

**Summer Outreach Summary
June – August 2017
Appendix A: Community Survey Results**

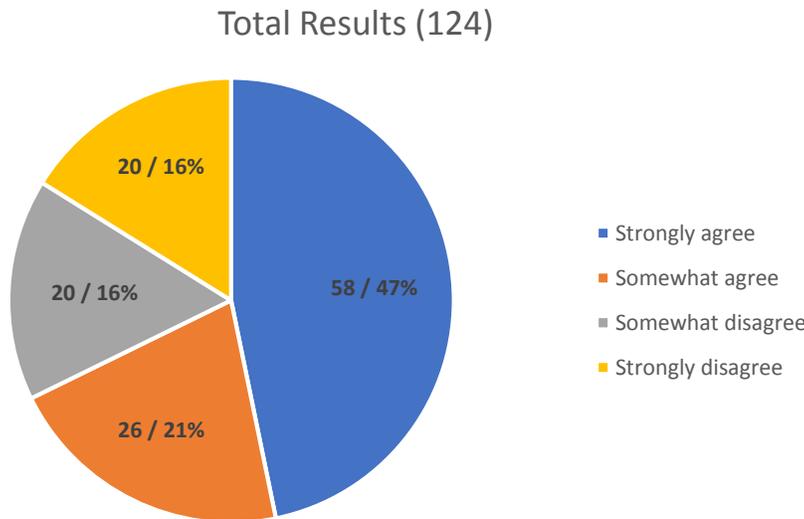
Project staff developed an electronic survey to collect community input on the project team’s recommended airport role and ideas for future uses of airport property. Port of Portland staff also made a hardcopy version of the survey available at outreach booths hosted at community events. The goal of the survey was to engage and learn from as many members of the broader public as possible. The results are not statistically representative, meaning the respondent sample is not predictive of the opinions of the communities that use and surround Hillsboro Airport.

Survey response count	
Total:	126
Question 1:	124
Question 2:	83
Question 3:	81
Question 4:	52
Question 5:	52

A total of 126 survey responses were collected. Participants were not required to answer all questions to submit the survey. The survey results are below.

Question 1: What is your level of agreement with the following recommendation regarding the role of Hillsboro Airport? (124 responses)

Hillsboro Airport should continue its current role as a general aviation airport and reliever of general aviation traffic from Portland International Airport. (General aviation includes recreational flying, business aviation and flight training, but not commercial passenger service or air cargo.)



Question 2: Do you have comments or questions about the recommended airport role? (83 responses)

- Should have commercial passenger service and air cargo because we need more flight easier to get to and because PDX is over crowded
- Needs to really listen to its neighbors and respect their opinions. 2) Needs to use air fuel that DOES NOT pollute. This airport has the highest emissions in the state.

- A major airport is needed on the Westside. If we are looking 20 years down the road, it may not be Hillsboro, since it is in such close proximity to a growing city center, but another major airport is needed. It could serve the coastal communities as well as Portland Metro Westside. North Plains, Banks? Don't wait 20 years and be behind like DOT has done with road construction, look ahead and plan.
- After the airshow crash, I gave a lot of thought to having such a busy airport surrounded by so many homes, schools, and businesses. Professional pilots don't concern me (airshow and those who fly charters/corporate jets) but the idea that anybody can fly in and out over my home really makes me uncomfortable especially when being repeatedly buzzed by low flying aircraft in my home or while trying to enjoy 'nature' in a local park. And the idea that the next group of 9/11 style hijackers might be in training should really make people nervous. You've done nothing to communicate to the community anything you do to make the airport more secure - it's only a matter of time before something awful happens again and then you'll probably blame us for choosing to live here.
- Allow Horizon and other regional carriers to offer certain local legs to fly through Hillsboro (Redmond, Medford, Boise, Seattle, Klamath Falls, etc. Maybe even SJC for all the tech companies in Hillsboro! North takeoffs fly over farm land so minimal noise disturbance from the increased air traffic.
- analysis is sound and in a highly residential area neighbors would be adversely affected with additional traffic and noise
- Appreciate the development and looking forward to future improvement.
- Are the erj 145 intel uses numerous times a day in the g500 grouping. The super 80s that the aero tankers use are insanely loud and aircraft of that age and nature should not be used in an airport surrounded by residential property.
- As a local resident, of course I'm all about keeping airport growth as conservative as possible. I see growing AV services as a good thing, but so long as they occur in such a way that it doesn't diminish community life.
- As a nearby resident (Aloha) and an aviation enthusiast (private pilot, eaa member, experimental builder/owner) i've been pleased to have KHIO available as a resource to support general aviation.
- As a West side frequent traveller I would love to see some small commercial traffic, such as some Q400 flights to Seattle or SFO.
- As much as it might be nice to have commercial air service on the west side as vehicle traffic to PDX gets worse and worse, conclusion not to appears to be well founded based on strategic analysis slide deck.
- As the city grows and matures, more emphasis is focused on livability. Some of the roles the airport currently plays are in conflict with this: helicopter training over residential areas/schools/nature parks and the low flight paths over residential areas of the general aviation sector, taking off and landing. The airport should aggressively re-design flight elevations, training areas, flight paths to facilitate city livability. I have been on bird walks at Jackson Bottom, only to be interrupted by helicopter overflight. I have observed helicopter overflight of schools in session.
- Commercial (airline) flights should be added to HIO. At the very least, operations like Boutique Air would be perfect, and also operations by an airline like Horizon would be nice as well.

- Commercial aviation has a future role as at least a regional west-side option.
- Commercial flights to major hubs SFO, LAX, SEA, DEN, DAL could work for Hillsboro Airport as an alternative to PDX. Obviously 737s can land easily here. Additional parking could be had in the field across Cornell with a big parking structure. This could also be a park and ride location.
- Connections to Salem, Eugene? To PDX?
- Considering the location of Hillsboro Airport being surrounded by residents, I don't think the airport should be expanding it's role and adding more flights to the noise and pollution in the area. As one of those residents, I knew there was an airport nearby when we moved in but, I am totally against increasing the number of flights in and out of the airport.
- Creating way too much "noise pollution," and we are highly concerned about lead!
- Due to the strong need for additional pilots to enter the labor force over then next 20 years, it is very important that pilot training organizations be provided adequate ability to grow. Additionally, strong pilot training programs at Hillsboro will require an increased number of maintenance technicians. The aviation maintenance technician training program at the PCC Rock Creek campus will be able to meet some of those needs.
- Due to the traffic and accessibility, it is in everyone's interest to encourage more commercial passenger service and air cargo at Hillboro. This alleviates freight and passengers on the road to PDX.
- Eliminate leaded fuels that pollute the airshed with hazardous combustion products.
- Flight training at the Hillsboro airport often creates persistent intrusive annoying noise over my neighborhood (south of Butler, west of Shute). On some days training planes or helicopters frequently loop over our neighborhood, creating noise levels that are distracting and often disrupt outdoor conversation. Our neighborhood has seen a tremendous growth in population in recent years; noise levels affect many more people than in the past. I do not think that a flight training school mainly serving students from overseas belongs in our neighborhood any longer, unless the flight patterns can be directed away from densely populated areas.
- Flight training should not be subsidized by tax dollars. Why should the public have to pay for improvements that only benefit a private business?
- General aviation is the way to go. All the infrastructure is already established at PDX, please keep it that way.
- Hillsboro airport should be able to land larger aircraft
- Hillsboro Airport should offer commercial service in order to be a reliever of commercial traffic from PDX, and there reduce road traffic along I-205, I-84, and it's already congested interchange. Furthermore, it would add a significant competitive advantage to the Silicon Forest area, and be a catalyst for further growth of the tech sector. It would differentiate Portland from other tech centers in the nation like Denver and Austin, by allowing convenient and non-stop access from Hillsboro to major tech hubs like San Francisco and Seattle. This infrastructure already mostly exists, let's maximize it's potential to grow our economy!
- HIO should get non-alcohol premium Mogas. Port of Portland should *strongly* encourage HAA to get the STC for Mogas in the piston aircraft (C150, 152, 172).
- How is this airport justified at all with the environmental damage, noise pollution, increased risk of injury, and decrease in quality of life that it causes in Hillsboro?
- I agree with the decision to continue the Hillsboro Airport's current role as a general aviation/reliever port. However, considering the rapid growth of population in Hillsboro and the

airport falling entirely within the city boundaries, I believe there should be a move towards reducing the operation of the airport and possibly relocating it further away from the city. As it stands, the airport serves to limit accessibility to jobs and residential areas in the city and is the leading cause of atmospheric lead pollution in Oregon. The area occupied by the airport is almost half the size of the city of Hillsboro and it not a sustainable/reasonable use of the resources in a growing city.

- I am both a resident of Hillsboro, and an airline captain. I strongly agree with the conclusions of master plan. It's refreshing to see a such clear eyed assessment.
- I believe that there is a role for limited regional commercial passenger and air cargo service at HIO.
- I believe the airport provides a role in the economy as a diversifier of the economy. I would like to see limited commercial passenger service as a convenience factor since I like in Hillsboro and traffic to PDX is becoming more cumbersome. However, I do not wish to impact the community with altered flight patterns. As it is now, helicopter flight paths cross over the house rendering outside conversation impossible while they fly over. Also, aircraft which fly over also limit outdoor activity at times. To increase air traffic would degrade livability and property value. I know this because I am in the real estate business and understand buyers likes and dislikes associated with real estate. So please, do not increase flight activity but also, if possible, limited commercial access would be a convenience and would be utilized by those of us living in the area.
- I do not support/appreciate paying for the development of airport development for commercial benefit. ie Nike jets, helicopter training.
- I do not want the number of airplanes to increase or number of flights in and out of Hillsboro. As a mother, I worry about the pollution and noise caused by the airport for my daughter. This is a family city and we need to keep our children safe.
- I have read what it takes to make Hillsboro airport a commercial capable airport requirement wise as well as practical usage. I still see a demand for the use of HIO to high demand areas like SEA and SFO due to the fact that the city is growing and greater constraints are adding on to those who live on the west side to commute all the way to pdx for a short flight. I hope HIO's committee sees the demand growing and for HIO's use for commercial aircraft service in the near future. Thank you for giving us the public a chance to way in on issues in the community that greatly impact us!
- I think it's important to identify the areas for environmental improvement and work on those as well as plan strategically for growth. I don't see that here, but I know that doesn't mean you haven't been considering it.
- I think small commercial flights should be available out of Hillsboro, much like bend or Eugene.
- I think this is to defensive and not forward thinking enough. The Portland, Beaverton and Hillsboro area are seeing exponential growth in population, and a second commercial airport in the area would be good infrastructure planning. If the cost of obtaining a commercial certification is high, let us see the numbers and the full cost benefit analysis.
- I would like to have limited commercial service there. Possibly some Southwest flights. For people on the far west of the area it can take 2 hours on MAX to reach portland international airport .
- I would like to see more community events like the annual air show to be held at the airport.

