can serve as a vehicle for emergency planning conversations. Mr. Nagy added that pavement strength labels identify weight limits for regular use over an extended period. The pavements can accommodate heavier aircraft for short periods.

Anne Pressentin asked PAC members if they had any comments or corrections to the notes for PAC Meeting #3. PAC members submitted no corrections.

Summer Outreach Summary

Seth Baker summarized outreach activities from the summer months. Mr. Baker explained that the goals of summer outreach were to educate people about Hillsboro Airport, raise awareness about the master plan process, and collect public input on the recommended airport role and ideas for community facilities on airport property.

Port staff hosted an outreach booth at four community events and interacted with an estimated 450 people. Port staff also gave a master plan presentation to the Westside Economic Alliance. A traveling display banner with information about the master plan is now stationed at the Hillsboro Airport terminal building and Hillsboro Brookwood Library.

The project team launched an online open house on July 18 with a public survey that remained available until Aug. 31. During that period, nearly 2,000 people viewed the online open house and 124 people completed the survey. People who completed the survey reported living in several ZIP codes within the region, but the most common ZIP code was 97124 – the ZIP code where Hillsboro Airport is located.

One survey question asked for the public's level of agreement with the recommended airport role. About two-thirds of respondents said they "strongly agree" or "somewhat agree" with the recommendation. About one-third said they "somewhat disagree" or "strongly disagree."

Overall, people who agreed with the airport role recommendation either said they were happy with the airport the way it is or shared concerns that an increase in airport activity would result in an increase in noise and air quality issues. People who disagreed with the recommendation most commonly gave reasons why commercial service should be planned at Hillsboro Airport in the future, or discussed how the airport is becoming less compatible with the surrounding community.

The survey also asked people to describe how Hillsboro Airport could be better integrated with the community. Responses tended to focus on increasing community access to airport activity through observation areas, community facilities like parks and retail space, community compatibility issues related to noise and air quality, and airport facilities for airport users.

Jackie Murphy asked if the Port had ever done a public survey for Hillsboro Airport before. Steve Nagy said this was the first time the Port had done broad outreach online.

Focus Topic: Facility Requirements

Patrick Taylor of Coffman Associates presented on facility needs. He explained the master plan would use demand-based planning periods, such as "short-term," "mid-term" and "long-term," that provide flexibility so projects get built when they are needed and not on a rigid schedule.

Facility requirements have four broad categories:

- Demand-based facilities such as hangars, aprons and runways
- Design standards that bring facilities up to current requirements
- Facility maintenance for pavement and buildings
- Support facilities such as navigational aids and fueling areas

These categories can also be divided into "airside" facilities, such as runways and taxiways, and "landside" facilities, such as aprons, hangars and support facilities.

The demand-based planning periods use capacity to determine when projects should be implemented. Projects should start when capacity reaches about 70 percent and project construction should start by the time capacity reaches 80 percent. As an example, the airport was over 100 percent of capacity before the third runway was built. Hillsboro Airport does not have capacity issues today.

Patrick Taylor reviewed factors that justify the need and parameters of runway orientation and length, such as wind coverage, temperature, precipitation, and aircraft weight. Mr. Taylor explained that airports are not expected to build facilities that accommodate aircraft in all possible conditions, but the technical team may develop alternatives that consider expanding facilities to be more accommodating for current users. For example, the critical design aircraft would be able to operate at the airport under more extreme conditions if the main runway was longer.

Patrick Taylor explained rules and guidance related to the airport's object free zones and runway protection zones. According to guidance from the FAA, runway protection zones should not have public roads running through them, as is the case currently at Hillsboro Airport. However, the Port of Portland is not required to relocate the existing roads unless significant changes are made that would trigger the new rule, such as extending the runway length. Mr. Taylor also said new taxiway design standards would be addressed in the master plan. Patrick Taylor said Hillsboro Airport has a good instrument approach, but the team would consider finding ways to reduce the visibility minimums.

On landside facilities, Patrick Taylor reviewed the amount of additional space needed in hangars, tie-downs and apron space to accommodate aircraft over the next 20 years. He also reviewed the number of car parking spaces needed.

Regarding the terminal building, Patrick Taylor explained that the team would consider replacing the facility due to its age, location, and functional and seismic deficiencies. The new terminal building would be planned for flexibility and community benefits.

Dave Nafie reviewed surface transportation accessibility and how car traffic can be better planned around the airport. Data indicates that airport businesses do not contribute significantly to car traffic congestion.

Dave Nafie explained that the Port of Portland met with other government partners to gain a shared understanding of Hillsboro Airport's expected role in a significant seismic event. The outcome of the discussion was that the Oregon resilience plan should be the focus of seismic planning, but the plan needs to develop further before the Port can react to what the state's needs are in terms of airport facilities. Eventually, the plan could help identify projects in the capital improvement plan for Hillsboro Airport that address seismic resiliency.

Kimberly Culbertson asked if the projected need for parking spaces accounted for ride sharing. Patrick Taylor said the projection considered multiple modes of transportation including transit, bicycles and pedestrians. The trend for bus ridership was higher than average compared to other parts of the country.

Henry Oberhelman asked the team to define short-, mid- and long-term leases. Short-term leases are approximately 5 years, mid-term leases are approximately 10 years and long-term leases are approximately 20 years in duration.

Henry Oberhelman asked where the runway would expand if needed. Patrick Taylor said that question would be considered in the alternatives analysis, but the team was aware of limitations. The community and financial costs of extending the runway may be too significant. Mr. Oberhelman asked the project team to consider the costs to people.

Charles Hagele asked how much additional runway length would be needed to accommodate the next class of larger aircraft. Patrick Taylor said 7,500 feet would fully accommodate the critical design aircraft – which can operate at the airport now with some restrictions. The current length is not constraining users, but the Port of Portland has heard that additional length would be helpful.

Charles Hagele asked if there would be sufficient land to support a commercial aircraft at Hillsboro Airport in the far future. He thought those plans should be considered. Patrick Taylor said that time period was outside of the scope of the master plan, but the need for commercial service could change over time.

Charles Hagele asked if there were any current concerns about airport capacity. Patrick Taylor said the airport was forecast to reach about 50 percent capacity in 20 years.

