

**Planning Advisory Committee Meeting #5 Notes**

**Thursday, Dec. 7, 2017 | 5–8:30 p.m.**

Hillsboro Civic Center – Auditorium and Room 113

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
Colin Cooper	City of Hillsboro	Present
Casey Sherwood	FAA Local Air Traffic Control	Present
Jadene Stensland	Environmental / regulatory	Absent
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	Present
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	Absent
Deanna Palm	Local Business	Absent
Scott Gratsinger	Aviation Industry Professional	Present

Port of Portland Staff Present		Consultant Staff Present	
Ryan Parker	Phil Ralston	Dave Nafie	<i>WHPacific</i>
Sean Loughran	Dan Pippenger	Patrick Taylor	<i>Coffman Associates</i>
Chris White		Anne Pressentin	<i>EnvirolIssues</i>
Jayson Shanafelt		Seth Baker	
Richard Vincent			
Stephen Winkle			

**Welcome**

Planning Advisory Committee Chair Jerry Willey opened the meeting. Mr. Willey said the previous PAC meetings had been very educational and provided PAC members with useful information, but the process would shift to more design discussions. He encouraged other PAC members to review the notes from the previous meeting to recall ideas about facilities PAC and community members would like to see developed at Hillsboro Airport.

PAC members had no comments on the PAC 4 meeting summary. The summary may be finalized.

PAC Facilitator Anne Pressentin reviewed the meeting objectives and project schedule. Ms. Pressentin noted the PAC had completed about half of their planned meetings and asked PAC members to reflect

on how the process was going so far. She also encouraged PAC members to continue providing feedback on meeting evaluation forms. Colin Cooper commented that it would be helpful to receive meeting materials in advance to be better prepared for meetings. Other PAC members agreed with Mr. Cooper's suggestion.

Juan Carlos Gonzalez announced the Port was partnering with Centro Cultural on outreach events and would host Tamale Night with Port staff on Dec. 8.

Charles Hagele said there was good information available at the Noise and Air Quality Information Session in October. He commented that the airport's noise effects would change in the future, particularly if the helipad is relocated.

Ryan Parker, project manager for the master plan update, reported on the Oct. 12 Noise and Air Quality Information Session. The goal of the workshop was to provide the community with information about how the Port manages noise and air quality at Hillsboro Airport, introduce the Airport Environment Design Tool (AEDT), which is a tool used to model noise and air quality not used before at Hillsboro Airport, and answer community questions. PAC members received notes from the information session, and meeting materials were posted on the Port's website.

Anne Pressentin announced changes to PAC membership. Ms. Pressentin welcomed new member Casey Sherwood, who replaced Lisa Grab representing the FAA Local Air Traffic Control interest after Ms. Grab retired. Jackie Murphy also retired from her position at Airway Science for Kids. The Port of Portland is working to find a replacement for the Airport Equity Business interest formerly represented by Ms. Murphy.

### **Business Report**

Steve Nagy, General Aviation Manager for the Port of Portland, provided two updates. The Hillsboro Airport Air Fair occurred on Oct. 21. The Air Fair is a popular annual event that gives the public a "behind the scenes" look at Hillsboro Airport and provides activities for kids. Attendance was smaller this year due to poor weather, but the Port still considered it a success with about 650 visitors.

Planning is on schedule for the reconstruction of Hillsboro Airport runway. The Port is compressing construction time to a single year to try to minimize impacts. The Port expects to receive FAA grants in summer 2018, and construction could begin in summer 2019. The Port is working with airport tenants and users to minimize impacts.

Henry Oberhelman asked for status update on FAA approval of a replacement fuel for leaded aviation gasoline and activity on noise management. Mr. Nagy said the FAA has not announced a change to their schedule. The FAA is conducting engine and flight testing for alternative fuels. Mr. Nagy said if there was interest in reconstituting some kind of noise advisory group, the Port would participate.

Henry Oberhelman said he was aware of efforts to use jet fuel, which is unleaded, for small aircraft. Mr. Nagy said there are some manufacturers who are creating small aircraft engines that can use jet fuel,

instead of waiting for an unleaded aviation gasoline. This will not reduce lead emissions from current small aircraft.

Kimberly Culbertson asked how quickly the new jet fuel engines are becoming available and used. Steve Nagy said the new jet fuel engines are available now, but he did not have information about price or how many had been sold.

### **Facility requirements**

Dave Nafie, consultant project manager, reviewed the alternatives analysis process. The project team determined the facility needs of Hillsboro Airport during the fall based on aviation demand forecasts, design standards, FAA requirements and ideas from the community and PAC members. The project team has proposed three 'alternatives' that arrange facilities in various ways.