- I would like to see some sort of commercial service out of HIO. Our family regularly flies internationally to Asia. From PDX there is only the Delta flight to Japan (which is under almost constant threat of cancellation). Often we fly to SEA or SFO from PDX for a more direct flight to our destination. Getting to PDX means either paying for long term parking, taking a two hour long max ride with children and luggage or getting a friend to drive us the 1hour + traffic trip to PDX. All of which have their obvious drawbacks. A connection flight from HIO an airport like SFO or SEA would open up a lot more options.
- I would like to see the airport expand to commercial passenger service, but I understand why the current recommendation has been made.
- Is it possible to get rid of leaded gas? I've heard the lead levels in the air as higher than usual because of the leaded aviation gas used by the small propeller planes. Elevated levels of lead in the air are something I don't want my small children to have to breathe.
- It may prove valuable for HIO to have, at least, a role in regional commercial transportation.
- It would be nice if Hillsboro Airport offered limited commercial flights to nearby airports (e.g. Seattle, San Francisco, Vancouver [Canada])
- It would be very nice to have this airport accommodate smaller commercial passenger planes. It takes forever to get to PDX from here- especially during traffic.
- It's my understanding that Hillsboro airport is one of the largest polluters of lead in the nation due to leaded fuel used in older airplanes. This needs to be addressed.
- Just in general operations, it appears there is still no consideration given to the profound noise pollution. We live in North Bethany and even out here the flyover noise at ALL hours is awful, though not as bad as that from PDX . We are awakened most nights and through the morning waking time. Awful.
- Keep the airport low key, much the way it is, with reasonable additional accommodations for corporate aviation due to new businesses growth. But, definitely no commercial flights of any kind. PDX is still within reach for all other traffic. Don't forget that the attraction of Hillsboro to families and businesses stems precisely from it's proximity to nature and rural vistas, clean air, intelligent city planning. and a relatively safe and stress-free way of life. Let's keep it that way. No need to turn it into another Portland.
- More education for local residents, opportunities to intern and earn while attending high school and college.
- Move the air show to McMinville. It's too dangerous having stunt pilots fly around such a populated area.
- Need to allow commercial passenger service and air cargo. PDX is over crowded and Hillsboro airport could handle some of this air traffic
- No
- No
- No
- no
- No
- Not really
- Open the airport to other forms of aviation commerce, commercial and cargo services to improve the local economy.

- Please keep helicopters out of the residential air space. Residence don't have a problem with the single engine aircraft but oppose any expansion of the current airport. There is also a dire need to eliminate the use of leaded fuel for aircraft traveling in and out of Hillsboro.
- Portland metro area has no need for a second commercial airport.
- Promote private enterprises such as drawn which is unlimited businesses to employ the brains.
- Second commercial airport
- Should immediately end use of leaded fuels and planes that require it. Should fine planes 2Ã— the cost of unleaded alternative fuel until switchover is achieved.
- The airport is great, I fly on the Intel shuttle and it saves me time + driving.
- The airport should eliminate helicopter flight training due to the highly negative impact on the surrounding neighborhoods. The noise level is so bad that we had to move from the area several years ago. I also think it is time for the airport to eliminate leaded fuel from its operations to stop poisoning the local residents.
- The committee should strongly consider the positive economic impact to the city through the addition of commercial services.
- The existing role should continue as-is.
- The Hillsboro Airport should expand services to include general commercial service. PDX is not always the most viable airport for general commercial travel due to challenges in the road infrastructure affecting the public's ability to use it. As the population continues to grow on the western metro area, additional transportation capacity will be needed.
- The location of the airport in the center of our community is not conducive to any expansion or increase role as a regional airport. This conclusion is sound, especially given the additional investment that would be required.
- There is a long history and much momentum with the current plans. I would hate to see the balance disrupted. It is unfortunate that many complaints are from folks who acknowledged and agreed to the impact of the airport when they purchased property. I enjoy seeing aircraft fly over and around this area and do not find it disruptive in the least, except from some very noisy jets that seem to no longer land there.
- Training helicopter pilots from all over the world sounds great but it ignores the noise and lead pollution impact on neighbors. This operation should be moved back to McMinnville or definitely out of Hillsboro.
- Traveling to PDX is becoming more challenging. Travel time during peak times can be over an hour. Ride cost is \$60 Each way. Parking in the main parking area is \$125 for a 5 day business trip. I would think that a limited amount of commercial traffic in partnership with an airline like Alaska could generate enough in fees to cover most of the cost. If there were flights to Seattle I would choose a connection over the drive to PDX. There are many business travelers in the area just like me. Did you have any business travelers as part of your committee? Thanks for the opportunity to voice my thoughts.
- Washington County's population is quickly growing and urbanizing. Portland International Airport is on the opposite side of the metro area and traffic gridlock is worsening. I think the Hillsboro Airport is missing an opportunity to provide limited commercial air service that complements Portland International Airport's commercial air service offerings. I know many people in Washington and Yamhill counties that would prefer to fly out of a local airport rather than drive an hour (or more with heavy traffic) to Portland International.

- What is the incentive for aircraft operators, especially the larger corporate operators, to reduce noise? Could we consider sensor-based noise surcharges, night operation surcharges, or surcharges based on aircraft model to encourage both selection of quieter equipment, and, if possible, landing procedures that mitigate noise for the community below?
- While I agree we need an airport to provide a level of service to the community, I disagree with many of your assessments. 1. The area is growing at a rapid pace with respect to population. The noise and pollution from the airport, now considerable, will affect more people over a wider area as new construction and infill occurs. 2. The training flights are a nuisance to thousands of residents while benefitting only a few. Why are we training Chinese and Korean (to name just a few foreign countries) in planes that constantly bombard our homes with noise and other pollution? The fact that the Academy is owned by out-of-state interests adds to the problem. Others are benefitting while we are losing quality of life. 3. Why has no Environment Impact plan been completed? I understand the 3rd runway was completed without this being done? Who is properly representing the people here? 4. Why does the airport need have such a large footprint? Is it necessary for this or could some of the property be used for other purposes ... industrial, distribution centers, etc. 5. Has a study even been done on Chinese pilots that have been trained here? Do they go home and enter the Chinese air force -- a hostile entity? Are we training a potential adversary? These are just some of the issues that concern me. When the wind blows so that planes take off toward the SE, our home is actually unlivable. I work from home and have to leave and conduct MY business from a Starbucks because I can't hear myself or customers on the phone. Why the gains of a few are held in higher regard than the welfare of many is beyond me. It is almost totalitarian. My belief is that the Academy should be shut down and relocated to an airfield facility that is remote and not over a growing metro area. Also, if you look at the number of elites as a numbers game, it is only a matter of time until a trainee plunges his plane into the ground due to mechanical failure or incompetence. Then what happens ... the "I told you so" game begins after it is too late. Wake up, people. Would you put a major training facility in the middle of one of the fastest growing cities in America? Well, you have done so and it is time to initiate a relocation plan.
- With eastbound traffic becoming worse, and no relief in sight - some light commercial traffic make sense (e.g. San Francisco/San Jose, Seattle) with restrictions on time (9am to 3pm) and days (Monday -Friday).
- Within 20 years, with the growth that the Portland area is experiencing, there SHOULD be another commercial airport. Traffic getting to PDX is already nightmarish. West side is closer to Pacific Ocean beaches and sports. West side is close to Willamette Valley wineries and other attractions.
- Would like to reduce the number of flights. Would like to lower noise impact to surrounding area.
- Yes. If the FAA cannot find ways for UAS traffic and Airport traffic to co-exist in populated areas then the airport would be my choice for doing without in Hillsboro. Almost 100% of the city limits are within the FAA's current no fly zone and I see that having a significant impact over the next 20 years.
- You won't like my comment, but here it is anyway: Generally, like many airports across the country, they should not be located in the center of urban areas -- for a multitude of obvious reasons! Unfortunately, that is the way growth has occurred. We should be looking at ways to

alleviate this situation for future generations. No sense in making any further expansion of this line of reasoning. Good luck.

- Your conclusion is in error and not supported by members of the growing communities in Washington County! It is a nightmare to get to PDX (terrible traffic and the Hwy. 26 tunnel is a choke point with back ups there nearly 24 hours a day). We need the main runway at Hillsboro extended northwest. Run the present highway (Evergreen) through a tunnel under the extended "new" runway section. Bring in commercial passenger / cargo right away so we do not have to go to PDX any more! They did this in Santa Rosa, CA and you can do it here!

Question 3: How could Hillsboro Airport be better integrated with the community to enhance livability and the local economy? Some examples might include adding walking trails, shops or restaurants around airport property. (81 responses)

- Needs to really listen to its neighbors and respect their opinions. 2) Needs to use air fuel that DOES NOT pollute. This airport has the highest emissions in the state.
- A restaurant/bar with a good view of the airfield so patrons can watch aircraft departing and arriving. There is a small brewpub on NE 25th (Ambacht): I have seen farmers growing wheat inside the airfield some years, if they grew barley the brewpub could use it to make an airport themed beer...
- Accordingly the businesses are coming from the nation. Hillsboro is only rely on Intel which is good, but need other airplane related businesses.
- Add shops and restaurants
- Add some restaurant / retail space north of the Library/NIKE Hangar side of the airport. This would benefit all of the various high tech companies and would do a lot to make that area feel a bit more "settled" and hospitable. Jogging/biking trails esp. along the north end are also a great idea.
- Add/update viewing facilities so that people who enjoy general aviation can have a safe place to watch takeoffs/landings without having to have official business on the property. Adding a restaurant with a view of the runway would be very cool.
- Adding more shops around the area, making a terminal a place for people to wait and a friendly environment
- Adding walking trails and restaurants would be fantastic. Adding anything to make living near the noise source better. The noise of some of the planes is horrible.
- Air Museum
- Airport restaurant for fly ins
- An increase in every day visual access to the airport and operations could have increase the general public's understanding of the role of aviation in community economic health. Increases opportunity for public interaction with the airport by the means mentioned above are great opportunities to engage the public and inspire future aviation workers.
- As just discussed - would love to see an observation location!
- At present, the commercial activity around the airport is limited. Fine dining restaurants or commercial/retail shops could enhance and benefit the city and appeal to shoppers.
- Beautification of land (plants, trees, etc.) for benefit of surrounding community
- Better aircraft viewing is primary. Use the items listed above to accomplish that. Be a better neighbor in the evening. Flights arriving and flight school allowed too late into evening. More

public parking. Spaces for more than just intel. 2 hour parking area far too large. Information booth for assistance taxi/ride sharing services, particularly in evening. Contact information for Port of Portland posted in lobby. Shuttle services to local hotels, restaurants and MAX station. Contact hotels and intel for coordination. .