Jadene Stensland observed that increasing facilities would increase impervious surface area on airport property. She encouraged PAC members and the project team to remember and consider that impervious surface area affects stormwater requirements.

Scott Gratsinger asked how many acres would be added in parking spaces. He said the number of new spaces needed seemed like a substantial number. Dave Nafie said the master plan would conceive a “full buildout,” but explained that projects would be built based on demand, and the spaces would be segmented and organic. Mr. Nafie noted that shared parking spaces could be built in collaboration with the Washington County Fairgrounds.

Jerry Willey said he corresponded with a member of the U.S. Department of Homeland Security who expressed concern that Hillsboro Airport will not be ready when a large earthquake occurs and Portland International Airport is damaged. He said Homeland Security funds may be available to help with resilience upgrades and asked if the Port of Portland was aware of these funds. Steve Nagy said the Port of Portland had not been in communication with Homeland Security, but was coordinating with local agencies on the Oregon Resilience Plan.

Public Comment

Andre Dadeau

Mr. Dadeau said he is an airport enthusiast, works underneath Hillsboro Airport’s approach path, and hopes to be a t-hangar tenant at Hillsboro Airport someday. Mr. Dadeau thanked the committee members and said the master plan process had been enlightening from a pilot perspective. He had attended a previous meeting and noted there were many negative comments from the public. He said pilots do not pay as much attention as they should to the community, and he wanted to speak to people who comment and let them know that the aviation community is listening. Mr. Dadeau said his community has heard about lead and is trying to make a difference as the FAA processes a solution. Mr. Dadeau encouraged people to go to the FAA with their concerns, saying the local community has done a good job at looking at variables. Mr. Dadeau said he is trying to build a plane and is looking into mufflers to help reduce noise impacts.

Elizabeth Ray

Ms. Ray expressed her thanks for the detail shared at the meeting. She said she had looked at the backgrounds of the committee members and noted bias from the business and flight training community. Ms. Ray thought there were not enough people on the committee representing Hillsboro and the environment without bias. She asked if anything could be done about that. She said there seemed to be a goal of transparency in the process and she appreciated it.

Teresa Tse

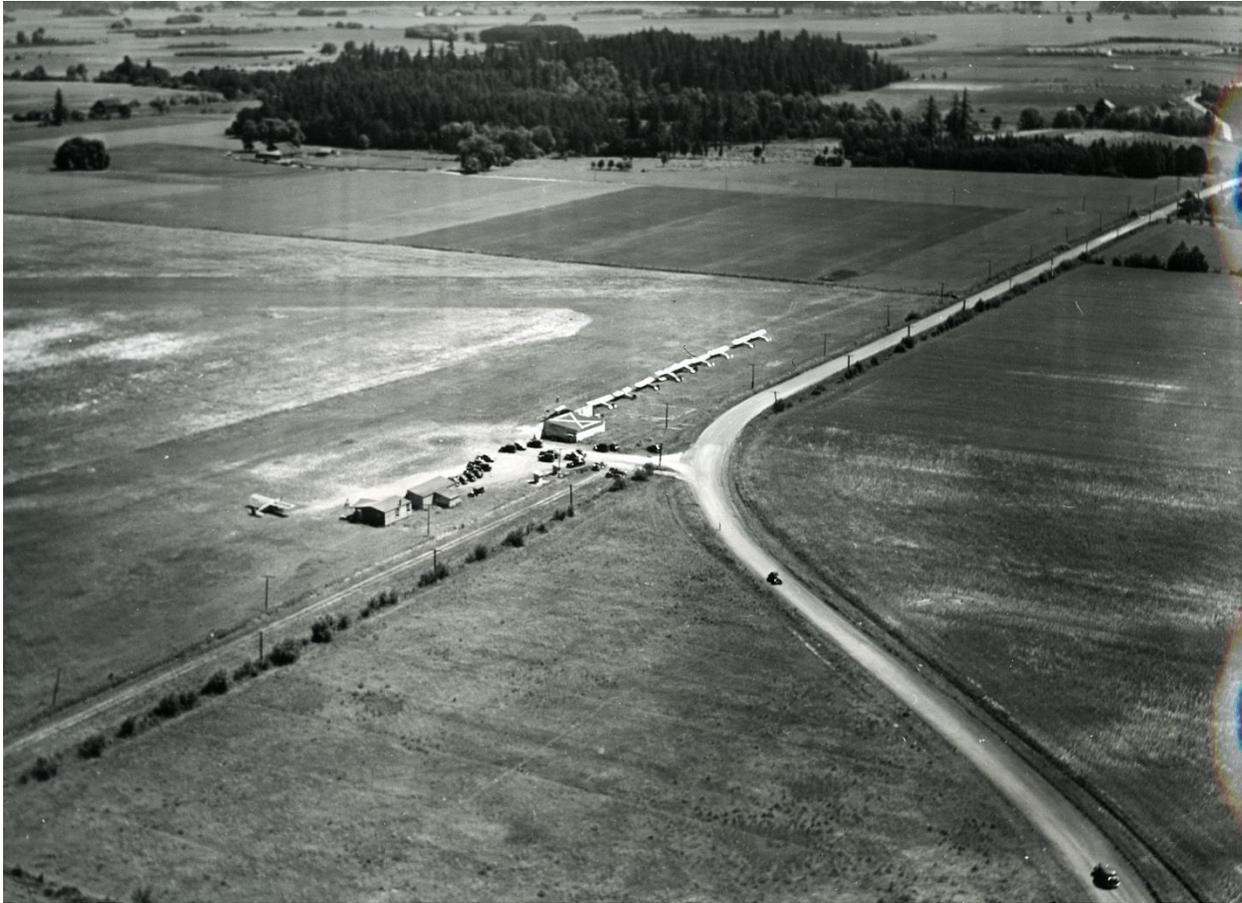
Ms. Tse said she had attended Hillsboro Airport Roundtable Exchange meetings in the past. She has lived west of the airport at Jones Farm since 1999, but had never complained until 2013 when planes began to circle over her home all day and night. She said the planes fly below FAA safety standards – at about 300 feet in elevation – which she said is a safety and noise concern. Ms. Tse said this pilot behavior was unacceptable in a residential community. Ms. Tse said the community survey should have included all homeowners within two or three miles of Hillsboro Airport. Ms. Tse said she has filed complaints with the noise department, but there have been no changes or improvements or investigations into who the violators are. Ms. Tse said there are excellent pilots who follow rules, but all agencies involved need to work together to pursue pilots who violate rules.