Dave Nafie summarized the facility requirement findings:

- Community members are interested in increasing connections to airport activities and economic development activities.
- Hillsboro Airport's capacity to accommodate forecasts is more than sufficient for the planning period.
- The main runway adequately accommodates the critical design aircraft (Gulfstream G650) but a longer runway would be more accommodating.
- Landside facilities such as aircraft storage, apron pavement, terminal building and car parking spaces need expansion and/or redevelopment.

### **Evaluation criteria**

Anne Pressentin reminded PAC members that they provided feedback on draft criteria for the alternatives analysis. Most PAC members agreed with the criteria, and one member noted some criteria such as financial factors, operations and safety and seismic resilience are more technical, should be included automatically and not necessarily be evaluated by PAC members. A few PAC members suggested adding criteria based on noise and land use, and these factors are already included in the definitions of the criteria. Anne opened a discussion on the criteria.

Henry Oberhelman asked for clarification on the meaning of "proportional distribution of any airport impacts" under the Social Equity criterion. Dave Nafie explained that the criteria were developed based on FAA advisory guidelines. Within FAA framework, equity refers to avoiding a disproportionate impact on specific populations identified in federal law. FAA guidance advises planners to consider populations that benefit in airport activity and whether they share impacts. Chris White, Port of Portland Community Affairs Director, said the social equity criterion also addresses the Port's economic equity goals of supporting minority-owned businesses. She said the Port's use of the term "equity" is an evolving discipline that is not precisely used by the FAA at this time. Anne Pressentin added that the project team plans to analyze how airport benefits can be shared.

Henry Oberhelman said he understood from this discussion that a small population should not bear most of the impacts from the airport – the impacts should be distributed. Dave Nafie clarified the project team would also be required to analyze impacts and determine if there are any feasible, legal solutions that could mitigate impacts. If there is no way to avoid impacts, the airport owner should still be aware of them. Mr. Oberhelman said he was aware of policy that the Port is not necessarily required to address certain impacts.

*Addendum to notes: In particular, aircraft noise is a challenging equity topic as it is standardized with national metrics and managed at the federal level. Benefits and impacts cannot always be balanced exactly. Managing equity is also a process of exploring opportunities for positive community partnerships, which will be one of the Port's goals moving forward.*

Anne Pressentin asked PAC members to indicate whether the criteria can be used for the alternatives analysis. There were no further comments on the criteria. Ms. Pressentin noted that the criteria were also based on input from the Hillsboro Airport Roundtable Exchange as well as FAA guidance, and now also had approval from the PAC.

### **Alternatives Analysis**

Patrick Taylor of Coffman Associates provided more detail on facilities used in the airport alternatives. The project team developed the alternatives to address the following questions:

- How should the parcel on Cornell Road be redeveloped?
- Should the terminal building move?
- Where should flight training take place?
- Are there commercial development and revenue possibilities?
- What are environmental impacts?

The airside facilities were proposed to address:

- FAA identified “hot spots” and layout geometry issues
- Compliance with design standards
- Direct access safety issues
- Road incursions in runway protection zones

Other considerations:

- Instrument approach: The project team analyzed reducing the visibility minimum to a half-mile, but this would trigger a need to relocate roads to make the runway protection zone completely compatible. The team concluded a visibility minimum of 1 mile is sufficient when considering the challenges of making the runway protection zone compatible.
- Roadway improvements: The City of Hillsboro and Washington County have identified a need to improve Cornell Road within one of the runway protection zones. These improvements will require FAA approval.
- Evaluation of runway extension: The project team considered extending the main runway to fully accommodate the critical design aircraft. Since the current users' needs are met by the

runway, the project team does not recommend changing the runway in the current master plan. However, the project team advises remaining aware of the issue and preserving the possibility of extending the runway in future master plans.

Patrick Taylor presented the noise and air quality findings from the AEDT. He explained that the results use a unit called day-night average sound level (DNL) which uses an average of noise levels and weights higher scores to noise activity during night hours. He showed a map with two contour lines labeled 65 DNL and 55 DNL. Sixty-five DNL is significant to the FAA – the FAA will fund mitigation measures for incompatible land uses within the 65 DNL contour. The 55 DNL contour is required by the state of Oregon for informational purposes.

Patrick Taylor compared two noise contour maps for Hillsboro Airport – a model of 2016 noise contours, and a projected model of 2036 noise contours. He noted that the 2016 map had a large bulge on the south side of the airport. This bulge is reduced in size on the 2036 map, and seems to shift more to the north side of the airport. This is due to an assumption that 80 percent of helicopter activity would transition from the south to the north by the end of the planning period. The land north of Evergreen Road that would experience the noise increase is zoned to become industrial land.

Juan Carlos Gonzalez said most public comments are related to noise issues, and in previous meetings PAC members had seen recorded flight paths that go over residential areas. Mr. Gonzalez asked how the AEDT noise maps compare to those flight patterns.