- Beware any activities impacted by noise.
- Bike trails access and access to healthy food options.
- City of Hillsboro needs to step up to a role in protecting citizens interests where they are in potential conflict with the airport such as noise.
- Conduct security background checks similar to what is done at PDX and share with the community that you take our safety and security seriously.
- Develop a general commercial aviation terminal to include more commercial space and activity similar to PDX.
- Extend the MAX Red line to at least the Fairground/HIO MAX stop. That would provide a better link between both airports in the absence of being able to create a commercial flight service between them.
- Get rid of leaded gas right away. Stop the flight school for helicopters.
- HBO Airport is the only airport in the world not to have a restaurant on premises. A restaurant is needed. There should be a walking loop around the whole property if not already. Is there a viewing area for watching planes?
- I already answered this about better bike path on north side of Cornell.
- I am concerned about the amount of lead released into the air by the small planes. Can this be reduced? Walking trails through the woods on the east side would be lovely.
- I dont think the majority of people have any reason to go to HIO, very few fly general aviation, even less own and use private business jets or global aviation.
- I have lived near the airport for decades and it provided absolutely no benefit to me in any way. Only negatives. Sure it is convenient for Nike and Intel execs to fly to their out of state homes, but who cares. Why should 1000's of people suffer for the benefit of a select wealthy few.
- I have no problem with the current amount of winged aircraft. The helicopters are very annoying. They fly low and often. I don't understand why they don't fly North, over the less populated areas, instead of South and Southwest.
- I really wish we could have shuttles to Portland for the workday. Probably prohibitively expensive for some residents, but maybe it'd help with congestion on the West Side. And it would bring people to the airport who have no cause to be there. Then the accompanying shops for commuters would do pretty well. Trails are also always a plus, but with the noise from the aircraft maybe some water features or noise dampening trees would be a good idea.
- I think the current uses are appropriate. The Air Show is awesome. I think the PoP should look at acquiring additional properties should commercial expansion occur.
- I would have concerns about spending too much time near the airport and eating food prepared near the airport given the use of leaded fuel in many of the planes based there.
- I would like to see more retail around airport property. As someone who does not partake in recreational flying, business aviation, or flight training, I have never been to the Hillsboro Airport, nor would ever go there, unless there was retail.
- I would love an airport restaurant and a dedicated watching spot, possible complete with a loudspeaker or FM band to tie in with the ATC communications.

- I'd like to see some aviation education/museum facilities. Head to head fighter simulators or other activities. I'd also like to have Hillsboro Aviation clean up their education facilities more. The new FBO is great, but they remain in near ghetto conditions near the main terminal.
- If Hillsboro Airport provided commercial service, this would be a catalyst to grow the surrounding area for business services.
- Improve bike paths around the airport perimeter, notably along NE 25th Avenue north of the fire station.
- International Air Show - residents of Hillsboro within a 3 mile radius of airport are very impacted by show, yet many are unable to afford attending it. Effort should be made to encourage attendance, especially for families with children by offering reduced price attendance and volunteer opportunities to offset cost. I live 2 blocks from airport and have attended Friday night show twice, but never any other part of it. Have 2 kids age 12 who also have only attended show those 2 Friday nights. Husband got a free pass once to attend during a daytime show from a friend. Most of the kids around here on the west side of the airport (Mooberry elementary) are low income and I doubt most have ever attended. This is wrong.
- Intro aviation for kids/adults.
- It would be nice if Hillsboro Airport had a restaurant that served breakfast and lunch.
- Leave the airport as it is. It's an airport - not a shopping mall.
- Limit residential development near airport.
- Love the air show - make it easy and profitable for local food vendors to participate - incentivize :)
- Make the annual air show a bigger show. Not so much making it sound big but actually make it bigger. We have some major companies in the area as we'll as a Boeing plant in Gresham. Use HIO as a place for Boeing to show off its planes and tech at the air show. This a must!
- More education, more retail space.
- more parking - better running trails/sidewalks along all sides of airport property, Brookwood is good. - better hotel choices close to terminal
- No need to access the property
- Noise abatement from flight school flights would do far more to enhance livability around Hillsboro airport than any of the things mentioned in your question. Move flight patterns away from densely populated areas or move the flight school to another airport.
- Not dumping lead on the surrounding residents would be great.
- Offer limited passenger service.
- Parks to watch planes landing and take off. Walking, bike trails and public transportation encourage integration.
- Plant trees and make other environmental remediation efforts. Provide reports on lead emissions and take efforts to reduce lead emissions.
- Plant trees on the fair grounds
- Promote the creation of the West-side bypass freeway, going next to the airport (build over parts of Dawson creek) joining 26 at Brookwood, down around Sherwood joining I-5 near Norwood. This would provide better access to airport business traffic, enable better commuting options than 217, and enable new community developments southwest of Aloha.

- Provide walking and bicycling paths that go across/under the airport - from Griffin Oaks on 25th as well as from Cornell on 25th to Brookwood near the library. Right now, the neighborhoods between Grant and Evergreen and Jackson School and 25th are effectively cut off from cultural services like the library, and have no accessible walking or biking paths for our kids to use.
- Required operational techniques and timing to minimize noise impacts to the community - not just suggested/optional ones. A timeline for removal of lead from aviation fuel used at the airport should be committed to and published. This is a public health hazard. A pedestrian/bike accessible interpretive viewing location with seating and trees for shade, etc. - either at the fairgrounds or along a walking trail, perhaps on the eastern side of the property. Walking trails or other beautification that would take advantage of the buffer area for viewing, etc. Beautification of the border of the property including more landscaping/trees.
- Restaurant would be great w/ meeting place and coffee shop. Obs tower.
- Restore the original hangar to connect the community with the Hillsboro Airport's almost 90 year history (1928). It has contributed, and continues to contribute, to Hillsboro through time. The original Hillsboro Hangar, restored, could tell it's early role.
- See above
- see comment in #1
- Shut dow the academy and move it out .. see above narrative.
- Shuttle buses to Orenco and Downtown Hillsboro, with some restaurants on the property
- Some sort of park or out door space. As am aviation enthusiast I like to share that with my children.
- Step up monitoring and enforcing violations regarding air quality.
- The business district immediately south of the airport and east of Brookwood could use a general facelift, especially if you are projecting an increase in corporate aviation. Or, move the entrance to the airport so that corporate users/guests do not need to see it.
- The City of Hillsboro should step up to its role as advocate for citizens. While the airport and the city have many common interests, there are issues, such as noise, where there are conflicts. All too often the city has taken the position that the airport is the sole concern of the Port of Portland and the FAA. Time to rethink that approach.
- The general public would have more exposure to Hillsboro Airport if limited commercial air service was offered. Shops and restaurants on and near airport property would support those needs.
- The Hillsboro airport represents a massive break in the continuity of the street grid of the city. The traffic conditions on the roads surrounding the airport are abysmal with cars and heavy trucks going at highway speeds along roads that are banked like interstate highways. This leaves no choice for people choosing to walk/bike across town to shop/work/relax but to share the road with the increasingly dangerous traffic conditions. To improve the situation, ideally there should be a walk/bike trail across the airport to provide an alternative route v/s the usual Cornell Rd/Evergreen Rd. The airport should also be a better steward of its surrounding street/sidewalk/bike-lane infrastructure in helping maintain the markings and surface quality, not to mention help clean the debris strewn across. If we can add more shops/restaurants and general tenants on the airport premises, it will help generate more tax revenue and will probably enhance the street-view from its current bland and monotonic appearance. As a city of

about 100,000 people, there is a lot of demand for better city spaces in Hillsboro and the airport certainly doesn't provide those.

- The noise from helicopter trainees is intensely irritating. Our house near the western edge of the airport is very close to their circular flight path. The incessant buzzing as they circle around their flight path makes it difficult to concentrate on mental work, listen to music, etc. On the other hand, a loud jet taking off is a one-time disturbance and does not bother me nearly as much.
- there currently are restaurants available in the area. Walking trails could be dangerous if they are inside the gates due to airplane and vehicle traffic noise reduction techniques and technology would be an enhancement to residents
- this only makes sense if the airport has some level of public use - i.e. commercial flights to Bend, the coast, scenic flights, etc.
- Those are all good suggestions to keep it as a smaller airport with little or no changes.
- Walking trails and airplane history/ information would be very interesting!
- Walking / biking trails and development of greenspace / parks. We already have a lot of flight students using bicycles; adding bike paths on airport grounds or properties to connect to (for example) Brookwood N and S would help with transportation, and developing some of the unused land into parks similar to and connected with Dawson Creek park would enhance the airport's value for everyone, not just those who use or work at the airport. There's plenty of commercial retail around the airport, what we need is parks not shops. One exception is the terminal -- improvement of the restaurant and adding a few shops would be a great improvement to the airport.
- Walking and biking trails, off leash dog park.
- Walking trails and sidewalks would be huge relief when walking the dog in that area. Have short cuts built in for walking. Having to walk all the way around can sometimes be cumbersome.
- walking trails would be nice, maybe a viewing area to watch planes come in and take off
- Walking trails would be nice, or some fun things for kids to do. Like come and tour airplanes.
- Walking trails, dog parks, make it a recreational destination. Wildlife habitats.
- Would be nice to have a restaurant with a good view of the airfield.
- Ya, walking trails, shops and restaurants sounds good. It would be nice to have a bicycle connection from Evergreen to Brookwood between 25th and where they intersect. (Would make riding from SE Hillsboro to North Plains much better / safer!)
- Youth introduction to flying: classes, workshops, becoming docents for special events, introduction to general aircraft mechanics, encourage rehab of older aircraft, begin ground school for youngsters 12 to 16 administered by older expert with power to refuse participation to misbehaving or otherwise dangerous kids.

Question 4: What other ways would you like to use airport property? (52 responses)

- those woods are just so tempting!
- A giant nature preserve? A go kart track? Drag racing? Disc golf?
- Add long-term parking and shuttle to TriMet's Red line to PDX to avoid westside residents driving to PDX. We can't park overnight at TriMet's parking lots.
- Air National Guard

- Already answered this.
- An aviation theme park would be a great way to payback for some of the adverse impacts of the airport and to encourage an interest in aviation. Many airports have done this.
- An aviation theme recreation facility as many other airports have developed would be a great way to both provide some pay back to the community for noise and other adverse impacts and also to foster an interest in aviation.
- As an arts advocate, I'd love to see if there might be an opportunity for visual and/or performing arts on the property.
- Better bike path down Cornell that more safely separates bikes from 55 mph traffic and pedestrians from bikes on sidewalk because bike path is terrifying and no one uses it. Maybe have a 2-way bike path on north side of Cornell and get rid of the south side one.
- Commercial flights
- Community garden space
- Continue Intel shuttle.
- Could there be an increased number of temporary parking spots on the perimeter to allow for flight operations viewing, in proximity to the different types of businesses on the airport?
- DI just left New Orleans and at their old airport they have a restaurant on the property that is situated so people can see airport activity while dining. This well appointed (white table cloths) area is also used for events.
- Drop zone for recreational parachutists or training for emergency parachuting activities like rescue and firefighting?
- Have go-cart races
- Host fly in breakfast once a month like twin oaks
- I am happy with the way it is used and managed now.
- I don't think it's likely to be a place where people would go to shop or walk trails. Who goes to PDX to shop? It would be a great place for walking trails if you eliminate the aircraft noise and smell.
- I have been surprised that food crops have historically been grown on airport property irrespective of the lead contamination
- I short range commercial flights would be great. Ie...Hillsboro to Vancouver in the winter. Year round flights of Hillsboro to Long Beach would be a great flight.
- I think it could be used for a community space.
- I would love to see Horizon/Alaska fly a Seattle/Bay area.
- I wouldn't. It's hot, noisy, and polluted. I try to stay away from the area especially during that stupid airshow.
- If moved to a more accessible spot, the large wood Hangar, first owned by John Inman, could be used as a venue for community events.
- In the past, I would park in the parking lot and watch people learn how to fly helicopters. It's hilarious.
- It would be nice to be able to fly commercially out of Hillsboro. It would save at least an hour or more in travel time.