Miki Barnes

Ms. Barnes said she lives 12 miles from Hillsboro Airport on a wooded property, and has been subjected much of the summer to constant air traffic. She said sometimes there are two or three aircraft circling her home simultaneously, which she said is excessive and unfair to residents. Ms. Barnes explained she made a point of finding a property far from the airport. She said brought an information request to submit. Ms. Barnes said she was surprised the meeting focused on infrastructure because she has not been able to gain information about activities that happen at Hillsboro Airport. Ms. Barnes wants to know what will happen at each of the airport's 25 businesses, what will happen on a 5-, 10- and 20-year basis. She said there are people training from other countries at Hillsboro Airport and asked why they don't train in their own countries. She said flight training is a huge burden for residents in terms of lead and noise, and said she wants to know who has trained at Hillsboro Airport and what countries they have come from since 1980. She would also like to know what percentage of aircraft are flight training, and of that number, what percentage are related to Hillsboro Aero Academy. She said she has heard that Horizon Airlines will train at Hillsboro Airport and wanted to know who is asking for an extension of the runway. She said people had a right to know this information and said the information should be completely open and transparent. Ms. Barnes also submitted written comments.

Dana McCullough

Ms. McCullough brought a photo of Hillsboro Airport's oldest hangar where Airway Science for Kids operates. The photo showed the hangar and a farmhouse built by her father. She did not want the history of the airport to be lost, and she came to the meeting to volunteer pictures and stories about how the airport was started, how it was almost lost during The Great Depression, and how the airport continued.



Picture of hangar at HIO, 1938. Image courtesy of Dana McCullough and the Swede Ralston Estate.

PAC Activity – Small Group Discussion and Report Out

PAC members divided into four small groups to discuss potential facilities of community interest that could be worked into the master plan. Each group had a small group facilitator, technical advisor, and large maps of Hillsboro Airport to guide their discussion. A representative from each group reported back to the large group.

Group 1

- Terminal building
 - Move to Brookwood Pkwy for improved access to main runway
 - Give new building an iconic design – symbol of Hillsboro
- Parking
 - Add parking structure/garage on Cornell Rd
 - Move airport buildings closer to runway to make parking more efficient
- Orient buildings toward Cornell Rd instead of parking lots
- Aesthetics
 - Add public art to beautify airport property
 - Improve landscaping – similar to PDX Airport Way
- Move flight school closer to training runway
- Reduce impervious surfaces – green roofs

- Add a restaurant on Cornell Rd with view of airport activity
- Build a public observation deck
- Add park and ride area
- Build a Park and Ride shared by airport, fairgrounds and other nearby uses
- Conserve and enhance natural resource areas – do not develop them
- Be mindful of stormwater requirements when adding development
- Include all transportation modes in planning

Group 2

- Create community park, walking trails and/or dog parks on undeveloped lands adjacent to Fairgrounds
- Create a space for public to watch airport activity
 - Turn fuel island into observation area
 - Connect Brookwood Library to new observation area
- Educational facilities
 - Create informational facilities that help the public understand what happens at HIO
 - Increase Science Technology Engineering Math (STEM) opportunities at HIO
 - Move more Portland Community College activities to HIO
- Make better use of grassy areas
 - Landscaping to beautify property
 - Community gardens
- Add manufacturing operations related to aviation
- Add solar panels on top of hangars or other buildings
- Improve transit connections between HIO and other community destinations
- Improve/increase pedestrian crossings across Cornell between HIO and Fairgrounds
- How will unmanned aerial vehicles fit on airport property in the future?

Group 3

- Collaborate with Washington County Fairgrounds on planned development
- Find ways to incorporate fuel island with terminal space and new public observation deck
- Increase educational use of oldest hangar building (currently houses Airway Science for Kids) – talk about history of HIO and host STEM activities
- Add dog parks near residential areas
- Improve public visibility of airport from the road – similar to PDX Marine Dr

Group 4

- Move the terminal building closer to Evergreen Rd with the consideration that HIO may become a commercial airport in the future (consider transportation flow and impacts from increased public use)
- Move hangars closer in with backfill of retail space with parking in between uses – don't make parking lots center of views
- Preserve options to expand in the future

Introduce: Alternatives Analysis

Dave Nafie explained that the alternatives analysis would have several steps. First, the team would develop airside alternatives and landside alternatives that identify broad areas for land use assignments. He explained that the information collected during PAC Meeting #4 would help develop alternatives for consideration. The alternatives would be considered by PAC members at PAC Meeting #5 and also by the public through an online open house. PAC Meeting #6 would focus on a few key areas in detail, such as the terminal building. Once those alternatives are evaluated, the outcomes will be presented at a public meeting venue for the community to respond, with opportunities to interact with project staff. The preferred alternative is expected to be finalized at PAC Meeting #7. With a preferred alternative, the project team can begin formalizing the master plan and identify funding sources.

Dave Nafie reviewed a list of proposed criteria, which included:

- Community planning compatibility
- Environmental factors
- Financial factors
- Operational safety and efficiency
- Seismic resilience
- Social equity

Anne Pressentin explained that PAC members had a worksheet that listed the proposed criteria and their definitions. She explained that the criteria were developed based on previous conversations with Hillsboro Airport Roundtable Exchange members, FAA guidance and community input. Ms. Pressentin asked PAC members to indicate their level of agreement with each criterion and rate their level of importance. Due to limited time, PAC members were allowed to take the worksheet home and submit their results via email.

Overall, most PAC members agreed the proposed criteria should be used for the alternatives analysis process, with some exceptions. One PAC member noted that “financial factors,” “operational safety and efficiency,” and “seismic resilience” should be automatically included in the analysis and should not be a part of the PAC’s role in the analysis. Although individual PAC members said some criteria were more important than others, as a whole the PAC rated the importance of all criteria similarly.