Mr. Taylor said the flight patterns are an input of the model. The many lines of recorded flight paths are consolidated and distributed for the noise analysis to account for traffic patterns of the majority of flights. The model reflects a cumulative impact as opposed to a single noise event. The AEDT model depicts noise near the ground more accurately than previous tools used at Hillsboro Airport.

Henry Oberhelman requested to see a visual of the flight tracks used in the noise model.

Patrick Taylor shared considerations used to arrange landslide facilities for the airport alternatives:

- Relocate small aircraft uses near the small runway
- Assess feasibility of relocating terminal building and FAA air traffic control tower
- Relocating corporate aviation

Assumptions:

- Land uses should prioritize the function of the airport as an airport
- Non-aviation uses like commercial and industrial development are allowed if there is enough land to meet forecasted aviation needs
- Land with access to the airfield is prioritized for aviation use
- Areas with recent investments are not under consideration for redevelopment

The parcels of airport property along Evergreen Road and Cornell Road have been identified as “sub-areas” of interest and will go through more detailed study for non-aviation development

Patrick Taylor shared information about the three alternatives.

#### Alternative 1: Consistency with 2005 Airport Master Plan

- Most consistent with 2005 master plan
- All flight schools relocated to north airfield
- Helicopter activity located near planned helipad
- Infill of small aviation on west side
- Most land available for non-aviation uses compared to other alternatives

#### Alternative 2: Co-locate like facilities

- Similar uses grouped together
- Small aviation transferred from west side to north side
- Less land available for non-aviation uses compared to Alternative 1

#### Alternative 3: Relocate Terminal to Brookwood Parkway

- Terminal moved to east side on Brookwood Parkway
- South side redeveloped for corporate/business uses

### Community comments

Patrick Taylor provided an overview of previous comments collected from community members and PAC members on how they would like Hillsboro Airport to develop in the future. Mr. Taylor explained that most desired uses are possible in the three alternatives. There were two exceptions:

- Commenters suggested adding community gardens or dog parks on airport property. The FAA does not consider these compatible uses for airport property. The Port of Portland will share these comments with partner agencies to communicate that there is a desire for more of these types of facilities in the area.
- Some commenters suggested closing or relocating Hillsboro Airport. This consideration is out of scope for an airport master plan, which assumes the airport will operate in the future.

PAC members asked if the alternatives analysis will provide information on airport aesthetics, types of parking options and amounts of impermeable surface on airport property. Patrick Taylor said the next phase of analysis would have that level of detail to be presented at the next PAC meeting. Dave Nafie said it would be useful for PAC members to make location-based comments on those subjects.

Henry Oberhelman asked if there were plans to address roads that go through RPZs, which are an incompatible use within RPZs. Mr. Oberhelman specifically asked about Evergreen Road. Patrick Taylor explained that the FAA allows roads to remain within RPZs if they were in place before RPZ rules were updated. However, if the runway terminus changes, the FAA may require the road to be relocated or tunneled. The alternatives do not propose changing the terminus of any runways.

**Public comment***Miki Barnes*

Miki Barnes said she attended the Noise and Air Quality Information Session in October and submitted comments that were not included in the event summary posted on the Port of Portland website. Ms. Barnes requested her comments be added to the summary.

Regarding social equity, Ms. Barnes said there is no public information about who benefits from Hillsboro Airport. Ms. Barnes would like Hillsboro Airport tenants to be forthcoming with information about the number of operations they log each month and the people they serve, including where the people they serve are from. Ms. Barnes said the Port of Portland tracks more robust information for Portland International Airport and requested the Port provide the same level of information for Hillsboro Airport.

In September, Ms. Barnes submitted a comment titled “Who’s circling our homes” to the PAC and an information request to the Hillsboro Airport tenants and users, but has not received a response. Ms. Barnes has submitted public information requests to the Port of Portland, and she said the Port does not seem to have the information she requests. Ms. Barnes questioned how Port staff can make informed decisions about forecasting if this information is not available.

*Michael Gallagher*

Regarding seismic resilience, Michael Gallagher said the evaluation criteria focused on recovering Hillsboro Airport from a seismic event, but he did not see emphasis on the broader regional issue of the role of Hillsboro Airport will assume if Portland International Airport is not available. Mr. Gallagher encouraged the planning team to consider how changes to airside facilities could affect the operation of military aircraft. Mr. Gallagher also asked emergency planning to be considered when planning for hangar space, saying hangars can serve a dual purpose and house large numbers of people if needed. Mr. Gallagher commented on the shift of small aircraft operations to the north side of the airport and said the analysis should consider how this will affect ground level noise, which he said was separate from airborne noise.