- It would be nice to be able to pickup and return shared cars such as those from ReachNow or ZipCar at the HIO airport. Then when I need to drive to PDX, I could pickup a car at HIO, drive to PDX, and drop it off near PDX. I wouldn't need to pay for parking while I'm away anymore.
- Just as an airport
- Local surrounding residential development with "view benefits" of the runway, specialized or fine dining restaurants, "Tour like" opportunities such as Gray Line tours for the public to see how the airport is used and what businesses are located there, sporting activities such as parachuting, hang gliding, etc, activities, and a general increased use of the land. Thank you for the opportunity to address these thoughts.
- Maximize its use for aviation. Small commercial terminal would be nice.
- More reasonable rates to fly to nearby airports (such as those located in Oregon, Washington, and California. Right now there is no benefit to me living near the airport. I would like to be able to actually use it, but it is definitely not financially feasible.
- More trees and bushes around perimeter, or other ways to reduce the sound and absorb the pollution.
- NA
- No other ways
- None
- None.
- not sure
- Planning should occur now to use airport property for freight and commercial air service in the future.
- Please keep an eye on development adjacent to the airport. Residents under final approach is NOT a compatible use.
- Racing.- Motorsport track Skateboarding. Access between 25th Av and Brookwood/Butler for local shortcut to reduce congestion. More Parking.
- Restaurants
- Running Biking Commerce along edges. Santa Rosa airport has a great outdoor restaurant looking over the airfield that could be a nice model.
- See prior.
- Small complex with a bar and conference center.
- Something that would not add to traffic congestion or impair airport safety.
- Trails/walkway?
- Turn it into an urban orchard and shelter space for the hungry and homeless.
- Unused areas not in jet blast paths have no excuse for not being solar arrays
- Walking paths around the perimeter.
- With the local real-estate prices skyrocketing in the past few years, I believe the ideal use of the airport property is residential (not commercial) use. It will help greatly relieve the local housing market demand and be more centrally located than the proposed south hillsboro residential parcel.
- Wouldn't it be nice if there was a way to use unused open space within airport property as some sort of urban farm, perhaps flowers that would be sold commercially? Or is there a way to install

solar panels? Airports use massive amount of land, if only there were to make it more sustainable so that there's less impact on the environment.

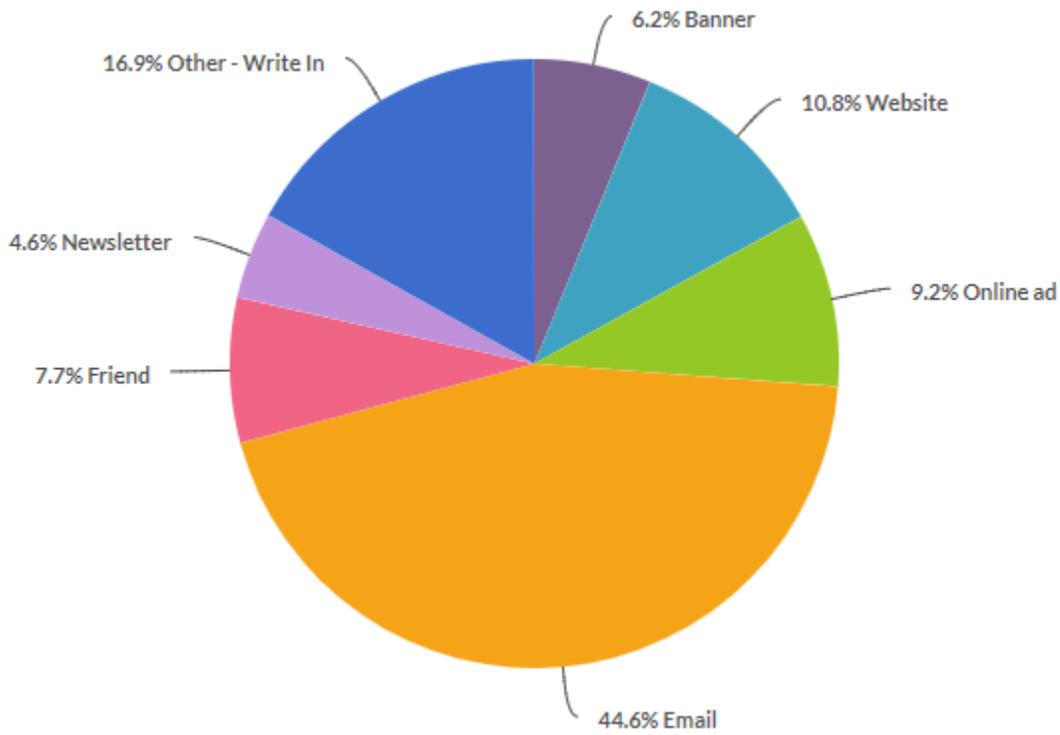
Question 5: Is there anything else you would like to share about Hillsboro Airport? (52 responses)

- They steamrolled over the objections to the last expansion and the expansion only benefited the "high rollers" not the general public. The airport really needs to listen to its neighbors and respect their opinions. 2) Needs to use air fuel that DOES NOT pollute. This airport has the highest emissions in the state.
- Airport should be a good neighbor and minimize noise, also stress safety. Do not degrade the quality of life for your neighbors.
- As a life-long (51-year) resident, I don't want to see the airport become anything more than an airport.
- As a user, I appreciate how well the runways and taxiways are kept up, but the ramps and parking areas, not so much. The west tiedowns were updated not long ago, but out around the transient parking and Direct Avia / ATP / NW Maintenance / Jet center, areas of the pavement are close to becoming unusable. These are areas where the public is invited in for events such as Airport day, the Airshow and EAA events, and their condition doesn't speak well for the airport. The patching that continually goes on can't be sustainable; there needs to be some priority put on re-grading and re-paving these areas.
- As Intel employee I love HIO! So convenient.
- Awesome facility!
- Beautifully well taken care of. Just wish is more user accessible for visiting during walks.
- Bring in commercial jet passenger service immediately! Quit screwing around!
- Could we have 2 airshows a year? :-)
- Create more security guidelines, extend the runway to HAI
- Flight paths over homes are a problem in terms of both noise and leaded gas pollution. Please switch to non-leaded gas for private planes and get rid of the flight school. Public taxpayer dollars are being used to subsidize the flight school by having it at the airport. The neighbors are also paying the price by lead and noise exposure.
- Hillsboro airport could be key to regional rescue and recovery after a Cascadia Subduction Zone earthquake that would likely completely destroy PDX (built on soft fill that would be liquified by the intense seismic shocks). However no effective steps have been taken (e.g. Backup generators, support for larger transport planes) to prepare for this role.
- Hillsboro Airport needs to be included in tri-county transportation meetings. It needs Hotels would help to include it as a destination, not just something the 'locals' use.
- I do not live near the airport, by choice, now I have air traffic right over my home. You should not be able to change flight paths without input from the people who will be affected. I would expect air traffic if I had chosen to live near the airport. If the airport keeps expanding it seems air traffic will be a way of life for everyone in all areas of Hillsboro. I regret purchasing property in Hillsboro because of the airport.
- I didn't read the whole report, but I encourage you to accommodate commercial jets (not passengers) as they are the bases for economic well-being in Hillsboro.

- I do want to see it turn into an airport for only corporate accounts like Nike and Intel. I would rather see it be used as a private pilot , trianing center, and hobby pilot airport vs Nike and Intel private fields.
- I hope Hillsboro becomes a commercial airport. Portland is expected to grow by nearly one million people in 20 years. We saw how bad traffic was with the solar eclipse when we had a million people visiting our fine state. We need to plan for the future, and a reliever airport for commercial traffic would go a long way in Portland's effort to smart growth.
- I like Nike's hangar off Brookwood. Gives the airport a classy feel
- I really wish this airport would move further away from homes, businesses, schools, and parks! I won't live so close to an airport ever again - it's not a nice neighbor - and I don't even live that close.
- I think reducing the use of leaded fuel in planes based at the airport should be a priority.
- I would like to see a reduction in helicopter flights due to noise and disruption to surrounding neighborhoods.
- I would strongly suggest stopping the use of leaded fuel in the operations at Hillsboro airport. Lead is the leading cause of developmental abnormalities in children and has been banned for automotive use since decades. With the city growing and attracting more families, the lead pollution absolutely has to stop. As of now, the airport doesn't serve any purpose from my perspective but only adds harmful pollutants into the air the citizens of the city breathe.
- If flight training is to be a continued use at the airport, the use of leaded fuel in training aircraft continually circling the airport area presents a major health concern for the surrounding community. Commercial aircraft use of leaded fuel should be banned and it's use restricted to private recreational aircraft.
- If there is a STEM (STEAM) program there and I have 12 year old who were born here, why have I never heard of it until now, and yes, we did go to the air fare one and see your table at various city events.
- I'm an active pilot, based 1OR3. HIO is a valuable resource for training, charts and fuel.
- In my neighborhood there are a lot of complaints the level of noise.
- Ironic that KUIK radio is located in a regional airport property owned by government. Don't all of their racist conservative talk show hosts know that they are benefiting from Socialism by being located here but their talk show hosts push for lower taxes....which defunds the airport...and they hate Socialism but benefit from it being located there. The radio station is racially offensive and tells baldfaced provable lies. They need a new location. KUIK hurts people.
- It is kind of boring to drive past. Fences on the north are ugly, and the sight from the south and east is not great either.
- It's surrounded by residential areas and businesses, so it can't grow. Use it for what it is. A small, mostly private airport
- Limit expansion. People live close to the Hillsboro airport. Adding more air traffic or larger planes would negatively impact the community and property values.
- Limit NOISE pollution. Over the years it has been getting increasingly noisier because of the number of single engine aircraft taking off and landing out of the Hillsboro airport. It has been getting worse at night too. We leave around the Jones Farm areas and we (as well as a lot of our neighbors) are considering moving because of this. We are also concerned about lead emissions.

