

Planning Advisory Committee Meeting #3 Notes

Monday, June 19, 2017 | 5–8:30 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
Colin Cooper	City of Hillsboro	Present
Lisa Grab	FAA Local Air Traffic Control	Present
Jadene Stensland	Environmental / regulatory	Absent
Jessica Pelz / <i>Alternate for Andrew Singelakis</i>	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	Absent
Dirk Witting	Airport Business	Present
Ryan McCartney	Airport Business	Present
Jackie Murphy	Airport Equity Business	Present
Deanna Palm	Local Business	Present
Scott Gratsinger	Aviation Industry Professional	Present

Port of Portland Staff Present		Consultant Staff Present	
Ryan Parker	Richard Vincent	Dave Nafie	<i>WHPacific</i>
Sean Loughran	Stephen Winkle	Patrick Taylor	<i>Coffman Associates</i>
Chris White	Steve Johnson		
Andy Smith	Lise Glancy	Anne Presentin Seth Baker	<i>Envirolssues</i>
Innesa Ponomarenko	Phil Ralston		
Daren Griffin	Vince Granato		

Welcome

Planning Advisory Committee (PAC) facilitator Anne Presentin opened the meeting and let everyone know that a photographer and videographer were circulating the meeting room, and that the photos and video footage would be used in outreach materials and help document the master plan process.

PAC Chair Jerry Willey welcomed meeting participants and said he was excited to spend more time looking at detailed information about the airport. Mr. Willey acknowledged that it can be challenging to expect PAC members to retain information between meetings and thanked PAC members for their participation.

Anne Presentin recapped the outcomes of the previous PAC meeting:

- Discussed the role of the airport in small groups
- Provided feedback on draft community involvement plan
- Previewed aviation demand forecast information

Anne Pressentin reviewed the meeting objectives:

- Wrap up discussion of inventory, airport role and community involvement plan
- Discuss and understand aviation demand forecasts
- Introduce facility requirements topic

Anne Pressentin explained that most of the meeting time would be spent discussing the aviation demand forecasts. PAC members had indicated the forecasts were of higher interest during a planning activity at PAC Meeting #1. Ms. Pressentin advised PAC members that the information was very technical and encouraged them to ask questions throughout the presentation.

Anne Pressentin reminded PAC members that they should engage their communities and contacts about the master plan process between PAC meetings and encouraged members to share any input they receive with the rest of the PAC and project team. Ms. Pressentin also reminded members of the public to complete a comment card if they wished to address the committee during the public comment section of the agenda.

Anne Pressentin reviewed the master plan project schedule. The project team will complete the investigation phase over the summer and the project will move into the analysis phase in the fall. The project team will conduct public outreach activities over the summer.

Anne Pressentin asked PAC members if they had any edits to the meeting notes from PAC Meeting #2 before they were finalized. PAC members provided no edits.

Wrap Up: Airport Role and Inventory

Consultant Project Manager Dave Nafie reviewed the inventory and airport role topics discussed at the previous PAC meeting. He recapped the airport role/strategic analysis, explaining that Hillsboro Airport (HIO) is a reliever airport that helps ease general aviation traffic from Portland International Airport (PDX). HIO is a very capable airport that would be difficult to replace if it closed – other airports in the area would need significant capital improvements to reach the level of service provided at HIO. At the previous meeting, the PAC discussed other potential roles HIO could assume, including a discussion about commercial passenger service and air cargo service. The project team provided data on conditions needed for an airport to succeed in these roles, including data about population sizes of communities that can support multiple commercial service airports. The conclusion was that Portland would need a population size comparable to Seattle before it could consider adding a second commercial service airport.

Regarding air cargo, Dave Nafie recapped that air cargo service was not feasible in the near term because HIO did not have the required infrastructure and more demand is needed to make it feasible. Both commercial service and air cargo would require HIO to obtain Part 139 certification, which would require substantial capital investments in the airport and changes in how the airport is managed.

Mr. Nafie said it could be possible for HIO to host small commercial service with aircraft that seat 9 passengers or fewer, or light weight air cargo, in the foreseeable future. These services would not require Part 139 certification. The project team's recommendation was for HIO to retain its current role as a general aviation/reliever airport for the planning period.

Dave Nafie recapped the inventory discussion. He said the facilities at HIO match its current role very well. An environmental inventory was completed to assess how development-ready different areas of airport property are, noting information such as whether the grounds have wetlands. Mr. Nafie explained that the airport role and inventory items would be documented as narrative reports and made available to PAC members before the next PAC meeting in September.

Jerry Willey asked if the PAC would have an opportunity to discuss seismic preparedness at HIO, acknowledging that seismic issues were rated as a lower interest topic for PAC members during the planning activity from PAC Meeting #1. Dave Nafie said the Port of Portland (Port) was also interested in discussing seismic issues, and the consultant team had a seismic specialist that would assess the seismic preparedness of buildings on airport property. Mr. Nafie said more information would follow on this topic later in the process.

Juan Carlos González said economic development was rated as a higher interest for PAC members and asked when the PAC would be able to discuss potential airport amenities or assets that could help attract large businesses to the region. Dave Nafie said the master plan would be used as a method to amplify the airport and highlight its community benefits outside of pure aviation use. The master plan would consider opportunities for increased community access to the airport.

Hillsboro Airport Business Report

Port General Aviation Manager Steve Nagy said there were not many updates to give about HIO since the previous meeting. He reported that one aircraft from HIO made a precautionary landing in a nearby private air field due to a loss in engine pressure. The pilot repaired the aircraft and flew out again.

Steve Nagy provided information about ongoing discussions regarding noise and air quality management at HIO. Mr. Nagy explained that there are two types of aviation fuels: jet aviation fuel (Jet A) and aviation gasoline (Avgas). Jet A is kerosene-based and used by jet aircraft and turbine engine helicopters. Avgas is gasoline-based and used to power aircraft with piston engines such as smaller propeller aircraft. Avgas contains lead; Jet A does not contain lead.

Lead is used in Avgas to provide lubrication and prevent "engine knocking." In 2012, the Federal Aviation Administration (FAA) established a timeline to find a replacement for leaded Avgas. The FAA is working with two companies to develop possible replacements.