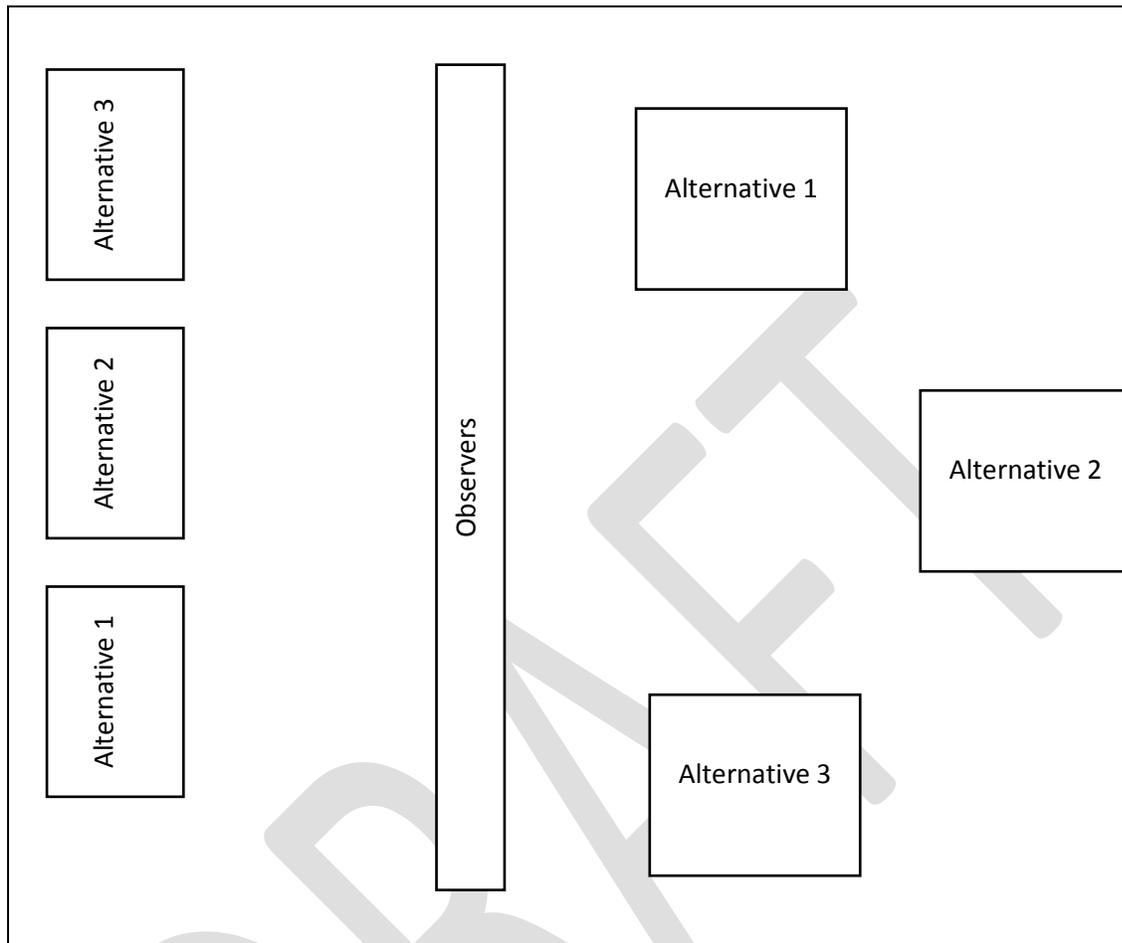
Regarding the idea of a public park on airport property, he said his intention was not to use space for a dog park, which had been dismissed as an incompatible use, but an aviation themed park that could be used for educational outreach. Mr. Gallagher said young people need to be made interested in entering aviation careers.

**Small group exploration**

The meeting transitioned to room 113 in the Civic Center for a small group activity. The room had three stations with materials that focused on one of the three alternatives. Each station had large tabletop maps of the respective alternative, a board of noise contours around Hillsboro Airport, alternative evaluation forms and a flip chart for notetaking. The same materials were available at public stations for community members to interact with. Project staff led discussions at each station.

## Public Stations

## PAC Activity Stations



Anne Pressentin explained the activity. She asked PAC members to split into three groups, encouraging members to sit with others with different expertise. The activity included three rounds, allowing all PAC members to visit all three alternatives. Project staff provided an overview of the alternatives and a small group facilitator asked discussion questions. Each round of the activity focused on a different question.

*Round 1*

- What are the benefits and drawbacks the alternative may have for airport stakeholders and community members related to community planning, environmental and financial factors?

*Round 2*

- Review feedback from previous group
- Do you have additional feedback to add? What are the benefits and drawbacks related to operational safety, social equity and seismic factors?

*Round 3*

- Review feedback from previous group

- Do you have additional feedback to add? What ideas most resonate with you? What causes concerns?

Project staff observed the following comments on the alternatives from community members and PAC members.