- My main concern is to immediately end any use of leaded fuels.
- Need to commit to removal of lead from fuel w/in 10 years.
- No
- No
- No
- No.
- Noise from PDX and Hillsboro airport air traffic are awful in North Bethany and we are regularly awakened through the night
- Please do not expand it. It is noisy enough and pollutes the city.
- Please expand services.
- Please keep helicopters out of the residential air space. Residence don't have a problem with the single engine aircraft but oppose any expansion of the current airport. There is also a dire need to eliminate the use of leaded fuel for aircraft traveling in and out of Hillsboro.
- Please limit the noise pollution, it's been getting worse!! We are considering moving.
- Security is very light, which is a good thing. More access to onsite roads to ease local traffic. Before dismiss the idea you already have some weak points now that any serious troublemaker could access without any problem. Why not allow the public use the roads for more eyes and ears?
- The access road by the tower tees and tower are poorly lit.
- The air show is an annual nightmare. It sounds like a war zone. A terrible event for dogs and other animals as well as people with PTSD, especially vets.
- The flight path over Cooper Mt is too low and way too noisy.
- The lead impact is real even without NIMBY...
- The Port of Portland's governance structure and history makes it distant from the community and taxpayers. I am one who would prefer an elected commission from across the metro area bringing enhanced accountability and environmental/ livability values into the otherwise commercial role of the Port of Portland.
- Too much noise. We are considering moving.
- Where's the GPS tracking that was promised 10 years ago? Radar only goes so far and after that, it's the wild west. Aircraft fly well below 1000' in Forest Grove and rural areas are constantly bombarded by irresponsible pilots. I would like to see restrictions on flight training to state that they are to not do their exercises over populated areas. This is pure harassment.
- Yes, build Evergreen Blvd where it goes under the airport runway so larger aircraft can land

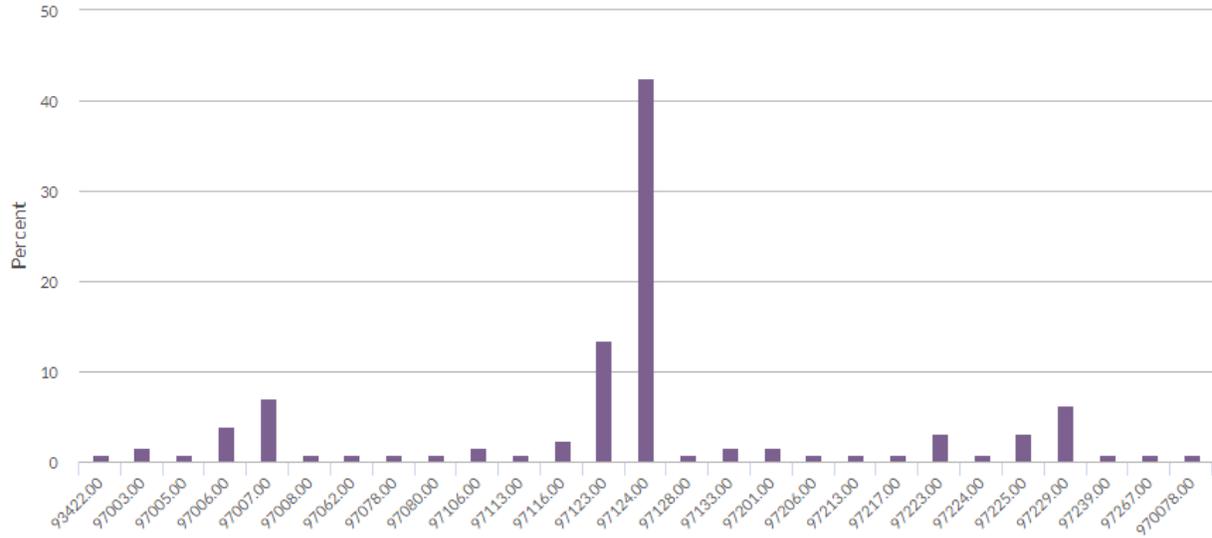
Question 6: How did you learn about this online open house?



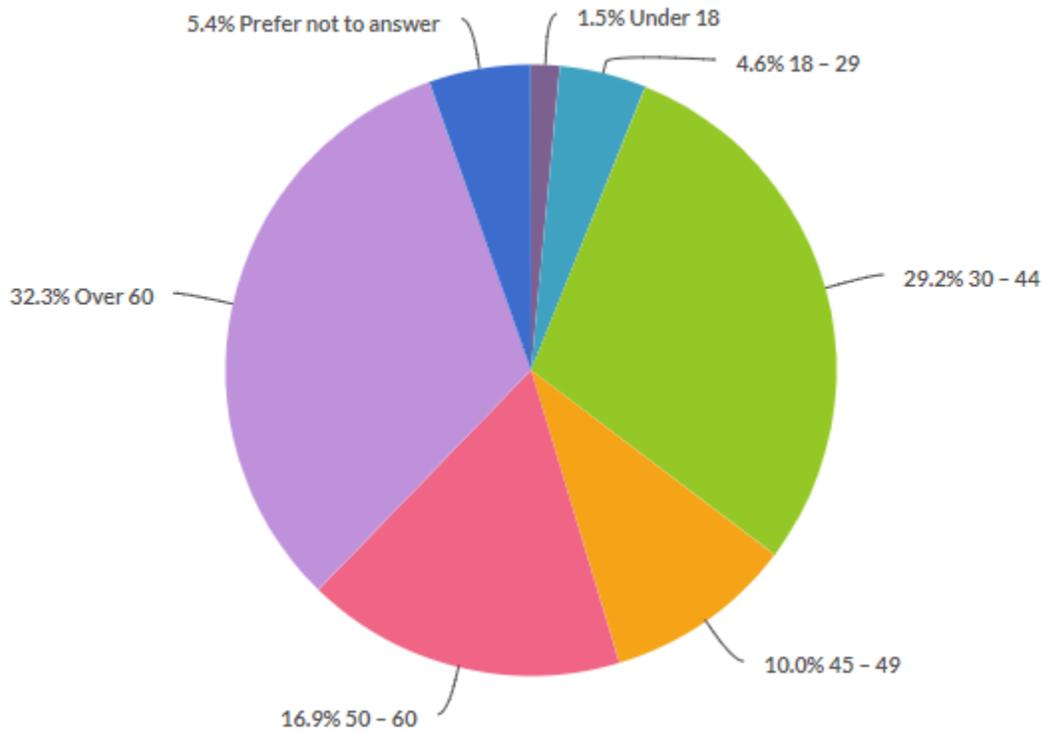
Other:

- Outreach booth (7)
- Social media (8)
- Portland Community College (1)
- Nextdoor (1)
- Western Economic Alliance (1)
- Washington County CPO (3)

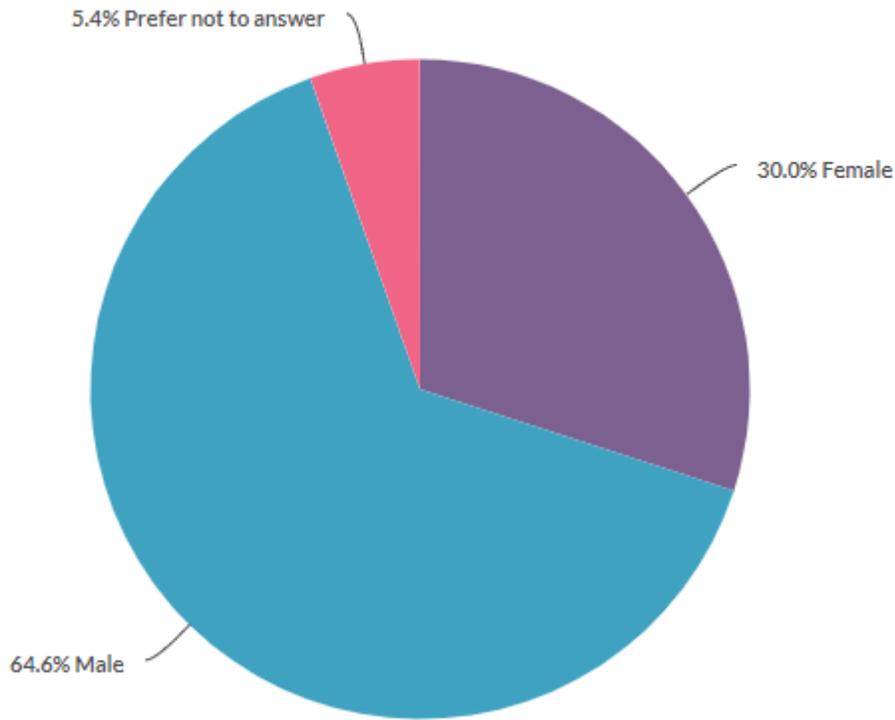
Question 7: What is the ZIP code of your home address?



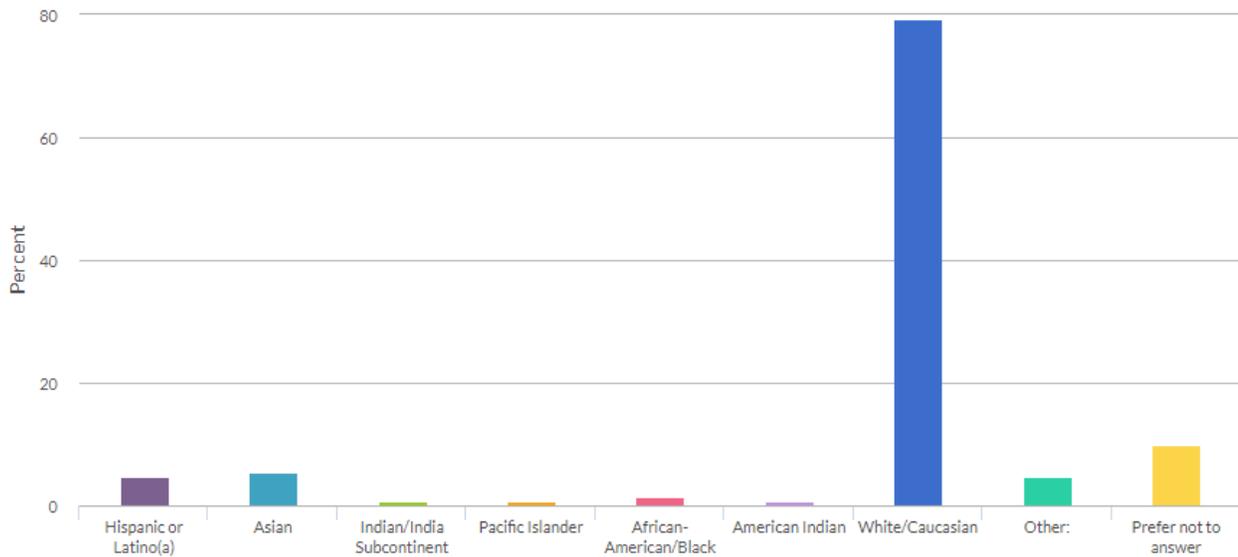
Question 8: What is your age?



Question 9: Which gender do you identify with?



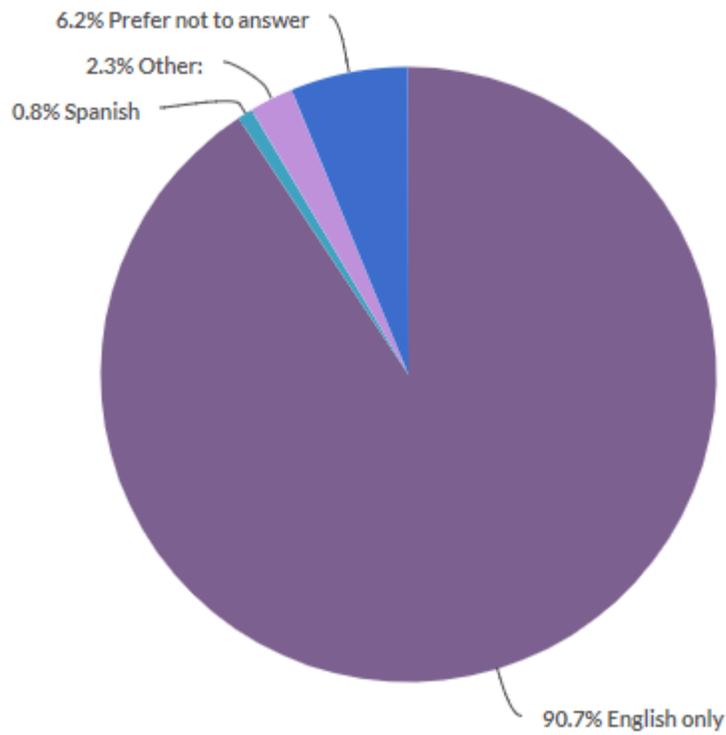
Question 10: Which ethnic groups do you consider yourself a part of or feel closest to?