The community participation organizations (CPOs) of Washington County and the Hillsboro Airport Roundtable Exchange (HARE) invited the Port of Portland and other parties to a community forum to discuss actions that could be taken locally to replace leaded Avgas. The Port was asked to investigate use of unleaded motor gas (Mogas) in aircraft. Mogas has limitations because it is not specifically

designed for aircraft. The Port commissioned a study to look at the viability of alternative unleaded fuels (like Mogas) for the Hillsboro Airport market. The study found there are 120 airports nationwide that provide Mogas for sale. The study polled pilots in the region and found that between 9 and 30 percent of regional pilots could use Mogas in their aircraft. The study found that Mogas would need to be priced significantly lower than Avgas for pilots to consider using it, and it would require additional infrastructure, such as additional fuel tanks. Since the completion of the study, the Port has offered incentives to its fixed base operators (FBOs) to make those infrastructure investments and offer Mogas retail sales. An aviation specific, low-octane unleaded replacement fuel is currently only refined and distributed in the Midwest.

Steve Nagy said lead is one of six criteria pollutants the EPA regulates. Across the region, Portland has relatively lower levels of lead compared with the rest of the country and lead levels have been declining regionally according to the Oregon Department of Environmental Quality. A lead monitor used for regional purposes located about a quarter-mile from the airport indicated airborne lead concentrations to be about 50 times less than national standards.

Steve Nagy said Washington County completed a public health assessment on lead associated with Avgas and presented their findings to HARE in 2016. The assessment included a literature review of lead exposure, a summary of health tools and current information. The County acknowledged that there were data gaps in the assessment, but concluded the available data did not indicate HIO was a significant source of lead. Blood tests provide more conclusive results for individuals. Mr. Nagy said in accordance with those reports, although there are no safe levels of lead in blood, regulators have also determined a standard for ambient lead. Mr. Nagy referred PAC members to a fact sheet in their meeting packets about actions the Port has taken regarding air quality.

Aviation Demand Forecasts

Patrick Taylor of Coffman Associates presented the aviation demand forecasts. Mr. Taylor said the forecast study is one of two master plan elements that will be reviewed and approved by the FAA. The second component is the airport layout plan (ALP), which will show the current and future conditions of the airport.

Patrick Taylor said forecasts are the basis for effective decision making in airport planning. Forecasts show the demand for airport facilities. The projections assembled by the consultant team will help determine what facilities, such as hangars and pavement, will be needed at HIO in the future. The FAA provides guidance on how to do the forecasts in increments of five, 10 and 20 years.

The aviation forecasts include the estimated number of based aircraft located at HIO, and the estimated number of operations (landings and takeoffs) to occur at HIO in the future. Each of these forecasts include detail about different types of aircraft and how they use the airport.

Patrick Taylor explained that the forecast method does not include a single estimate. The project team uses multiple methods that produce several estimates and selects a forecast within a range called the “planning envelope.” If the planning envelope is narrow, the project team will usually select an average

of the results. Mr. Taylor explained that the forecast process is judgmental and the project team will select a result that seems reasonable based on what is known about local driving factors and influences.

The FAA completes their own forecasts known as a terminal area forecast (TAF). The forecasts completed locally for the master plan must be within 10 percent of the TAF or undergo additional study.

The forecasts will also determine the critical design aircraft of the airport. Future airport facilities will be designed to accommodate the size and speed of the critical design aircraft.

Patrick Taylor listed the inputs used to generate forecast data. They included the FAA's national forecasts as well as the regional number of general aviation aircraft, pilots and operations. The forecasts also consider regional socioeconomic data including population and income levels, local aircraft ownership and historical data from HIO. The forecast methods include trend lines, regression analysis, market share analysis and growth rate analysis. The FAA provides some economic assumptions about gross domestic product growth and oil prices.

Patrick Taylor explained that forecasts get out-of-date and need to be updated over time. Master plans are produced every seven to 10 years, but forecasts may be updated more frequently. Mr. Taylor showed the original forecasts from the previous master plan process and subsequent updates, which estimated lower levels of activity by comparison. Forecasts are affected by changes in the aviation industry and correlates closely with the status of the national economy.

Patrick Taylor provided an overview of the forecast inputs:

- Socioeconomics of Portland metro region
 - The population is expected to continue increasing, but the growth rate will slow over time
 - Employment and income levels will continue increasing at faster rates
- U.S. general aviation aircraft forecast
 - The FAA completed a new survey in 2013 that corrected the national number of registered aircraft
 - Piston engine aircraft are forecast to decline
 - Turboprop aircraft are declining but are expected to begin increasing
 - Helicopters are increasing
 - Jets are increasing at the fastest rate
 - Total fleet is increasing overall
- U.S. general aviation hours flown
 - Indicates the utilization rate of general aviation facilities
 - Cost of flying a private plane is higher now compared to past decades
 - Hours flown in jets and other turbine aircraft are increasing at faster rate
- U.S. Pilots by type of certificate
 - Total number of pilots is forecast to grow
 - Student pilot terms increased from 36 to 60 months in 2010, causing an increase in active student pilots

- A 2013 FAA rule requiring co-pilots to have an air traffic pilot (ATP) certificate is causing more pilots to continue training beyond commercial certificate requirements
- U.S. general aviation operations
 - Total operations are increasing
 - Increases in turbine aircraft operations are more than offsetting decreases in piston aircraft operations
- U.S. air taxi operations
 - Air taxis are transitioning to higher capacity aircraft with more seats
 - Number of operations is decreasing due to more people being flown by fewer jets
 - Corporate air shuttle operations at HIO are counted as air taxi

Colin Cooper asked Patrick Taylor to confirm that the socioeconomic data used in the presentation was consistent or comparable to data used in the City's comprehensive plan update. Mr. Taylor said he would check the data sources.

Colin Cooper asked if industrial development in Washington County would induce demand for Hillsboro Airport. Patrick Taylor said the ongoing growth of the technology industry in Washington County was accounted for in the analysis. Mr. Taylor said he could look into specific examples, but explained that the forecasts have so many inputs that a change to a single input was unlikely to have a significant effect. Big changes like an airport closing or an economic recession could have a significant effect to the forecasts.