Some PAC members suggested adding criteria that focus on noise and land use.

Adjourn

Evaluation

10 members submitted evaluation forms.

PAC Meeting #2 – May 4, 2017					
Overall Meeting Quality	Poor	Fair	Good 5	Excellent 5	
Pacing	Too slow	A little slow 2	Just right 5	A little fast 2	Too fast
Presentations	Poor	Fair	Good 6	Excellent 3	
Meeting materials	Poor	Fair	Good 4	Excellent 6	
Discussion	Poor	Fair 2	Good 5	Excellent 2	

Most useful

- Small group discussion activity
- Large maps
- Discussion with consultants on forecasts and planning

Least useful

- Public comment on the same topics
- Review of previous meetings
- Lack of detail on community survey distribution

Additional suggestions

- Would like to see space need quantities on maps
- More time may be needed to cover all material
- Give more time for discussion and less recap
- Shorten meetings

Written comments

Contact: Dana McCullough

Hillsboro Airport Master Plan Update – Comment Card

Date: 9/12

Public comments on the issues discussed by the Planning Advisory Committee are welcome. Time is reserved at each meeting for public comment. Up to 3 minutes will be allowed per speaker.

I wish to address the committee.

Name: Dana McCullough

Comment:

Historical Preservation - Original Hangar

The back of this sheet may be used for additional comments.

Contact: Elizabeth Ray

Hillsboro Airport Master Plan Update – Comment Card

Date: 9/12/17

Public comments on the issues discussed by the Planning Advisory Committee are welcome. Time is reserved at each meeting for public comment. Up to 3 minutes will be allowed per speaker.

I wish to address the committee.

Name: Elizabeth Ray

Comment:

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of the members of the planning Advisory Committee, all but 1 work for the airport, flight school, Intel, or Nike - is that correct?
Who is representing the interests of Hillsboro residents? Is this enough? Unbiased?
Who is representing the interests of the environment in an unbiased way?

The back of this sheet may be used for additional comments.

Contact: Andre Dadeau

Hillsboro Airport Master Plan Update – Comment Card

Date: Sept 12

Public comments on the issues discussed by the Planning Advisory Committee are welcome. Time is reserved at each meeting for public comment. Up to 3 minutes will be allowed per speaker.

I wish to address the committee. Name: Andre Dadeau

Comment: Speak to the benefits of K4IO

The back of this sheet may be used for additional comments.

Contact: Miki Barnes

Who is Circling Our Homes? Full Public Disclosure Requested

Hillsboro Aero Academy (HAA), one of the largest airplane and helicopter flight training schools on the West coast, is located at the Port of Portland (Port) owned and operated Hillsboro Airport. HAA also offers pilot instruction at the Troutdale and Prineville Airports. The school was a division of Hillsboro Aviation until 2014 when the President and CEO, Max Lyons, sold it to out of state investors – Renovus Capital based in Pennsylvania and Graycliff Partners, "an independent investment firm...with offices in New York and Brazil." Lyons, however, stayed on as a minority owner and manager.¹

According to their website, over the 37 years that Hillsboro Aero Academy (HAA) / Hillsboro Aviation (HA) has been in business, it has trained pilots from over 75 countries.² The school is reputed to provide training annually to approximately 700 students from around the world.³ Per Max Lyons, the owner of Hillsboro Aviation and part owner and manager of Hillsboro Aero Academy, "Hillsboro Aviation has trained thousands of airplane and helicopter pilots from Asia." He further stated that, "As general aviation continues to grow and expand in China, we want to have a role in its growth and support this industry with the experience and resources we have developed over our 30 year history with Asia."

Given the likelihood that many Chinese pilots will serve in the Chinese military or law enforcement upon their return to their homeland, the provision of this pilot instruction essentially supports China's authoritarian approach to governance; its ongoing and brutal genocide against Tibet, its repression of democracy and its history of jailing dissidents including Nobel Laureate, Liu Xiaobo. China's close alliance with North Korea is also worth noting.

A 2013 posting from the Hillsboro Aviation website included a number of foreign organizations and airlines that have made them "a leader in the industry." Most are associated with China, but Japan, Taiwan and Norway also made the list.

- The Airline Pilot Association of Taiwan chose Hillsboro Aviation as its premier location to train.
- The Japan Aviation Academy chose Hillsboro Aviation as their exclusive pilot training school.
- Shanghai Airlines chose Hillsboro Aviation to train its pilots.
- China Eastern Airlines chose Hillsboro Aviation to train its pilots.
- Air China chose Hillsboro Aviation to train its pilots.
- PTES (Cessna's single-engine piston airplane and Robinson helicopter dealer in China) chose Hillsboro Aviation as its U.S. aviation partner.
- Luftfartsskolen School of Aviation in Norway chose Hillsboro Aviation to train its pilots.
- The CAAC (Chinese government) approved Hillsboro Aviation to conduct both airplane and helicopter training.⁴

Portland Community College - Major Source of Aviation Noise and Pollution

Portland Community College (PCC) has strong ties to the aviation industry and the provision of flight training on behalf of Chinese pilots. Indeed this taxpayer funded educational institution encouraged Hillsboro Aero Academy to expand its pilot training program at the Troutdale Airport.⁵ Students enrolled in PCC's Aviation Science program contract with Hillsboro Aero

9/12/17 Oregon Aviation Watch submission to the Hillsboro Airport Master Planning Advisory Committee 1

Oregon Aviation Watch, PO Box 838, Banks, Oregon 97106, 503-324-0291 www.oregonaviationwatch.org

Academy for the in-flight portion of their certification. As a direct consequence, PCC student pilots have played a major role in degrading livability by generating frequent daytime and nighttime noise disruptions, polluting the air, and causing safety and security risks over area homes and neighborhoods.

Aviation Profiteers Exploit Community and Compromise Security

The Port of Portland (Port), PCC, and FAA are government agencies that receive public money. Although Hillsboro Aero Academy and other private flight training businesses benefit from millions of FAA Port and ConnectOregon dollars invested in maintaining and staffing air traffic control towers and infrastructure expansions, a shroud of secrecy veils the activities that occur at these airports. In fact, the current system is so skewed towards promoting industry profits that it allows student pilots to walk onto the tarmac and board a plane at the Port's general aviation airports without any security check whatsoever. In addition the luggage and other belongings carried on to general aviation domestic aircraft are not subjected to security screenings.