Other:

- Human (2)
- Filipino (1)
- Persian (1)

Question 11: What language do you speak at home?



Other:

- Korean (1)
- Multiple (2)

**Summer Outreach Summary
June – August 2017
Appendix B: Outreach Booth**

Port of Portland staff hosted an outreach booth at four community events in Hillsboro to educate people about Hillsboro Airport, increase awareness of the master plan process and encourage people to visit the online open house for the master plan. The events were suggested as places to engage with people who live or work near Hillsboro Airport by members of the Hillsboro Airport Master Plan Update Planning Advisory Committee.

Date	Event	Interactions
July 15	Celebrate Hillsboro	300 visitors
Aug. 19	Downtown Hillsboro Farmers Market	50 visitors
Aug. 20	Orenco Station Farmers Market	60 visitors
Aug. 26	Downtown Hillsboro Farmers Market	50 visitors



The outreach booth had informational materials available about Hillsboro Airport, the airport's Fly Friendly program, and the master plan process. People who visited the outreach booth interacted with Port of Portland staff and asked questions. Visitors could spin a game wheel for a chance to win small prizes.

Port staff noted the following comments from people who visited the outreach booth.

- Live 14 blocks from HIO. No noise issues. Would love small plane service; larger due to noise
- Politics influence airports, they cause irrational decisions. National guard becoming a part of the airport. Contamination – what is done? Visiting PDX from Cali. How is city managing airport?
- Concerned about drones. FAA has banned drone use near HIO. Public cannot fly drones with is unfair.
- Would like airport to stay same size. Convenient, but no commercial service.
- Don't appreciate noise – do not want any jets or helicopters flying at all. Contribute towards lawsuit of airport. Filling surveys does not help and will not help.
- Live by the airport. I like it.
- Will you expand? Night flights – I don't appreciate it. Probably training? Jones Farm neighborhood. Night flights happen a couple of times a week. Don't appreciate being woken up. Happens about 2 a.m. First time noticing it in 20 years.
- Don't want to see airport grow. I like it how it is.
- Planes go right above my house. I don't like it.
- Applied to be on committee.
- Keep it open. We love it. Have landed there many times.
- Airshow nice for airport, but now there are houses and residents. Have the airshow over an open field – in McMinnville. You don't want an airplane hitting a building (in case of an accident). Love the airshow, but a better location would be nice.
- Love the Hillsboro Airport Air Fair. We come every year. Would like to watch planes at HIO.
- Do not have internet – would like commercial service at HIO.
- When can I catch a Horizon flight out of HIO?
- Can PDX really accommodate all the traffic now? It seems incredibly crowded? After south Hillsboro opens, it will get more crowded.
- Fly for UPS. Love HIO. Would like to see a restaurant + plane viewing area at HIO.
- Planes flying too low, disturbing children.
- Have parking at HIO that can be used for lot. "Park + Ride." Park at HIO, take tram to PDX. Want commercial service to Seattle. HIO to SEA.
- Why does an older plane (prop) fly over the house at 2 a.m.?
- There has been an increase of larger helicopters in the training pattern. Will this continue? (Neighbor to the north of HIO.)
- I am an aviation supporter. I'm interested in the MP.
- Neighbor; mostly fine with noise, only if it becomes an issue at night would I be upset. But I purchased a house near an airport, which was here much earlier than I was, so not much room to complain.
- Live in Jones Farm neighborhood, heard some prop planes at night recently. Interested in noise management.
- I like the airport just the way it is!

- Love to see service from here to Seattle or the Bay area.
- I live near the airport – where are we with a leaded fuel replacement? And why are planes doing touch-and-goes at 2 a.m. this past week?
- Would love to see a restaurant and meeting space. Not a lot of variety w/meeting spaces in Hillsboro, and w/Intel at the airport, could see the need for a space to meet. [Filled out open house feedback form onsite]
- Is the airport going to change? If we had commercial service, that wouldn't be bad.
- Really early in the morning, what's all the noise? Around 6 a.m.? I get up around 6:30 a.m. I can sleep through stuff, but when I wake up, I'm like "what's up with that?" Also, is there a program for 16-year olds to learn how to fly?
- Would love commercial service. Tired of traffic. For us Latinos especially with families down south, would be easier to move back and forth.
- Be great to have commercial service.
- Concerns about late night training, particularly over the past week.
- Curious about extra activity at nighttime this past week. Problematic 10 years ago. Now, windows closed with AC on and we hear "wop-wop-wop" of helicopters. Sometimes during the afternoon over the week, hovering over the neighborhood.
- Do you have free, direct flights to Arkansas?
- I'm a flight instructor. Do you want to reduce planes circling the airport by 50 percent? Tell the FAA to stop using the tower as a training tower for controllers.
- From Nevada, planning to move here. Interested in joining a flight club. Tried calling the phone number online and it didn't work.
- Very scenic. When I am driving on Cornell, I often slow down to watch the planes – until the person behind me honks.
- Someone knocked on my door to tell me about the dangers of lead associated with the airport. This person said that Hillsboro Airport is the only airport in the nation that allows unleaded fuel to be used. Is that true?
- This market could use commercial service. Concerned consultants and plan take into consideration that surface transportation network needs work and airport is positioned to relieve some of the pain.
- Live in the pattern. Interested if you're going to be a commercial service airport. Should I sell my house now?
- Live nearby. To reduce noise, install (more) berms.

Summer Outreach Summary

June – August 2017

Appendix C: Online Open House Distribution

The project team developed an online engagement tool to create a virtual open house experience where users learned about Hillsboro Airport and shared feedback on the master plan process. The content focused on master plan work completed to date, including information about the project team’s recommended airport role as well as the team’s findings for the airport’s inventory and aviation demand forecasts. Two pages included introductory videos for Hillsboro Airport and the master plan update with Spanish subtitles available. The tool also included an embedded Google translate application that provided basic translations for users who did not speak English.

The project team distributed the online open house through the following channels.

Online Open House Distribution	
Outreach booth / Celebrate Hillsboro:	July 15
Website / Hillsboro Airport Master Plan Update:	July 18 – Aug. 31
Email / Hillsboro Airport Email List:	July 19
Facebook / Port of Portland account:	July 21
Twitter / Port of Portland account:	July 21
Email / Happening in Hillsboro E-newsletter:	July 24
Website / Port of Portland homepage:	Aug. 7 – 31
Banner promotion at NE Cornell and Brookwood:	Aug. 7 – 31
Facebook advertisement / Port of Portland account:	Aug. 15 – 25
Email / Washington County CPO Program:	Aug. 18
Outreach booth / Downtown Hillsboro Farmers Market:	Aug. 19
Outreach booth / Orenco Station Farmers Market:	Aug. 20
Outreach booth / Downtown Hillsboro Farmers Market:	Aug. 26
Email / Westside Economic Alliance:	Aug. 26

Additionally, the project team asked members of the PAC to distribute the online open house through their community networks.

Records of notification materials begin on the next page.

Port of Portland E-Newsletter



As we look to the future of Hillsboro Airport, we need your help!

The Port of Portland is updating the master plan for Hillsboro Airport to consider how the airport and surrounding property will continue serving the region's needs for the next 20 years. We invite you to click on the open house link below to help us plan for a shared future.

[Visit the Online Open House](#)

- Learn about Hillsboro Airport and how it is used today
- Engage with the planning process
- Envision the future of airport property
- Share your ideas and feedback

The online open house is available until August 31, 2017.

Stay Connected:



PO Box 3529 • Portland, OR 97208 • 503.415.6000

Happening in Hillsboro E-newsletter

7/24/2017

Best of Hillsboro winners announced and Hops All-Star Weekend

Subscribe	Past Issues	Translate ▼
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HAPPENING IN



Hillsboro

Help shape the future of the Hillsboro Airport



The Port of Portland is updating its master plan for the Hillsboro Airport and surrounding property to continue serving the region's needs for the next 20 years.

[Provide your Input](#)

Washington County CPO Program E-Newsletter

TAKE NOTE!

FROM YOUR
WASHINGTON COUNTY CPO PROGRAM

Help shape the future of Hillsboro Airport

Online participation open until August 31

To envision how our region's air transportation needs will continue to be served, the [Hillsboro Airport Master Plan Update](#) is looking ahead over the next 20 years.

The Port of Portland has welcomed everyone to their online open house. For Washington County community members who experience Hillsboro Airport benefits, impacts or have local concerns, you are especially encouraged to use this invitation.



[Browse the open house](#) to review and participate in the planning:

- View summaries of airport inventory and future demand forecasts
- Envision the future of airport property
- Share your ideas and feedback
- Next steps and ways to stay involved



WATCH Hillsboro Airport then and now

<https://hillsboroairport.participate.online/>

Open July 18 - August 31, 2017: *Participate in time for this phase!*

8/18/2017

Help shape the future of Hillsboro Airport

Timeline: The Port of Portland expects this master plan to be largely complete by the end of 2018. The Port of Portland Commission will vote to adopt the master plan and submit it to the Federal Aviation Administration in early 2019.

Help spread the word: At Washington County we're proud of our CPO Program's power to encourage public involvement. Ways you can help in addition to participating include talking about this opportunity with neighbors or your community outlets, and sharing to networks like Nextdoor.com or on social media.

People who find it difficult to get online may reach out to the Port of Portland staff member for this project: Jayson Shanafelt, Community Affairs Tour and Outreach Manager. Contacts: 503-415-6853, Jayson.Shanafelt@portofportland.com.



The mission of Community Participation Organizations in Washington County is to encourage and empower public involvement.

Port of Portland Tweet



Port of Portland @PortOfPortland · Jul 21

As we look to the future of Hillsboro Airport, we need your help! Join our online open house through Aug. 31. hillsboroairport.participate.online



Port of Portland Facebook Post



Port of Portland

July 21 at 10:52am · 🌐

As we look to the future of Hillsboro Airport, we need your help. Join our online open house now through Aug. 31 and share your feedback!



Hillsboro Airport Master Plan Update

Share your vision of future development at Hillsboro Airport!

HILLSBOROAIRPORT.PARTICIPATE.ONLINE

Facebook Advertisement



Port of Portland
Sponsored · 

We're looking ahead over the next 20 years and invite you to share your ideas!



What's the future of Hillsboro Airport?
hillsboroairport.participate.online

[Learn More](#)

 Tyler Jones and 10 others 2 Comments

 Like |  Comment |  Share

Westside Economic Alliance Email

Board hears from Air Show & Port on Hillsboro Airport

The Westside Economic Alliance Board of Directors hosted its monthly meeting at the Hillsboro Airport this week and learned about the facility.

Bill Braack from the Oregon International Air Show presented information on next month's event, while the Port of Portland's Steve Nagy shared details about the Hillsboro Airport and its Master Plan Update.

The Hillsboro Airport encompasses about 950 acres with three runways and is Oregon's second busiest airport.