*General comments on all alternatives*

- Overall preference for the terminal location to remain in the south quadrant on Cornell Road
  - This is the “epicenter” of the area, with the advantage of being adjacent to the Washington County Fairplex and closest to MAX light rail station
  - Planned development at Fairplex will have aviation tones to play off the airport
  - There are opportunities for the Hillsboro Airport and Fairplex to share amenities such as a hotel or parking
  - Are there ways to improve connections between the terminal and the Fairplex such as enhanced pedestrian walkways or a skybridge?
  - The terminal building should host amenities that draw the general public
- Flight students may be challenged by new flight school locations
  - The north quadrant flight school locations are farther from MAX light rail station – a shuttle from MAX station to flight schools or other public transit service enhancements could help mitigate this distance
  - There are few amenities like restaurants near the north quadrant location at this time
- All alternatives have a similar change in noise contours shifting north. There should be alternatives that consider different noise scenarios.
- Consider the growth plans of existing airport businesses so they are not encroached by new development
- Non-aviation land should be used for amenities that will draw the general public, like restaurants
- If environmental effects are similar for all alternatives, are there opportunities to discuss ways to mitigate any negative effects?
- What opportunity is there to increase seismic resilience of airport facilities?
- There is a need to enhance Cornell Road and Brookwood Parkway to address traffic safety and congestion, which will be a challenge since these areas are within the RPZ
- How should we plan for drone use on airport property? Drones do not necessarily need access to runway or taxiways
- For subarea alternatives, would like to focus on strategies to improve airport aesthetics and impression of the airport, consider different facility options such as surface parking vs. structured parking, and discuss non-aviation uses and amenities

*Alternative 1: Consistency with 2005 Airport Master Plan*

- Would the flight school relocation result in increased use of the small runway? How would that affect noise patterns?
- Flight schools need access to general aviation support.
- Support adding more corporate aviation near current corporate facilities –
  - This would create a “corporate campus”

- Current location for corporate aviation works well because it's near other off-airport commercial uses
- Industrial transition of north Hillsboro could make it more compatible with the airport in the future – if noise shifts north in the future, there may not be residents there at that time
- If terminal moves deeper into airport property (away from Cornell Road) how would that affect aircraft parking?
- What will happen to the fuel island when the south quadrant is redeveloped?
- What would be different about new corporate aviation areas compared to current corporate facilities?
- Could some long-term lease areas become commercial areas?
- Would there be any environmental effects to the designated natural resource area on Evergreen Road?
- If flight schools grow in north quadrant, is there enough run-up area available on the small runway?
- Consider flipping location of general aviation and flight schools in north quadrant

#### *Alternative 2: Co-locate Like Facilities*

- This layout improves logistics and reduces taxi times and emissions.
- Concerned that when weather is poor, general aviation aircraft must travel to instrument landing system access
- Safety concerns on center taxiway for air traffic - would prefer taxiway on either side of runway
- Consider on-ground helicopter noise at helicopter flight school areas
- If FBOs are decentralized, how would that affect their business?
- Need to maintain cross-airfield access - having a cross-field taxiway makes sense for all the Hillsboro Airport businesses
- What is the process to site a new FAA air traffic control tower? Are there seismic considerations for a new tower?
- Question idea that all GA users will use the shorter runway. Some will taxi to longer runway.

#### *Alternative 3: Relocate Terminal to Brookwood Parkway*

- Comments on new terminal location:
  - How would parking compare?
  - How would moving the terminal affect Intel shuttle?
  - New terminal location would lose connection to MAX light rail station; there are plans to extend the MAX Red Line into the area
  - Large aircraft would be located closer to small runway
  - One advantage is closer proximity to Highway 26, Intel, and off-airport amenities
  - Creates potential noise impacts to neighborhood to the east
  - Need to also move corporate and border protection with this option
  - Limited growth potential in this location
  - Terminal building is only public access point for community, and this seems more withdrawn from community

- Redeveloping south quadrant for FBO and corporate uses, coupled with a new hotel on Cornell Road, could create new economic synergies
- FBO and corporate location in south quadrant may displace lucrative retail options
- Restaurant in corporate location could serve as catering option to corporate clients
- Where would Intel jets be loaded? Taxiing trips would be much longer with terminal move.
- Adding primary runway crossing is a potential operational safety issue
- Traffic on Brookwood Parkway could be impacted with terminal move
- Shouldn't assume Intel will be only org operating jets in the future
- To not have any retail on Cornell Road south of airport seems to be a missed opportunity

### Next steps

Ryan Parker provided an update on upcoming master plan activities

- Port of Portland staff are partnering with Centro Cultural to host project events for Spanish-speaking audiences. The first event is Dec. 8.
- The next online open house is planned to launch in mid-December and will be available through the beginning of February.
- There will be an in-person open house with staff following PAC Meeting #6 in March.