Henry Oberhelman asked if the forecasts accounted for changes in technology, such as increases in drone operations. Patrick Taylor said periodically there are technologies that affect aviation trends, but the FAA does not anticipate new technologies having a significant effect to forecasts. Mr. Taylor said the FAA is trying to keep drone operations separate from aviation. Mr. Oberhelman suggested that increases in drone operations could decrease the number of general aviation operations. Mr. Taylor agreed that there are examples of drones displacing the functions of some piloted aircraft, such as helicopters that inspect power lines.

Kimberly Culbertson asked if fuel prices affect the number of aviation operations. Patrick Taylor said the FAA considers the price of fuel, but changes in fuel prices do not have a significant effect to operations in the long run. Historically, fuel prices usually follow forecast trends over time.

Patrick Taylor provided an overview of the aviation demand forecasts.

- Based aircraft forecasts
 - Based aircraft forecast helps forecast the future need and design standards for facilities like hangars and aprons
 - Design standards are driven by safety and vary depending on type of aircraft
 - Most based aircraft at HIO are piston aircraft, followed by jets and helicopters
 - Most based aircraft are registered in the Portland metro region, but some are registered in places outside Oregon
 - Area registered aircraft are forecast to increase by nearly 1 percent, or 507 new registered aircraft over 20 years

- Based aircraft forecast to increase by 1.15 percent, or 84 new based aircraft over 20 years
- Operations forecasts
 - Operations forecast includes forecasts for local operations that return to the airport (such as flight training) and itinerant operations that leave the airport
 - The way operations are counted changed when the third runway opened – allowing helicopters to hover across the airport instead of taking full flight and being counted as an operation; this has caused a decrease in recorded operations at HIO
 - Historical operations at HIO decreased after the recession and have been slowly increasing
 - General aviation itinerant operations are forecast to increase by nearly 1 percent over 20 years
 - General aviation local operations are forecast to increase by 1.24 percent over 20 years
 - Air taxi operations are forecast to increase by 0.68 percent; operations have slowed since the corporate shuttle increased its passenger capacity
 - Military operations are difficult to predict; expect to add 100 local operations and 300 itinerant operations over 20 years
 - Total operations are forecast to increase by 1.13 percent over 20 years
 - Forecasts include calculation of expected peak activity to inform terminal needs, apron needs and capacity needs

Jerry Willey asked if HIO is exceeding the national forecasts of 0.1 percent annual growth in based aircraft and 0.3 percent growth in operations. Patrick Taylor said HIO is a special airport with high levels of business activity and reliever status. Local economic growth is also higher than national averages. Mr. Taylor said it was important not to under plan and to account for local considerations not included in FAA forecasts.

Colin Cooper said the Port of Portland should consider how development planned at the airport can be complementary to the City's economic development efforts to leverage full benefit of assets.

Henry Oberhelman asked if training operations were included in the forecasts. Patrick Taylor explained that training operations are not specifically counted, but said training operations make up the bulk of the local operations forecast. Local operations serve as an approximation of training operations

Patrick Taylor said the forecasts will be sent to the FAA and reviewed for consistency with the TAF. If the forecasts are not within tolerance of the TAF, the forecasts will have to go through an extra review process.

Patrick Taylor provided an overview of the fleet mix operations forecasts.

- Forecasts are developed using multiple data sources
 - Jet operations are counted using flight plans filed
 - Helicopters are counted in traffic patterns

- There are usually average numbers of operations for each aircraft type, i.e., 250 operations per turboprop plane

Scott Gratsinger asked if the based aircraft forecasts used data from the Oregon Department of Aviation (ODA). Patrick Taylor said the data was cross-referenced with ODA information.

Scott Gratsinger said the HIO traffic control tower closes at night and asked how nighttime operations were counted. Patrick Taylor said the forecasts focus on operations during times when the air traffic control tower is open. Nighttime operations would be considered for modeling noise and air quality data. Mr. Taylor said nighttime operations add about 3 percent to the forecast numbers.

Henry Oberhelman asked if there was fractional aircraft ownership at HIO that allow people and businesses to share ownership of a jet. Patrick Taylor said the fractional aircraft can be anywhere and ownership could be based anywhere. Steve Nagy said there is no fractional aircraft company based at HIO.

Patrick Taylor presented on the critical design aircraft (CDA).

- CDA determines design standards for airport facilities
- CDA must have logged at least 500 annual operations at the airport
- CDA are classified by size and speed in a design group
- CDA for HIO is a Gulfstream G650 in CIII design group – consistent with previous CDAs
- Larger aircraft are too heavy for HIO runways

Group discussion and input activity

Anne Pressentin asked PAC members to form groups of two or three people and discuss the following questions.

- What data inputs from the presentation stood out for you as memorable, thought provoking or compelling?
- What was your initial reaction to the information presented and the results of the 20-year analysis?
- What additional questions do you have?

Anne Pressentin asked the small groups to share their discussions with the full group.

Deanna Palm commented that the forecasts seemed to be a prescriptive process that was data-driven. The forecasts did not have a place to discuss the committee's aspirations for the airport.

Henry Oberhelman asked to what extent FAA data determined the forecasts. Patrick Taylor clarified that the FAA data is one of several inputs that go into the forecasts. Mr. Taylor said the FAA data is more focused on commercial activity compared with general aviation. The consultant team for the master plan used a "bottom-up" approach that considers local data and historical analysis in addition to FAA data.

Anne Pressentin asked PAC members if they identified any local factors that could affect the forecasts that were not included in the analysis or not given enough weight. Jackie Murphy said expected development in Washington County was not connected well with the forecasts. Her group asked to know who is responsible for seeking out the aviation needs of future development.