By contrast, passengers flying out of commercial airports are required to undergo TSA security checks that can involve x-ray machines, pat downs and other invasive procedures. Luggage and personal belongings are also scrutinized.

Clearly general aviation airports can pose significant security threats. A salient example occurred at HIO this past summer. According to media reports, on 7/3/17 a man wearing a gray hoodie jumped the fence at HIO and allegedly tried to steal a helicopter. In the absence of security at this facility, armed Hillsboro Aero Academy employees held the man at gunpoint, however when the Hillsboro Police arrived, the presumed hijacker managed to flee and was subsequently shot and killed by the police.⁶

As a result of his death it is difficult to gather information regarding his intent and motive. Newspaper accounts identified the intruder as Holden Gorka who worked as a truck driver.⁷ Very little information has been released since this incident. It is unclear why Gorka opted to climb the perimeter fence since it is relatively easy to walk directly onto the HIO airfield with no security clearance whatsoever. Regardless of the sketchy specifics regarding this case, it underscores the risks posed as a result of the minimal security at U.S. general aviation airports.

Many Washington County residents impacted by the oft-times relentless noise generated by aviation activity at the Hillsboro Airport can personally attest to being plagued by repetitively circling aircraft both close in to HIO as well as farther out, over rural and woodland properties more than 12 to 20 miles from the airport. Residents in dense residential neighborhoods within a two miles radius of the airport are frequently at risk of FAA Safety Standard violators. In addition, many of these pilots fly to other nearby airports throughout Oregon and Washington including, but not limited to, Scappoose Airpark, Stark's Twin Oaks, Skypoint, McMinnville, Newburg, Aurora, Pearson, and other airports in the region. Despite numerous complaints as well as information requests aimed at better understanding the situation, the Port, PCC and the Hillsboro Aero Academy / Hillsboro Aviation have steadfastly refused to release detailed explanations about who is training at these facilities.

In addition, given the lack of consideration and protections for people on the ground, general aviation pilots have the potential to keep U.S. residents under surveillance at all times – a serious concern in light of escalating global tensions throughout the world. At the very least, the minimal security at HIO gives a potential terrorist easy access to aircraft which could be used to damage

corporate facilities such as Intel which store significant quantities of toxic pollutants on-site as well as schools, power grids, water resources, homes and neighborhoods.

China – Strongly Allied with the Port of Portland, PCC, Russia and North Korea

Why is Oregon more committed to training pilots on behalf of China's authoritarian regime than it is to protecting its own taxpaying constituents from the environmental, livability and security threats posed by China? The evidence suggests that an insidious all-consuming greed guides aviation policy in this state to an inordinate degree.

China is the largest ally and trade partner of North Korea, a country that is threatening to point nuclear missiles at Guam, Hawaii, and the West Coast of the U.S. There are also indications that these missiles may eventually have the capability of reaching as far inland as Chicago. The devastation and loss of life that could occur both in Asia and the U.S. in the event of a conflagration of this magnitude is unimaginable.

The heightened tensions between North Korea and the United States sheds additional light on the strong alliance that exists between China and the Kim Jong Un regime. According to U.S. Senator Jeff Merkley, China is reluctant to pressure North Korea to end its pursuit of nuclear weapons. Merkley explained that "Chinese officials ...fear a reunified Korean state could be friend to American interests and foe to Chinese..." In addition China is concerned that a collapse of North Korea could trigger "a flood of Korean refugees into China."⁸

China is also building military facilities including missile shelters in the South China Seas, an action that has raised U.S. concerns that China may intend to restrict free movement and trade in this region.⁹

Full Public Disclosure Requested

In the interest of full disclosure and the promotion of public trust, the following information should be made readily available. This is an opportunity for Governor Brown to demonstrate her support for government transparency, especially since she is responsible for appointing the members of the Port of Portland Board of Commissioners and the Oregon State Aviation Board.

Questions regarding HIO Tenants and Businesses

- The Port has stated that there are at least 25 businesses located at the Hillsboro Airport (HIO). Please identify these businesses.
- How many based aircraft does each business have at HIO? How many operations and flight hours does each business log on an annual and monthly basis?
- How many additional operations does each business expect to log over the next 5-10-20 years?
- Of these 25 businesses, which ones provide flight training at HIO?
- How many and how frequently are student pilots training in larger aircraft, such as corporate or commercial jets?
- How many and how frequently are student pilots training in helicopters and fixed wing aircraft?
- Please identify how many of the operations at HIO are training operations. If this information is currently unavailable, OAW recommends the establishment of landing fees on all operations to track the exact numbers.

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Oregon Aviation Watch, PO Box 838, Banks, Oregon 97106, 503-324-0291 www.oregonaviationwatch.org

Questions Specific to Hillsboro Aero Academy (HAA)

- Hillsboro Aero Academy / Hillsboro Aviation (HA) has stated that it has trained student pilots from over 75 countries. Please provide a detailed list of these countries and information about how many students from each country train at HIO on a monthly and annual basis. How many hours does each pilot log? Please provide this information for each of the 37 years Hillsboro Aero Academy / Hillsboro Aviation has been in business.
- Exactly how many pilots has HAA / HA trained from China? How many Chinese pilots are currently training at HAA / HA?
- Have HAA / HA employees met with government leaders from China? If so in what capacity? Were they authorized to do so by the Governor, Port of Portland, U.S. government or any other local, state or federal official or agency? Are public records available regarding any meetings that transpired? If so how can they be accessed by members of the public?
- Has HAA / HA trained pilots from North Korea, Russia, or Syria? If so when and how many? Please provide this information on a monthly and annual basis.
- Is HAA / HA currently training pilots from any of these countries?
- Have HAA / HA employees met with government leaders from North Korea, Russia, and / or Syria? If so in what capacity? Were they authorized to do so by the Governor, Port of Portland, U.S. government or any other local, state or federal official? Are public records available regarding any meetings that transpired? If so how can they be accessed by Oregon Aviation Watch and other members of the public?
- In light of the knowledge that a number of the pilots involved in the 9/11 tragedy were from Saudi Arabia, please provide detailed information about the number of pilots HAA / HA has trained from this country on a monthly and annual basis since 1980?
- Does HAA / HA currently or has it ever provided training on behalf of the military for any foreign country? If so provide the names of the specific countries served including a breakdown of the number of pilots trained, the number of operations and the hours logged.
- Does HAA / HA currently or has it ever provided training on behalf of law enforcement or the police force for any foreign country? If so provide the names of the specific countries served including a breakdown of the number of pilots trained, the number of operations and the hours logged.
- Does HAA / HA currently or has it ever provided training on behalf of law enforcement or the police force for any jurisdiction in Oregon? If so please state how many pilots were served and how many operations and flight hours were logged in the provision of this activity.
- Does HAA / HA currently or has it ever provided training on behalf of law enforcement or the police force for any other U.S. state outside of Oregon? If so please identify which states and / or local jurisdictions were served, a breakdown on the number of pilots trained and how many operations and flight hours were logged in the provision of this activity.
- Does HAA / HA contract with other companies or private instructors for flight training? If so, please name these businesses and / or individuals.