### Adjourn

**Evaluation**

13 members submitted evaluation forms.

<b>1. Overall meeting quality</b>	<b>Poor</b> 0	<b>Fair</b> 0	<b>Good</b> 6	<b>Excellent</b> 7	
<b>2. Pacing</b>	<b>Too slow</b> 0	<b>A little slow</b> 2	<b>Just right</b> 9	<b>A little fast</b> 2	<b>Too fast</b> 0
<b>3. Presentations</b>	<b>Poor</b> 0	<b>Fair</b> 1	<b>Good</b> 8	<b>Excellent</b> 4	
<b>4. Meeting materials</b>	<b>Poor</b> 0	<b>Fair</b> 0	<b>Good</b> 8	<b>Excellent</b> 5	
<b>5. Discussion</b>	<b>Poor</b> 0	<b>Fair</b> 0	<b>Good</b> 5	<b>Excellent</b> 8	

**6. Most useful?**

- Group discussion
- Small group exploration activity
- Hearing from other members

**7. Least useful?**

- Overview presented too much information too quickly
- Some public comments are not focused on master plan process

**8. Additional suggestions**

- More discussion of meeting notes
- Share materials ahead of meeting if possible

## Flip chart transcripts

### *Alternative 1: Consistency with 2005 Airport Master Plan*

- Like terminal on Cornell – iconic
- Synergy with Fairplex
- “Epicenter”
- FBOs are “less public”
- Would small runway become new “touch and go” runway? How would that affect noise?
- Current FBO on north side will likely expand – what should be near them? Needs GA support.
- Are environmental impacts similar for all alternatives?
- Restaurants
- Like building on corporate “campus” of current corporate spaces\*
- Promote aesthetics
- Corporate works well where it is because it’s near other off-airport commercial uses
- There is a need to enhance Cornell-Brookewood in RPZ – traffic safety/congestion
- Industrial transition of north Hillsboro could make it more compatible in the future
- Would buildings be retrofitted for seismic
- If terminal moves back (into airport) how would that affect aircraft parking?
- What happens to fuel island?
- What is difference for corporate aviation?
  - Infill of general aviation
- Flight students have poor access to transit. If schools move – no food, amenities
- Would long term leases become commercial?
- All alternatives present increased noise to North Hillsboro residents
- Designated natural resource area off Evergreen (environmental impact?)
- Is there enough run-up space if flight schools grow on north side?
- Consider flipping GA and flight schools on north side
- Keep terminal location
- Aesthetics/fencing change

### *Alternative 2: Co-locate Like Facilities*

- Improves logistics to have users of small runway near that runway. Reduced taxi times and emissions.
- Would Port consider parking garage on fairgrounds? Could be good use of space.
- Is future of parking ground level? Or structured parking? (structured parking is expensive)
- Does parking consider rental cars?
- When weather is poor, GA aircraft must travel to ILS access (a concern)
- Center taxiway, for air traffic, has safety concerns. Would prefer it on either side.
- What would go in non-aviation areas? How about commercial node in area of flight school? (food, accessory use) to serve students
- Consider on-ground helicopter noise at helicopter flight school areas
- What are FBO services? If decentralized, would it cost them more?

- HA? Main concern is having cross-airfield access
- Having a cross-field taxiway makes sense for all the HIO businesses
- How would we site a new tower? (Is there seismic analysis on the new tower?)
- Like terminal building on Cornell, like shared parking
- Cornell space / parking should be complementary with event space. Will there be amenities in the terminal building to draw the public? Food, viewing area, etc. (bring uses in that bring a wider benefit to the public)
- Could we see the event center footprint on future maps?
- Could there be a pedestrian bridge/skybridge from event center to HIO?
- Shuttle from MAX?
- Public transportation options – more frequent service, accommodate bus stop
- Could there be less fencing and less visible fencing, better aesthetics? Landscaping, etc? (Better carpet?)
- Like shared parking structure idea. Some commercial amenities on Cornell, near terminal
- How does passenger drone service work at HIO? How does it affect land use? Create an opportunity for this? Drones could use parcels of land with no connectivity to runway or taxiways
- Question idea that all GA users will use the shorter runway. Some will taxi to longer runway.
- #5 areas won't be developed in near future? Could use swap #3 and #5 uses?
- Consider growth opportunities for existing airport businesses.