It's home to more than 25 businesses with corporate air shuttle services, private jets, flight schools, a U.S. Customs and Border Protection office, and more.

The latest economic impact study shows the Hillsboro Airport has generated 1,472 jobs, \$83.5 million in personal income, and \$107.4 million in business revenue.

The Master Plan Update for the airport helps to provide a better picture of the airport's current role and the forecast for it in the future.

If you would like to learn more about the Hillsboro Airport's Master Plan, visit its [online open house](#).

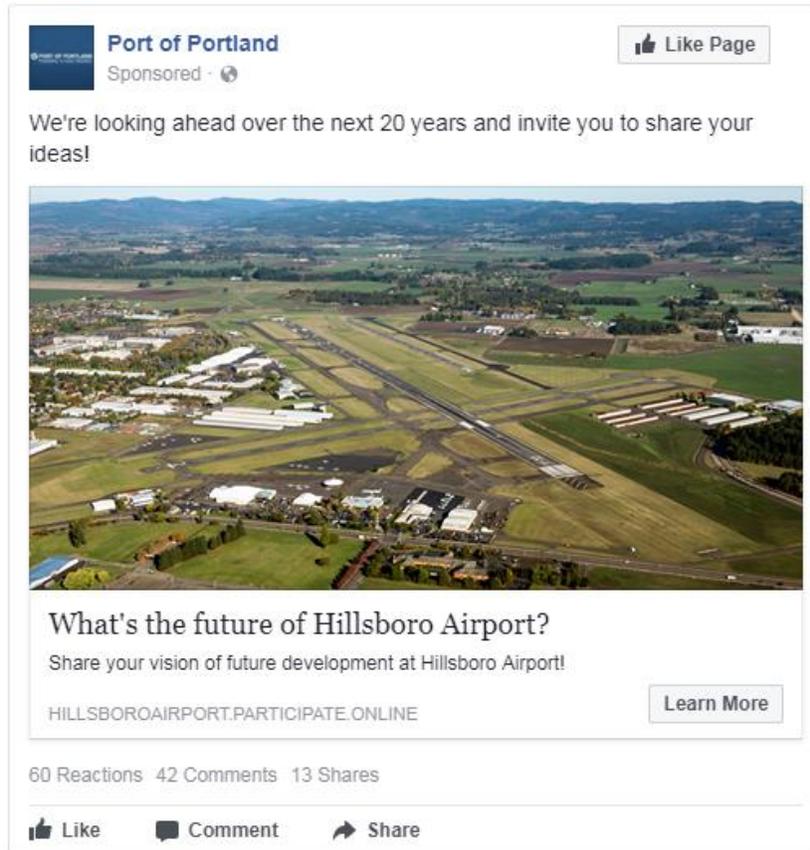
The [Oregon International Air Show](#) will be at the Hillsboro Airport September 22-24.



Banner at NE Cornell and Brookwood



**Summer Outreach Summary
June – August 2017
Appendix D: Facebook Campaign**

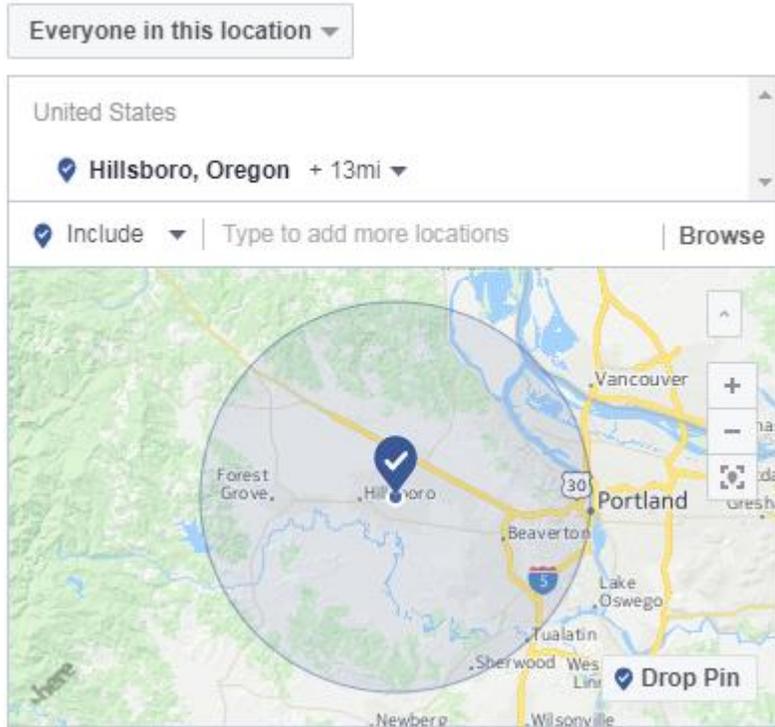


Results

- Delivery: Tuesday, Aug. 15 – Friday, Aug. 25 (11 days)
- Reach: 17,075 – number of people who saw the promotion at least once
- Impressions: 29,439 – number of times the promotion was viewed
- Frequency: 1.72 – average number of times each person saw the promotion
- Link Clicks: 1,047
- **Unique Link Clicks: 969**
- Post Reactions: 74
- Post Comments: 61
- Post Shares: 12

Audience

Age: 18-65+



Detailed Targeting

INCLUDE people who match at least ONE of the following:

Additional Interests

- Airplane
- Civic engagement
- Civil aviation
- Community building
- Community development
- Community engagement
- Flight
- Local government

Interests > Business and industry

- Aviation

Age	Gender	Link Clicks	Reach	Frequency	Impressions
18-24	female	8	196	1.63	319
18-24	male	86	1044	2.13	2219
18-24	unknown		4	1.75	7
25-34	female	12	584	1.46	855
25-34	male	258	3639	1.87	6811
25-34	unknown	1	20	1.75	35
35-44	female	16	628	1.41	887
35-44	male	181	2823	1.77	4995
35-44	unknown	1	36	1.50	54
45-54	female	27	704	1.50	1053
45-54	male	152	2591	1.69	4366
45-54	unknown	2	52	1.12	58
55-64	female	30	736	1.51	1113
55-64	male	114	1963	1.65	3244
55-64	unknown	3	28	2.07	58
65+	female	41	560	1.56	876
65+	male	113	1428	1.71	2439
65+	unknown	2	40	1.25	50
Total		1,047	17,075	1.72	29,439

Comments

Like
Comment
Share
▼

👍👎 Nora En-en Corsame Araula, Terry Black and 58 others
Chronological ▼

13 shares
42 Comments



Michael R. Newton Let's make HIO becomes like MDW in the next 20 years. It is MAX light rail ready for passengers also.

Like · Reply · Message · 🇺🇸 4 · August 15 at 8:03pm



Chris Callais Turn it into a secondary airport serving budget flights similar to IAH and HOU. Maybe Southwest, Spirit and the local SkyWest flights go to HIO while the big domestic carriers (and the international flights) go through PDX as usual.

Like · Reply · Message · 🇺🇸 1 · August 15 at 11:09pm



Steven Wang In next 20years... we would probably upgrade to C space for intense traffic both business and private uses 😊

Like · Reply · Message · August 16 at 11:02am



Jim Marcellus I agree with Mr. Callais. As the PNW continues to grow there will most likely be more need for commuter air travel.

Like · Reply · Message · 🇺🇸 1 · August 16 at 1:02pm



Tom Uryga Runway is too short and too much encroachment.

If we need a feeder airport on the West side, build a new one out by North Plains with an 8000ft runway.

Like · Reply · Message · 🇺🇸 1 · August 17 at 8:10am



Chris Callais That's an option too

Like · Reply · Message · August 17 at 4:39pm



Tom Uryga Because of all the neighborhoods, Hillsboro will have onerous restrictions on operating hours and noise.

Like · Reply · Message · August 17 at 4:49pm



Andrew Eggert Exactly. Hillsboro airport is too close to residential for much if any increase in air traffic.

Like · Reply · Message · August 17 at 11:01pm



Mark Mason I live about 2.46 feet from the airport. I love airplane noise.

Like · Reply · Message · 🇺🇸 2 · August 19 at 7:32am

Write a reply...

😊
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GIF
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D.3



Randle Gerber As Portland in general becomes more isolated by city/state/feds refusing to make much needed infrastructure upgrades (i.e. 26 tunnel widening, new bridges over the CR), Hillsboro Airport will eventually overtake PDX as the regions #1 air traffic hub.

Like · Reply · Message · 3 · August 17 at 11:21am



Bruce Vandehey Thanks , I live next to airport , cant wait for more loud jets.

Like · Reply · Message · August 18 at 9:12pm



Derek Brown Was saying the same thing to my boss just this week.

Like · Reply · Message · August 19 at 8:43am



Randle Gerber Sorry Bruce, everything changes. I grew up in a bucolic Washington Co. farming area named Bethany. It's paved over now and unrecognizable. My solution will be to move away eventually...

Like · Reply · Message · August 20 at 8:05pm · Edited



Dale Yee PDX itself is fine. Getting to PDX is what sucks.

Like · Reply · Message · 2 · August 20 at 12:45pm



Tamas Chlumetzky Bruce Vandehey Was the airport there when you moved to Hillsboro? You are like one of those people who move next to a race track and complain about loud cars

Like · Reply · Message · 1 · August 23 at 8:14am · Edited



Bruce Vandehey Randle Gerber where would you suggest living ? Lived here all my life in Wash. co. also just hate seeing what it is becoming , not positive changes . God help this beautiful area from turning into California.

Like · Reply · Message · August 24 at 5:50am



Bruce Vandehey Tamas Chlumetzky the airport was , gang rail wasn't . Tamas do you know what it is like to have someone ask for your opinion with no inclination to use it. Thats what happens every time gov. ask for your opinion they will do the opposite

Like · Reply · Message · August 24 at 5:54am



Bruce Vandehey Tamas the airport was here , however Phil knights jets were not coloring the air and delivering massive noise pollution.

Like · Reply · Message · August 24 at 6:05am



Matt Rabe Smaller Horizon and SkyWest flights that fly to other regional (or small) airports. Perfect niche market.

Like · Reply · Message · 2 · August 17 at 6:34pm



Matt Rabe Hillsboro to Seattle or Boise, Spokane, K Falls.

Like · Reply · Message · 1 · August 17 at 6:37pm · Edited



Derek Becker You will ultimately close the airport as you will say it is a hazard. One more step toward complete control over movement! I saw this occur in California. i do not trust the Port or the local or regional governments due to their past and current actions.

Like · Reply · Message · 🙄 3 · August 17 at 7:48pm



Jacob Bybee I think you may be mistaken, unless you are talking about 30+ years from now. As long as both Intel and Nike operate out of the Hillsboro airport it will stay.

Like · Reply · Message · August 22 at 7:54pm



Tim Groshong Here's what's going to happen. They're going to expand the airport to the south and the north. It will become a sub-hub for PDX, like Midway is to O'Hare. The property values surrounding the airport will plummet and people will move further out west.

Like · Reply · Message · August 17 at 10:05pm



Bruce Vandehey I better sell now!

Like · Reply · Message · 😬 1 · August 18 at 9:15pm



Joe Gale PDX isn't Chicago of Houston-bush. If anything PDX is under used. No panic everything will be ok.