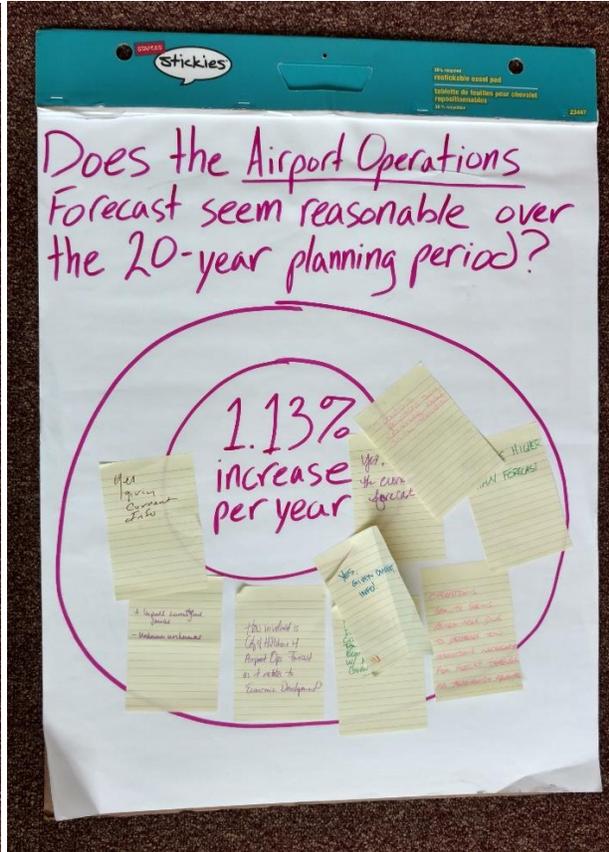
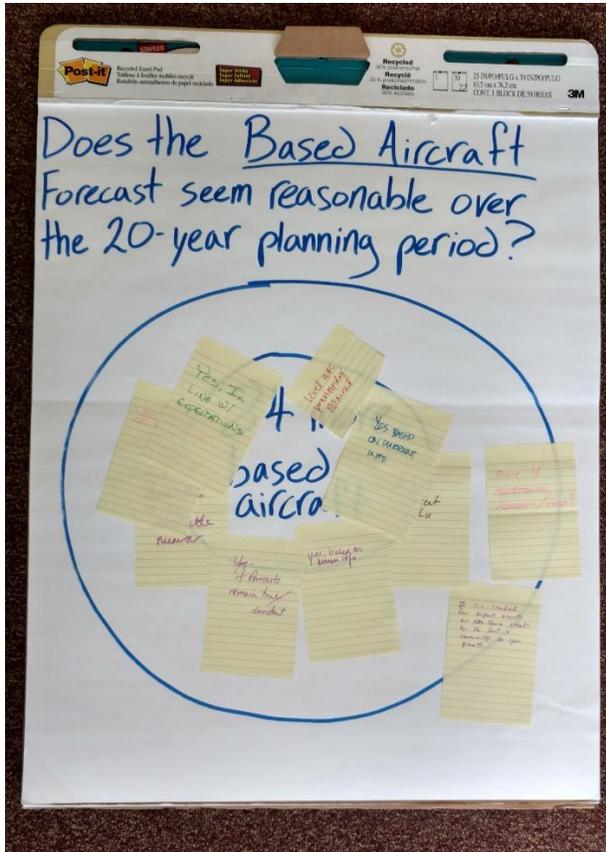
Charles Hagele's group asked to know what could be done to help grow the airport and attract development.

Steve Nagy's group asked whether a scenario analysis should be completed to consider what may happen if an input changes substantially, i.e. what would happen if Intel moved their facilities out of Washington County?

Henry Oberhelman was interested in revisiting the airport role to discuss whether some of the uses included under the general aviation/reliever role could be limited or removed. Sean Loughran responded that the term "reliever" has a specific definition from the FAA, which is included in the PAC's glossary of terms. Mr. Loughran said there would be opportunity to discuss that specific topic later in the master plan process.

Jessica Pelz of Washington County asked if the based aircraft forecasts assumed there is adequate land to accommodate the forecasts. Patrick Taylor confirmed that the forecasts assumed there is adequate land at the airport.

Anne Pressentin asked PAC members to participate in an activity to gauge PAC members' comfort level with the forecasts. Ms. Pressentin referred to two flip charts with a bullseye drawn on each. At the center of one bullseye was the 20-year forecast figure for based aircraft (84 additional aircraft) and on the other was the 20-year forecast figure for total operations (1.13 percent increase per year). Ms. Pressentin gave each PAC member a sticky notepad and asked members to indicate their comfort level with the forecast figures by placing the note closer or farther from the center of the bullseye. A note near the center indicated a higher comfort level, and a note far from the center indicated a lower comfort level. Ms. Pressentin asked PAC members to include a written explanation of their note location and any remaining questions about the forecasts.



Does the based aircraft forecast seem reasonable over the 20-year planning period?

- Yes, in line with expectations
- Yes, based on the analysis
- Yes, I think this is a reasonable number
- Yes, if forecasts remain true/constant
- Yes, based on known info
- Yes, with current info
- Yes, based on current info
- Level was previously obtained
- Only four additional aircraft per year?
- Is this standard for airport growth or are there efforts by the Port and community to spur growth?

Does the airport operations forecast seem reasonable over the 20-year planning period?

- Yes, given current info
- Operations projections seem reasonable based on the information
- Yes, given the economic forecast
- Yes, given current info

- How involved is City of Hillsboro with airport operations forecast as it relates to economic development?
- More to be done to connect City/County/region economic development effort with airport growth
- Operations growth seems reasonable due to decreases in operations necessary for flight training as technology advances
- May be higher than forecast

Public comment

Alex Gilpin

Mr. Gilpin thanked project staff for providing the meeting materials to the public. He said he was a resident of Hillsboro who lived near the airport and commented that no one in his neighborhood had been asked about the direction of Hillsboro Airport. After reading the available data, Mr. Gilpin said it seemed strange that a more proactive approach had not been taken to reach out to community members, especially since the forecast data showed the number of future operations at the airport increasing. Mr. Gilpin said there are helicopters hovering over homes at night that wake-up kids. He said he understood the airport could have positive economic effects, and the discussion seemed to focus on this aspect compared to subjective effects of environmental data. Mr. Gilpin said the analysis relied on measurements that are not near the airport.

Bruce Mihok

Mr. Mihok said he lives on the southeast side of the airport. He commented that the citizen committee seemed to be talking about businesses to a greater extent than discussions about people, and he said committee members should factor people into the discussion more. Mr. Mihok suggested that the airport may need to shrink or close as Washington County continues to grow. He also suggested that the airport could be “pro-business” and “pro-people” at the same time. Mr. Mihok said an environmental impact statement had never been completed for effects of the airport on the community. Mr. Mihok said jets are interesting to people and are not very frequent, however the greatest noise impacts come from planes and helicopters from flight training activities. Mr. Mihok said the noise causes him to leave his home and the Port should do something to solve the problem. He explained that sometimes the planes fly unreasonably close to the ground, and people should be punished for flying so close. Mr. Mihok asked what would happen if a Chinese flight training business decided to open in Hillsboro. Mr. Mihok said the committee needs to think about what they are encouraging, explaining that he understood business and that people need to be given consideration because people are customers.