#### *Alternative 3: Relocate Terminal to Brookwood Parkway*

- How would parking compare?
- How would moving the terminal affect Intel shuttle?
- Moving terminal, loses connection to MAX station: Red line will be extended into area
- “Now have large aircraft at smaller runway with terminal move”
- Upside to new location – closer to Hwy 26 and Intel, and dropping off your books!
- Moving terminal adds potential noise impacts to neighborhood to the east
- If you move, update to newest seismic standards?
- Having FBO and Corporate at current terminal location, coupled with a new hotel on Cornell Road could add some economic synergies
- FBO and corporate location at current terminal location may displace lucrative retail options
- Restaurant in corporate location could serve as catering option to corporate clients
- Where would Intel jets be loaded? Taxiing trip much longer with terminal move. Adding primary runway crossing-potential operational safety issue
- Brookwood traffic impacted with terminal move
- County fairgrounds – planned to build out with aviation theme in mind. Terminal move affects that.
- Services on north side GA such as food... students won't have access
- Students may now need to be shuttled with move given where most currently reside
- Need to also move CBP with this option
- Shouldn't assume Intel will be only org operating jets in the future
- Terminal move offers limited growth

- Coffee shop in mushroom? Ha!
- To not have any retail on Cornell south of airport seems to be a mistake (near Fairgrounds)
- Perhaps would require multilevel parking needed – limited growth
- Really spreading out services at access
- Dislike this option
- Terminal building is only public access point for community. Line of sight an issue, access to public transit an issue. Being a part of the community critical.
- If you leave terminal vs moving, what's the footprint configuration? This seems to look so far in the future and if you lose the opportunity (in south quadrant) seems like a mistake.
- Would we be able to get a copy of what was presented on future of fairgrounds to inform conversation of terminal? (prior to next PAC meeting).

*Public station notes*

- Looking for option with least environmental impact
- Reduced 55 DNL
- Incorporate retail at terminal

DRAFT

Written Comments

Contact: Michael Gallagher

Hillsboro Airport Master Plan Update – Comment Card

Date: 12/7/2017

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: MICHAEL GALLAGHER

Comment:

SESMIC

- TAXIWAY TO ACCOMMODATE LARGE MIL. TRANS.
- HANGARS - DUAL USE AS SHELTORS
- RESILIENCE ISSUE BROADER THAN H10

- MOVING ACTIVITY TO THE NORTH WILL HAVE LARGE COMMUNITY IMPACT FOR GROUND

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

GENERATED NOISE



Contact: Fred Hostetler

Hillsboro Airport Master Plan Update – Comment Card

Date: 12/7/17

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: Fred Hostetler

Comment:

During the previous HARE, a late item of a joint Park (Near H10) was discussed. This was to provide positive input to the Port by giving the community an venue to learn more about Flying with, specific details.

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

- Call me if you want more info - 503-939-4578 or email -



Contact: Miki Barnes

Hillsboro Airport Master Plan Update – Comment Card

Date: 12/7/17

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: Miki Barnes

Comment:

How are air traffic control towers funded? What is the source of money for the actual facility as well as staff?

How much money does the FAA invest on airports that primarily serve foreign student flight training businesses & schools?

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

Please provide a comprehensive list of the specific airports and the amount of money spent on a per airport and cumulative basis (over)

What percentage of the AIP fund is devoted to general aviation airports?

What percentage is directed toward commercial airports?

Please provide contact information for websites & people we can contact to either verify this information.

Date: December 7, 2017

To: Hillsboro Airport Master Planning Advisory Committee

From: Miki Barnes

### **Port Exhibits Laxity and Secrecy about the Hillsboro Airport**

The Hillsboro Airport is a general aviation facility that caters primarily to private, out of state flight training schools which recruit many of their students from outside the state and from outside the country, especially China and Taiwan. Infrastructure projects such as runway, taxiway, and apron construction as well as lighting, airport signage and drainage, are subsidized via the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). A large portion of AIP funding comes from fees affixed to the ticket prices charged to commercial airline passengers. The FAA then allocates a substantial portion of this money to general aviation airports that cater to training students from China, Taiwan and other foreign countries. See <https://www.faa.gov/airports/aip/overview/> for additional information.

It should come as no surprise that President Xi of China can barely control his exuberance over consolidating power <https://www.cnn.com/2017/10/12/president-xi-jinping-consolidates-power-through-military-reform.html>. After all when it comes to flight training, he has the Port of Portland, Oregon's state government, Portland Community College and the FAA eagerly catering to his whims. It used to be that in order to express enmity towards a country, you had to invade or issue threats. But this is no longer the case, as evidenced by the U.S. in general and Oregon in particular, wherein the respective government entities have become so consumed by power and greed they are now more than willing to circumvent democracy, degrade the environment, and compromise the livability of their constituents to further the interests of foreign governments and authoritarian regimes. Federal and state policies applying to the Hillsboro Airport are a case in point.

Hillsboro Aero Academy, based at HIO, is one of the largest flight schools in the Pacific Northwest. The school offers assurances to prospective pilots that those who graduate from their program can find jobs for Delta, Air China and Eva (a Taiwanese airline). The academy also states that it has trained pilots for over 75 countries. See <http://flyhaa.com/>. It is important to note that the \$17 million dollar runway recently constructed at HIO was built primarily to accommodate this flight school.