Like · Reply · Message · August 19 at 1:51pm



Rayburn Thomas Shut it down...tell Phil Knight and Intel they will have to use PDX like the mortals do.

Like · Reply · Message · 🙄 4 · August 18 at 5:31am



Joe Gale What about the 1400 "mortal" people who work there? Like me. It isn't about Phil knight or Intel. It is about me and people like me. Don't like airport noise unless you bought your house before 1928 you moved around it, not vice versa.

Like · Reply · Message · 🙄 5 · August 19 at 1:04pm



Port of Portland Thank you for sharing your opinions about the future of Hillsboro Airport. We encourage you to read and complete the online open house (linked above) so your comments are recorded for our planning process. Please note that it is recommended that Hillsboro Airport continue its current role as a general aviation/reliever airport for the next 20 years. Our next Planning Advisory Committee meeting is Sept. 12, and there will be other opportunities for public participation in the future. For more info, visit <http://bit.ly/HillsboroAirportMP>

General Aviation - Hillsboro Airport - Master Plan

General Aviation - Hillsboro Airport - Master Plan

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Like · Reply · Remove Preview · 1 · Commented on by Jayson Shanafelt [?] · August 18 at 11:16am



Bruce Vandehey You won't use our comments in your planning process just like you never listened to our disfavor of the construction of west side light rail through Hillsboro.

Like · Reply · Message · August 18 at 9:21pm



Theodore Winter Bruce Vandehey Metro built the light rail, not the Port.

Like · Reply · Message · 1 · August 20 at 7:47am



Bruce Vandehey Theodore Winter does it really matter your all the same , ask for our opinion and discard it like a used paper cup.

Like · Reply · Message · August 20 at 8:31am · Edited



Chris Callais More than a revised role for HIO we need a couple more bridges over the Columbia.

Like · Reply · Message · 2 · August 18 at 11:17am



Randle Gerber I've had a couple of friends move to Clark County because they worked there and were weary of the time and effort it took just to commute 12 miles. Housing and land cost less over there also. Once they moved, I might see them once or twice a year. You have a whole metro area held hostage and divided because of transportation deficiencies; a drawbridge built over 100 years ago, and an already obsolete 205 freeway bridge...

Like · Reply · Message · 1 · August 18 at 11:35am



Patrick Stanley They should let me fly on the Intel Air Shuttle because I like planes.

Like · Reply · Message · August 18 at 11:45am



Garland Mishler Removal and construction of affordable housing. Fuck Intel.

Reply · Unhide · August 18 at 2:38pm



Mike Desmond Bring in Alaska Airlines so west-side folks don't have to drive so far. I'm in Tigard and anticipate an hour to get to PDX, no matter when my flight is.

Like · Reply · Message · 5 · August 18 at 8:24pm



Dale Yee Agreed. Most of Alaska's fleet is similar to what flies out of Hillsboro already.

Like · Reply · Message · 2 · August 20 at 12:47pm



Linda Evans Yes, and maybe fly to other smaller airports such as Bend, Klamath falls...ect.

Like · Reply · Message · 1 · August 23 at 6:42pm



Steve Blair My concern is more noise pollution over the EXISTING neighborhoods.

Like · Reply · Message · 1 · August 18 at 9:47pm



Mark Mason I'm just guessing, but I'll bet the airport was there before you were.

Like · Reply · Message · 5 · August 19 at 7:35am



Steve Blair Mark. You are sort of correct. I have been in this location for over 20 years. The air traffic is fine right now. But add commercial traffic will increase the noise. Also some of the neighborhoods have been around longer than the airport, like the farms.

Like · Reply · Message · August 19 at 8:03am



Joe Gale Read the report. They don't anticipate getting the certifications for commercial traffic. The runways are not really equipped to handle those heavy jets. It should remain a larger non commercial airport.

Like · Reply · Message · August 19 at 1:49pm



Steve Blair Only for now. I can see it becoming an airport like Redmond.

Like · Reply · Message · August 19 at 6:02pm



Joe Gale I was at Redmond a few weeks ago, was incredibly dead. PDX can't grow, there is no more room but it has capacity for much more than it currently uses. If anything it would be nice to have all the private/corporate jets move to HIO. More money and jobs for this side.

Like · Reply · Message · August 19 at 8:15pm



Brent Fraser It's going the other direction. California based crews want no part of driving across town to HIO. Traffic is killing the city.

Like · Reply · Message · 1 · August 20 at 4:28pm



Brian Burke People who willingly move next to a pre-existing airport & then complain about living next to it have no room to complain. That airport supports a lot of local businesses & I would rather see more economic opportunity & less people in Hillsboro.....

Like · Reply · Message · 4 · August 19 at 11:40am



Craig Michelson Surprised no one has suggested removing the runways and making it into a large homeless camp. Easy bike, and shopping cart, access to MAX.

Like · Reply · Message · 1 · August 19 at 12:47pm



Trevon Jacobson How about a spaceport... Meet George Jetson...

Like · Reply · Message · August 19 at 8:33pm



Daniel Larsen Build a convention center

Like · Reply · Message · August 19 at 11:32pm



Eric Oswald I would love for it to be a commuter airport that only goes one place- pdx airport. Go through security in Hillsboro, skip rush hour, make your flights at pdx easier.

Like · Reply · Message · 5 · August 20 at 6:35am



Peter Lewis I practically grew up on that airport. I learned to drive there and I learned how to fly there, I learned how to drink airport coffee there, I learned how to build airplanes as well. I would love to see the support added for Alaska or another major carrier to operate out of there.

Like · Reply · Message · 2 · August 20 at 4:21pm



Dale Fishback Although concerned about noise, PDX has gotten difficult to get to. A few flights out of HIO to hub airports would be nice

Like · Reply · Message · 2 · August 20 at 7:14pm



Raghu Nath Would like to see budget flights flying from HIO on some select working days in a week!!

Like · Reply · Message · August 21 at 10:46am



Rob Rollinger Commercial flights to Seattle please. If you live on the west side, flying through PDX takes as long as driving. Add flights to Bend and San Jose and I'd be thrilled.

Like · Reply · Message · 6 · August 21 at 12:28pm



Troy Lavoie Pot shop?

Like · Reply · Message · August 21 at 6:44pm



David LePage Drag strip...

Like · Reply · Message · 4 · August 21 at 7:53pm



Logan Rosumny Would love if Alaska had some horizon flights out of there at the very least. In 20 years we will need another airport anyways might as well enhance this one.

Like · Reply · Message · 3 · August 21 at 9:38pm



David Paul John Pavlik

Like · Reply · Message · August 21 at 10:45pm



David Christensen First thing stop building homes under the flight path. Commercial. Buy more property around it. Keep the air show. In Portland developers build homes and then the home owners years latter complained about the noise. It made no sense. You bought a house under the flight path. Convention center and huge hotel. Airport, max line big hotel and a convention center and auditorium

Like · Reply · Message · 1 · August 22 at 1:52am



Daniele Grigsby Make it bigger and have major airlines use it!

Like · Reply · Message · August 22 at 7:49am



Steve Vuylsteke You know what would be really cool is if you got Port of Portland employee Carrie Butler to work with me on an easement on 334th ave in Hillsboro that would impact only a 1/4 of an acre of man made "natural wetland". Even if it was only temporary access in the winter months it would mean my family and my 2 neighbors could access our homes without having to drive vehicles thru a flood plain which in turn contaminates the water and your "natural wetland" with oil run off and other vehicle residue. She has my number, thank you 😊

Like · Reply · Message · August 22 at 5:24pm



Susan McNerney Too many houses to make a commercial airport there. We need housing more than we need more airports.

Like · Reply · Message · August 22 at 9:02pm



Sam Robinson Would be awesome, if there was a helicopter taxi service from the Hillboro airport to PDX.

Like · Reply · Message · 4 · August 23 at 10:25am



John Thomas Brennan I'm thinking vertiports and inductive charging landing pads for autonomous electric quad copter sky taxis.

<https://www.theguardian.com/.../uber-flying-cars-testing...>



When cars fly? Uber wants to test on-demand air transport by 2020

Embattled ride-sharing company is partnering with...

THEGUARDIAN.COM

Like · Reply · Message · Remove Preview · August 24 at 8:18pm · Edited



John Thomas Brennan <http://workhorse.com/.../surefly-personal-vtol-unveiled...>



SureFly personal VTOL unveiled at Paris Air Show

A new entrant in the personal vertical takeoff...

WORKHORSE.COM

Like · Reply · Message · Remove Preview · August 24 at 8:20pm



John Thomas Brennan <https://www.wired.com/story/delorean-aerospace-flying-car/>



DeLorean (Aerospace) Is Making a Flying Car That Really Won't Need...

WIRED.COM

Like · Reply · Message · Remove Preview · August 24 at 8:21pm



John Thomas Brennan And a HeliSAS installation and service center.
<http://genesys-aerosystems.com/.../helisas-autopilot-and...>



**Genesys Aerosystems HeliSAS
 Helicopter Autopilot, Helicopter...**

GENESYS-AEROSYSTEMS.COM

Like · Reply · Message · Remove Preview · August 24 at 8:29pm · Edited



John Thomas Brennan EMALS would be useful at times also.
<http://www.navytimes.com/.../navy-announces-fix-to.../>



**Navy announces fix to
 Electromagnetic Aircraft Launch...**

NAVYTIMES.COM

Like · Reply · Message · Remove Preview · August 24 at 9:07pm · Edited



John Thomas Brennan Liquid helium and nitrogen for your S-Magjet and superconducting ring generator cryocoolers and thermal management systems are a must.

<https://www.nextbigfuture.com/.../superconducting-ring...>



**Superconducting ring generators are
 core technology enabling a planned...**

NEXTBIGFUTURE.COM

Like · Reply · Message · Remove Preview · August 24 at 10:12pm · Edited



Mitch Newport Andrew Dixon ya?

Like · Reply · Message · August 24 at 7:34am



Andrew Dixon Endless possibilities. It wouldn't take much altering structurally to bring commercial operations. The runways and taxiways can handle some really big aircraft already. The biggest issue I see is noise abatement, most people who live in Hillsboro already hate us, and that's with small single engine piston aircraft. I can't imagine they would be any happier with dual turboprop and mid sized passenger jets every hour. Who knows.

Like · Reply · Message · 1 · August 24 at 7:54am



Mitch Newport Not my field but seems rather insightful

Like · Reply · Message · 1 · August 24 at 9:13am



Jennie Hummel commercial flights to Seattle, Bend and N. Cali would be awesome. I would be so worth catching a connecting flight from Seattle if we didn't have to drive to PDX!

Like · Reply · Message · 1 · August 24 at 12:40pm



Jim Hochstein good idea.

Like · Reply · Message · August 24 at 2:21pm



Magali Eberspächer Guilherme Eberspächer

Like · Reply · Message · 1 · August 24 at 3:05pm



Briel Pascoe Spaceport

Like · Reply · Message · August 24 at 8:53pm



Daniel Stevens Keep the Airshow coming every year. we need more than just an F 22 headlining an airshow though.

Like · Reply · Message · 1 · August 25 at 11:02am



Adair Savage More Freeways.

Like · Reply · Message · 1 · August 25 at 2:22pm