Miki Barnes

Ms. Barnes said China is the largest trading partner of North Korea, which has threatened to attack the United States. Ms. Barnes was concerned that Hillsboro Airport is training pilots who will fight for China. Ms. Barnes lives 12 miles from Hillsboro Airport and she has spoken with people who live in Forest Grove who say they are negatively affected by activity from Hillsboro Aero Academy. Ms. Barnes said there is itinerant training that travels 20 miles from the airport and there is nighttime training. She said the aircraft fly aimlessly and she recently had an aircraft over her house for a period of an hour and that

is not acceptable. Ms. Barnes said the Port has set up a system that allows foreign pilots to do surveillance.

Ms. Barnes commented that Portland International Airport has set up 16 permanent microphones over time to collect and report noise data, but the four microphones that were put in place for Hillsboro Airport have never reported data that she has seen. Ms. Barnes said something must be done to address the noise, pollution and safety of Hillsboro Airport before discussing how the airport should be promoted. Ms. Barnes also submitted written comments.

Blaine Ackley

Mr. Ackley commented that residents of neighborhoods that are planned for development receive announcements from the planning department. He suggested the master plan project should send notice to everyone within a five- or two-mile radius of the airport to let them know the process is under way. He also suggested the project should incentivize public participation by making events fun by offering prizes or ice cream socials.

Regarding noise, Mr. Ackley suggested the Port install microphones on the properties of people who file complaints to confirm the issue. Regarding forecasting, Mr. Ackley said he knew from his experience as a fisherman that forecasts are often wrong. The Oregon Department of Fish and Wildlife try to forecast salmon runs every year, but their numbers can be wildly off. Mr. Ackley cautioned that PAC members should be skeptical of forecast models.

Wrap Up: Community Involvement Plan

Seth Baker of EnviroIssues shared changes made to the community involvement plan as a result of PAC feedback.

- Information was added about how the master plan is used in operations of Port of Portland and the FAA.
- In the stakeholders section, the FAA will be distinguished into two stakeholder groups for FAA planning and FAA air traffic control.
- A section was added to include messages to be used by project staff at outreach event.
- A table was added showing outreach events and partners the project will pursue and the types of stakeholders expected to be reached.
- Communication partners include:
 - Centro cultural
 - Hindi speaking community groups
 - Local governments
 - Local businesses
 - Local economic development organizations
 - Hillsboro schools through Port's "Where in the World" program
 - HIO tenant meetings
- Events the project intends to pursue include:
 - Celebrate Hillsboro
 - Orenco Station Farmers Market

- Hillsboro Downtown Farmers Market
- Hillsboro Air Fair / master plan open house
- Online open house and video
- Participation in other public process events
- Public workshop on noise and air quality

Seth Baker asked PAC members if they had any additional changes for the plan. No additional changes were provided.

Sean Loughran spoke about the planned public workshop about noise and air quality. One goal of the workshop is to provide some history and education about noise and air quality management at HIO and the relevant regulations. The public workshop is planned for some time in October. Anne Pressentin asked PAC members and public audience members to indicate by a show of hands whether they would prefer the public workshop occur on a weekday in the evening or on a weekend during the day. Most people indicated they would prefer the workshop occur on a weekday in the evening.

Facility Requirements

Dave Nafie said the main takeaway from the forecasts is that the forecasted level of activity at HIO is about the same as it has been historically. He reiterated that the CDA is the Gulfstream G650, which is in design category CIII. The project team will consider the facilities required for the Gulfstream G650 as well as any new standards that have changed since the previous master plan. The facility requirements will also consider whether facilities could be made more safe and efficient to handle peak activity levels.

Dave Nafie explained that the airside facility requirements refer to places on the airport where aircraft operate. Since the forecasts are within levels HIO has accommodated in the past, the project team expects to propose slight changes that could improve safety and efficiency. The airside facility review will look into runway design standards, such as keeping runway protection zones clear.

The landside facilities include places where aircraft are stored as well as fuel capacity and the types of fuel that will be needed.

Closeout

Anne Pressentin informed PAC members that the next meeting is scheduled for Sept. 12. Steve Nagy said the Port would notify PAC members about outreach events that project staff will be attending.

Adjourn

Evaluation:

10 members submitted evaluation forms.

PAC Meeting #2 – May 4, 2017					
Overall Meeting Quality	Poor	Fair	Good 6	Excellent 4	
Pacing	Too slow	A little slow 3	Just right 5	A little fast 2	Too fast
Presentations	Poor	Fair	Good 6	Excellent 4	
Meeting materials	Poor	Fair	Good 6	Excellent 4	
Discussion	Poor	Fair 1	Good 6	Excellent 3	

Most useful

- Explanation and level of detail for forecasts
- Edits to community involvement plan

Least useful

- Conduct of public comments

Other

- Need to reserve time to address concerns heard in public comment
- Pacing was necessarily slow for the meeting topic
- PAC meeting materials need to be hole punched to include in meeting binders

Written Comments

Contact: Miki Barnes

Date: June 19, 2017

To: Hillsboro Airport Master Planning Committee

From: Miki Barnes, PO Box 838, Banks, Oregon 97106, 503-324-0291

For years, residents of this area have been unduly burdened by the noise generated by the Hillsboro Airport, especially student pilots who engage in loud, intrusive practice maneuvers. It has become routine for people both close in as well as at a distance from the airport to file noise complaints, yet little has been done to address these concerns. I've spoken with residents, not only from Banks where I reside but as far away as Gaston, Forest Grove and other communities over 15 miles from HIO, who have voiced their frustration with the intrusive nature of flight training activity. Obviously, if the Port of Portland, DEQ, the State of Oregon, and Portland Community College had effectively dealt with aviation noise intrusions in a manner that demonstrates respect for the community, this issue could and should have been resolved a long time ago. Instead it continues to worsen and fester.

The Port has acknowledged that student pilots are often encouraged to practice over western Washington County and Yamhill County, but has done nothing to insure that citizens who live and work in these impacted areas are accorded a voice in the process. Like HARE, this master planning committee chose to exclude representation from rural communities, a pattern that underscores the history of indifference exhibited by the Port, PCC and the flight training industry in addressing this exploitative injustice.