Despite the presence of the massive pilot training mill at HIO, the Port of Portland, the proprietor of the airport, appears to be remarkably ignorant about what is going on at this facility. On the other hand it is entirely possible that it is intentionally obscuring the facts about the types of businesses it is promoting.

### **Port Claims that it Does Not Track Operations at HIO**

In response to an Oregon Aviation Watch public records request seeking information on the number of aircraft each business at HIO bases at the airport, the Port disclosed that "a reliable history of based aircraft is not available" and also acknowledged that it does not collect information on how many aircraft each business at HIO bases at the airport. The Port further stated that the FAA keeps records of this nature but their databases are considered "Sensitive Security Information." In other words both the Port and the FAA, though more than willing to

funnel public money into furthering the corporate profits of the private businesses located at HIO, are choosing to shield them from accountability and transparency. This is particularly troubling in light of the significant number of operations at HIO which are devoted to training Chinese and other foreign nationals. It also begs the question of why the FAA, the Port and State of Oregon are foisting the cost and negative impacts of the flight training industry onto U.S. commercial airline passengers and state residents.

In any case, the Port also acknowledged that it does not collect information on the number of flight hours and operations flown by each business on an annual basis "nor does the Master Plan forecast aircraft operations for each business."

The Port also claimed that it did not collect information on the number of training operations at HIO nor the types of aircraft student pilots are flying - fixed wing, helicopter, or jet. Nor does the Port collect information on how many student pilots are from Portland Community College (PCC), out of state or overseas.

The Port's failure to require their tenants to provide basic reporting and forecasting data on past, current and future activities brings into question the Port's credibility and competency to serve as proprietor of HIO. In addition, it leaves the community vulnerable to the negative impacts of irresponsible stewardship of public funds, ongoing exploitation, pernicious pollution, and noise intrusions on behalf of PCC and flight training schools whose commitment to advancing the interests of foreign governments appears to exceed their commitment to the environment, livability and the very constituents who are funding this travesty of justice.

#### **Lack of Security Requirements at HIO**

In addition, the laxity of federally required security measures at HIO is of serious concern. Unlike commercial airline passengers, student pilots and passengers at HIO are not required to undergo TSA security checks. Per the Port, "As for local physical security enhancements at HIO, the Port does not discuss individual security practices related to any of our airports... The Port does not implement procedures for checking luggage, carry-ons, cargo and other items."

The Port's failure to maintain, track or provide data on HIO activity stands in stark contrast to its approach at Portland International Airport (PDX). A review of the Port aviation statistical record helps to illustrate this point <https://popcdn.azureedge.net/pdfs/Oct2017webstats.pdf> and clearly shows that the Port does have the capacity to track the number of operations and the passenger count per carrier, as well as cargo tonnage. By contrast, at HIO there appears to be an intentional effort to obscure and conceal this information - an approach which leaves one to wonder what exactly the Port of Portland and the State of Oregon are intent on hiding.

## Responses to Questions

*Q. During the previous HARE, a late item of a joint park (near HIO) was discussed. This was to provide positive input to the Port by giving the community a venue to learn more about flying with specific details. [Fred Hostetler]*

- A.** We've received feedback from several people requesting an aviation park or viewing area near the airport. Although providing dedicated park space on airport property can be problematic for many reasons (including safety, security, and potential to attract hazardous wildlife), the Port is in communication with the City of Hillsboro to discuss the potential of including some airport-related features in new recreation facilities that they are currently exploring to the north of the airport. The City's project is still in the planning stages, but could ultimately include interpretative and educational signage about Hillsboro Airport. In addition, the Port hosts Hillsboro Airport Air Fair each year, which provides a free family-friendly way for residents to learn about aviation and Hillsboro Airport.

*Q. How are air traffic control towers funded? What is the source of money for the actual facility as well as staff? How much money does the FAA invest on airports that primarily serve foreign student flight training businesses and schools? Please provide a comprehensive list of the specific airports and the amount of money spent on a per airport and [illegible] basis.*

*What percentage of the AIP fund is devoted to [illegible] airports? What percentage is directed towards commercial airports? Please provide contact information for websites and people I can contact to [illegible] and verify this information. [Miki Barnes]*

- A.** Established in 1970, the Airport and Airway Trust Fund, also known as the Aviation Trust Fund, helps finance the Federal Aviation Administration's (FAA) investments in the airport and airway system, such as construction and safety improvements at airports and technological upgrades to the air traffic control system, as well as FAA operations, such as providing air traffic control and conducting safety inspections. Your detailed inquiry falls under the jurisdiction of the FAA. As such, you can make a formal information request by visiting [https://www.faa.gov/foia/foia\\_request/](https://www.faa.gov/foia/foia_request/)