

Executive Summary

INVENTORY

Preface

Conducting a detailed inventory of the existing conditions at the Hillsboro Airport is a critical foundational step in the master plan process. The inventory establishes a history and a current baseline for numerous airport elements, such as based aircraft, operations, and hangars. The history and baseline are subsequently used as inputs when developing the aviation demand forecasts. In addition, the inventory identifies a variety of other factors that may influence the development of the master plan. These may include area transportation plans, comprehensive plans, and area land use zoning.

Airport History

In 1925, Dr. Elmer Smith purchased 100 acres of the Hawthorn Estate and established a private airport consisting of two turf runways. The construction of the original runways was assisted by the local American Legion post. Prior to establishing the Hillsboro Airport, local pilots utilized Hillsboro's first airstrip, located approximately four blocks north of Main Street.

In the early 1930s, several local businessmen acquired the deed for the airport site, leasing it to the City of Hillsboro for a period of five years. The lease provided the city the option to purchase the airport at the end of the lease period. Between 1933 and 1938, the city constructed two runways, one 3,000 feet long (oriented northeast to southwest) and one 2,800 feet long (oriented northwest-southeast). This work was done as a Works Progress Administration project. The city purchased the airport in 1935 for \$7,500.

During World War II, the federal government invested more than \$600,000 in improving the Hillsboro Airport to serve as a satellite field for the Portland Air Base. Improvements included grading, drainage, and lighting equipment. The airport site was also expanded by 280 acres. The Army did not use Hillsboro Airport significantly during the war and returned it to civilian use in 1945.

The Port of Portland (Port) assumed ownership of Hillsboro Airport on February 1, 1966. With federal assistance, the Port constructed two parallel taxiways, acquired additional land for approach protection, and installed fencing. In 1960, the airport traffic control tower (ATCT) was constructed. In the early 1970s, the terminal building was constructed and the Port acquired an additional 700 acres of land. Runway 12-30 (designation at the time) was extended to 6,300 feet in 1976, when the Instrument Landing System (ILS) was also installed. In 1977, a new threshold taxiway was constructed at the Runway 30 end that produced a 6,600-foot usable length for the runway.

Airport System Planning

Airport planning occurs on federal, state, and local levels. At the federal level, the Hillsboro Airport is included in the National Plan of Integrated Airport Systems (NPIAS). This annual FAA report to the U.S. Congress identifies those airports that are considered significant to the national air transportation system. There are 3,332 existing airports included in the NPIAS, all of which are eligible for varying levels of FAA funding for capital improvements. The NPIAS identifies Hillsboro Airport as a National General Aviation Reliever airport. Reliever airports are intended to be planned and developed to accommodate the full range of general aviation activity that might otherwise use more congested commercial service airports.

At the state level, Hillsboro Airport is included in the *Oregon Aviation Plan 2007* (OAP) as a Category II – Urban General Aviation Airport. These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. The primary users are business-related and service a large geographic region, or they experience high levels of general aviation activity. Hillsboro Airport meets all the state recommendations for this type of airport except for available vehicle parking.

At the local level, the airport master plan is the primary local planning document. The master plan is intended to provide a 20-year vision for airport development based on aviation demand forecasts. The FAA recommends that airports update their master plans every five to ten years or as necessary to address any significant changes at the airport or to the aviation industry. The most recent master plan was completed in 2005. Therefore, this is an appropriate time to update the airport master plan and revisit the development assumptions from the previous plan.

Airport Administration

The Airport is owned by the Port of Portland, which is a regional government agency with boundaries that encompass Washington, Clackamas, and Multnomah counties. A nine-member Commission sets Port policy. The Port Commission is comprised of members appointed by the Governor, and confirmed by the State Senate, who serve four-year terms. While the Port has many responsibilities other than aviation, the focus of this master plan is the Hillsboro Airport. Direct day-to-day management of the

Airport is the responsibility of a professional airport manager (Senior Manager - General Aviation Airports) who has a staff of two operations and four maintenance employees who work at the Hillsboro Airport.

Existing Conditions

The Hillsboro Airport encompasses approximately 963 acres of land. Of this total, approximately 243 acres are disconnected from the main airport property by roads. There are three runways at the Airport. Primary Runway 13R-31L is 6,600 feet long and capable of accommodating all general aviation aircraft. Crosswind Runway 2-20 is 3,821 feet long and it is designed to accommodate smaller single and multi-engine piston-powered aircraft that are more susceptible to crosswinds that would make landing to the primary runway more difficult. Runway 13L-31R is 3,600 feet long and it is intended to accommodate local training activity. The Airport has a taxiway system providing for aircraft circulation to and from the runways. The Airport is considered an all-weather facility because it has published instrument approach procedures which allow for continued operations in poor weather/visibility conditions. The most sophisticated of these procedures is the instrument landing system (ILS) approach to Runway 13R, which allows for operations when visibility is not lower than ½-mile. The Airport has an FAA-owned and operated air traffic control tower.

Historical and Baseline Inventory Elements

The baseline year for the master plan is 2016. There are currently 354 based aircraft at the Airport, ranging in size from small piston-powered aircraft to the largest business jets in production. The mix of based aircraft includes 49 jets, 35 helicopters, 17 turboprops, 253 single/multi-engine piston aircraft. The Airport had nearly 200,000 operations in 2016, ranking second in the state only to PDX.

The Airport has a full array of aircraft storage hangars. These include small T-hangars and box hangars, many of which are owned by the Port. There are also a number of large conventional hangars utilized by airport businesses and private corporations.