In reviewing records from the years I served on the PDX Citizen Noise Advisory Committee, I was reminded that the Port has at least 16 permanent noise monitors at locations impacted by PDX air traffic. Some are as far away as Camus in Washington State and Sauvie Island in unincorporated Multnomah County. Others were placed in the vicinity of schools due to concerns over the impact of high noise volume on children.

By contrast the Port relies solely on modeling to address HIO noise issues and has not provided ongoing information about actual monitoring. It is worth noting that more than 15 years ago, the Port invested in 4 permanent microphones to monitor noise at HIO but chose not to include data from these placements in their environmental assessment on the third runway nor has the appropriateness of the sites been publicly reviewed since the microphones were initially sited.

Before choosing 4 permanent placements, 13 sites were reviewed. Documentation indicated that the average LMAX (highest decibel level recorded during the event) at the 13 locations ranged from 64.9 to 70.4. Please note these are simply averages, a number of individual noise events exceeded 100 decibels. Many others fell within the 80 to 100 decibel range. It is reasonable to assume that the increase in flight training activity throughout the area has led to an increase in noise volume.

Given that HIO is the largest general aviation airport in the state and some years logs more operations than PDX, it is difficult to understand why Washington County residents have been denied the same evidence-based data available to those impacted by PDX.

In light of the failure of the Port to consider the significant health and environmental impacts posed by HIO, I urge you to prohibit flight training at the Hillsboro Airport.

Thank you.



Contact: Blaine Ackley

Hillsboro Airport Master Plan Update – Comment Card

Date: 6/19/17

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: Blaine Ackley

Comment: Seek input from those affected
1) Send notices to all residences & businesses within a 5 mile radius of the airport
2) Place noise monitoring equipment at the houses of those who complain

(over)

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

3) Provide incentives for people to attend & give opinions
A) ice cream socials
B) Games / Raffles / Contests
C) Drawing for Prizes

Contact: Bruce Mihok

Hillsboro Airport Master Plan Update – Comment Card

Date: 19 June

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: Bruce Mihok

Comment: 2 comments:

- ① Noise is an environmental concern. Are you considering the impact of noise on our community? Jets are NOT the issue.
- ② Pilot training: is there a cap on training-based activities @ H10?
Example: what if AeroAcademy got a "10x" contract for pilot training?

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

Responses to Questions

Q. *Is socioeconomic data used in the HIO master plan consistent or comparable with data used in City of Hillsboro Comprehensive Plan? [Colin Cooper]*

- A.** The Port, like many jurisdictions around the state, relies on data provided by the Census Bureau and the Portland State University Population Research Center as the basis for its socioeconomic data analysis and forecasting work. To verify consistency between analyses conducted in the master plan project and the city's Comprehensive Plan projects, Port consultants have requested and received access to the city of Hillsboro's recent Housing Needs Analysis and preliminary Economic Opportunities Analysis. Upon review, project staff have found no significant discrepancies between the master plan data and the city's previous analyses.

Q. *How does the Port of Portland find and communicate with businesses that have a need for an airport? [Jackie Murphy]*

- A.** Through activities like the Hillsboro Airport master plan, future growth and development is projected and built into the forecast model which ultimately guides planning at the airport. The airport builds for long range flexibility but cannot always predict the aviation needs of individual organizations in specific market situations. The Port is in close communication with individual business and public entities, as well as existing service providers at the airport. One example of this is the quarterly meeting the Port holds with the city of Hillsboro and Washington County, to stay informed about future development. This is a long term collaborative effort that relies on dialogue with all parties. The Port also has real estate specialists on staff who work with the public and private sector to stay informed about ongoing development projects.

Q. *What has the Port done to notify and involve the community about the master plan update? Why has the Port not been more proactive about notifying community members about the master plan process? [Alex Gilpin]*

- A.** The Port solicited input from the community to inform the scope of work for the master plan update before the process began. This advance work included three discussions in 2016 with the airport's former community advisory committee, the Hillsboro Airport Roundtable Exchange (HARE), as well as members of the public who attended those meetings. Discussions focused on what the master plan should address. Additionally, a separate public meeting was held on June 29, 2016, designed specifically to ask the public their thoughts regarding the upcoming master plan update. The Port also advertised in local newspapers, the city of Hillsboro's newsletter, social media and via email notifications for interested members of the community to apply for positions on the Planning Advisory Committee (PAC).

The Port has promoted each PAC meeting with a news release, email notification, social media posts and website postings. The first PAC meeting was also promoted with an advertisement in the Tribune. All meeting materials are available on the Port website, and the Port welcomes comments from the public at each PAC meeting, as well as individually – in person, via email, or by phone. Meeting notes for each PAC meeting include answers to the questions from the public that were received at that meeting. In recognition of their past work and expertise, former HARE

members have priority at PAC meetings to provide comments. A community engagement plan was presented to the PAC for their comments and approval, which described community outreach in more detail. The Port also relies on PAC members to notify their communities of interest about the master plan update process and carry forward community opportunities and comments.

The first of two online open houses for the master plan update kicked off on July 14. The digital open house has been strongly promoted through various channels, and serves to engage community members in Hillsboro and Washington County, describing the master plan process to date and seeking input on key areas of work. The first online open house was viewed by nearly 2,000 users and resulted in 126 completed surveys. The Port has also been partnering with Centro Cultural in Washington County and will be hosting additional outreach for the Spanish-speaking community.

Port staff have presented information about the master plan update to CPO 8 (3/9/2017) and hosted a table at Celebrate Hillsboro (7/15/17) to discuss the master plan update and airport operations with the public; materials in Spanish and a Spanish-speaker were available at that event. Port staff have received valuable input regarding the master plan update at three Farmers' Markets in Hillsboro in August. Additionally, Port staff will be in the community discussing the master plan update and seeking input at the OrenKoFest in October, and at Hillsboro Airport's annual Air Fair on October 21.

Q. *Why are environmental data not collected closer to Hillsboro Airport? [Alex Gilpin]*

- A.** The Oregon Department of Environmental Quality (DEQ) is the regulatory agency responsible for monitoring air quality on a statewide basis. DEQ chose the location for the Hillsboro air toxics monitor at Hare Field – next to playing fields and a track, surrounded by a residential neighborhood, close to busy roadways, less than one mile from the airport, and within a half mile of four schools. DEQ decided on this location because the low level of ventilation of the Hillsboro area makes higher air toxics concentrations likely and it is a typical local residential area that will provide representative data on air toxics levels experienced by Hillsboro residents.