Questions Specific to PCC

- How many PCC students are training at the Hillsboro Airport? How many are from within the U.S? How many are from outside the country? How many are from Oregon? How many are from out of state? How many are from within the local community? Please provide annual and monthly data starting from the year when PCC first began offering flight training.
- If from outside the U.S., please specify which countries they originate from.

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- Do any foreign state owned, privately run airlines or businesses subsidize the education of these students? If so please provide the names of these airlines or businesses.
- How many PCC students are helicopter students? How many are fixed wing? Please provide annual and monthly data starting from the year when PCC first began offering flight training.
- Are any PCC student pilots training in larger aircraft such as corporate or commercial jets or commuter and air taxi aircraft? If so are they training out of HIO? Please provide annual and monthly data starting from the year when PCC first began offering flight training.
- How much flight time is each pilot required to accrue for certification purposes?
- How many hours of nighttime training is each student required to accrue for certification?
- How many inclement weather hours is each student required to accrue for certification?
- Do all PCC student pilots contract with Hillsboro Aero Academy for flight training?
- Please identify any businesses or individuals besides Hillsboro Aero Academy involved in providing flight training at HIO or other nearby airports.

Questions Specific to Horizon Air

A December 2016 Hillsboro Tribune article reported on a collaborative effort between Hillsboro Aero Academy and Horizon Air to offer commercial flight training out of the Hillsboro Airport.¹⁰ Members of the public who will bear the brunt of the noise, pollution, safety and security risks were not consulted. Nor was this topic discussed at the Hillsboro Airport Roundtable Exchange before it disbanded last year.

- Please specify the number of student pilots currently served by Horizon Air at HIO.
- How many flight hours is each student required to log for commercial certification?
- Please identify the country of origin of the pilots Horizon Air is currently serving and those this company intends to serve in the future.
- Please identify the number of pilots training from outside the state and identify their individual states and jurisdictions of origin.
- Please identify the number of pilots training from any and all jurisdictions in Oregon.
- Please identify the specific flight paths utilized by Horizon Air.
- How many HIO operations has Horizon Air logged to date? Please identify the months and years they were logged.
- Has Horizon Air trained pilots from North Korea, Russia, or Syria? If so when and how many? Please provide this information on an annual and monthly basis.
- Is Horizon Air currently training pilots from any of these countries?
- Is Horizon Air partnering with other Oregon airports in providing commercial training? If so, please identify the airports involved.
- Is Horizon Air partnering with Oregon businesses in providing commercial training? If so, please identify the businesses involved.
- Is Horizon Air partnering with Oregon educational institutions in providing commercial training? If so, please identify the educational institutions involved.

Questions Specific to the Scappoose Airpark

There appears to be a network of airports throughout region which are engaged in flight training activities. Information from these facilities could help shed light on this issue. Since Vince Granato, the Chief Operating Officer for the Port of Portland, was appointed by the Governor to serve on the board of the State Department of Aviation he is in a key role to coordinate information flow between the two agencies.

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- How many pilots have trained at the Scappoose Airpark, which is closely associated with Senator Betsy Johnson, who owns a business at this facility?
- To what extent has Senator Johnson personally and financially benefited from the flight training industry?
- To what extent has Senator Johnson personally and financially benefited from Oregon legislation specifically designed to promote flight training and other aviation activity in Oregon?
- How many pilots have trained at the Scappoose Airpark? Please provide numbers on a monthly and annual basis starting when flight training first commenced at this facility.
- Please identify the specific companies that provide the training.
- How many student pilots training at this facility are currently or have in the past been associated with Hillsboro Aero Academy / Hillsboro Aviation?
- How many are from outside the country? Please identify the specific countries served and include a breakdown of the number of pilots served from each country on a monthly and annual basis. How many are from outside the state? Please identify the specific states served.
- To what extent, if any, is Senator Johnson likely to personally benefit from the \$7.5 million in state money approved by the legislature for the establishment of an innovation center in the vicinity of her private business at the Scappoose Airpark?¹¹

Questions Specific to the State Department of Aviation and Other Airports in the Region

- The State Department of Aviation oversees a number of airports. In addition there are a number of privately owned public use airports in the region including, but not limited to, Stark Twin Oaks and Skyport. Please provide information on the businesses served at each facility? How many of these businesses are involved in flight training?
- How many pilots have trained at each of Oregon's state owned airports? How many pilots have trained at Oregon airports that are not owned by the state? Please provide a breakdown by airport. Please provide numbers on a monthly and annual basis starting when flight training first commenced at each facility.
- Please identify the specific companies that provide the training at each airport.
- How many student pilots at each airport are from outside the country? Please identify the specific countries served and include a breakdown of the number of pilots served from each country on a monthly and annual basis.
- How many student pilots at each airport are from outside the state? Please identify the specific states served and include a breakdown of the number of pilots served from each country on a monthly and annual basis.
- If the pilots trained are from Oregon, please identify the jurisdictions from which they originate and specify the number of pilots served on a monthly and annual basis. Please provide this information on a per airport basis.