The most recent monitoring data published by DEQ for Hillsboro Hare Field shows the 2014 annual average lead concentration was 0.0021 ug/m³, more than 70 times below the EPA's current National Ambient Air Quality Standard (NAAQS) and DEQ's Ambient Benchmark Concentration (ABC) (DEQ, 2015).

For more information regarding air quality please visit the following website:

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

Q. *Why has an EIS or similar assessment never been done for Hillsboro Airport to understand the effects of noise, air quality and potential risks to human health? [Bruce Mihok]*

- A.** The Hillsboro Airport (HIO), established in 1928, was privately operated and then purchased by the city of Hillsboro. In 1966, the Port of Portland assumed ownership and operation of the airport. During this period, many changes to the airfield and the operations have occurred.

Environmental Impact Statements (EIS) and similar analyses are part of the National Environmental Policy Act (NEPA), which covers planned or proposed federal actions. The Federal Aviation Administration (FAA) is the primary federal agency that is involved in projects and actions at HIO. Routine airport operations are not considered federal actions and therefore are not covered under NEPA. To address operations that may cause community concerns, the Port has developed noise, environmental, and outreach programs to understand and respond to community needs. Projects and actions at HIO are in compliance with all local, state and federal laws that govern these activities.

The NEPA was signed into law on January 1, 1970. This act requires that Federal Agencies assess environmental effects of their planned or proposed actions considering a broad range of categories. The process to implement NEPA includes three levels of environmental evaluation that are scaled to the projects/actions and their effects:

1. Categorical exclusion (CatEx): an evaluation to determine that proposed projects/actions do not have a significant effect;
2. Environmental Assessment (EA): an evaluation to determine if the proposed project/action would have a significant effect. If effects are determined to not be significant, the agency can issue a Finding of No Significant Impact (FONSI). If effects are determined to be significant, an EIS is required;
3. Environmental Impact Statement (EIS): an evaluation for proposed projects/actions where one or more environmental impacts would be significant and mitigation measures would not reduce impacts below significant levels.

For airports, a federal action that triggers NEPA can range from the issuance of grant monies to approval of the Airport Layout Plan for planned physical improvements. FAA has issued documents to guide compliance in NEPA, principally through FAA Order 1050.1F Environmental Impacts: Policies and Procedures. Specific actions associated with airports and their operations are identified and guidance is provided regarding the level of NEPA analysis required. The FAA also identifies the thresholds of what the agency considers to be significant effects.

Certain projects at HIO have triggered the NEPA process and resulted in environmental analysis. For example, in 2009, under FAA's oversight, the Port of Portland prepared an EA for the construction of a new runway at Hillsboro. That EA examined the effects of the project on the community, in compliance with the FAA Orders. A Categorical Exclusion analysis is currently underway for the rehabilitation of the main runway at HIO. And a new EA will begin development in 2018 for proposed modifications to the main runway safety area. A public process will occur in relation to this project.

It is important to note that the contents of and analysis for an EA are not materially different from that of an EIS. Both documentation types are required to analyze the effects of a project and any prudent and feasible alternatives relative to list of environmental features that include:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources

- DOT 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers)
- Cumulative Impacts
- Irreversible and Irrecoverable Commitment of Resources

A good guide for public participation associated with NEPA actions, please refer to “A Citizen’s Guide to the NEPA, Having Your Voice Heard,” published by the Council on Environmental Quality in December 2007 (https://ceq.doe.gov/docs/get-involved/Citizens_Guide_Dec07.pdf).

¹ FAA Order 1050.1F applies to all divisions of the FAA. The Airports Division has a supplemental order (Order 5050.4B- National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions) which clarified NEPA compliance specific to Airport Division actions.

Q. *Is it a security risk to accept student pilots from other countries at Hillsboro Airport flight schools? Are noise data collected from Hillsboro Airport microphones available for public viewing? What does the Port of Portland do to address noise concerns related to Hillsboro Airport Activity? [Miki Barnes]*

- A.** Non-US citizens who wish to take flight training lessons in the United States must participate in the Alien Flight Student Program, as administered by the Transportation Security Administration (TSA). Non-US citizens are processed through a security threat assessment, or a full background check, prior to the start of any flight training.

Noise data collected from the Port owned microphones around the Hillsboro Airport is typically not published. However, anyone can request noise data that is recorded by these microphones and the Port’s noise office can provide this information to the individual.

The Port of Portland does many things to address the compatibility of the Hillsboro Airport with the surrounding community. The Port has established a “Fly Friendly” program, with the goal to improve the relationship between pilots and the neighbors of the airport. From this program, the Port has developed voluntary flight procedures that pilots can use that improve their noise compatibility with our neighborhoods. Here is a link to the Hillsboro Airport website, with information about “Fly Friendly”:

<https://www2.portofportland.com/Airports/Hillsboro/PilotsGuide>

The Port also has a full-time noise management team that can assist members of the public with questions about aircraft operations and aircraft noise issues from our airports. Information

about the noise management team can be found on our website at:

<https://www2.portofportland.com/Inside/NoiseManagement?from=PDX>

Finally, with each of our planning processes (including this master plan update), the Port undertakes an analysis of the noise impacts of aircraft operations at the airport. A noise analysis will begin later this year, as part of the HIO master plan process, and will include a workshop for the public on the issue of aircraft noise and community compatibility.

Additional Clarifying Questions Regarding the Meeting Notes

Q. Airport Role: (References on p2 and p9) Hillsboro Airport (HIO) is classified as a General Aviation Airport and as a Reliever Airport (FAA Airport Categories). Neither of these categories stipulate that any particular form or level of a specific aviation activity, i.e. flight instruction, must be conducted at HIO. [Henry Oberhelman]

- A.** The intent of a reliever airport is to serve general aviation demands that could otherwise cause congestion at commercial service airports, such as PDX. These demands include a variety of general aviation activities, often including flight instruction. Although it is true that classification as a general aviation reliever airport does not require flight instruction to occur at HIO, the Port is also bound by FAA Grant Assurances to provide access to all types of potential general aviation uses at the airport, including flight instruction. Specifically, the FAA Grant Assurances state that the Port “will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.”

Q. Seismic Preparedness: (p3) There seem to be two aspects of seismic preparedness of interest. The first is insuring the preservation of the capital assets of the airport through appropriate upgrades. The second and more relevant to community interest, in my opinion, is the role of the airport in recovery from a Level 9 Seismic Event. We know from other public events that there are a number of agencies involved in seismic recovery planning yet to my knowledge the role of the airport has not been explicitly defined although it is certain to be critical in delivery of life sustaining functions such as prescription delivery. Some form of public plan for addressing this second aspect of seismic recovery is important. [Henry Oberhelman]

- A.** The Port has included the topic of seismic resilience as part of our planning process and selected a consultant team with expertise in seismic assessment and planning to make sure we have the resources to evaluate the existing facility as well as future needs. It is important that our approach to the issue not make any premature assumptions regarding local, regional and federal response and planning until we have coordinated with other agencies to better understand capabilities, plans and priorities. To that end, the Port has initiated conversations with local, county, state, and federal agencies to better understand HIO’s role in terms of emergency response in Washington County. It’s important to also be aware that the Port is currently working to better understand seismic risk to our facilities as a whole and develop a proactive strategy for addressing our needs in a way that is consistent with those of our partners. Regardless, it should be understood that the Port will take a system approach to this important issue and is actively taking steps to better prepare PDX for both emergency response and recovery, while further exploring the role of HIO in this effort.

Q. Lead monitor location: (p4) Have there been any studies that correlate the results from the DEQ lead monitor and the emissions of lead from aircraft? [Henry Oberhelman]

- A.** No. In posing this question to DEQ, they indicated that, “the Hillsboro air toxics monitor was not intended to provide air craft lead emissions data, but more general neighborhood scale information about many air toxics.”

The data from the monitor is included in DEQ’s most recent annual air quality data summary (2015 Oregon air Quality Data Summaries, July 2016). What is significant is that the lead levels detected by the HIO monitor, located one quarter mile from HIO:

- are approximately 70 times below the health-based National Ambient Air Quality Standard (NAAQ) and DEQ’s Ambient Benchmark Concentration (150 ng/m³);
- are similar to lead levels detected at seven other locations across Oregon as shown below.

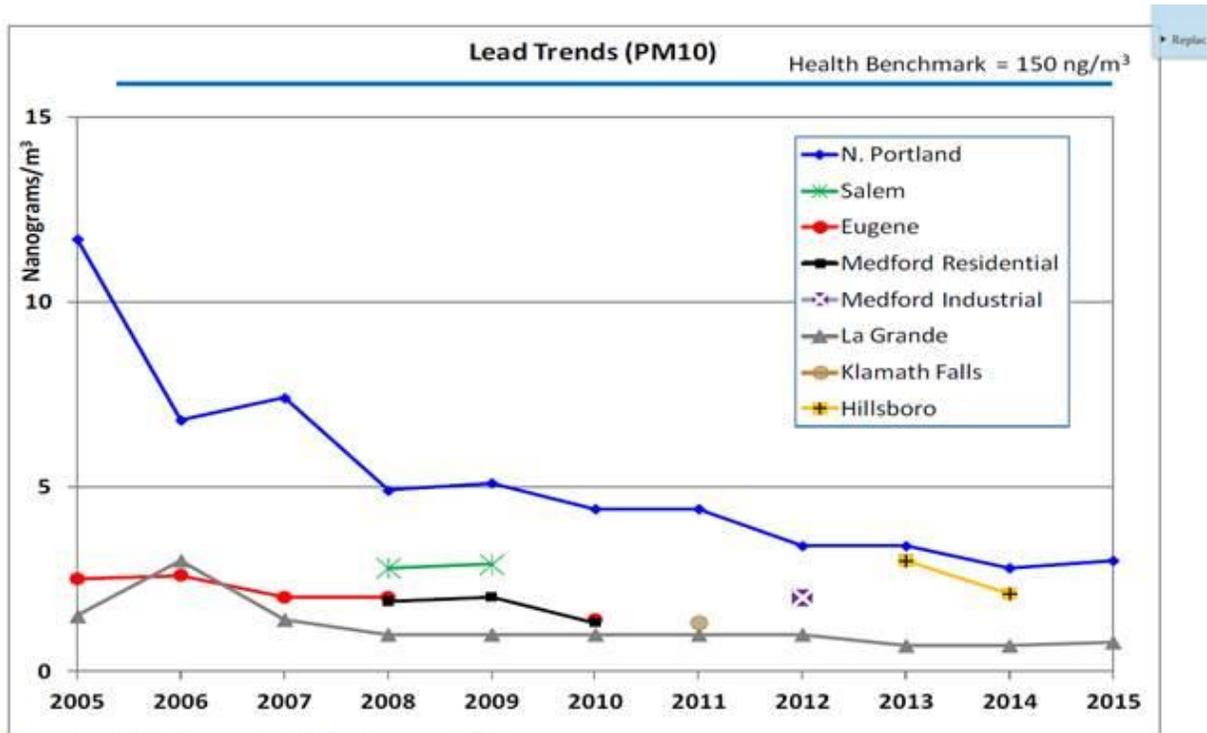


Figure 75. PM10 Lead trends for Oregon cities.

Q. *“Most based aircraft. . .”: (p6) Piston engine aircraft at HIO include fixed wing aircraft and helicopters, ie, using leaded aviation fuel. Other aircraft include aircraft powered by turbine engines, fixed wing and helicopters, i.e., using jet aviation fuel. As written, the note is ambiguous. [Henry Oberhelman]*

A. We’ve noted the input. To clarify, most based aircraft at HIO are piston-engine, fixed-wing aircraft, followed by jets and helicopters. We do not specifically track the types of fuel used as an element of the forecast.

Q. *“Operations forecasts” (second bullet) and “training operations”:* (p7) Please clarify how helicopter operations are counted. [Henry Oberhelman]

- A.** Helicopter operations at HIO are manually counted by tower personnel, who provide monthly activity reports for usage of each of the three established helicopter traffic patterns (Alpha, Bravo, and Delta). The Port summarizes and publishes this data in quarterly Hillsboro Airport Noise Reports. Based on this data, it is estimated that helicopter operations currently account for approximately 30 percent of overall operations at HIO.