Concluding Remarks

Unfortunately Hillsboro Aviation, Hillsboro Aero Academy and others involved in the flight training industry throughout the region have achieved their success by exploiting and degrading the quality of life, environment, livability, safety and security of area residents.

The decision by the Port of Portland, Portland Community College, the aviation industry, and local and state officials who, either actively or passively, promote flight training at the expense of national security, the environment and livability poses a serious threat to the greater good as does

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the failure of these agencies to act in a responsible and transparent manner. The public has a right to know who is circling their homes and properties at all hours of the day and night.

¹ Hammill, Luke. Hillsboro Aviation Sells Flight Training School, But Day-to-Day Operations Not Likely to Change. (12/2/14). Last accessed on-line on 8/20/17 at

http://www.oregonlive.com/hillsboro/index.ssf/2014/12/hillsboro_aviation_sells_fligh.html.

² International Student Information. Hillsboro Aero Academy website. Last access online on 8/23/17 at <http://www.flyhaa.com/student-resources/international-students/>.

³ Siemers, Erik. After Pact with Horizon, Hillsboro School Aims to be Training Ground for Commercial Pilots. Portland Business Journal. (12/14/16). Last accessed on 9/11/17 at <https://www.bizjournals.com/portland/news/2016/12/12/after-pact-with-horizon-hillsboro-school-aims-to.html>.

⁴ About Us. Hillsboro Aviation Website. Last Accessed in April of 2013.

⁵ Hachman, Carl. Troutdale Flight School is International Cockpit for Pilots. Portland Tribune. (6/4/13). Last accessed on-line on 8/20/17 at <http://portlandtribune.com/go/44-features/153866-troutdale-flight-school-is-international-cockpit-for-pilots>.

⁶ Bailey, Everton. Police Kill Gunman Who Tried to Hijack Helicopter at Hillsboro Airport. Oregonian / Oregon Live. (7/3/17). Last accessed on-line on 9/12/17 at

http://www.oregonlive.com/hillsboro/index.ssf/2017/07/police_investigating_reported.html.

⁷ Bailey, Everton. Police Identify Attempted Helicopter Hijacker Killed by Officer. Oregonian / Oregon Live. (7/5/17). Last accessed on-line on 9/12/17 at

http://www.oregonlive.com/hillsboro/index.ssf/2017/07/police_identify_attempted_heli.html.

⁸ Friedman, Gordon. Heading to Korea, Sen. Merkley Cites 'Extraordinary Risk of Potential War.' Oregonian / OregonLive (8/18/17). Last accessed on-line on 8/20/17 at

http://www.oregonlive.com/politics/index.ssf/2017/08/heading_to_korea_sen_merkley_c.html.

⁹ CNBC Reuters. China Builds New Military Facilities on South China Sea Islands: Think Tank. (6/30/17). Last accessed on-line at <https://www.cnbc.com/2017/06/30/china-builds-military-facilities-south-china-sea-islands.html>.

¹⁰ Pamplin Media Group. Hillsboro Aero, Horizon Air Strike Deal for New Pilots. (12/12/16). Last accessed on-line on 9/11/17 at <http://pamplinmedia.com/ht/117-hillsboro-tribune-news/336133-216106-hillsboro-flight-school-partners-with-seattle-airline-to-train-next-generation-of-pilots>.

¹¹ Vaughn, Courtney. State Releases \$7.5 Million for Innovation Center. Columbia County Spotlight: Pamplin Media Group. (5/25/16). Last accessed on 9/11/17 at <http://www.pamplinmedia.com/scs/83-news/308739-186801-state-releases-75-million-for-innovation-center>.

M. J. Barnes, Pres. Oregon Aviation Watch

Contact: Mike Gallagher

TO: Hillsboro Airport Master Plan Advisory Committee

SUBJECT: Earthquake Preparedness

Based on the first committee meeting and the notes PAC Meeting #3, I am concerned that a major point is being missed in the way the issue has been framed. While it is appropriate to consider seismic concerns specific to the Hillsboro Airport, the much larger issue is how a level 9 seismic event at Portland International Airport (PDX) would cascade to the Hillsboro Airport (HIO).

A level 9 event is estimated to render PDX as essentially unuseable for an extended period (months to perhaps a year or more) due to the extensive use of fill in the soils under the runways and other infrastructure.

Since HIO is not built on fill, it is anticipated that it would be the major operational airport in the region, especially during the critical first weeks of a recovery effort. Some initial items to consider:

- 1) Likely post event condition of HIO. Assumption: Runways will be serviceable since they are not on fill.
- 2) Capacity to accept military relief flights. How many cycles of C-5, C-17, C-130 size aircraft can the runways accommodate before pavement damage becomes an issue.
- 3) Parking and taxi routes for large aircraft. Identify obstacles that might need to be removed.
- 4) Extended tower operations without normal power.
- 5) Crowd control.
- 6) Helicopter operations.
- 7) Develop a comprehensive post event ops plan.
- 8) Make sure that master plan update facility recommendations enhance ability of HIO to serve as an emergency relief airport.

To recap, the focus needs to be on what happens if PDX is not available which is much broader than just doing seismic retrofits of HIO facilities.

Sincerely,

Michael R. Gallagher

2028 NE 50th Way

Hillsboro OR 97124

mrgoregon@comcast.net

Contact: Elizabeth Ray

Email Comments Submitted to the PAC

From: Elizabeth Ray

Sent: Friday, September 08, 2017 7:40 AM

Question 1: How many members of the Planning Advisory Committee actually live in the flight paths? If the answer is none, then Hillsboro residents do not really have representation on the committee.

Question 2: Can the 5 AM small engine flights be moved to a time that does not wake up residents given that these are clearly training exercises that are circling the area repeatedly?

Question 3: How many members of the Planning Advisory Committee in effect do not represent Hillsboro residents in an unbiased manner because they work for the Hillsboro airport or Intel or Nike or Amazon?

Many thanks,
Elizabeth

Contact: Jodine Cognato

From: Jodine Turner

Sent: Friday, September 08, 2017 5:51 PM

We would like to complain about the frequency and noise levels of the planes flying directly over our Lexington Village neighborhood in Hillsboro (between Cornelius pass Rd and TV Highway). This occurs day and night, but the main concern is particularly during the night. During the night we are unable to see what kind of aircraft flies over our neighborhood making extremely loud noise. But we do know that we have consistently counted between 8-9 flights over our neighborhood between 11:15pm and 12 midnight. Additionally, flights continue EVERY HOUR, throughout the night.

Hillsboro is supposed to be citizen oriented and community concerned . I understand the progress and opportunities airport expansion in Hillsboro would offer. But citizen concerns, our health, and community satisfaction need to be taken into account. Can there please be a 'no flying' period for the nighttime, between say 11pm and 6am to allow for sleep without such noise? It often awakens us, kids, and even our pets. And also prevents peacefully falling asleep.

thank you,
Jodine Cognato

Responses to Questions

Q. *Has the Port communicated with U.S. Department of Homeland Security regarding emergency preparedness at Hillsboro Airport? Homeland security may have funding available for resilience upgrades. [Jerry Willey]*

- A.** The Port of Portland recently met with representatives of the Department of Homeland Security during the preparation for this year's Oregon International Airshow. During the meetings, Homeland Security representatives reiterated to the Port that grants are available for security and natural disaster preparedness. The Port has been aware of these types of grants for homeland security improvements and will continue to apply for this federal funding when it is appropriate to specific security and resiliency projects.

Q. *Of the 18 members of the Planning Advisory Committee, all but one work for the airport, flight school, Intel, or Nike – is that correct? Who is representing the interests of Hillsboro residents? Is this enough? Unbiased? Who is representing the interests of the environment in an unbiased way? [Elizabeth Ray]*

Written Comments

How many members of the Planning Advisory Committee actually live in the flight paths? If the answer is none, then Hillsboro residents do not really have representation on the committee.

Can the 5 am small engine flights be moved to a time that does not wake up residents given that these are clearly training exercises that are circling the area repeatedly?

How many members of the Planning Advisory Committee in effect do not represent Hillsboro residents in an unbiased manner because they work for the Hillsboro airport or Intel or Nike or Amazon?

A. Committee Representation

The Port is committed to including all stakeholders who could be affected by the master plan process. The goal of an airport master plan is to provide a framework that guides airport development in order to meet future aviation demand, while considering potential economic, environmental and social impacts. To fulfill this goal, the Port assembled the Planning Advisory Committee (PAC) to represent a diverse group of stakeholders and advise the Port on its planning efforts.

The PAC is comprised of 18 members, including representatives from the FAA, city of Hillsboro, Washington County, and airport businesses, as well as environmental, equity and public interests. We included representatives from Citizen Participation Organizations 8 and 9, an environmental regulator (Clean Water Services), a representative from the culturally-specific organization Centro Cultural, and one youth citizen-at-large representative (self-selected from the city of Hillsboro's Youth Advisory Council). Additionally, at least one public representative lives under a flight pattern.

The selection criteria and membership seats for the PAC membership were co-created with the Hillsboro Airport Roundtable Exchange (HARE) and then was shared at a public workshop in the summer of 2016. The Port advertised in local newspapers, on social media, in the city of Hillsboro's newsletter, and via email notifications, seeking interested and involved members of

the community who met the proposed criteria to apply for positions on the Planning Advisory Committee.

Each PAC meeting is open to the public and includes a public comment period. Former HARE members are given priority in public comment. Members of the community are encouraged to attend each meeting and express their opinions, ideas or concerns about any element of the planning process at Hillsboro Airport. They can do that in writing or in person, and all comments are passed onto the PAC.

To encourage community engagement, the Port participated in a number of events in Hillsboro over the past few months – Celebrate Hillsboro, three Farmers’ Market events, El Grito and OrenKoFest – to inform and solicit feedback regarding the master plan update. We also held an online open house during the summer, garnering input on the recommended airport role and community uses of airport property. This information was shared with the PAC and available online, ensuring community sentiment is accurately reflected and considered during the planning process. The Hillsboro Airport Air Fair is coming up on Oct 21, and we will also be discussing the master plan update.

One objective of the master plan update is “an ongoing public involvement strategy that continues to inform and engage community members after the master plan process is finished.” This topic will be discussed in an upcoming PAC meeting and we welcome public comment on proposed strategies for ongoing public engagement.

Additional information regarding the PAC charter is available here:

https://popcdn.azureedge.net/pdfs/HIO_MP_PAC_Charter_Adopted.pdf

Morning Flights

[See response below to Jodine Cognato]

Q. *What activities take place at businesses located on Hillsboro Airport property? Why do international flight students choose to train at Hillsboro Airport? What countries do they come from? What percentage of airport operations are related to flight training activities? How many of those operations come from Hillsboro Aero Academy? Who is asking for Hillsboro Airport’s main runway to be extended?* [Miki Barnes]

See specific requests in written comments titled “WHO IS Circling Our Homes? Full Public Disclosure Requested”

- A.** The Port reviewed the public disclosure request Ms. Barnes provided at the last planning advisory committee meeting. Due to the quantity and content of the requests made, the Port directed Ms. Barnes to submit a public records request using the online form on the Port website.

Q. *Can there please be a ‘no flying’ period for the nighttime, between say 11pm and 6am to allow for sleep without such noise? It often awakens us, kids, and even our pets. And also prevents peacefully falling asleep.* [Jodine Cognato]

- A. We understand your concerns. There are certain barriers inherent to addressing night flight activity.

Due to federal aviation regulations, airports are not allowed to impose curfews, ban flights or close the airport during the evening or early morning hours. As a general aviation airport, Hillsboro Airport is open – day and night – and available for public use.

While we cannot prohibit nighttime operations, the Port recognizes the impact of night activity on the surrounding community. We work with local pilots and aviation-related businesses to discourage night operations whenever possible, as well as provide education about how nighttime activity affects our neighbors. Again, we cannot prohibit night operations, yet we continue to engage our tenants on this topic.

If you continue to experience unwanted aviation-related noise, you are welcome to contact our noise management team at pdxnoise@portofportland.com. You are also invited to attend our upcoming noise and air quality information session at the Hillsboro Civic Center on Oct. 12, 6-8:30 p.m.